



Town of St. George

# Comprehensive Plan

June - May 2018

Approved by the Town of St. George

Adopted

# 1 Summary and Community Vision

The last officially adopted Comprehensive Plan was approved by the voters of the Town at town meeting in March 2013. While that plan was accepted by the voters it was not accredited by the State. As a result, the 2013 plan has been slightly amended to include missing elements for consistency with the State's Growth Management Act. Substantively, this plan is very similar to the 2013 version but has been updated with available data and reformatted for readability/

A summary of each topic areas is presented below.

## Historic and Archeological Resources

The Town of St. George has a rich history rooted in its connection to natural resources and marine heritage. Fishing, quarrying, and shipbuilding helped to drive demand for settlements and growth in the Town. Today there are several archeological sites and historic buildings throughout town. Some, like Fort St. George, are open to the public.

## Population

The year-round population of St. George seems to be holding steady with a less than 1% growth rate over the last 10-year census period. However, there has been an increase in the overall age of the population (from 44.5 in 2000 to 51.2 in 2010). Further, the percentage of adults in the pre-retirement/early retirement age bracket (55-74) increased by 41% between 1990 and 2010 while adults between the ages of 25 and 54 (those adults in the prime parenting and household building years) decreased by 6%. The Growth in this age group, as well as those in the 75+ age bracket, may signal turnover in housing stock (will younger buyers be available to buy it), need for medical and public safety services, and, with the older population remaining healthy longer, a potential for significant contributions to the civic life. The loss of households with individuals under 18 has implications for schools, availability of a local labor force, home buying, and the overall benefits of a diverse population.

St. George's seasonal population now includes a new large category of non-resident/seasonal renters. This category has increased significantly in the last few years as many St. George property owners seek additional income by renting their properties. According to Census numbers, in 2000 there were 604 housing units classified as being occupied for seasonal, recreational or occasional use. By 2010 that number had increased to 762 or about 21%. This trend increases the demand for local services and recreational activities during peak seasons and has implications on overall population and housing availability. The demographics of this trend and the cost/benefit ratio to the Town are not known at this time.

## Economy

The economy in St. George appears to be on strong footing. Unemployment is down to just over 3% which is the lowest of the surrounding and nearby midcoast communities. Median Household Income has increased since 2010 and taxable retail sales increased 195% between 2000 and 2010. There have

been some shifts in employment as a result in changes away from the traditional resource-based economy (i.e. commercial fishing) to a service-based economy. While the commercial fishing sector remains imports (over 11% of the employed workers), more of the citizens (20% of the employed residents) are in the education, health and social service sectors.

### Housing

The pace of new housing development has slowed significantly since 2010 and here have been no new subdivisions approved since 2009. In addition, St. George has an affordability issue where over 70% of the households cannot afford the median priced home. The Maine State Housings Authority (MSHA) estimated the 2017 affordability index (the ratio between median income and median home price) for St. George was .85 which indicates that the is generally unaffordable. This is compounded by the lack of year-round rental housing and conversion of year-round homes into seasonal homes.

### Natural Resources

The Town is almost 85% forested with most of the undeveloped blocks in the interior areas. Soils throughout Town vary, but the Soil Survey for Knox County shows that the soils rated highest for development are less frequent. The Town relies on groundwater for its source of drinking water. Protection for this resource is critical and especially important near the source wells for the Tenants Harbor and Port Clyde Water Districts. There are five Registered Critical Areas in St. George including the Point Marine Invertebrate Area (tide pools) and three seabird critical areas.

### Marine Resources

The Town of St. George has over 125 miles of coastline which creates a diverse physical and cultural waterfront landscape. Within the past decade, these waterfront areas have witnessed significant residential growth and development, as well as increased demand for access to, and recreation within, harbor areas. The impacts associated with these activities are especially evident in the areas of Tenants Harbor and Port Clyde. Based on past surveys, the residents of St. George wish to maintain the traditional character of the town by protecting marine resource, particularly working waterfront properties and supporting the commercial fishing industry in town. More than a dozen Commercial Fishing Marine Activities (CFMA) zones are delineated for waterfront areas in Port Clyde, Tenants Harbor, and Wheeler Bay. Working Waterfront classifications are also increasing. The 10 Cold Storage Road property in Port Clyde is being planned as a way to support the working waterfront and public access for the future.

### Islands

There are over 50 Islands within the municipal boundaries of St. George which are a mixture of private ownership and public availability. Additional development on the islands over the past 10 years provides increase tax revenue and jobs as well as the need for mainland access.

### Recreational and Open Space

Recreation has been an important part of the Town's culture for generations. This has evolved

into a robust Town recreation department that supports youth and adult programming. In addition, the town benefits from several public recreational facilities and open spaces such as Marshall Point Light and Drift Inn Beach. There are several trails throughout town as well.

### Transportation

The transportation network in town plays an important role in current patterns of development and economics. There are over 31 miles of road in St. George including two state roads – Route 73 and 131. Road maintenance is an ongoing effort which is budgeted yearly between the Town and the State. Outside the village areas, pedestrian/bicycle activity would need to use narrow road shoulders as there are few sidewalks and no dedicated bike paths. Alternative modes of transportation are limited although the Town is starting to be more connected to regional transportation for non-emergency medical purposes.

### Public Facilities

The Town is well served by a fully functional Municipal Office and emergency services. The community has a local school and several other local educational opportunities. New properties have been added to the Town owned property list including the Juniper Street property, Fort St. George and 10 Cold Storage Road. The Port Clyde and Tenants Harbor Water Districts provide drinking water to the villages.

### Land Use

While there has been a general slowdown of subdivision applications over the past several years, the town continues to see growth in the form of residential development, repairs and additions. There are two growth areas, both situated around the existing villages of Port Clyde and Tenants Harbor. In these areas regulatory policy and investment will be targeted toward supporting new and infill development.

### Municipal Finance & Capital Investment

Information from the comprehensive plan indicates that the Town is in a healthy financial position. The town has established a Capital Investment Plan which provides a framework for planning and financing projects that are necessary to meet existing and future needs and constitute major capital improvements for which the Town has responsibility. The Plan not only addresses new and expanded public facilities, but also extends into the scope of maintenance and repairs of the Town's assets.

### Regional Coordination

St. George tends to be isolated from regional activities. However, it does participate in mutual aid agreements for fire and EMS, regional shellfish management, and coordination with neighboring towns for joint purchases and equipment sharing.

## Public Participation Summary

The process of developing this comprehensive Plan has taken several years (2010-2018) to complete. In 2010 a Comprehensive Plan Committee was convened to begin working on an update to the previous. The committee spent the first three years drafting the Inventory Section for each topic area and held a series of meetings to develop policies and strategies. Between 2012 and 2013 several meetings were held with the public hearings, town boards and committees. This process included a town wide survey to collect opinions on preferences and developmental issues. By 2013 the Committee had developed a draft plan which was presented to the voters for acceptance.

Since that time the Comprehensive Plan has been working on adding elements to the plan to be more consistent with State rules, updating Inventory data using more current information where available, and refining the policies and strategies developed as part of draft plan. Throughout that time, there have been additional public meetings and check in's with relevant town committees.

Following is a summary of the Action Plan and what actually took place:

July 2010 - January 2011	Comprehensive Plan Committee review of the 2007 Plan, its inventory, goals, policies and strategies
Feb 2011 - March 2012	Update the inventory
April 2012 - March 2013	Prepare for revision by conducting public hearings, meetings with town boards and committees. This process included a town wide survey to collect opinions on preferences and developmental issues.
March 2013 - June 2013	Work on updating the Plan based upon all input.
July 2013 - October 2013	Present Draft Plan for review by town officials, town committees and the public.
October 2013	Public Forum
November 5, 2013	Town Voted to accept Comprehensive Plan Draft
<b>November 2013 – May 2018</b>	Comprehensive Plan Committee work on updating Inventory Data, reviewing goals, policies and strategies, review of consistency items, discussions at Town meetings and various public forums.
<b>Other meetings?</b>	
<b>May 2018</b>	Final Public Forum

## Community Vision

The residents of the Town of St. George have expressed their vision for the community in following terms:

The Town of St. George shall be a desirable place to live, work, raise a family, retire and visit. To accomplish this vision:

- The Town shall protect its scenic, recreational and natural resources that give St. George its distinctive character.
- Traditional fisheries and emerging marine based industries will continue to be an integral part of our culture and working waterfront.
- Tourism and non-marine related industry and businesses will provide additional employment opportunities and attract young people.
- The Town will have a variety of quality housing, including affordable options for low and middle-income families and senior citizens.
- Quality, local educational opportunities will continue to be valued and supported.
- The spirit of community is reflected through the efforts of our citizens and volunteers.

*This vision shall be realized by you.*

## 2 HISTORIC AND ARCHAEOLOGICAL RESOURCES

### 2.1 Town History

According to archeologists the St. George peninsula has been inhabited for thousands of years. Native American artifacts attest to seasonal land use and settlement before the coming of the European explorers.

Late in the spring of 1605, the English explorer George Weymouth moored the Archangel near the mouth of the St. George River. His mission was to assess the natural resources of this region and to determine whether or not the land was suitable for English settlement. Weymouth's crew planted an experimental garden on Allen's Island – the first known attempt at agriculture in North America.

The unsuccessful Popham colony at the mouth of the Kennebec (1607) resulted from Weymouth's voyage. Weymouth had called Monhegan St. Georges Island. The name St. Georges or St. George became attached to the river and to the town when it separated from Cushing in 1803.

The territory between Muscongus and the Penobscot was granted to Thomas Leverett and John Beauchamp in 1629. However, there was no known attempt at settlement and only two or three individuals or families are known to have lived on the river in the 1600s.

In 1736 Samuel Waldo of Boston, who had gained a controlling interest in the patent of 1629, brought Scott-Irish families to the St. George River. For many years their log homes and small clearings marked the easternmost frontier of British settlement in North America. Waldo had agreed with the Penobscot Indians that settlers were not to live on the east side of the river below the Creek in Thomaston. Therefore, St. George remained almost unsettled by European colonists until after the French and Indian War in 1763.

Children and grandchildren of the Scott-Irish in Cushing and Warren began settling in St. George in the late 1760's and 1770's. At the same time, persons of English descent from older settlements to the westward were building homes on the ocean side of the peninsula. A map made in 1776 shows 19 dwellings in what is now St. George.

Settlement seems to have stalled during the Revolution. Three settlers had their land confiscated because of their Loyalist sentiments and departed. The British raided the home of Samuel Watts at Wallston and Watts was held prisoner for some time at Castine. The local Committee of Safety stationed a guard at Tenants Harbor at one point during the war.

A virtual land rush occurred after the revolution. Because they were Loyalists, the Waldo's property had been confiscated. It seems to have been assumed that lots not occupied before the Revolution were up for grabs. Dozens of men, many of them veterans, brought their families here in the 1780's. Those settlers were later obliged to buy their land from Lucy Knox, the only Waldo heir who had sided with the Patriots.

There were two engagements with the British during the War of 1812. British raiders rowed up the river in dense fog in June 1814 and captured the fort, which had been erected by the US Government in 1809 to protect the growing commerce at Warren and Thomaston. The raiders retreated down the river. In August of 1813 at Tenants Harbor, the local militia turned out and repelled raiders from the Bream or Brim. Two vessels belonging to Hart and Watts were destroyed or taken.

In 1789, St. George and Cushing were incorporated as the Town of Cushing. Even at that time, St. George's population exceeded that of Cushing. St. George's population was 578 people in 1790, 886 in 1800, 1127 in 1810, 1325 in 1820 and then generally increased until the 1880's.

Fluctuations in population reflect the economic activities in the various decades. The earliest settlers derived most of their cash income from cutting cordwood and shipping it to Boston, where there was a constant demand for firewood. At least four tidal sawmills were operating around 1800 for sawing lumber and grinding grain. From the first, many men were engaged as sailors and captains. It appears that almost every family was engaged in some small-scale farming.

The commencement of quarrying and expansion of shipbuilding reversed the population decline of the 1820's. Granite quarrying began in the 1830's and soon several large operations in Town provided employment for hundreds of men. Over sixty vessels were built in Town during the 1800's and when both quarries and shipyards were operating, population peaked at near 3,000 in 1880.

The granite industry brought in immigrants who have given St. George a population mix quite different than that of neighboring towns. By the time of the Civil War, there were numerous Irish workers in the quarries. In the 1870's, skilled stonecutters and paving cutters came from Great Britain, the English settling mainly at Long Cove and the Scots at Clark Island. Finnish quarry workers began arriving in the 1890's. They seem to have replaced the Irish, who with few exceptions, moved elsewhere, probably during the labor troubles in the early 1890's. Large numbers of the young Swedish paving cutters arrived between 1910 and 1930. Most of the Swedes moved away as the granite industry declined in the 1930's and 1940's. The last quarry to operate in town, Hocking Granite, at Clark's Island, ceased operations in the early 1960's.

The fishing industry predates the settlement of the town. Probably some of the first settlers from the westward had been here earlier to catch and dry fish. Fish were a



staple in the local diet and fish were exported along with cordwood. According to the late Albert Smalley, a cannery was operating as early as 1859 at Port Clyde. Lobsters were canned, giving impetus to the lobster industry, which still survives. Clams were canned well into this century, and the sardine factory operated until it burned on September 24, 1970. A facility for cleaning, grading and shipping mussels was opened at Long Cove in 1982 and operated until 2008. Groundfishing has seen a major decline. Port Clyde holds the last remaining fleet of Groundfishing boats between Portland and the Canadian Border. Today, the lobster fishery is the major industry. In 2008 a Fisherman's memorial was completed and dedicated at Marshall Point.

"Rusticators" – summer visitors – were here as early as the 1880's and summer cottages appeared on some of the choice shorefront by 1900. Until about the 1960's there were but few people "from away" who lived in town year-round. Since then, prosperity throughout the nation has enabled retirees to move here to enjoy the relative tranquility the town affords. Newly arrived younger people with families, often professionals or skilled workers, reside in St. George and find employment in Rockland. This influx of well educated, politically active and, compared with older residents, more economically aggressive individuals, has brought marked change to the Town.

The First Baptist Church was gathered in 1784 and organized in 1789, making it the oldest surviving religious group in the county. From it sprang the Ridge Church (1817), the Tenants Harbor Church (1842), and a Baptist Church at Clark's Island, now extinct. The Port Clyde Baptist Church separated officially from the Ridge Church in the 1940's, although the church building dates from 1897. The Port Clyde Advent Church was gathered prior to 1900 and organized early in the 20th century. The Community Church at Spruce Head dates from the last decades of the 1800's and St. George's Episcopal Chapel at Long Cove, open during the summer, built in 1901 is a reminder of the English granite workers who lived at "Engishtown" as that locality was called.

There are precious few structures in St. George that pre-date 1800, for even at that date, most homes were built of logs. The oldest building in town is that owned by the Clarks on Wallston, the home of Captain Samuel Watts. This house dates from the 1770's.

According to tradition related by the late Roy Meservey, the first school in town was kept for the children of Samuel Watts. That must have been in the 1780's. In 1792, four school districts were laid out. The number of districts increased as the Town's population grew, so that by the late 1800's there were eighteen or twenty schools in the town. Gradually, the districts were consolidated and in 1957, albeit with much opposition, the remaining districts at St. George, Clark's Island and Port Clyde were closed. Since then, all elementary students have attended school at Tenants Harbor.

A high school was begun in 1894 in the sail loft over Long's store. The High School building was erected in 1900. The first class graduated in 1901, the last in 1962. Since

1963, high school students have attended Georges Valley High School in Thomaston. Grammar school students were housed in the old building for a few years, until the old building was torn down and the new town office built on the site.

Drastic changes in community life have occurred since the 1950's. Relatively few people are regularly employed in town; the vast majority works in Thomaston, Rockland, or even further away. Larger numbers of fishermen must compete for a diminishing resource. Agriculture is nearly non-existent. With the closing of neighborhood schools, most children are bused away and grow up as virtual strangers in their own communities.

Perhaps nothing has done more to change St. George than the closing of the high school. Attending the same school as one's parents or grandparents provided a common experience that bonded generations together. Too, many of the school activities brought residents from all parts of the town together. Graduation, school plays, and band concerts helped maintain a pleasant sense of community pride and continuity. Those who have not lived in town through this period cannot appreciate the magnitude of the void created by the loss of our town's high school.

Another significant and related change is the declining participation in many local organizations. Despite an increase in population since 1960, support of local fraternal orders and churches has not increased proportionately. Lacking the bonding provided by local schooling, younger people do not identify with community organizations and most feel no commitment to perpetuate them. Similarly, people who have moved into town are as likely to support the religious and social organizations of Thomaston or Rockland as those in St. George.

On a more positive note, the change in population has created support for organizations with specialized interests. Many artists have made St. George their home and art shows and galleries thrive in the summer months. The Georges River Land Trust originated in St. George and has stimulated an awareness of the need to protect the entire St. George River watershed. The St. George Historical Society has succeeded in restoring the Marshall Point Keeper's House, the first building in town preserved for historic and aesthetic purposes. In the summer months, it houses a museum open to the public with many displays and artifacts relating to the history of the town. The Mary Eleanor Jackson Library has undergone significant improvement and has expanded into a new larger building.

In 2003, the Town of St. George celebrated its Bicentennial with fireworks, a large parade, reenactments, and many other special events to commemorate the occasion.

*Originally Written by James Skoglund. Updated by Comprehensive Planning Committee in 2013*

## 2.2 Historical Resources

There are numerous buildings in St. George that have architectural and historical significance scattered throughout this town. The Comprehensive Plan Committee has identified the following public buildings and historic sites as important to the town.

1. Fort Point/Fort St. George was the site of a U.S. military installation used during the War of 1812. This two-acre point is owned by the State of Maine and is periodically cleared of bushes by the State Parks Commission. There is public access to the fort by land and water.
2. The Town of St. George now owns Marshall Point and the Keeper's House. The tower with its working, automated light is still maintained by the U.S. Coast Guard. The grounds are open from sunrise to sunset and the museum on the first floor of the Keeper's House is opened certain hours during the summer months and staffed by volunteers from the St. George Historical Society.
3. Long's Sail Loft in Tenants Harbor has been used as a store, a sail loft and served as the High School in the 1890's. It is now a private residence.
4. In addition to the main burial grounds at North Parish (Wiley's Corner), Seaside (Tenants Harbor), Clark Hill (Harts Neck), and South Parish (Martinsville), there are several lesser-known burial grounds that may need positive identification and protection. They are as follows:
  - The Watts-Hathorn yards or yards on Taylor's Point (The Samuel Watts stone located here is reported to be broken)
  - Two gravestones behind the Lugar place in Wallston
  - One grave behind Bradley Wiley's in Pooley Field
  - Several marked graves at Clark's Beach (Mosquito Head)
  - A family burial ground on Teel's Island.
  - One marked grave, Pelatia Barter on McGee Island.
  - Two marked graves on Hart's Neck behind the Gallimander
  - Several marked graves on Hewett's Island.

*Reference: Cemetery Inscriptions and Burial Sites of St. George, Maine and the nearby islands – compiled and edited by Steven E. Sullivan M.A. and Robert L. Welsch, Ph.d.*

The Maine Historical Preservation Commission provided a list of historic sites for the Resource Inventory of the St. George River (1989). These included Fort St. George State Park, listed above; early eighteenth-century house sites, though no specific locations

were given; and possible shipwrecks that are believed to exist based on historic documents, although the actual sites have not been confirmed.

The National Register of Historic Places, administered by the National Park Service, lists the following in the National Register:

- Mosquito Island House, Mosquito Island
- Sail Loft, Tenants Harbor
- Marshall Point Light Station, Port Clyde
- Whitehead Light Station, Whitehead Island
- Whitehead Life Saving Station, Whitehead Island

According to the Maine Historic Preservation Committee, a comprehensive survey of St. George historic resources needs to be undertaken in order to identify additional properties that may be eligible to be nominated to the National Register of Historic Places.

## 2.2 Archaeological Resources

The St. George River Region is rich in prehistoric archaeological resources, with sites dating back to nine thousand years ago. Indian habitations, cemeteries and campsites are found all along the river. Shell middens identify coastal habitations and campsites, the only known prehistoric campsites in town.

It is likely that artifact hunters have disturbed all the known Indian shell heaps and coastal erosion has further damaged or destroyed the shell heaps.

The Maine Historical Preservation Commission has identified two sites in St. George as high priorities for preservation. These are major shell heaps at Watt's Cove and Turkey Cove. In addition, the Commission lists known high potential prehistoric sites throughout St. George:

- Fort Point shoreline
- Watt's Point shoreline and shell heaps
- Watt's Cove, south of Cutler Cove
- The shore between Watt's Cove and Otis Cove
- The shoreline north of Teel Cove
- The Turkey Point shoreline and shell heaps
- The shoreline between Howard Point and Deep Cove
- The Port Clyde waterfront

To protect these prehistoric sites and possible property owners (many areas are not on public land), these site locations are not made public.

The Maine Historic Preservation Commission lists the Fort St. George site as the sole historic archaeological site in St. George. According to the Commission, no professional survey for additional sites has been conducted to date in St. George. Further fieldwork could focus on sites relating to the earliest European settlement of the Town, beginning in the period before 1689. In 1999 an archaeological survey was done on the middens at Snow's Point as a direct result of a subdivision request.

## 2.4 Goals, Policies, and Strategies

### A. State Goal

*To preserve the State's historic and archaeological resources.*

### B. Local Policies and Strategies

Pursuant to the State goal the Town of St. George has the following policies:

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Short Term is assigned for strategies to be addressed within one to three after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed within ten years. In addition, Ongoing is used for regularly recurring activities.

*Policy 1: Identify and map St. George's important historical and archaeological resources*

Strategy	Responsibility	Date
Create and Maintain an inventory and map existing known historic and prehistoric archaeological resources and continue to add information as it becomes available.	Conservation Commission	Short Term
Explore the options for conducting a professional survey of historic archaeological sites and above-ground historic resources in St. George.	Historical Society/Town Manager	Ongoing

*Policy 2: Encourage the preservation of historic buildings.*

Strategy	Responsibility	Date
Obtain and distribute information available through the Maine Historic Preservation Commission and other groups about the National Register of Historic Properties and techniques for preserving historic and archaeological resources.	Historical Society/Town Manager	Ongoing
Review and revise, if necessary, the submission requirements for projects subject to subdivision or site plan review to require that all state or locally identified historically or archaeologically significant resources on or adjacent to the development parcel be identified in the application and shown on the plans.	Planning Board	Short Term

Review, and amend as necessary, ordinance provisions to ensure they require a buffer strip and/or screening between new developments and historic structures. A waiver of buffer strips or screening requirements could be requested if the development meets specified design criteria that would make it compatible with the historic building/site.	Planning Board/Town Manager	Short Term
Maintain ordinances that include sign standards for size, location, materials, and lighting to assure visual compatibility with the Town's historical heritage.	Planning Board	Ongoing
Maintain the ordinances to allow the Historical Society an opportunity to review projects that might directly impact historic or archaeological resources.	Planning Board/Historical Society	Ongoing

*Policy A3: Encourage the preservation, maintenance and protection of cemeteries.*

Strategy	Responsibility	Date
Monitor the condition of local private cemeteries. Work with landowners and cemetery associations to provide for care and maintenance of cemeteries on their land, as resources allow.	Historical Society/Town Manager	Ongoing
Monitor Town cemeteries	Planning Board/Town Manager	Ongoing

# 3 POPULATION

## 3.1 Population Trends

As of the 2010 Census the Town's population was 2,591. A more recent estimate by the American Community Survey in 2015 shows this holding steady at 2,594. Between 2000 and 2010, the population of St. George increased 0.4% compared to Knox County's 0.3% increase and the State's 4.2% increase during the same period.

The population of St. George rose dramatically in the early 1800's, as shipbuilding became the major enterprise in town. Peaks in population during the 1800's occurred as the ship building industry brought waves of immigrants in from various European countries. The population declines from its all-time high in 1880 through 1920, as shipbuilding disappeared in most coastal Maine towns. The population rose sharply between 1920 and 1930 when the quarry industry brought stonecutter immigrants. These individuals moved out of the area after 1930 to work, many in Boston, and the population declined to a low of 1482 in 1950. St. George's population increased gradually between 1950 and 1970. Since then, migration has caused the Town's population to increase rapidly until 2000 when the population increase has started to slow and remain steady.

Total year-round population figures for the Town of St. George are shown in Table 3-1 below which also illustrates the Town's historical population growth.

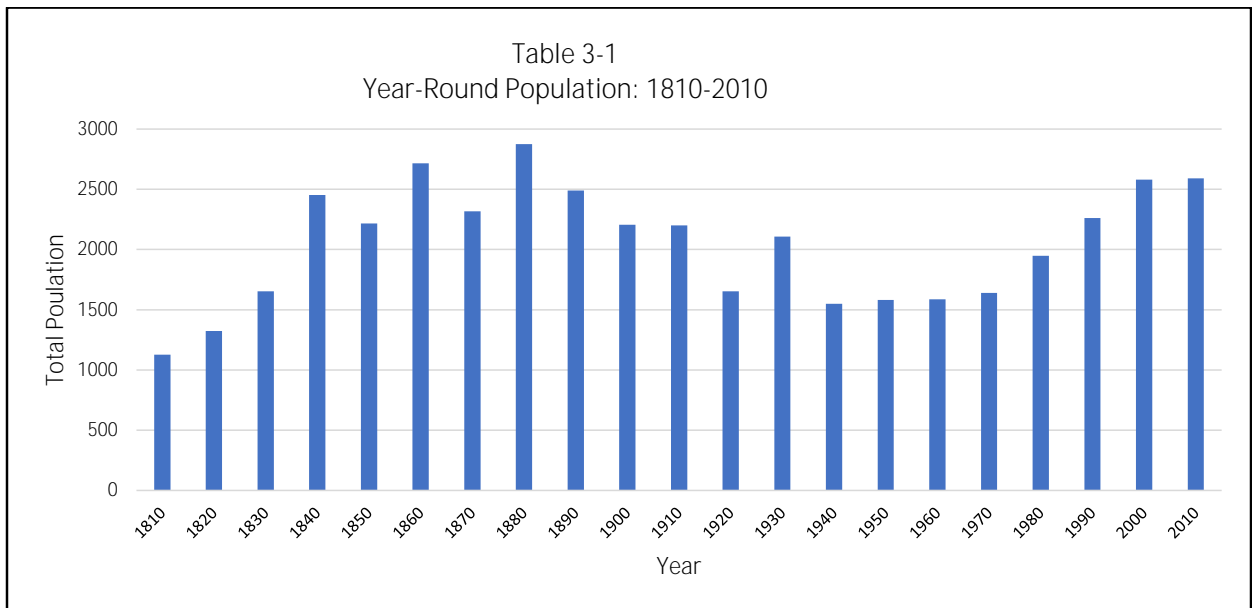


Table 3-2 exhibits a 40-year trend comparison (1970-2010) of St. George's population to that of surrounding communities. Over the past 40 years St. George has seen a 58% growth rate which is higher than the Count and State. Cushing had the highest growth rate at an increase of 194% and while the larger community of Rockland saw a decrease in population of a little over 14%.

Table 3-2 Comparative Population Change								
Year	St. George	Cushing	Friendship	Rockland	South Thomaston	Thomaston	Knox Cty	Maine
1970	1,639	522	834	8,505	831	2,646	29,013	993,722
1980	1,948	795	1,000	7,919	1,064	2,900	32,941	1,124,660
1990	2,261	998	1,099	7,972	1,227	3,306	36,310	1,226,928
2000	2,580	1,322	1,204	7,609	1,416	3,748	39,618	1,274,923
2010	2,591	1,534	1,152	7,297	1,558	2,781	39,736	1,328,361
%Ch 70-80	18.9	52.3	19.9	-6.9	28.0	9.6	13.5	13.2
%Ch 80-90	16.1	24.3	9.9	0.7	15.3	14	10.2	9.1
%Ch 90-00	14	34	10	-0.54	15	13	9.1	0.04
%Ch 00-10	0.04	16	-4.3	-4.1	10	-25.8*	0.3	4.2
% Ch 70-10	58.08	193.87	38.13	-14.20	87.48	5.10	36.96	33.68

Sources: U.S. Census 1970, 1980, 1990, 2000, and 2010.

\*Prison population moved from Thomaston to Warren

Population by Age Group: Census data comparisons for the last 10 to 20 years shows that the population of St. George is aging. Between 1990 and 2010 adults in the 55 to 74 range (pre-retirement/early retirement aged adults) increased by 41%, while the adults between the ages of 25 and 54 (those adults in the prime parenting and household building years) decreased by 6%. St. George also has an older population than that of Knox County as a whole. In 2000 the median age for St. George was 44.5 and Knox County was 41.1, a difference of 3 years. In 2010 that gap had increased to over 5 years with St. George median age increasing to 50.2 and the Knox County median age increasing to 44.5.

Table 3-3 below shows the overall population change by age group for St. George.

Table 3-3 Population Change: 1990 - 2010				
Age Group	1990	2000	2010	% Change 1990-2010
Under 5	144	127	109	-32%
5 to 14	297	341	260	-14%
15 to 24	213	213	201	-6%



25 to 34	292	261	203	-44%
35 to 44	390	370	256	-52%
45 to 54	237	413	406	42%
55 to 64	258	314	512	50%
65 to 74	254	300	361	30%
75 to 84	138	185	203	32%
85 +	38	56	80	53%
total	2261	2580	2591	
0 to 15	441	468	369	-20%
15 to 24	213	213	201	-6%
25 to 54	919	1044	865	-6%
55 to 74	512	614	873	41%
75plus	176	241	283	38%

Sources: U.S. Census 1990, 2000, and 2010.

### 3.2 Household Trends

In 2010 there were a total of 1,204 households in St. George, which is a 7% increase over 2000. While the number of households is increasing, the overall household size is decreasing. The 2010 data available on household size indicates that the average household size in St. George is 2.15 persons compared to 2.31 in 2000. Household size is also smaller than in Knox County (2.22 persons) and the State of Maine (2.32 persons). Average Family Size is also decreasing. In 2000, the Average Family Size was 2.77. By 2010 it had decreased to 2.60 and the number of households with individuals under 18 had decreased by 30%.

Table 3-4 below shows a summary of household by type and relationship.

Table 3-4 Household Type/Relationship				
Household Type	2000	2010	% Change	Change
Total Households	1119	1204	7.06%	85
Family Households	758	768	1.30%	10
With own children <18 years	316	231	-36.80%	-85
Non-Family Households	361	436	17.20%	75
Average Household Size	2.31	2.15	-7.44%	-0.16
Average Family Size	2.77	2.60	-6.54	-0.17
Households with Individuals under 18	329	253	-30.04%	-76
Households with Individuals 65 and older	380	467	18.63%	87

Sources: U.S. Census 2000 and 2010.

### 3.3 Population Projections

The Office of Policy and Management has prepared population projections for 2019 through 2034 using the recent historical growth of the town's share of the county's population and county population projections. The projections show that St. George will start a gradual population decline in 2019. By 2034 the total population is projected to decrease by 4.7% from 2010 census numbers.

There are a few aspects of Maine's demographic picture that appear to also have influences on St. George: an older population with a large number of baby boomers (generation born between 1946 and 1964); relatively few children; and low numbers of racial and ethnic minorities.

Table 3-5 Population Projections									
2010 Population	Population projected				Percent change from previous period				Total percent change
	2019	2024	2029	2034	2010- 2019	2019- 2024	2024- 2029	2029- 2034	2010-2034
2591	2,576	2,553	2,518	2,474	-0.6%	-0.9%	-1.4%	-1.8%	-4.7%

Source: Office of Policy and Management, 2016

## 4 ECONOMY

This section integrates local, regional and state economic information, and includes an inventory of major employers and local businesses. It also examines occupations, the labor force, income levels, commuter patterns and taxable retail sales. This information provides an important perspective on the overall well-being of the economy and as well as information necessary to determine the appropriate level and type of future economic development.

### 4.1 Knox County/Regional Economy

Major regional employers, with over 100 employees are; Dragon Cement in Thomaston. FMC Corporation in Rockland, Penobscot Bay Medical Center in Rockport, the Maine State Prison in Warren, the State of Maine, Bath Iron Works in Bath, and the Samoset Resort in Rockland. These employers are considered financially sound.

### 4.2 St. George Economy

The economy of St. George has always been based on its location on the coast. Fishing has been and remains important to the town's economy. The early and mid-nineteenth century years were the heyday of shipbuilding in Town. Most residents were involved in building or sailing ships. Seamen went to sea, while their families remained in town. After the decline of the shipbuilding industry, quarries became more active and immigrant stone cutters arrived to cut granite in the 1900s. This boom lasted only a short time, and the Town's economy stalled through the mid-1900s.

The economy changed as the coast of Maine became a major tourist attraction and desirable retirement location. The Town has seen an increase in tourist business over the past ten years with the conversion of several larger homes to Bed and Breakfast establishments. Currently, St. George is somewhat off the beaten path for tourism and so has seen only a small annual increase in tourism development during the 1980's and 1990's. The exception to this is the vast majority of individuals who visit Monhegan Island take the ferry from Port Clyde, rather than Boothbay Harbor. In the summer, the Monhegan Boat Line can transport up to 390 people per day to Monhegan Island.

The town has become more attractive to retirees and people who hope to have their vacation home become their retirement home. Some people have bought shore property as it becomes available for prices that local people find difficult to afford. Some small cottages have been expanded into larger homes. Even property which has a view of the water has become sought after. The increase in prices for shore property has raised taxes for those who wish to stay in their homes, making retaining ownership more difficult for these people.

The one of the largest employment sectors in St. George is the fishing industry, and most fishermen are self-employed and employ family members. In 2016 there were an estimated

135 lobster boats and an additional 7 other fishing vessels [e.g., draggers, urchin boats, etc.]. The lobster fishery includes several dealers and employs over 200 people. The building trades are also flourishing and employ many residents.

The major local employers, each with ten or more year-round employees are: Atwood Brothers Lobsters, St. George Municipal School Unit, Harbor Builders Associates, the Port Clyde General Store and the East Wind Inn. There are several seasonal businesses in town that employ up to 10 employees; there are numerous home businesses in Town. Many artists maintain studios in St. George.

The St. George Business Alliance (2011) is a collective of business owners, non-profits, professionals, artists, community organizations and residents working together to promote the businesses and cultural prosperity of St. George, Maine.

Table 4-1 Businesses operating in St. George October 2016	
Antiques	Coastal Antiques and Collectibles Real Finds Consignment
Arts	Mars Hall Gallery Stonefish Out of Sight Gallery Peter Achorn Signs Barbara Ernst Prey (painting) Sandra Dickson – Fine Art Port Clyde Art Gallery Faulkner Graphics Nancy Lincoln (jewelry) The Drawing Room Wiley Farm Studio Hannah Angela Anderson Studio Barbara Aras Arts First Light Gallery Lauren Gill Studio Linda Funk Illustrations Linda Bean Wyeth Gallery Granite Gallery Pond House Gallery and Frame Shop Marvin Hupper Maine Water Colors Studio K
Automotive	Beckett's Auto Service Larry Oakes, Automaster
Barber/Salon	George Rizkalla T.H.E. Salon
Bed & Breakfast	Long Cove Cottages The Humble Farmer Mill Pond House Pointed Fir B&B Lilac Cottage
Books	Roseledge Books Sunshine Books
Computers	Proteus Research Long Cove Computers Merlin Computing

Construction	Harbor Builders Associates Wiley's Corner Builders Mid-Coast Builders St. George Renovation Contractors Tweedie Builders Paul Anderson Painting Peninsula Construction JB Carpentry Logan Woodbridge Builders Sealand Services White Meadows Construction Lone Maple Construction JD Miller Construction William Morris and Son Gill Timber Frame
Divers	Mark Ausplund, diving Young's Dive Service
Entertainment	Echo Hill Lodge The Humble Farmer
Excavation	Dennison Excavation Ron Hall Landscaping Steve Joseph Tractor Service J. H. L. Construction
Financial Services	Margaret Sawyer CPA
Fish & Seafood	Tenants Harbor Fisherman's Co-Op William Atwood Lobsters Art's Lobsters Luke's Lobster Miller's Lobsters Port Clyde Fisherman's Co-Op Port Clyde Lobster Port Clyde Fresh Catch Superior Bait Company Teel Cove Fisheries
Food Stores	Tenants Harbor General Store Port Clyde General Store
Gift Shops	Lighthouse Gift Shop Dunnett Landing Nature's Gifts Coastal Antiques and Collectibles Blue Tulip Sea Star Shop

Graphic Design	Betsy Welch Cushman Creative
Heating	Maine Coast Petroleum St. George Heating GC Minery Plumbing and Heating
Inns	The East Wind Inn The Ocean House Hotel Craignair Inn Seaside Inn
Lawn & Landscaping	St. George Property Management Granite Gardens Long's Landscaping Service Gregory's Landscaping Service Jim's Lawn Service Rocky Coast Landscaping Steve Scott Brush Cutting Hoppe's Tree Service Hedgerow
Learning Centers	Blueberry Cove Camp Herring Gut Learning Center Hurricane Island Outward Bound
Marine	J. Parker, Boatbuilder Monhegan Boat Line Star Boat Company Tenants Harbor Boat Yard C. Stickney Boatbuilders Clark Island Boat Works Allied Marine Transport
Massage	C. Anderson Massage
Masonry	Jay Cook Masonry Craig Wilgus
Miscellaneous	Brooks Textiles Solsten Cabinet Maker R. Faustini- Monuments/Cottages St. George Carriage Co. Paper Path Imaging Port Clyde Kayaks - Brian and Tamara Cody Crow Manufacturing Ridge Forge St. George Dragon Dharma Design - Custom furniture India and John McConochie - Green Bean Catering

	Roadside Rescue and Diesel Service Carolwood Productions Oryx Worx – Fitness
Pottery	St. George Pottery George Pearlman Pottery Blue Crow Pottery
Plumbing	David Olson – Jones Brook Plumbing Glenn Haight GC Minery Plumbing and Heating
Real Estate	True Hall Realty Tenants Harbor Real Estate St. George Realty
Restaurants	Dip Net Restaurant Village Ice Cream Shop The Black Harpoon Miller’s Lobsters Luke’s Lobster Happy Clam School House Bakery Drift Inn Canteen East Wind Inn Craignair Inn Port Clyde General Store
Web Design	Alane Kennedy Jeff Boulet

There has been no new industrial development in St. George in recent years. In 1970 the Port Clyde Canning Company burned, and shortly thereafter, the Samco Can Co, which made cans for them, left. The Crowe Rope/Lace factory burned in the early 1980’s, but was eventually replaced in the late 1900’s by the Hi-Liner Rope Company and Brooks Textiles.

### 4.3 Labor Force

The unemployment rate for 2016 in St. George was 3.1%, slightly lower than the rate for Knox County (3.6%) and for the state as a whole (3.9%). Table 4-2 shows the labor force figures for St. George, Knox County, the State of Maine and five reference communities.



Table 4-2 Civilian Unemployment Rates				
	2000	2005	2010	2015
Cushing	2.1	4.02	6.59	4.10
Friendship	2.7	4.83	6.04	3.30
Rockland	4.9	5.03	8.49	4.90
S. Thomaston	2.6	5.03	8.06	4.10
St. George	1.9	3.76	7.09	3.10
Thomaston	5.7	4.32	8.04	3.50
Knox County	3.4	4.23	7.4	3.80
State of Maine	4.8	4.88	7.88	6.40

Source: Maine State Planning Office

Note: The Federal Bureau of Labor Statistics classifies persons as unemployed if they do not have a job, have actively looked for work in the prior 4 weeks, and are currently available for work.

#### 4.4 Occupations

Table 4-3 exhibits the occupations of employed residents of St. George and the State of Maine for 2000 and 2010. The most popular industries in St. George are: education, health and social services (19.7%); art, entertainment, food, recreation, accommodation (11.9%); and agriculture which includes forestry, fishing, hunting, and farming(11.4%).

Table 4-3 Occupations of Employed Residents 2000 and 2010				
	St. George		Maine	
	2000	2010	2000	2010
Agriculture (farm, fish, forest)	14%	11.4%	2.6%	2.1%
Construction	6.3%	6.6%	6.9%	7.2%
Manufacturing	10.9%	9.2%	14.2%	12.2%
Wholesale Trade	2.5%	2.0%	3.4%	2.9%
Retail Trade	11.5%	9.9%	13.5%	11.5%
Transportation (utilities)	4.0%	4.0%	4.3%	4.6%
Information	3.1%	2.8%	2.5%	2.3%
Fire**	3.9%	3.8%	6.2%	6.1%
Professional, scientific, management, administrative	5.5%	6.4%	6.9%	7.7%
Education, health and social services	17.1%	19.7%	23.2%	26.1%
Arts, entertainment, food, recreation, accommodation	10.4%	11.9%	7.1%	7.7%
Other services	6.5%	7.7%	4.7%	5.0%
Public administration	4.5%	4.6%	4.5%	4.6%

\*\* FIRE – finance, insurance, real estate, rental and leasing.

Source: Bureau of Labor Statistics reported by clrsearch.com

## 4.5 Income

In 10 years, the median household income for St George has more than doubled (137%: \$24.8K to \$58.8K). Whereas the state's median income rose 78% to \$49.2K. Household income levels in St. George were higher than State levels in 2010. A lower percentage of the households in St. George made less than \$15,000 per year (9.77%) than at the state level (13.36%). Households earning \$50,000 to \$75,000 made up the largest number of households in St. George and the state as a whole. Table 3-3 shows household income levels for St. George and the State of Maine as reported in the 2010 census.

Table 4-4 Household Income Levels – 2010 (household = all occupants 15 years and older earning money)			
	St. George		State of Maine
	#	%	%
Less than \$15,000	115	9.8	13.3
15,000-24,999	108	8.4	10.2
25,000-34,999	139	10.9	11.3
35,000-49,999	174	13.6	15.9
50,000-74,999	263	20.6	20.2
75,000-99,999	230	18.0	14.0
100,000-124,999	95	7.4	7.2
125,000-149,999	77	6.0	3.2
150,000 or more	12	.9	2.0
Median income	\$58,888		\$49,193

Source: US Census, 2010 (clrsearch.com)

Table 4-5 displays the 1979, 1987, 2000, and 2009 per capita incomes for St. George, the five referenced communities, Knox County and the State. Per Capita Income is calculated by dividing the total income by the number of people, 15 years and older, earning income. For St. George, per capita income experienced a 10% increase between 2000 and 2009, increasing from \$23,272 in 2000 to \$25,525. This increase compares to 27% for Knox County and 28% for the State.

Table 4-5 Per Capita Income					
	1979	1987	2000	2009	30 yr chg
Cushing	5,904	10,249	20,264	27,363	460%
Friendship	5,233	8,707	20,409	26,483	506%
Rockland	5,389	8,975	16,659	19,624	364%
S. Thomaston	5,929	10,026	21,303	26,129	440%
St. George	6,018	9,665	23,272	25,525	424%
Thomaston	4,865	8,276	17,199	23,246	478%
Knox County	5,659	9,724	19,981	24,421	449%
State of Maine	5,766	10,478	19,533	24,980	433%

Source: U.S. Census 2000, 2010 and Maine State Planning Office for 2009

## 4.6 Households Below Poverty

Table 4-6 displays the 2000 and 2009 Households Below Poverty for St George, the five referenced communities, Knox County and the State. While the St George poverty rate did increase slightly (<1%) over the nine-year period, our increase was significantly below the 3% increase seen by Knox County.

Table 4-6 Households Below the Poverty Level				
Town	2000		2009	
	# of Families	Percent	# of Families	Percent
Cushing	51	9.5%	87	15%
Friendship	59	11.7%	81	16.9%
Rockland	511	14.8%	752	21.6%
S. Thomaston	35	6%	27	4.4%
St. George	103	9.2	118	10%
Thomaston	211	15.8%	262	16.0%
Knox County	1,692	10.2%	2,218	13.1%
State of Maine	59,607	11.5%	69,374	12.8%

Source: U.S. Census Bureau, Decennial Census, ACS 5 year

Table 4-7 shows how people commuted to work in 2009. For each town the table shows the percentage of people using different modes of transportation.

Table 4-7 Commuting to Work				
Town	Drove Alone	Carpool	Public Trans	Walk
Cushing	74.2%	16.9%	0	0
Friendship	71.5%	11.5%	0	2.6%
Rockland	71.1%	15%	0	4.1%
S. Thomaston	76.9%	8%	0	4.9%
St. George	65.9%	13.4%	0	5.9%
Thomaston	79.1%	6.6%	0	4.4%
Knox County	75.5%	10%	.9%	3.4%
State of Maine	78.3%	10.4%	.8%	4.1%

Source: Maine State Planning Office: ACS 5-year

## 4.7 Taxable Retail Sales

Taxable 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) can be used to analyze the strength of the local retail economy in St. George and the neighboring towns. Table 4-8 highlights total consumer retail sales information for St. George, Knox County and the other towns from 2000 - 2010.

Table 4-9 shows the makeup of taxable sales in St George and shows the changes from 2005 to 2010. Notable is the 50% increase in lodging sales and the 20% drop in restaurant sales.

Table 4-8 Total Taxable Retail Sales 2000-2010				
Town	2000	2005	2010	10 year % Change
Cushing	\$630,3000	\$696,700	\$1,017,400	161%
Friendship	\$980,6000	\$2,836,700	\$2,778,300	283%
Rockland	\$171,566,900	\$243,365,000	\$210,577,600	123%
S. Thomaston	\$2,549,400	\$3,684,700	\$4,106,000	161%
St. George	\$4,302,800	\$7,116,00	\$8,404,300	195%
Thomaston	\$20,868,700	\$28,837,300	\$46,409,600	222%
Knox County	n/a	\$495,414,100	\$468,847,300	
State of Maine	n/a	\$16,676,380,800	\$16,464,063,800	

Table 4-9  
Breakdown of St. George Taxable Retail Sales  
2005-2010

	2005	2010	% Change
Personal	\$5,179,100	\$5,077,000	-2%
Business Op	\$1,936,900	\$3,327,200	72%
Other	\$1,031,600	\$1,055,100	2%
Restaurant	\$1,673,000	\$1,364,900	-19%
Lodging	\$898,600	\$1,351,700	50%
Rest and Lodging	\$2,571,600	\$2,716,600	6%
Total	\$7,116,000	\$8,404,300	18%

Source: Taxable Retail Sales – Annual from Maine Revenue Services

## 4.8 Goals, Policies, and Strategies

### A. State Goal

*Promote an economic climate that increases job opportunities and overall economic well-being.*

### B. Local Policies and Strategies

Pursuant to the State goal the Town of St. George has the following policies:

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Short Term is assigned for strategies to be addressed within one to three years after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed within ten years. In addition, Ongoing is used for regularly recurring activities.

*Policy 1: Support existing commercial activities in St. George and encourage the development and expansion of light impact businesses.*

Strategy	Responsibility	Date
Investigate, and where appropriate, implement various strategies for the development and expansion of light impact businesses, including marine-based industry. These strategies could include the following: <ul style="list-style-type: none"> <li>a. Make available at the Town Office information on existing Federal, State, and regional programs designed to assist business development and expansion.</li> <li>b. Take advantage of Federal, State or other funding programs such as the Community Development Block Grant program or the Economic Development Administration program, to support the development of light impact businesses.</li> <li>c. Promote land use regulations that encourage light impact business development.</li> </ul>	Select Board/Town Manager  Town Manager  Planning Board	Ongoing
Encourage participation in the regional economic development efforts of organizations which seek to expand job opportunities in the region. Where appropriate, work with regional organizations and regional employers to address job training needs of St. George residents.	Select Board/Town Manager	Ongoing
Review and revise the land use regulations as necessary to assure that there is an adequate supply of appropriately located and serviced land to accommodate commercial and industrial development	Planning Board	Short Term (1-3 Years)

*Policy 2. Protect and promote marine-based industry.*

Strategy	Responsibility	Date
Review and revise as needed the Official zoning map to preserve the working waterfront for marine related industries.	Planning Board	Ongoing
Maintain the Shoreland Zoning Ordinance which permits a variety of uses and allows adequate space for water-dependent uses and protects environmentally sensitive issues and commercial fishing, marine activities. (	Planning Board/	Ongoing
Continue to encourage marine based industries through the current use working waterfront taxation laws.	Select Board/Town Manager	Ongoing

*Policy 3. Encourage local small business awareness.*

Strategy	Responsibility	Date
Make Contact information (phone numbers, e-mail addresses, fax numbers, hours of operation, address, location) of local small businesses available at the Town Office.	Town Manager	Ongoing
Encourage the formation of a committee to pursue economic development opportunities.	Select Board	Short Term

*Policy 4. Continue to allow home occupations that do not detract from residential neighborhoods or the rural character of St. George.*

Strategy	Responsibility	Date
Review and revise land use regulations to continue to permit home occupations that do not cause a distraction (e.g. noise, excess traffic, smells) from residential neighborhoods or the rural character in all areas of the Town except the Resource Protection District	Planning Board	Ongoing
Support access to high speed communications in all homes in St. George.	Select Board	Ongoing

## 5 HOUSING

### 5.1 Changes in Year-Round Housing Stock

The 14.1 percent population increase from 1990 to 2000 contributed to 12% change in the housing stock this same time period. The population increase from 2000 to 2010 was less than ½ of 1%, increasing from 2580 in 2000 to 2591 in 2010. However, from 2000 to 2010 there were 297 permits issued in St. George for single family dwellings plus 8 permits for manufactured housing. A review of these permits showed 181 permits issued to residents and 92 to non-residents. These permits also showed that 225 permits were for new construction while 34 were for replacement structures. From 2011 to 2015 there were 40 permits issued in St George for single-family dwellings plus 5 for manufactured housing.

Table 5-1 For the period from 2000 to 2010 the following permits were issued			
	Shoreland	Non-Shoreland	Total
Single family dwelling	102	195	297
Manufactured Housing	0	8	8
Addition to Dwelling	183	271	454
Renovation to Dwelling	152	126	278
Sheds/Outbuildings/Decks	146	272	418
Garages	62	103	165
Wharves	112	0	112

Table 5-2 For the period from 2011 to 2015 the following permits were issued			
	Shoreland	Non-Shoreland	Total
Single family dwelling	20	20	40
Manufactured Housing	2	3	5
Addition to Dwelling	26	19	45
Renovation to Dwelling	93	53	146
Sheds/Outbuildings/Decks	112	125	237
Garages	16	31	47
Wharves	31	0	31



## 5.2 Selected Characteristics of Dwelling Units

According to town Tax Assessor's records, 761 homestead exemptions had been issued as of 6/14/99 out of a total of dwelling count of 1702. In 2011 there were 866 homestead exemptions. In 2015 there were 824 homestead exemptions.

There are no public sewer systems in St. George. Public water districts serve the villages of Port Clyde and Tenants Harbor. As of October 1, 2016, the Tenants Harbor Water District served 140 customers and the Port Clyde Water District served 144 customers.

## 5.3 Home Ownership

The cost of home ownership continues to rise. The sales study for the period from July 1, 2009 to June 30, 2010 shows the average selling price for the 43 properties sold at \$401,421, a 145% increase from the 1998-1999 period. During the 2009-2010 time frame the 26 interior properties that sold were at an average price of \$217,915 – a 151% increase from 1998-1999. The 17 waterfront properties had an average price of \$682,076 – a 165% increase from 1998-1999. Sales data for 2014 and 2015 shows the average selling price for 31 interior residential properties \$226,171; the median house price was \$215,000. The average price increased 3% from 2009-2010 timeframe. For 20 waterfront residential properties the average price was \$813,375; the median price was \$639,000. The average price increased 19% for that timeframe.

Another factor to consider involves periodic reassessments. Major reassessments are listed below.

- 1985 – Complete community revaluation
- 1989 – Refactoring at 150% for inland and 200% for waterfront properties.
- 1995 – Complete community revaluation (land and buildings)
- 1999 - Revaluation (land adjustment only)
- 2003 – Revaluation (in-house)
- 2010 – Complete revaluation (includes on-site visits)
- 2012 – Downward base lot land value adjustment (5% inland/10% waterfront)

Table 5-3 St. George Building Permits 2000-2015					
Year	# New Homes	# Mobile Homes	# Permits	# Site Plan Reviews	Estimated Values
2000	41	0	167	0	\$8,840,847
2001	27	0	169	14	\$9,798,223
2002	31	0	230	10	\$9,953,142
2003	32	4	245	4	\$11,562,678
2004	32	1	208	11	\$12,080,935
2005	24	0	174	13	\$9,150,795
2006	27	2	178	14	\$9,627,165
2007	17	1	189	25	\$10,132,748
2008	28	0	154	15	\$11,309,789
2009	10	0	166	12	\$6,905,599
2010	14	0	127	12	\$8,244,625
2011	8		169	17	\$6,194,988
2012	9	1	116	8	\$7,271,651
2013	4	1	92	0	\$6,086,664
2014	9	2	139	19	\$6,823,120
2015	11	0	147	13	\$8,309,117

Table 5-4 Knox County – State Property Valuation for 2015			
Alphabetical		Numerical	
Appleton	\$125,200,000	Camden	\$1,163,300,000
Camden	\$1,163,300,000	Rockport	\$971,750,000
Cushing	\$285,450,000	St. George	\$834,900,000
Friendship	\$237,950,000	Rockland	\$755,550,000
Hope	\$183,550,000	Vinalhaven	\$488,200,000
Isle Au Haut	\$84,850,000	North Haven	\$459,350,000
Matinicus Island	\$34,750,000	Owls Head	\$356,850,000
North Haven	\$459,350,000	Thomaston	\$334,050,000
Owls Head	\$356,850,000	Warren	\$298,500,000
Rockland	\$755,550,000	Cushing	\$285,450,000
Rockport	\$971,750,000	South Thomaston	\$248,500,000
St. George	\$834,900,000	Friendship	\$237,950,000
South Thomaston	\$248,500,000	Union	\$225,700,000
Thomaston	\$334,050,000	Hope	\$183,550,000
Union	\$225,700,000	Washington	\$138,850,000
Vinalhaven	\$488,200,000	Appleton	\$125,200,000
Warren	\$298,500,000	Isle Au Haut	\$84,850,000
Washington	\$138,850,000	Matinicus Island	\$34,750,000

## 5.4 Rental Housing

There is limited year-round rental housing. One possible reason for this lack is likely the robust demand for seasonal rentals, which can be as lucrative as a year round lease.

## 5.5 Affordability

The Maine State Housings Authority (MSHA) tracks annual sales data for housing to help evaluate a community's affordability index (the ratio between median income and median home price). According to 2017 data, the Town of St. George has an affordability index of .85. An Index of less than 1 means that the area is generally unaffordable. The area median income for 2017 was \$55,775. The home price that would be affordable at the median income is \$211,779. However, the actual median home price for 2017 is \$250,000, requiring an income of \$65,841. 70.8% of the households in St. George cannot afford the median home at this time.

## 5.6 Goals, Policies, and Strategies

### A. State Goal

*To encourage and promote affordable, decent housing opportunities all Maine Citizens.*

### B. Local Policies and Strategies

Pursuant to the State goal the Town of St. George has the following policies:

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Short Term is assigned for strategies to be addressed within one to three after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed within ten years. In addition, Ongoing is used for regularly recurring activities.

*Policy 1. Encourage a wide range of housing opportunities.*

Strategy	Responsibility	Date
Maintain and revise the Land Use Ordinance to permit all types of residential uses in areas where there are no identified growth constraints.	Planning Board	Ongoing
Maintain and revise the Subdivision Ordinance to allow Multi-family Dwelling and Cluster Housing which provide for the creation of innovative and up-to-date housing	Planning Board	Ongoing

development and preserve open space and community character.		
Maintain the minimum lot size requirement of 1 acre Town-wide unless appropriate areas in growth areas can be identified where there are no development constraints.	Planning Board	Ongoing
Revise the land use regulations to allow the construction of multi-unit housing in appropriate areas and at appropriate densities to increase the range of housing available in the community.	Planning Board	Midterm
Revise the land use regulations to allow smaller lot sizes, and higher densities for workforce housing or affordable housing in areas that are served by year-round water system, as well as in rural areas, in accordance with the Future Land Use Plan	Planning Board	Midterm
Consider permitting zero lot line development (e.g. Town houses), reducing the minimum parcel size to 5 acres for clustered development, requiring that at least 25% of the development is left in open space, and requiring, where possible, that usable open space be maintained along waterbodies.	Planning Board	Midterm
Streamline the municipal regulatory process and eliminate any unnecessary requirements that may increase the cost of affordable housing. (including such things as reasonable time limits for review and approval of subdivisions and joint regulatory meetings)	Planning Board	Midterm
Continue to permit accessory apartments through the Housing Conversion Ordinance to accommodate affordability, the elderly and handicapped.	Planning Board	Ongoing

*Policy 2. Strive to provide minimum health and safety standards for new housing, rental housing, mobile homes.*

Strategy	Responsibility	Date
Examine ways to assure that new housing and rental housing meets minimum safety standards including adoption of the State Building Code or a modified/simplified version of the code.	CEO/Planning Board	Ongoing
Develop local ordinances, as needed, to be consistent with State standards for mobile home construction.	Planning Board	Ongoing

## 6 NATURAL RESOURCES

Natural resources within St. George include ground water aquifers, ponds, streams and freshwater marshes, wooded lands, wildlife populations, wildlife habitats, wild and scenic areas as well as natural ecosystem functions.

Preservation and wise use of the town's natural resources are important goals of the Comprehensive Plan. The information in this section will be important in the formulation of the future land use decisions by the Town.

Natural resources in St. George add to our quality of life and can be threatened by rapid residential growth and other factors. In the fifteen years prior to the economic recession of 2008, the rate of residential development increased significantly in St. George. The number and size of access roads are not being monitored at the present time and their impact on our natural resources is unknown.

Regular monitoring and updating of natural resource inventories can provide St. George residents and town government with important information about the impact of growth.

### 6.1 Topography and Geology

The geologic characteristics of an area determine its topography. Topography, in turn, influences land cover and suitability for many human activities such as construction of buildings, waste disposal, installation of utilities and vehicular access. The slope of the land is perhaps the topographic characteristic that has the greatest impact on land use activities. Slopes greater than 15% can limit development capabilities.

Depth to bedrock, especially in St. George, is another important characteristic than can limit development potential. Utilities, roads, cellars and septic systems can be difficult and expensive to build when depth to bedrock is less than 20 inches.

Finally, areas where the water table is within 18 inches or less of the surface are totally unsuitable for development.

The Town of St. George consists of approximately 11,026 acres, according to the "1892 Chronicles." It occupies a peninsula of land bordered on the west by St. George (also known as Georges) River, and on the east by Penobscot Bay. Approximately fifty islands and ten ledges are also within St. George's municipal boundaries. (See the Islands Section of the Inventory.)

The land is rolling with elevations ranging from sea levels to 120 feet. The steepest slopes are generally found along the shore and on the knobs that form headlands. There

are numerous wetlands, few streams, and only one large freshwater body, Howard Pond, which is about 12 acres in size. Many of the islands are rounded and dome-like.

The topography of St. George is largely the result of the last glacier, which reached its maximum extent on the Continental Shelf about 18,000 years ago. The glacial tills formed the dominant soil associated with St. George.

The bedrock underlying this surface geology is of two basic types. Under the northern two-thirds of the Town, near Tenants Harbor, is primarily granite with some mica. Four quarries, active between the 1800's and the 1960's are located in the areas of Flat Ledge Hill, Long Cove, Wildcat or Atwoods Quarry, Clark Island Quarry on Clark Island itself and Hocking's Quarry on Clark Island Road. The granite was quarried for paving and building stone. Numerous small quarries or "motions" can be found near these larger commercial quarries.

The bedrock in the southern one-third of the Town is sandstone. There are at least five gravel pits in St. George but these are not being mined commercially at this time.

## 6.2 Soils

The various characteristics of soil types present different limitations for development, some of which can be overcome through special planning, design and/or construction. Soils and building sites that were considered "unbuildable" several decades ago can now be developed with new sewage treatment technologies. Soil types influence timber rates of growth and the species of native plants present. They also affect agricultural practices.

The Soil Survey of Knox and Lincoln Counties, Maine, published by the U.S. Soil Conservation Service in 1987, describes the different soil types that exist in these counties and provides information on their limitations. These "low intensity" soil maps display the predominant soils for an area, though there may be pockets of other soils. A "high intensity" soils map is necessary to gather the precise information needed for individual site planning. The low intensity maps are good for general planning purpose and those have been used for the Comprehensive Plan for St. George.

The Knox County Soil and Water District has developed "Soil Potential Ratings," which are more comprehensive in their evaluation of soils for development than the Soils Limitation Ratings found in the SCS Knox County Soil Survey. The Soil Potential ratings include the feasibility of a soil for a particular use relative to other soils within a given area. The "Soil Potential Index," which is the basis for the ratings, is derived by assigning values to soil performance and costs of initial and continuing corrective measures to overcome limiting soil properties.

According to this method of rating soils, St. George has only one soil rated as high potential for development: Tunbridge-Lyman fine sandy loam, 3-8% slopes (TrB). This soil is found very infrequently, with the largest pockets at Drift Inn Beach, on either side of Seavey Cove along Route 131 and Long Cove Road, on Hupper Island, in small patches along Port Clyde Harbor/Deep Cove shoreline, and on Allen Island. Small pockets of this soil may be found on many properties in town and may be sought during development for the location of septic systems.

Soils that have low and very low potential for development are mapped on the Developmental Constraints Map (located in the Appendix to this Comprehensive Plan). Over half of St. George is constrained by these soils. The distribution of low/very low potential soils and medium/high potential soils is fairly even around Town. New technologies for septic system construction have allowed development of properties in town once considered "unbuildable".

Prime farmland is defined by the U.S. Conservation Service as having a generally adequate supply of moisture, favorable temperature and growing season length, acceptable levels of acidity or alkalinity, few or no rocks, and permeability to air and water. It is not excessively erodible, not saturated with water for long periods of time and is not flooded during the growing season and slopes ranging from 0-8%. In Knox County only 11% of the land is classified as prime farmland. According to the Soils Map, three of these soils are found in St. George; Boothbay silt loam (BoB), Peru fine sandy loam (PaB) and Marlow fine sandy loam (MrB), all at 3-8% slopes. They are generally scattered and not in large areas. Limited farming activity still occurs in St. George and is characterized by small commercial market gardens, landscape plant production, horse farms, hay production and small beef and dairy farms with a dozen animals or less. Horses, cows and goats are the predominant livestock while some residents keep hens for home use of eggs and meat.

The Maine Department of Agriculture and the Knox-Lincoln Soil and Water Conservation District provides some technical assistance and environmental oversight for farming operations in town although problems associated with farming activity are often resolved in the most timely manner by the town's Code Enforcement Officer.

### 6.3 Slopes

Slopes of 8-15% are commonly found in St. George on the headlands and along the shorelines. There are parts of Town that have steeper slopes such as the southern part of the peninsula below the line drawn between Turkey Cove and Drift Inn Beach, the Otis Cove area, a section between Long Cove and Watts Cove and scattered pockets north of Route 73.

## 6.4 Land Cover

Based on a review of the Town's aerial photos, the St. George peninsula is approximately 85% forested, primarily in the interior in which there are small amounts of cleared agricultural land. The headlands are also an important natural resource. Timber is harvested as one of our cash crops;. The forests on the peninsula and the islands are attractive features of the Town.

## 6.5 Wetlands

The U.S. Fish and Wildlife Services define a wetland as an area that has the following characteristics:

1. The water table is usually at or near the surface of the land.
2. Time during the growing season.
3. At some time of the year, the land supports predominantly wetland vegetation.
4. The land is characterized by predominantly undrained, waterlogged soils.

Two sources of wetland mapping in Maine are the Maine Geological Survey (MGS), which maps wetlands of 10 acres of greater, and the National Wetlands Inventory (NWI) done by the U.S. Fish and Wildlife Service (USFWS) which includes all wetlands. Both are done from aerial photographs. The MGS maps have not yet been updated to include forested wetlands, while the NWI maps do not only include forested wetlands, but also marine and estuarine wetlands.

The Water Resources and Riparian Habitats Map (located in the Appendix to this Comprehensive Plan) shows NWI wetland boundaries and types, with the MGS wetland number attached to NWI wetland that roughly corresponds with it. There are numerous NWI wetlands throughout the Town, including many of the Town islands. The Developmental Constraints Map shows the 24 MGS wetlands. While these boundaries are useful for planning purposes, the actual work being planned should have a field survey to determine the actual boundaries.

For many years, wetlands were considered breeding habitats for mosquitoes and areas that needed to be drained or filled for agricultural purposes or to create developable land. More recently there has been a growing awareness of the value of wetlands. In a recent study of the impacts of development in Southern Maine, the State Planning Office examined the function of wetlands and the implications of the loss of these areas. The State study identified the following features.

**Ground Water Recharge.** Wetlands may serve to replenish and cleanse aquifers that the Town uses for water supply.



**Ground Water Discharge.** Groundwater may discharge into wetlands. Providing public water supply, wildlife habitat and a means of maintaining lake and river quality.

**Flood Flow Alteration.** Wetlands serve as temporary storage areas during high water flows, thus reducing peak flows and potentially damaging floods.

**Sediment and Toxicant Retention.** In agricultural areas, wetlands can retain and stabilize sediments and toxic materials.

**Nutrient Retention and Removal.** Wetlands can retain or transform inorganic phosphorus and/or nitrogen into their organic form and may save downstream lakes and ponds from becoming choked with vegetation to the point where fish cannot survive.

**Productivity Export.** Wetlands flush out dead plant and animal life, thereby providing nutrients for a new generation of plant and animal life.

**Aquatic Diversity.** Certain wetlands provide habitat, including breeding grounds and nurseries for fish.

**Wildlife Diversity and Abundance.** Wetlands serve as habitat and a food source for birds, deer, moose and other animals.

**Uniqueness.** A number of rare plant and animal species can be found in wetlands. Approximately 43% of the 230 rare plants that occur in Maine are found exclusively in wetland areas.

Wetlands of ten acres or more that are not part of a river, stream or brook are protected by the State of Maine's Natural Resources Protection Act Title 38 M.R.S.A., Sections 490-a through 480-s. This included both mapped and unmapped 10-acre wetlands, including forested wetlands. This Act requires obtaining a permit from the Board of Environmental Protection for the following activities in a regulated wetland:

1. Dredging, bulldozing, removing or displacing soil, sand vegetation or other materials
2. Draining or otherwise denaturing
3. Filling
4. Any construction, repair or alteration of any permanent structure

The mandatory Shore Land Zoning Act, Title 38 M.R.S.A., requires that municipalities regulate the land immediately around wetlands. St. George's Shoreland Zoning Ordinance was updated in 2010.

Under the State's Shore Land Zoning Revision, freshwater wetlands are defined as:

1. being 10 or more acres, OR
2. less than 10 acres, but when combined with an adjacent waterbody ( except streams or rivers) to total 10 or more acres AND
3. characterized by a prevalence of vegetation typically adapted for life in saturated soils.

The Shore Land Zoning Act refers to the MGS wetland boundaries and their Inland Fisheries and Wildlife (IWF) ratings.

## 6.6 Water Resources

**Surface Water.** Brooks and streams, including intermittent streams, need to be protected from pollution. St. George's surface freshwater resources are few. Howard pond (12 acres) is the only contained natural waterbody in Town, although "The Marsh" also has open water connected with a wetland system. Some of the abandoned quarries are also water-filled. There are four major year-round streams: one flowing from Howard Pond to Turkey Cove, one flowing south of Wallston Road into an arm of Otis Cove, one flowing into The Marsh and one flowing under Route 131 into Cutler Cove. In addition, there are numerous intermittent streams that only flow in the spring and after heavy rains.

The brooks and streams in St. George have been rated by the Department of Environmental Protection based on a water quality goal. Streams are classified as either AA, a, B or C, with AA being the highest quality. According to this Water Classification Program, (October 1990) "Those waters draining directly or indirectly into tidal waters of Knox County, with the exception of the St. George river basin – Class B." Class B waters are suitable for drinking water supplies after treatment, fishing, recreation, various industrial uses, navigation and as a habitat for fish and other aquatic life. The habitat must be "unimpaired;" by comparison Class A waters must remain "natural" and Class C waters do not allow some changes to aquatic life. Any portions of these streams that are tidal are classified as "SB" which is the second highest classification for estuarine and marine waters. In Class SB waters, like Class B waters, "The habitat shall be characterized as unimpaired."

Howard Pond was included in the Maine Lakes Study (Maine State Planning Office, October 1989). It received a rating of Class 3, "no known outstanding or significant values." In a 1989 DEP Non-point Source Pollution Management Plan, Howard Pond is listed as being "extremely vulnerable" to further degradation of its water quality and recommended "immediate action" to prevent this.

**Ground Water.** This is one of our most valuable resources. Without a source of pure water for drinking and other household uses, it is not possible to live in the area.

Commercial establishments also require varying amounts of water in order to operate. There is always the possibility of salt-water intrusion into wells drilled on the peninsula.

Aquifers are saturated geological formations containing usable quantities of water. There are two types: sand and gravel and bedrock. The Maine Geological Survey reports no sand and gravel aquifers in St. George. The drinking water source is mainly from drilled wells, which tap into local bedrock fractures. These "bedrock aquifers" are not mapped, although some information is available from data collected by well drillers and recorded by the MGS in a Well Inventory Database. There are also some dug wells that are fed by surface water and tend to go dry in periods with little rainfall.

The Well Inventory Database maintained by the MGS currently includes 205 wells that are located in St. George. This database is not comprehensive and represents only a sample of St. George's wells; those collected before 1973 under an old collection procedure and those that have been collected since 1986. Reporting is done by well drillers and location information is not always accurate. The MGS has been and intends to continue double checking the reported locations with the Town's tax map records, which raised confidence in that data.

The Well Inventory can be most useful to St. George in determining where there are pockets of low yields at deep depths and would be a clear signal that there may not be sufficient groundwater for additional development in that area. This method is not valid for determining areas of high yield because homeowners will not keep drilling after they have sufficient yield. The data would be greatly improved by augmenting it with local anecdotal information collected by a citizen survey and/or Town records. The Conservation Commission could be responsible for this.

**Threats to Groundwater.** The Town's groundwater can be contaminated by many different types of land uses that discharge pollutants into or onto the ground. The primary sources of groundwater contamination in Maine are malfunctioning septic tanks, leaking underground fuel storage tanks along with older, abandoned tanks that may also have leaked, salt leachate from salt/sand stockpiles and leachate from landfill refuse. Certain land uses such as automobile graveyards/junkyards, agricultural use of pesticides and herbicides, as well as certain industrial activities have the potential for contaminating ground water. The gasoline additive MBTE has been found in many wells in St. George. The Town has been careful to avoid any dumping in old sand or gravel pits and quarries that could affect the ground water supply.

Many areas of town have high concentrations of iron that stain plumbing fixtures and color laundry and some wells are contaminated with coliform bacteria caused by the well being located too close to a septic field, or close to livestock areas. Contaminants may enter through the top of a buried well, or through the joints between the casing and the bedrock. The soil is so thin in many places that bacteria are not filtered out and get into the groundwater. Areas with high residential density have the highest potential

for contamination or salt intrusion. Saltwater intrusion may come from lowering the ground water recharge due to increased use or simply close proximity with the ocean.

**Tenants Harbor Water District.** Serious contamination of wells by petroleum product has occurred in the village of Tenants Harbor. This was first discovered in 1996 when an oil leak was found in a house on the corner of Watts Avenue and High Street. Testing of other wells in the village by the Department of Environmental Protection turned up over 200 contaminated wells. The Tenants Harbor Water District was chartered by the State Legislature and with assistance from the State DEP and the Superfund enables the Town to deal with the problem. Carbon filters were installed in 87 homes to remove hydrocarbons while waiting for the project completion. Three wells were drilled to supply a community water system for the village of Tenants Harbor.

**Port Clyde Water District.** The Port Clyde Water District started out as a private company, but is now considered a non-profit utility. There are 144 homes served. Water pipes in the village are underground, but over ground plastic pipes that serve summer residences must be drained in the fall. Peak water flow is 20 gallons per minute. A new well has been drilled and a new pump station has been built with borrowed money.

## 6.6 Floodplains

The National Flood Insurance Program has been designed to provide flood insurance for existing properties and to limit additional development within the 100-year flood plain delineation. The program stipulates that municipalities enact Floodplain Regulations limiting development within the floodplain area. A 100-year flood is a flood that has one chance in 100 of being equaled or exceeded in any one year. Floodplains are best suited for uses such as open space, recreational use not requiring structures and wildlife habitat. Floodplain maps were updated and went into effect in St. George in 2015. These maps are drawn electronically and should be checked for accuracy on the ground.

Floodplains exist in St. George around the islands and along the shores of the peninsula, the Marsh and along the several small creeks that flow into the St. George River or the Harbors. Sea level is rising at an increasing rate along the entire Maine coast and this is likely to impact shore properties in St. George within the next several decades. (see Marine Resources Section 6)

## 6.7 Wildlife

St. George has outstanding coastal wildlife resources largely due to the abundance of islands off shore; however, little is known about island wildlife. The Department of Inland Fisheries and Wildlife (IFW) has mapped a number of candidates for "Significant Wildlife Habitats" within St. George. The IFW is engaged in the rule making process that

includes the development standards of standards and criteria for only identifying “Significant Wildlife Habitat.” The Department will then need to further evaluate the candidate areas, which include deer yards, waterfowl and wading bird habitat, shore bird nesting, feeding and staging areas and seabird nesting islands. A map of these areas is available at the Town Office.

Three Deer Wintering Areas, Teel Cove, Port Clyde, and north of Long Cove, have been identified as significant wildlife habitats. Eastern Egg Rock, a Roseate Tern and Atlantic Puffin Nesting Island is designated as a significant habitat, but according to the IFW, should be considered a potential candidate as an “Essential Habitat” for protection under the Maine Endangered Species Act.

As for fur-bearing animals, IFW reports no bear harvested over the past five years while the deer harvest was 50 in 2008, 57 in 2009, 53 in 2010, 62 in 2011, and 38 in 2012. There is no information available from the state regarding other fur-bearing animals, although coyotes, beaver, muskrats and other small animals are trapped in town. There are also moose, deer, fishers, raccoons, porcupines, skunks, otter and mink.

## 6.8 Birds

St. George is blessed with a great variety of birds. Because of our location on the coast, St. George is under the Eastern (Atlantic) Flyway for birds migrating in both spring and fall. There are birds that live on the seashore and birds that live on fresh water as well as birds that prefer the forest and those that prefer open land. The offshore islands provide a safe haven for birds at night.

Waterfowl and Wading Bird Habitat Including Nesting and Feeding Areas	
Adjacent to Howard Pond	East of Cutler Cove
Northeast of St. George	West Branch Long Cove
East of Tenpound Island	The Marsh
East of Fort St. George	Tributary to Otis Cove

Shorebird Nesting, Feeding, and Staging Areas	
Rackliff Island	Cutler Cove
Tenants Harbor (west)	Turkey Cove
Watt’s Cove	Mosquito Harbor
Spruce Head (south)	

Seabird Nesting Islands	
Eastern Egg Rock	Gunning Rocks
Shark Island	The Brothers
Little Egg Rock	Yellow Ridge Island
Eagle Island	Hay Ledge
Seal Island	Old Hump Ledges
Bar Island	Ledge west of Whitehead Island
Shag Ledges	Little Burnt Island

There are 52 coastal wildlife concentration areas in St. George. Those rated Class A are considered nationally important, those in Class B are regionally important and those in Class C are locally important. While Coastal Wildlife Concentration Areas are not "significant" wildlife habitats per se, they may contain "essential" or "significant" wildlife habitats. The following is a list of Coastal Wildlife Concentration areas by class.

Class A	
Eastern Egg Rock	The Brothers
Old Woman Ledge	St. George River (north)
Old Cilley Ledge	

During the last twenty years, a significant breeding colony of Atlantic Puffins has been established on Eastern Egg Rock. From June through September these oceanic birds attract birders and tourists to St. George.

Class B	
Little Egg Rock	Watt's Cove
Shark Island	St. George River (south)
Little Egg Rock Shoals	Gunning Rocks
Old Man Ledge	Shag Ledges
Hart Island	Hay Ledge
Burnt Island	Long Cove
Mosquito Harbor	Seal Harbor

Class C	
Southern Island	Teel Island
Allen Island	Hupper Island
Midway Rocks	Marshall Point
Seal Ledges	Davis Island
Old Hump Ledges	Dry Ledges
Benner Island	Mosquito Island
Bar Island	Mosquito Head
Eagle Island	Hart Ledge
Yellow Ridge Island	Tenants Harbor
Seal Island	Northern Island
Thompson Island	Wheeler's Bay
McGee/Barter Islands	Clark Cove
Two Bush Island	Norton/Whitehead Island
Deep Cove	High Island
Caldwell Island	Seavey Ledges
Goose Rock	Norton Island Ledges
Stone/Seavey Islands	

The IFW has also identified other wildlife areas of special concern that may not be candidates for protection as "essential" or "significant" wildlife habitats under state law. These areas include the following seal haul out areas.

Seal Haul out Areas	
Shark Island	Teel Island Ledges
Little Egg Rock	Hart Island Ledges
Old Woman Ledge	Gunning Rock Shoals
Seal Ledges	Shag Ledges
Hay Ledges	Ram Island Ledge
Mosquito Island Ledge	Clark Island Ledge
Thompson Island Ledge	Whitehead Island Ledge
Little Caldwell Island	Norton Island Ledges
Stone Island Ledge	Yellow Ridge Island

Over the past twenty years Bald Eagles have built nests and raised young at several locations in St. George including Long Cove and on several of the islands at the mouth of the St. George River. Additionally, there are frequent sightings of Bald Eagles along the St. George River in the spring, fall and particularly in the winter months, as well as ospreys, crows and ravens. Osprey nests and nesting pairs of these birds once were common in town and on the islands, but there is evidence that these birds are being displaced by the larger and more aggressive Bald Eagles.

## 6.9 Fisheries

Except for the St. George River, which is tidal (see Marine resources), the fresh-water fishery resources in St. George are minimal. The IFW's "Significant Fish and Wildlife Resources of Mid-Coast Maine" cites Howard's Pond as the only freshwater habitat. Its value is considered "unknown." Some of the quarry ponds have been stocked with trout and baitfish by private individuals. American eels are found in many of the ponds and quarries including the Marsh, Howard's Pond and Jones' Brook.

**St. George Community Alewife Restoration Project.** Alewives are an anadromous (sea run) member of the herring family that are important as lobster bait and a primary food fish for many marine mammals and fish in the Gulf of Maine. Citizens and school groups in town have been working since 2005 to restore a wild alewife population in the Marsh and Ripley Creek. In May, these fish return from the sea to spawn in the Marsh and the young alewives leave the Marsh in the fall to mature in salt water.

## 6.10 Critical Natural Resources

There are five Registered Critical Areas in St. George according to the Critical Areas Program at the State Planning Office. The Marshall Point Marine Invertebrate Area (tide pools) (CA#196) has a high diversity of marine invertebrates including two noteworthy species: Pagarus Acadianus (Hermit Crab) and Ophiopolus Aculeata (Brittle Star). There are three seabird critical areas: The Hart Island Eider Nesting Area (CA#83), the Brothers Island Eider Nesting Area (CA#261) and the Hay Ledge Eider Nesting Area (CA#287). All are nesting habitat for the Common Eider and have been nesting sites for other unusual or rare birds such as the Common Tern and the Laughing Gull. The fifth critical area is the Allen Island Old Growth Yellow Birch Stand. (CA#618). The 95-acre stand is located on the south and southeasterly sides of the island. These areas have been nominally protected under a voluntary agreement with the landowner.

The QFL/Atlantic Center for the Environment list three additional "Natural Areas" identified by the Critical Areas Program. The Tenants Harbor Roaring Spout (NA#556) is a wave-cut chasm in 40-foot sea cliffs. Mosquito Head (NA#1540) is a 10-acre stand of coastal coniferous forest. Eagle Island (NA#2282) has unusual metamorphic rock used historically for "Killick Stones," for primitive anchors. The Georges River Land Trust has a permanent conservation easement on Roaring Spout which provides for public access. Mosquito Head was recently enrolled in the State's Open Space Program.

The Natural Heritage Program's list of rare plants, animal and communities in St. George only contains seabirds: the Atlantic Puffin, Laughing Gull, Leach's Storm Petrel, Common Tern and Arctic Tern. All of the occurrences are coupled with a Critical Area number, including these nesting habitats have all received at least some minimal protection.



### 6.11 Vernal Pools in St. George

Vernal Pools are found throughout town. These are defined as small water bodies that have water in the spring, but dry up in the summer thus preventing fish populations from becoming established. Vernal pools provided critical breeding habitat for amphibians –salamanders, frogs, and toads including spotted salamander, eastern newt, wood frog, spring peeper, green frog, and American toad.

### 6.12 Birds of St. George

The following is a partial list of birds spotted on the 2000 Christmas Bird Count in the Thomaston and Rockland areas and birds from a list compiled by Herb Wilson at Colby College that can be seen at various times of the year. Since birds don't recognize town lines, most of these can probably be seen in St. George.

A partial list of birds spotted on the 2000 Christmas Bird Count in the Thomaston and Rockland areas

Bald Eagle	Horned Grebe	Red-necked Grebe
Great Cormorant	Black Guillemot	Great Blue Heron
Canada Goose	American Widgeon	American Black Duck
Mallard	Northern Pintail	Common Eider
Long-Tailed Duck	Surf Scoter	Greater Scaup
Bufflehead	Common Goldeneye	Barrow's Goldeneye
American Bittern	Piping Plover	Common Nighthawk
Hooded Merganser	Common Merganser	Red-breasted Merganser
Ruddy Duck	Common Loon	Red-throated Loon
Northern Harrier	Cooper's Hawk	Northern Goshawk
Red-tailed Hawk	Ruffed Grouse	Wild Turkey
Virginia Rail	Purple Sandpiper	Black-headed Gull
Bonapart's Gull	Ring-Billed Gull	Herring Gull
Great Black-Backed Gull	Laughing Gull	Eastern Kingbird
Great Blue Heron	Green Heron	White Heron
Least Tern	Black Tern	Gray Catbird
Rock Dove	Mourning Dove	Eastern Phoebe
Belted Kingfisher	Downy Woodpecker	Hairy Woodpecker
Northern Flicker	Horned Lark	Pileated Woodpecker
Northern Shrike	Blue Jay	American Crow
Common Raven	Black-Capped Chickadee	Tufted Titmouse
Red-Breasted Nuthatch	White-Breasted Nuthatch	Brown Creeper
Golden-Crowned Kinglet	American Robin	Northern Mockingbird
European Starling	Bohemian Waxwing	Cedar Waxwing
Orange-Crowned Warbler	American Tree Sparrow	Savannah Sparrow
Song Sparrow	White-Throated Sparrow	House Sparrow
Tree Swallow	Cliff Swallow	Bank Swallow
Barn Swallow	N. Rough-Winged Swallow	Winter Wren
Marsh Wren	House Wren	Purple Martin
Willow Fly-Catcher	Least Fly-Catcher	Ruby-Crowned Kinglet
Black-Billed Cuckoo	Yellow-Billed Cuckoo	Eastern Bluebird
Veery	Brown Thrasher	Northern Parula
Swainson's Thrush	Hermit Thrush	Wood Thrush
Yellow-Throated Vireo	Solitary Vireo	Warbling Vireo
Snow Bunting	Northern Cardinal	Common Grackle
Purple Finch	House Finch	American Goldfinch
Dark-Eyed Junco	Swamp Sparrow	Lincoln's Sparrow
Salt Marsh Sharp-Tailed Sparrow	Nelson's Sharp-Tailed Sparrow	

Birds also seen in the summer months:		
American Bittern	Black Scoter	White-Winged Scoter
Rough-Legged Hawk	Iceland Gull	Glaucous Gull
Osprey	Lapland Longspur	Snow Bunting
Common Redpoll	Pine Siskin	Evening Grosbeak
Black-Crowned Night Heron	Wood Duck	Green-Winged Teal
Blue-Winged Teal	Ring-Necked Duck	Turkey Vulture
Bob-O-Link	Northern Harrier	Broad-Winged Hawk
American Kestrel	Killdeer	Willet
Upland Sandpiper	Spotted Sandpiper	Common Snipe
American Woodcock	Roseate Tern	Common Tern
Arctic Tern	Whip-Poor-Will	Chimney Swift
Ruby-Throated Hummingbird	Olive-Sided Flycatcher	Alder Flycatcher
Yellow-bellied Flycatcher	Yellow-Rumped Warbler	Pine Warbler
Black-Throated Gr. Warbler	Blackburnian Warbler	Prairie Warbler
Palm Warbler	Bay-Breasted Warbler	Blackpoll Warbler
Yellow Warbler	Tennessee Warbler	Magnolia Warbler
Black-Throated Blue Warbler	Chestnut-Sided Warbler	Cape May Warbler
Black & White Warbler	American Redstart	Ovenbird
Eastern Wood Peewee	Louisiana Waterthrush	Northern Waterthrush
Common Yellowthroat	Wilson's Warbler	Canada Warbler
Scarlet Tanager	Rose-Breasted Grosbeak	Indigo Bunting
Red-Winged Blackbird	Chipping Sparrow	Field Sparrow
Vesper Sparrow	Fox Sparrow	Eastern Meadowlark
Northern Waterthrush	Louisiana Waterthrush	Rusty Blackbird
Belted Kingfisher	Yellow-Bellied Sapsucker	Northern Flicker

### 6.13 Goals, Policies, and Strategies

#### A. State Goals

*To protect the State's other critical natural resources including, without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.*

*To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.*

*Safeguard the State's agriculture and forest resources from development which affect those resources.*

## B. Local Policies and Strategies

Pursuant to the State goal, the Town of St. George has the following policies:

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Short Term is assigned for strategies to be addressed within one to three years after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed within ten years. In addition, Ongoing is used for regularly recurring activities.

*Policy 1: Ensure that critical natural and scenic resources are protected.*

Strategy	Responsibility	Date
Continue to support the mission of the Conservation Commission	Select Board	Ongoing
Maintain an inventory of unique natural areas that should be protected.	Conservation Commission	Ongoing
Conduct a study of the 52 coastal wildlife concentration areas and other important critical natural resources to determine if any additional protection is necessary.	Conservation Commission	Short Term
Undertake an inventory of the Town to identify significant scenic features including views and vistas from public property, roads open to public use and to identify approaches for maintaining those resources.	Conservation Commission	Short Term
Encourage landowners to protect and preserve critical natural and scenic resources and encourage them to take advantage of conservation programs to preserve undeveloped land.	Conservation Commission	Ongoing
Work with organizations to develop a program to help landowners protect and preserve wildlife habitat and encourage them to take advantage of conservation programs to preserve undeveloped land.	Conservation Commission	Ongoing
Take steps to provide long term protection for the Allen Island Old Growth Yellow Birch Stand (State Critical Area), the 1-acre coastal coniferous forest on Mosquito Island (State Natural Area), and the site of an unusual metamorphic rock used historically for "Killick Stones" on Eagle Island (State Natural Area), using resource protection zoning, deed restrictions, conservation easements to land trust, or other means	Conservation Commission	Short Term
Continue to have the Site Plan Review and Subdivision Ordinances encourage cluster development, when proposals include part of an	Planning Board	Ongoing

identified or mapped deer wintering area or wildlife concentration area, and/or require that development be altered, to the extent possible, to minimize negative impacts on these areas.		
Map Deeryard areas and review/revise land use regulations to preserve those areas.	Conservation Commission/Planning Board	Midterm

*Policy 2: Ensure that critical natural and scenic resources are considered in development proposals and that negative impacts are minimized.*

Strategy	Responsibility	Date
Review and revise, if needed, the Town's Minimum Lot Size Ordinance, Subdivision Ordinance, Site Plan Review Ordinance and other land use related ordinance to assure that submission requirements include identification of state and locally important resources including wetlands, scenic vistas, vernal pools, floodplains, wildlife habitats (deer wintering areas, bird nesting sites, etc.) and other unique natural and scenic features or areas.	Planning Board	Ongoing
Review and revise, if needed, the Town's Minimum Lot Size Ordinance, Subdivision Ordinance, Site Plan Review Ordinance and other land use related ordinance to include objective criteria for protecting natural resources or mitigating any adverse impacts to them.	Planning Board	Ongoing

*Policy 3: Ensure the quality of the Town's surface waters*

Strategy	Responsibility	Date
Ensure that development application include best practices for managing stormwater runoff consistent with Maine DEP standards.	Planning Board	Ongoing
Continue to require an erosion and sedimentation control plan for all developments on soils identified as having low or very low potential for development, subject to subdivision or site plan review.	Planning Board/Code Enforcement Officer	Ongoing
Meet with local groups and associations to encourage them to monitor the State's long-term water quality testing program for the Town's surface waters including tidal and marine waters.	Code Enforcement Officer	Ongoing

*Policy 4: Protect the quality and quantity of the groundwater that is the supply for private wells and the water districts.*

Strategy	Responsibility	Date
Review and revise as necessary the Wellhead Protection Ordinance that prohibits new activities that may threaten water supplies from locations within 300 feet of the Water Districts' wells and regulates new activities that may threaten water supplies located in the area between 300 and 1,000 feet. (Department of Human Services standards)	Planning Board	Ongoing
Promote the testing of individual wells. Make test kits available at the Town Office.	Town Office	Ongoing
Have the Code Enforcement Officer work with the DEP to continue to gather information on fuel storage tanks as well as other threats to ground water. Take remedial action where necessary and make information available to landowners regarding fuel storage tanks and their safe removal, and other threats to ground water.	Code Enforcement Officer	Ongoing
Continue to gather information on water quality and work with the Maine Geological Survey, so as to better understand the limits of the town's ground water.	Code Enforcement Office	Ongoing

*Policy 5: Encourage wise use of the Town's forest resources by making information available to the public on good forestry practices and on the State's Tree Growth Tax Law.*

Strategy	Responsibility	Date
Maintain as necessary a Management Plan for all the Town Forest lands.	Conservation Commission	Ongoing
Work with conservation organizations, such as land trusts, to identify valuable open spaces and natural areas and assist with conservation efforts through easements or outright purchase	Planning Board	Ongoing
Compile information on conducting good forest management practices and State and Federal programs that offer financial assistance for preparing forest management plans for distribution at the Town Office.	Conservation Commission	Ongoing
Modify land use ordinances to encourage open space and preservation of agricultural and forestry resources through the use of Cluster Development and other techniques.	Planning Board	Ongoing
Work with state agencies to review and revise as needed the Town's forestry and land use regulations to prevent clear cutting of large areas that would result in erosion of the thin soil cover.	Planning Board	Midterm

*Policy 6: Minimize the impact of flooding and possible sea level rise on the community.*

Strategy	Responsibility	Date
Periodically review and update the Town's floodplain management provisions including adopting the most up-to-date Flood Insurance Rate Map (FIRM) and state/federal floodplain management requirements.	Planning Board/CEO	Ongoing
Develop a mitigation plan for dealing with sea level rise that assesses the potential for increased flooding if sea level rise occurs and develops a program for minimizing the impact of any such flooding on Town facilities including public roads. An element of this plan should be consideration of the need and provisions for evacuation of areas subject to significant flooding or that may be cut-off by road flooding.	Town Manager/CEO	Short Term/Ongoing

## 7 MARINE RESOURCES

The Town of St. George is fortunate that its 125 miles of coastline is comprised of a number of diverse physical and cultural waterfront landscapes. Within the past decade, these waterfront areas have witnessed significant residential growth and development, as well as increased demand for access to, and recreation within, harbor areas. The impacts associated with these activities are especially evident in the areas of Tenants Harbor and Port Clyde. Commercial fishermen use privately owned waterfront land to access public fishing grounds and as a place for working on gear and vessels, residential development is attracted to waterfront land for its natural beauty and unique seascapes and the general public desires access to the coastal waters belonging to all Maine residents for recreation and commerce.

The marine resources of St. George contribute to the Town's local economy. Marine resources are also valued for habitat preservation and recreational opportunities such as fishing and boating. The purposes of this chapter are to help the Town identify, manage and adequately protect its marine resources, including critical habitats, protect the health of residents and safeguard the local economy dependent on marine resources.

### 7.1 Waterfront Land Uses

**Patten Point, Rackliff Island and Wheeler Bay.** St. George waterfront land begins on the west side of Patten Point Road; two private commercial fishing wharves are operating east of Wheeler Bay. Rackliff Island is a large subdivision with privately owned residential waterfront lots and water access on Seal Cove and Wheeler Bay. On Wheeler Bay there are four families' commercial fishing wharves and two commercial fishing wharves all used to land lobsters, provide fuel, load traps and store bait. Miller's Lobster Deck is a seasonal seafood restaurant at the end of Eagle Quarry Road.

Scraggle Point, Mill Cove and Patricia Lane are residential subdivisions with waterfront lots on Wheeler Bay accessed from Clark Island Road. With access from Clark Island Road, the Hurricane Island Outward Bound School property on Wheeler Bay has a private deep-water wharf and launching ramp usually available to Clark Island village residents and commercial boat haulers. The Craginair Inn at the end of Clark Island Road is open year-round providing meals and lodging. Clark Island itself and the beach are privately owned.

**Long Cove.** Waterfront land on the east side of Long Cove accessed from Clark Island Road is entirely residential and relatively undeveloped. Waterfront on the west side of Long Cove is accessed from Long Cove Road and is residential with seasonal floats and no permanent wharves. Sea Hag LLC (formerly Great Eastern Mussel Farms) and Carlson's Lobster Wharf are public commercial wharves on the west side of Long Cove



accessed from Mussel Farm Road. Two private commercial wharves are operating on the Seavey Cove side of Long Cove and are accessed from the States Point road. Other waterfront land on States Point is residential and wharves are used for recreational boating.

The William Atwood Lobster Company at the end of Atwood Quarry Road is a public commercial wharf. Waterfront land on Haskell Point is residential and fully developed. A lobster pound and public commercial fishing wharf operates between Haskell Point and Barters Point. Waterfront land on the west end of Long Cove accessed from Barters Point Road is primarily residential and fully developed. Two family commercial fishing wharves operate on Barters Point with frontage on Long Cove.

**Tenants Harbor.** Waterfront land on the east side of Tenants Harbor has mixed residential and commercial fishing use. Linda Bean's (formerly Witham's) and Cozy Harbor (formerly Art's Lobster) are public commercial fishing wharves serving area fishermen. The Tenants Harbor boatyard is located adjacent to Cozy Harbor. The waterfront on the west end of Barter's point is residential until the East Wind Inn. The Luke's Lobster restaurant is a seasonal restaurant and seafood market with service to the numerous recreational boaters using the Harbor and Long Cove for overnight anchorage during the summer.

Moving south from the village along Route 131, a residential pattern continues which is mixed with bed and breakfast establishments, home businesses and craft shops. A large cemetery, Town baseball field and tennis courts contribute to the open space in this area between Route 131 and Tenants Harbor. This section of the waterfront also includes significant undeveloped wooded areas along the upper reaches of the tidal flats extending south from the main harbor. Waterfront land on the west side of the Harbor (Blueberry Cove Camp) is largely undeveloped and now operated as a marine education center by the University of Maine and Tanglewood 4-H Camp.

In Tenants Harbor, there is now a 75-foot marked main channel with a buoy at the beginning warning "no wake." There are still some moorings that allow boats to swing into the channel. Tenants Harbor supports an increasing number of recreational boats that conflict with commercial use of the harbor. Although the Tenants Harbor mooring field is fully utilized, the 2006 Mooring Plan provides for growth of over ten percent for new moorings in the southwest end of Long Cove near Mouse Island.

On the west side of the Harbor accessed from Hart's Neck Road, in the area known as Elmore, existing waterfront land is again residential and fully developed.

**The Back Shore – Hart's Neck.** The waterfront land accessed from Hart's Neck Road and Roaring Spout Road proceeding toward Martinsville is bold open ocean land with private residential use and is not fully developed.

**Mosquito Harbor.** Mosquito Head is privately owned and the waterfront land is undeveloped. The waterfront land on Mosquito Harbor is primarily residential with two family commercial fishing wharves currently operating.

**Mosquito Harbor to Drift Inn Beach and Marshall Point.** The waterfront land is residential and fully developed. The Drift Inn Beach parking lot is owned by the Town and provides public shore access for swimming and picnicking.

**Marshall Point and Port Clyde Harbor.** The Marshall Point Light Station is a public open space area owned by the Town, acquired from the U.S. Coast Guard in 1994. There is a museum located in the keeper's house administered by the volunteers of the St. George Historical Society and a Fishermen's Memorial honoring Saint George mariners lost at sea. Between Marshall Point and the village at Port Clyde, waterfront land uses are residential; many of which are seasonal. Herring Gut Learning Center, a lobster pound used for experimental aquaculture is located in a small cove on Factory Road. The Port Clyde Fresh Catch seafood processing plant is adjacent to the lobster pound on Sea Farm Road. Concentrated residential developed areas occur along both sides of Factory Road and west of Marshall Point Road; most of the area east of Marshall Point is developed.

**Port Clyde Village.** The village at Port Clyde is comprised of the most diverse mix of land uses within St. George. Founded as a fishing village, Port Clyde has retained its character; however, it has witnessed a transition of waterfront land use. The Monhegan Island ferry establishes Port Clyde as an arrival/departure terminal for ferry passengers. A number of commercial businesses operations service island residents as well as tourists. Port Clyde businesses include the Monhegan Boat Lines ferry operation, Port Clyde General Store, The Ocean House, and the Seaside Inn, Village Ice Cream, Port Clyde Kayak Company, gift shops, restaurants, art galleries and home occupations. Many of the remaining properties are devoted to the commercial fishing industry, including the Port Clyde Fishermen's Co-Op. Herring Gut Basin had 17 private commercial wharves operating in the period between WWII and 1980. In 2012, 10 of these are still being used for commercial fishing (lobstering) businesses. In 2009, a new commercial wharf serving the groundfish and shrimp fleet was constructed on the west side of the Port Clyde Fishermen's Co-Op property using state Working Waterfront Fund money and private donations. Superior Bait and Salt Company and Cozy Harbor Seafood use facilities on the Co-Op property for storage and distribution of lobster bait. From the Fishermen's Co-Op property west to the end of Horse Point Road there are two public commercial fishing wharves, Simmons' Wharf (formerly Johnny's Wharf) and Linda Bean's Wharf (formerly Bay Lobster) and an additional two family commercial fishing wharves. The remaining waterfront land is residential, and fully developed. Off the shoreline in the Horse Point area, Raspberry Island and Blubber Island contain one seasonal dwelling each.

**Hupper Island.** Forming the southwesterly limit of Port Clyde Harbor, Hupper Island is supplied with electrical power and telephone service from the mainland. Land uses on

the island are now limited to residential dwellings, most of which are seasonal homes. Although most developed areas are adjacent to the harbor, the shoreline appears mostly natural due to the presence of significant evergreen vegetation. The remainder of the island's interior is comprised of undeveloped natural areas.

**Horse Point to the St. George/South Thomaston Boundary.** Waterfront land in town along the southeast shore of the St. George River is residential and mostly developed. Four waterfront properties on the river are protected from further development by easements held by the Georges River Land Trust. Fort Point is protected from development under state ownership and limited management by the Maine Bureau of Parks and Lands. The intertidal clam flats between Fort Point and the South Thomaston town line are one of the most productive in the state.

## 7.2 Traditional Water Dependent Uses

**Commercial Fishing.** Over the past ten years, marine activities within Saint George has generally thrived, evolved and diversified. State and federal regulations have affected these activities. The high value of waterfront property has resulted from increased demand for residential development in shoreland areas. However, this has been tempered somewhat by the downturn in the real estate market.

Fishing is a way of life as well as an occupation and that is strongly reflected in the character of our town. Abundant populations of cod, haddock, halibut, flounder, lobsters, scallops, and clams supported native tribes for thousands of years and attracted Europeans to Monhegan Island and natural harbors along the St. George coast line in the early 1600's, nearly two hundred years before the town was incorporated. In 2012, fishing remains the largest industry in town. Port Clyde has the largest dragging fleet east of Portland and the only fleet still working between Port Clyde and the Canadian border.

In recent years even though the commercial fishing fleet has declined, lobstering has increased as well as other fisheries. Lobster fishing areas:

- Wheeler Bay – 27 active lobster boats
- Tenants Harbor – 45 active lobster boats
- Martinsville – 15 active lobster boats
- Port Clyde – 45 active lobster boats

As shown in the Table 7-1, the Maine DMR recorded a significant increase in commercial landings of seafood by weight and value for Saint George from 2009 to 2015.

Table 7-1 Saint George Commercial Landings of Seafood			
Year	Species	Live Pounds	Value
2009	All Species	439,560	\$696,687
	of which: Lobster	93,183	\$316,314
2015	All Species	1,620,352	\$2,384,554
	of which: Lobster	394,126	\$1,853,894
Change	All Species	268.6%	242.3%
	of which: Lobster	323.0%	486.1%

Source: Maine DMR, updated 12-20-2016

Since the late 1980's groundfish populations in the Gulf of Maine and inshore fishing grounds traditionally worked by St. George fishermen have declined dramatically, herring stocks have moved offshore and are caught primarily by a few large trawlers while lobster populations and commercial landings have increased fivefold. This has forced fishermen in St. George to shift into the lobster fishery or leave fishing entirely and eliminated the seasonal diversity characteristic of our fisheries for many generations. In recent years many St. George fishermen have worked as crew or captains of groundfish and scallop draggers working out of Massachusetts ports of Gloucester and New Bedford.

**Aquaculture.** Aquaculture leases are granted by the Maine Department of Marine Resources without input from the Town from public hearings. In 2012, one shellfish aquaculture lease is operating in Long Cove. Other leases in town have expired or are not operational.

### 7.3 Public Facilities and Access

The primary harbor facilities include the Tenants Harbor Town Landing and the Port Clyde Town Landing. There is a boat launching ramp at Wheeler Bay (accessed from Clark Island Rd). Potential uses of the recently acquired property at 10 Cold Storage Road are currently being explored. See the map titled Public Facilities for the locations of boat launches and parks with water access.

**Tenants Harbor Town Landing.** Located at the foot of Commercial Street, this facility is a granite crib structure with a paved surface. A number of repairs were made to this facility in 1992. Since then, new floats have been added and the surface of the pier has been repaved.

Parking is provided at the landing (15 spaces) and also at the St. George School (during summer months) and Town Office. The total capacity of 15 spaces is adequate to support existing use; however, the remote parking areas at the school are underutilized.

Public opinion has opposed further improvements that might encourage increased use of the existing landing.

**Port Clyde Town Landing.** Located at the end of Route 131 in Port Clyde village, this facility consists of concrete walled pier extending into the harbor, with limited parking in the hot-topped surface. The launch ramp has been repaired. New floats have been added on the easterly side of the pier and a deep-water float on the southerly side.

Parking problems in this area are seasonal in nature, and are exacerbated in the summer months, during peak use of the Monhegan Ferry and village shops. Additional parking spaces are located along Factory Road and at Drift Inn Beach. Some commercial parking is provided by Monhegan Boat Lines.

**Navigation and Mooring Areas.** State laws allow towns to regulate their harbors. St. George has a full time Harbor Master who regulates the location and permitting of all moorings within town boundaries. The Army Corps of Engineers does have jurisdiction over the navigational channel in Tenants Harbor. There are 1,100 moorings permitted in town and 40% of those are to vessels operated for commercial purposes. A small number of moorings are available for rental by visitors.

There is general public support for the new Mooring Plan approved in 2006 for Tenants Harbor, Long Cove and Port Clyde. Nonetheless, parking at all these locations will continue to be constrained. Analysis of Town records as of indicates the following mooring permits by harbor:

Table 7-2 Moorings by Location and Use			
Location	# of Moorings		
	Commercial	Recreational	Total
Tenants Harbor	118	171	289
Port Clyde	141	162	303
Wheeler's Bay	76	62	138
Long Cove	81	59	140
Mosquito Harbor	1	29	30
St. George River	4	123	127
TOTAL	421	606	1027

Although the Tenants Harbor mooring field is fully utilized, the 2012 Mooring Plan provides for growth of over ten percent for new moorings in the southwest end of Long Cove near Mouse Island. Finally, access to and from the Town landing has been improved by extending the float system further out into the harbor and limiting the anchorage of visiting vessels to the outer harbor.

At Port Clyde, the channel is not federally controlled and is less restrictive than in Tenants Harbor. The U.S. Coast Guard has contacted the Town and has established some channel demarcation within the harbor. Port Clyde has limited parking space available to allow for increased moorings. A special need is to continue to maintain an adequate approach area for vessels to and from the Monhegan Ferry pier.

The Maine State Tax Bureau in 2012 reports that boats registered by the Town of St. George total 1,492, excluding federally documented vessels, which are estimated to be an additional 100 boats weighing at least 5 gross tons or more.

**Private Access/Open Space Sites.** Numerous private access sites support the commercial fishing industry and may provide limited recreational and tourist-related uses by permission. Several of these private facilities, as listed below, provide for some degree of public access to the waterfront.

Table 7-2 Private Water Access Facilities	
Site/Facility	Location
William Atwood Lobster Company	Long Cove
CY Seafood	Long Cove
Sea Hag, LLC (former Sea Hag property)	Long Cove
Carlson's Wharf	Long Cove
Linda Bean's Perfect Maine Lobster/Witham's Wharf	Tenants Harbor
Cozy Harbor	Tenants Harbor
Tenants Harbor Boat Yard	Tenants Harbor
Miller's Lobster Company	Wheeler Bay
Tenants Harbor Co-Op	Tenants Harbor
Monhegan Boat Line	Port Clyde
Port Clyde General Store	Port Clyde
Port Clyde Fishermen's Co-Op	Port Clyde
Linda Bean's Lobster	Port Clyde

The residents and visitors of St. George value the Town's open spaces and scenic vistas available from a public right of way. Some scenic views worthy of mention are:

Table 7-3	
Scenic Resources	Ownership (Easements)
Marshall Point Light, Port Clyde	Public
Port Clyde Village/Landing	Public
Horse Point Road, Port Clyde	

Drift Inn Beach Area
Mosquito Harbor, Martinsville
Tenants Harbor/Landing
Haskell's Cove/Lobster Pound from Route 131
Seavey Cove, from Route 131
Clark Island from Caignair
Rackliff's Island Causeway
Kallio's Cove, Eastward across marsh
Turkey Cove at intersection
Watt's Cove, Route 131, Wallston Road
Ponderosa, Wallston Road
Roaring Spout
Fort Point
High Island

Source: Town of Saint George

There are also many other places throughout the town with wonderful scenic views. Several sites provide vistas along the road. There is usually parking within walking distance of the best site for viewing. The George's River Land Trust (GRLT) has conservation easements on six parcels of St. George waterfront open space totaling 190 acres that are preserved from development to protect water quality, working farms, wildlife habitat, and scenic views for the Town's benefit. Tommy's Island in Long Cove is owned by the GRLT and is open to the public. One of the easements held by GRLT, Roaring Spout, is also open to the public.

### 7.4 Habitat and Marine Resources

The following decapod crustaceans, fish and mollusks are present locally. See the map titled Habitat and Marine Resources for Maine DMR data provided. Additional species are found beyond what is shown in the tables below.

Table 7-4 Partial List of Decapod Crustaceans Found in Muscongus Bay and/or Adjoining Waters	
Common Name	Species Name
Acadian hermit crab	<i>Pagurus acadianus</i>
American lobster (Maine lobster)	<i>Homarus americanus</i>
Arctic eualid shrimp	<i>Eualis fabricii</i>
Asian shore crab	<i>Hemigraspus sanguineus</i>
Bristled longbeak shrimp	<i>Dichelopandalus leptocerus</i>
Common shore shrimp	<i>Palaemonetes vulgaris</i>
Common spider crab	<i>Libinia emarginata</i>

Table 7-4 Partial List of Decapod Crustaceans Found in Muscongus Bay and/or Adjoining Waters	
Common Name	Species Name
European green crab	<i>Carcinus maenas</i>
Flat-clawed hermit crab	<i>Pagurus pollicaris</i>
Friendly blade shrimp	<i>Spirontocaris lilljeborgii</i>
Greenland shrimp	<i>Lebbeus groenlandicus</i>
Hairy hermit crab	<i>Pagurus arcuatus</i>
Jonah crab	<i>Cancer borealis</i>
Lady crab	<i>Ovalipes ocellatus</i>
Lesser toad crab	<i>Hyas coarctatus</i>
Long clawed hermit crab	<i>Pagurus longicarpus</i>
Lucifer shrimp	<i>Lucifer faxoni</i>
(No common name was found for this Pandalid shrimp)	<i>Pandalus propinquus</i>
Northern shrimp	<i>Pandalus borealis</i>
Northern stone crab	<i>Lithodes maja</i>
Norwegian shrimp	<i>Pontiphilus norvegicus</i>
Parrot shrimp	<i>Spirontocaris spinus</i>
Pink glass shrimp	<i>Pasiphaea multidentata</i>
Polar lebbeid	<i>Lebbeus polaris</i>
Rock crab	<i>Cancer irroratus</i>
Sand shrimp	<i>Crangon septemspinosa</i>
Sculptured shrimp	<i>Sclerocrangon boreas</i>
Short-browed mud shrimp	<i>Callinassa atlantica</i>
Striped pink shrimp/Aesop shrimp	<i>Pandalus montagui</i>
Toad crab	<i>Hyas araneus</i>
Zebra lebbeid	<i>Lebbeus zebra</i>

Note: Non-decapod crustaceans would include barnacles, isopods and amphipods among others.

Table 7-5 Partial List of Fish Species Found in Muscongus Bay and/or Adjoining Waters		
Common Name	Species Name	Harvested: Yes/No
Acadian redfish	<i>Sebastes fasciatus</i>	Y
Alewife	<i>Alosa pseudoharengus</i>	Y
Alligator fish	<i>Aspidophoroides monopterygius</i>	N
American dab	<i>Hippoglossoides platessoides</i>	Y



Table 7-5  
 Partial List of Fish Species Found in Muscongus Bay and/or Adjoining Waters

Common Name	Species Name	Harvested: Yes/No
American eel (elver as juvenile)	<i>Anguilla rostrata</i>	Y
American shad	<i>Alosa sapidissima</i>	Y
Atlantic cod	<i>Gadus morhua</i>	Y
Atlantic halibut	<i>Hippoglossus hippoglossus</i>	Y
Atlantic herring	<i>Clupea harengus</i>	Y
Atlantic mackerel	<i>Scomber scombrus</i>	Y
Atlantic menhaden	<i>Brevoortia tyrannus</i>	Y
Atlantic salmon	<i>Salmo salar</i>	N(*5)
Atlantic silverside	<i>Menidia menidia</i>	N
Atlantic tomcod	<i>Microgadus tomcod</i>	N
Atlantic wolffish	<i>Anarhichas lupus</i>	N(*3)
Blueback herring	<i>Alosa aestivalis</i>	Y(*1)
Bluefin tuna	<i>Thunnus thynnus</i>	Y
Bluefish	<i>Pomatomus saltatrix</i>	Y
Blue shark	<i>Prionace glauca</i>	Y
Brown trout	<i>Salmo trutta</i>	Y
Butterfish	<i>Poronotus triacanthus</i>	N(*2)
Cunner	<i>Tautoglabrus adspersus</i>	Y
Cusk	<i>Brosme brosme</i>	Y
Four bearded rockling	<i>Enchelyopus cimbrius</i>	N
Four-spined stickleback	<i>Apeltes quadracus</i>	N
Great white shark	<i>Carcharodon carcharias</i>	N
Grubby	<i>Myoxocephalus aeneus</i>	N
Haddock	<i>Melanogrammus aeglefinus</i>	Y
Hagfish	<i>Myxine glutinosa</i>	Y
Little skate	<i>Raja erinacea</i>	N
Longhorn sculpin	<i>Myoxocephalus octodecemspinosus</i>	N
Lumpfish	<i>Cyclopterus lumpus</i>	N
Monkfish( aka Goosefish)	<i>Lophius americanus</i>	Y
Mummichog	<i>Fundulus heteroclitus</i>	N
Nine-spined stickleback	<i>Pungitius pungitius</i>	N
Northern pipefish	<i>Syngnathus fucus</i>	N

Table 7-5  
Partial List of Fish Species Found in Muscongus Bay and/or Adjoining Waters

Common Name	Species Name	Harvested: Yes/No
Ocean pout	<i>Macrozoarces americanus</i>	Y
Pollock	<i>Pollachius virens</i>	Y
Porbeagle shark	<i>Lamna nasus</i>	Y
Rainbow smelt	<i>Osmerus mordax</i>	Y
Red hake	<i>Urophycis chuss</i>	Y
Rock gunnel	<i>Pholis gunnellus</i>	N
Sand lance	<i>Ammodytes americanus</i>	N
Sea lamprey	<i>Petromyzon marinus</i>	N
Sea snail (*4)	<i>Neoliparis atlanticus</i>	N
Sea raven	<i>Hemitripterus americanus</i>	N
Shortfin mako shark	<i>Isurus oxyrinchus</i>	Y
Shorthorn sculpin	<i>Myoxocephalus scorpius</i>	N
Snake blenny	<i>Lumpenus lumpretaeformis</i>	N
Spiny dogfish	<i>Squalus acanthias</i>	N
Striped bass	<i>Morone saxatilis</i>	Y
Striped sea snail (*4)	<i>Liparis liparis</i>	N
Three-spined stickleback	<i>Gasterosteus aculeatus</i>	N
Thresher shark	<i>Alopias vulpinus</i>	Y
Two-spined stickleback	<i>Gasterosteus wheatlandi</i>	N
White hake	<i>Urophycis tenuis</i>	Y
Whiting (Silver hake)	<i>Merluccius bilinearis</i>	Y
Winter flounder	<i>Pleuronectes americanus</i>	Y
Witch flounder	<i>Glyptocephalus cynoglossus</i>	Y
Wrymouth	<i>Cryptacanthodes maculatus</i>	N

Notes:

\*1 Closely related and nearly identical to the alewife, the 2 species are often caught together.

\*2 Not in Maine.

\*3 The fishery for Atlantic wolffish is presently closed.

\*4 In spite of its' name, this is a fish, not a snail.

\*5 Although currently closed, a recreational fishery for Atlantic salmon traditionally existed in Maine.

There is no commercial fishery for them in this state.

Although not targeted in either the recreational or commercial fisheries of the state, several of the non-targeted species listed above are incidentally caught.

Table 7-6 Partial List of Mollusks Found in Muscongus Bay and/or Adjoining Waters	
Common Name	Species Name
American Oyster	<i>Crassostrea virginica</i>
Arctic Rock Borer	<i>Hiatella arctica</i>
Arctic Wedge clam	<i>Mesodesma arctatum</i>
Ax Yoldia	<i>Yoldia thraciaeformis</i>
Baltic Macoma	<i>Macoma balthica</i>
Banded Mitrella	<i>Mitrella zonalis</i>
Blue Mussel	<i>Mytilus edulis</i>
Boreal Squid	<i>Illex illecebrosus</i>
Bushy-Backed Nudibranch	<i>Dendronotus frondosus</i>
Chalky macoma	<i>Macoma calcarea</i>
Chink Shell	<i>Lacuna vincta</i>
Chestnut Astarte	<i>Astarte castanea</i>
Club-Gilled Nudibranchs	<i>Eubranchus</i> species
Common Periwinkle	<i>Littorina littorea</i>
Common Slipper Shell	<i>Crepidula fornicata</i>
Conrad's Thracia	<i>Thracia conradi</i>
Crescent Mitrella	<i>Mitrella lunata</i>
Cup-and-Saucer Limpet	<i>Crucibulum striatum</i>
Deep-Sea Scallop	<i>Placopectens magellanicus</i>
Dog Winkle	<i>Thais lapillus</i>
European Flat Oyster	<i>Ostrea edulis</i>
File Yoldia	<i>Yoldia limatula</i>
Gem Shell	<i>Gemma gemma</i>
Glassy Lyonsia	<i>Lyonsia hyalina</i>
Gould's Pandora	<i>Pandora gouldiana</i>
Great Piddock	<i>Zirfaea crispata</i>
Greenland Cockle	<i>Serripes groenlandicus</i>
Greenland Top Shell	<i>Margarites groenlandicus</i>
Greenland Wentletrap	<i>Epitonium groenlandicum</i>
Haliaect's Dove Shell	<i>Anachis haliaecti</i>
Horse Mussel	<i>Modiolus modiolus</i>
Lea's Spoon Shell	<i>Periploma leanum</i>
Long-Finned Squid	<i>Loligo pealei</i>
Maned Nudibranch	<i>Aeolidia papillosa</i>
Naked Sea Butterfly	<i>Clione limacina</i>
Near Nut Shell	<i>Nucula proxima</i>
Northern Cardita	<i>Cyclocardia borealis</i>

Table 7-6 Partial List of Mollusks Found in Muscongus Bay and/or Adjoining Waters	
Common Name	Species Name
Northern Moon Shell	<i>Lunatia heros</i>
Mahogany	<i>Arctica islandica</i>
Clam/Black Clam	
Oval Yoldia	<i>Yoldia myalis</i>
Paper Spoon Shell	<i>Periploma papyratium</i>
Quahog	<i>Mercenaria mercenaria</i>
Razor Clam	<i>Ensis directus</i>
Red-Gilled	<i>Coryphella</i> species
Nudibranchs	
Ridged Top Shell	<i>Margarites cinereus</i>
Rim-Backed	<i>Polycera dubia</i>
Nudibranch	
Salt Marsh Snail	<i>Malampus bidentatus</i>
Shipworms (*1)	<i>Teredo</i> and related species
Short Yoldia	<i>Yoldia sapotilla</i>
Smooth Periwinkle	<i>Littorina obtusata</i>
Smooth Top Shell	<i>Margarites helycinus</i>
Soft-Shell Clam	<i>Mya arenaria</i>
Solitary Glassy Bubble	<i>Haminoea solitaria</i>
Surf Clam	<i>Spisula solidissima</i>
Swamp Hydrobia	<i>Hydrobia minuta</i>
Ten Ridged Whelk	<i>Neptunea decemcostata</i>
Tortoiseshell Limpet	<i>Acmaea testudinalis</i>
Veiled Clam	<i>Solemya velum</i>
Waved Whelk	<i>Buccinum undatum</i>

Note:

\*1 In spite of their name, shipworms are bivalves.

## 7.5 Environmental Concerns

Pollution can be caused by both point and non-point sources. Point sources are direct overboard discharges of sewage effluent from land development and vessels in the harbors. Non-point sources include groundwater contamination from septic systems, as well as pollution created by runoff from land based activities such as, residential landscaping, agricultural operations, and from coastal roadways.

The Maine Department of Marine Resources (Maine DMR) monitors water quality regionally. Water quality testing is conducted regularly that has allowed the re-opening of local flats to harvesting activities outside of the occasional red tide closures.

*Is there a local or regional plan in place to identify and eliminate pollution sources?*

The Town has taken many positive steps in recent years to correct water pollution problems. There are still some septic overboard discharges in St. George; however, through funding from the Maine Department of Environmental Protection, several of these have been eliminated over the past few years. This is a priority for the Town and will continue as long as funding assistance is available. In addition, the Town has worked closely with the Maine Department of Marine Resources to identify and manage non-point sources of pollution.

**Overboard Discharges.** The Maine Department of Environmental Protection (DEP), Bureau of Land and Water Quality listed 19 licensed, active overboard discharges and two wastewater facilities approved within Saint George in 2016. By comparison, just five years earlier in 2011, there were 32 licensed active overboard discharges.

Table 7-6 Licensed Active Overboard Discharges (OBD) Wastewater Type 413						
DEP_ID	ATS_ID	Owner	Water Body	Flow	Treatment	Seasonal
2209	78428	Butler Family Trust	Tenants Harbor	300	Sandfilter	Yes
2316	75903	Huber	Seal Harbor	300	Mechanical	No
2374	75605	Simmons	Long Cove	300	Mechanical	No
2700	75280	Bush	St George River	300	Sandfilter	No
2707	76897	Bracy	Tenants Harbor	300	Sandfilter	No
3147	78154	Kerwin	Rackliff Bay	300	Sandfilter	No
3174	81091	Neil Saward	Tenants Harbor	300	Sandfilter	No
3326	78112	Nancy p. Anglada	Atlantic Ocean	300	Sandfilter	Yes
4215	74251	Halcyon Point LLC	Rackliff Bay	300	Sandfilter	Yes
4300	76368	Staman	Rackliff Bay	360	Sandfilter	No
4802	79348	Warren	Seal Harbor	300	Sandfilter	No
6043	80963	Tripp	Seal Harbor	315	Sandfilter	No
6683	80499	Anderson	Port Clyde Harbor	300	Mechanical	No
7163	79211	Lincoln Parkes Trust	Port Clyde	50	Primary (Septic Tank/Chlorinator)	Yes

Source: Maine DEP, 2016 Note: Flow in GPD (gallons per day)

Table 6-2 Wastewater Facilities				
Name	NPDES License	Maine License	Waterbody	Category/Class
East Wind Inc.	ME0036765	1988	Tenants Harbor	Minor/Treated
Great Eastern Mussel Farms, Inc (Two IDs)	ME0023124	3993	Long Cove	Minor/Treated

Source: Maine DEP

## 7.6 Regulation

**Floodplain Management.** Saint George participates in the National Flood Insurance Program, and the Town has adopted Floodplain Management Ordinance provisions. Special flood hazard areas are inundated by 100-year floods, i.e., less than a one percent chance of being equaled or exceeded in a given year. Ordinance provisions limit development in flood prone areas and require that the development that is allowed in these areas is suitably designed to withstand flooding.

**Shoreland Zoning.** Saint George has adopted Shoreland Zoning provisions, which are intended to provide protection to shorefront areas, within a 250-foot area from the normal high-water line of all tidal waters, identified freshwater wetlands that are 10 acres or more, the upland edge of freshwater wetlands, salt marshes, salt meadows, wetlands associated with great ponds, rivers and specified flood hazard areas. An area of 75 feet from the normal high-water line is set for other water bodies including tributary streams. The Shoreland Zoning Ordinance includes a Commercial Fisheries/Maritime Activities District to protect current working waterfront activities as well as a Marine Residential District and Limited Commercial District. It is generally believed that these districts and their standards (permitted uses and dimensional requirements) have served the town well and have helped to maintain the traditional working harbor.

The Shoreland Zoning Ordinance Resource Protection District includes inland or coastal wetlands, significant wildlife habitat, and areas of fragile soils, floodplains or designated as natural, scenic or historic areas of significance. This district applies to such areas as the marsh in Tenants Harbor, Fort St. George in Wiley's Corner, an inlet south of Otis Cove in the St. George River, and inlet just north of Ten Pound Island in the river and two inlets at Mill Cove, including the marsh around Scraggle Point.

**Coastal Waters Management Ordinance.** The Coastal Waters Management Ordinance addresses regulation of all coastal waters and harbors within the jurisdiction of St. George. Not less than annually, the Harbor Committee is responsible for reviewing the Ordinance and conducting public hearings pursuant to any proposed amendments or updates that may be needed, and submitting warrant changes accordingly to the Select Board for voter approval. While enforcement of all ordinance provisions is vested with the Harbor Master, ordinance appeals are the responsibility of the Appeals Board.

Currently, the Town's only marine management plan is the mooring plan. The Town has benefitted from the priorities allocated under this plan on commercial fishing use, local residents, and non-residents (in that order). The towns of Cushing, Saint George, Thomaston, Warren and South Thomaston work collaboratively to manage their soft-shell clam resource through a formal inter-local agreement enabling a local ordinance

and clam management plan. The goals and objectives of which are “to manage the resource through licensing, limitations on the number of diggers and quantities harvested, limiting size of clams taken, limiting time and areas where digging is permitted, opening and keeping the river open for harvesting, seeding programs, and by rewarding conservation work.” It would be beneficial to coordinate worming activities with clam management. The non-profit Georges River Tidewater Association works collaboratively with the Management Committee on water quality issues.

## 7.7 Goals, Policies, and Strategies

### A. State Goals and Coastal Policies

- 1. To protect the State's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.*
- 2. For coastal communities, the Growth Management Act requires that a local comprehensive plan address the state coastal management policies (38 MRSA §1801).*

*These are:*

- a. To promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation and recreation;*
- b. To manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters and to enhance the economic value of the State's renewable marine resources;*
- c. To support shoreline management that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline and that considers the cumulative effects of development on coastal resources;*
- d. To discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides or sea-level rise, it is hazardous to human health and safety;*
- e. To encourage and support cooperative state and municipal management of coastal resources;*
- f. To protect and manage critical habitat and natural areas of state and national significance and maintain the scenic beauty and character of the coast even in areas where development occurs;*
- g. To expand the opportunities for outdoor recreation and to encourage appropriate coastal tourist activities and development;*
- h. To restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses; and,*
- i. To restore and maintain coastal air quality to protect the health of citizens and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast.*

### B. Local Policies and Strategies

Pursuant to the State goal the Town of St. George will support the wise utilization of the shoreline, harbor, river and island areas to the benefit of current and future

users of those areas. In addition, the Town will seek ways to promote the continuance of water-dependent uses, while maintaining the economic vitality and cultural heritage of waterfront areas, to ensure adequate future public access to shoreline areas while maintaining the environmental integrity of the coast and to maximize the utilization and maintenance of port and harbor areas while protecting water quality, marine resources, open spaces, and functional water-dependent uses.

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Short Term is assigned for strategies to be addressed within one to three years after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed within ten years. In addition, Ongoing is used for regularly recurring activities.

*Policy 1. Promote and protect water-dependent uses where site and harbor conditions are most favorable for such uses.*

Strategy	Responsibility	Date
Continue to maintain the Shoreland Zoning Ordinance which permits a variety of uses and allows adequate space for water-dependent uses and protect environmentally sensitive issues and commercial fishing, marine activities.	Planning Board	Ongoing
Encourage people to take advantage of State and Federal programs that would preserve the working waterfront through grants and other funding programs.	Harbor Committee/Board of Selectmen	Ongoing
Develop land use regulations that require compatibility with environmentally sensitive areas and with the scale, bulk, and architectural style of existing structures.	Planning Board	Ongoing
Identify future public access needs for commercial fishermen and related maritime activities and identify regulatory and non-regulatory approaches to meet those needs.	Harbor Committee	Ongoing
Support implementation of local and regional harbor and bay management plans.	Select Board	Ongoing
Draft a harbor management plan with public input to improve the use of the harbor for commercial fishermen, residents and recreational users.	Harbor Committee/ Harbormaster	Short Term
Improve public information and education related to coastal management and the use of local marine resources and the potential impacts of ocean acidification, sea level rise and other environmental concerns.	Harbor Committee and Harbormaster	Midterm and Ongoing



*Policy 2. Ensure adequate future public access to shoreline areas while maintaining the environmental integrity of the coast, and promoting the retention and development of open space in waterfront areas, and enhancing the working waterfront, wherever economically feasible.*

Strategy	Responsibility	Date
Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	Harbor Committee/ Harbormaster	Short Term
Ensure there is off-street parking and, where necessary/feasible pedestrian sidewalks to satisfy existing needs at the town landings.	Harbor Committee/Road Commissioner	Ongoing
Acquire property from willing landowners, or seek gifts of land or perpetual use agreements to provide the assurance of recreational swimming opportunities, waterfront parks, and walking trails, open space preservation, and other light impact waterfront uses to current and future residents.	Select Board	Ongoing
Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks and consider purchasing rights of first refusal for access points, permanent easements, or property of critical importance to marine, civic, or recreational activities.	Select Board	Midterm
Continue to make appropriate improvements to public landings as needed. Where feasible, provide off-street parking improvements to satisfy existing needs at these landings. Acquire property or perpetual use rights to support landing use.	Harbor Committee/ Harbormaster	Midterm/ Ongoing
Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	Select Board, Town Clerk, and Harbormaster	Immediate and Ongoing

*Policy 3. Continue harbor supervision at Town landings and in harbor areas.*

Strategy	Responsibility	Date
Maintain mooring plans for Tenants Harbor/Long Cove and Port Clyde Harbors to increase the efficiency of mooring areas and to comply with Federal and State mooring regulations.	Harbor Master	Ongoing
Maintain and mark a navigational channel in Tenants Harbor. Relocate existing moorings, if necessary.	Harbor Committee/Board of Selectmen	Ongoing
Develop an improvement plan for town landings to help maintain functionality and safe conditions, increase float and dinghy space, and improve parking.	Harbor Master/ Harbor Committee	Ongoing
Annually review mooring fees and adjust as operational expenses and capital improvement needs require after pre-approval by the Select Board and with full participation from the public through public hearings.	Harbor Committee	Ongoing
Acquire property or perpetual use rights to support Town landing use within Port Clyde and Tenants Harbor. The need identified for additional property is primarily focused upon the improvement of the turning areas above the launch ramps and parking.	Harbor Committee/Board of Selectmen	Ongoing
Mooring Plans/Floats: Relocate moorings as necessary to accomplish efficiency of harbor use, improved navigation and safety, and separation of harbor user groups. Increase float space and dinghy space as feasible to meet current needs. Note: Could be included in Harbor Management Plan.	Select Board, Harbor Committee, and Harbormaster	Short Term/ Ongoing
If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	Select Board, Planning Board, Harbor Committee, and Harbormaster	Midterm/Ongoing
Amend pier and dock regulations to minimize the potential negative impacts of a proliferation of these structures in ecologically sensitive areas, or areas where navigation might be impeded or where access below the high tide may be limited by construction of docks or piers, which would impede fishing, fowling, boat landings, and other rights of	Select Board, Planning Board, Harbor Committee, Harbormaster, and Town Meeting Vote	Long Term/Ongoing

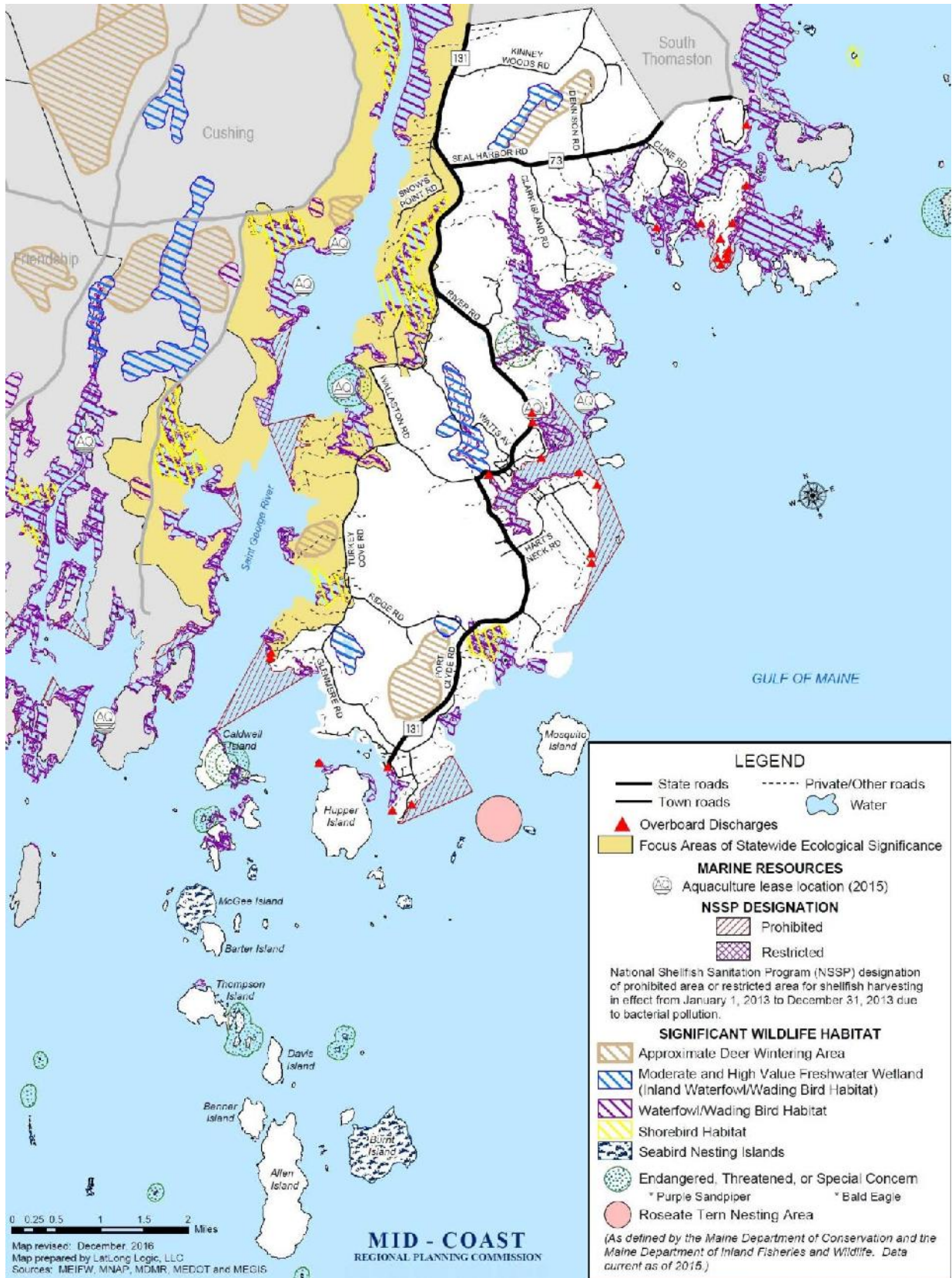
access as set in state statutes or court decisions.		
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*Policy 4. Maintain, and where necessary, restore the quality of coastal waters, marine fisheries, and wildlife.*

Strategy	Responsibility	Date
Monitor existing aquaculture operations and the development of future aquaculture operations	Harbor Master	Ongoing
Continue to work with the Department of Marine Resources regarding impacts on water quality resulting from existing and potential pollution sources. Identify and mitigate existing pollution resulting from subsurface septic disposal, overboard septic discharge into coastal waters, and vessel septage discharge into harbor waters.	Harbor Master/Code Enforcement Officer	Ongoing
Improve, implement, and enforce local ordinances in order to monitor and control the use and development of the coastal waters in the Town of St. George.	Planning Board	Ongoing
Improve, implement, and enforce local ordinances in order to control the impact of storm water runoff, phosphorus generation, and erosion on water resources resulting from construction and development projects.	Planning Board	Ongoing
Monitor water quality in the Georges River, coastal waters, and harbors of St. George to protect marine life, recreation, and commerce.	Conservation Commission/Shellfish Committee	Ongoing
Improve public information and education of the issues related to coastal management, and the utilization of the resource. For example, involve schools, owners of shoreland, and scouts in a "Coastal Clean-up Day" and sponsor "Maine Coastal Week" activities.	Conservation Commission/Town Manager	Ongoing
Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Select Board/Harbor Committee	Short Term/ Ongoing
Continue to work with Maine DMR regarding impacts on water quality resulting from existing and potential pollution sources. <ul style="list-style-type: none"> <li>Identify and mitigate existing pollution resulting from subsurface septic disposal, overboard septic discharge into coastal waters and vessel septage discharge into harbor waters to improve shellfish habitats.</li> <li>Meet with and encourage property owners with overboard discharges to replace these point</li> </ul>	Select Board/Harbor Committee/CEO	Short Term/ and Ongoing

<p>sources of pollution with advanced engineered subsurface waste systems to reduce pollution and related shellfish closures. Seek resources from state agencies, non-profits and local donations to cover a portion of the costs for these new systems to assist property owners.</p> <ul style="list-style-type: none"> <li>• Request that Maine DMR more regularly test coastal waters on a timely basis after storms and heavy rains to reduce shellfish closure times so that the closures more accurately reflect the time necessary for safety before shellfishing areas can be reopened.</li> </ul>		
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# MARINE RESOURCES AND HABITAT



## 8 ISLANDS

There are about 50 islands and 10 exposed ledges that fall within the municipal boundaries of St. George, extending from the St. George River on the west side of the peninsula around to the bottom of the Mussel Ridge Channel. Most of the islands are accessed by private watercraft over privately owned wharves and docks. The exception to this would be the Town dock/float facilities at Port Clyde and Tenants Harbor. Development of the islands has increased steadily over the last ten years – substantially increasing the tax value to the Town of St. George. Because of their remoteness and seasonal character, most of the islands require caretaking and maintenance which in turn provides employment opportunities.

### 8.1 Land Use

Land use on the islands is varied. A summary by the Comprehensive Plan Committee identified ten different categories of use:

Seasonal use (30 islands)

Year-round use (3)

Development by more than one landowner or more than one structure (12)

Farming/agriculture

Utilities from the mainland (8)

Regular camping use (6)

Hurricane Island Outward Bound School (1)

Restricted use, The Nature Conservancy (4), High Island (1)

Islands joined to the mainland by a causeway (4)  
(Mouse, Rackliff, Clark and Spruce Head Islands)

The listing below indicates specific features of each of the Town's islands. In addition to these islands, there are numerous full and half-tide ledges that have significant bird, duck and seal populations.

#### Access from Port Clyde:

- Raspberry Island: one seasonal dwelling, telephone and water service from the mainland
- Blubber Island: one seasonal dwelling, electrical power from Hupper Island
- Hupper Island: Four year-round dwellings; 26 seasonal dwellings; power and telephone service from the mainland
- The Little Caldwell's: two islands, each one with a seasonal dwelling
- Big Caldwell Island: two seasonal houses, barn, 2 sheds
- Teel Island: 6 seasonal dwellings, two dwellings that could be year-round; heliport; power

- Bar Island: seasonal use only; shed
- Stone Island: seasonal camp dwelling (old fishing camp)
- Ram Island: seasonal camp and multiple buildings
- Eagle Island: (off Port Clyde, undeveloped)
- McGee Island: three seasonal dwellings; one year-round dwelling; one large outbuilding and three small outbuildings; timber growth
- Thompson Island: one seasonal dwelling; new barn; agriculture (sheep)
- Davis Island: two seasonal dwellings; one main year-round house; greenhouse; barn; two sheds; power; two wharfs
- Allen Island: two year-round dwellings; three seasonal dwellings; outbuildings; barn; agriculture (sheep); power
- Benner Island: two seasonal dwellings; outbuildings
- Tom's Island: undeveloped
- Barter Island: undeveloped
- Little Burnt Island: undeveloped
- Burnt Island: two seasonal dwellings plus outbuildings; camping for Hurricane Island Outward Bound School
- Thompson Islands (three islands): large home structure with outbuildings
- The Brothers (three islands): Nature Conservancy bird rookery
- Hay Ledge Island: Nature Conservancy
- Gunning Rocks Islands (two islands): undeveloped
- Hart Island: undeveloped
- Shag Islands (two islands): undeveloped

#### Access from Mosquito Harbor:

- Mosquito Island: two year-round dwellings; double barn with apartment; extensive outbuildings.
- Grandfather's Island: one seasonal dwelling

#### Access from Georges River:

- Ten Pound Island: undeveloped

#### Access from Tenants Harbor:

- Southern Island: two year-round dwellings; extensive outbuildings. Wharf; abandoned Coast Guard Light Station; lighthouse and fog bell towers; power
- Northern Island: one seasonal dwelling; water and power from the mainland
- High Island: camping
- Spectacles Island: one seasonal dwelling (old fishing camp)
- Seavey Ledges: undeveloped wildlife refuge
- Two Bush Islands: (two islands) undeveloped; automated lighthouse tower
- Mouse Island: connected to mainland by a causeway
- Tommy's Island: uninhabited

#### Access from Wheeler's Bay:

- Ram Island: one dwelling structure; several outbuildings
- Eagle Island: two seasonal dwellings
- Calf Island: two seasonal dwellings
- Elwell Island: camping; three lot subdivision (two lots sold); one year round dwelling
- Hen Island: camping
- Whitehead Island: three seasonal dwellings; two outbuildings; unmanned Coast Guard Light Station; automated lighthouse tower; unused Coast Guard Life Saving Station; boys camp
- Slims Island: undeveloped
- Norton Island: undeveloped

## 8.2 Island Natural Resources

The islands and ledges provide important habitat for marine wildlife, including invertebrates, seabirds and seals. The Maine Natural Heritage program and the Critical Areas Program identify several islands as nesting areas for significant seabird species such as Eiders, the Common Tern and the Laughing Gull. The Brothers and Hay Ledge, owned by the Nature Conservancy, protect these habitats. The Natural Resources chapter includes a table relating such wildlife habitat to specific islands.

The soils of St. George's Islands are primarily Lyman-rock outcrop-Tunbridge complex, between 3 and 15% grade (LrB and LrC) and rated as having medium (LrB) and low (LrC) potential for development. On the Developmental Constraints map, the LrC soils are mapped with other low/very low rated soils as constraints. Like the mainland. Over half the island's soils are mapped as a constraint. Unlike the mainland, there appears to be something of a pattern of where these soils are located; often the center of the island does not have constraining soils. This may be related to slopes that tend to be steeper along the shore of the commonly dome-shaped islands.

Some of the islands do have the Tunbridge-Lyman fine sandy loam, 3-8% slopes (TrB) which is rated high potential for development. Pockets are found on Caldwell, Hupper, Allen, Burnt, Mosquito, Northern, Clark and Elwell Islands and two small islands that are entirely TrB soils: Hart Island and one of the islands in Davis Straight.

Hupper Island has two Maine Geologic Survey (MGS) mapped wetlands (88 and 89). While these are not classified by soil type by the MGS, the National Wetlands Inventory (NWI) has classified the vegetation of both as "PF01E" (Palustrine Forested, broad-leaved deciduous, seasonally saturated). The two wetlands are mapped on both the Water Resources and the Developmental Constraints maps. The NWI indicated wetlands



on the other islands, but none have been mapped by the MGS. There are no aquifers associated with the islands.

The vegetation in general on the islands is of the red spruce-balsam fir association characteristic of the Penobscot Bay region. The old growth yellow birch stand on Allen Island has been registered as a Critical Area.

### 8.3 Island Recreational Opportunities

Bordering the scenic recreational region of Penobscot Bay, the St. George coastal waters and islands are heavily used by boaters of all types. Visitors come for day trips as well as more extended excursions. Cruising sail or powerboats needing provisions find ice, water, gas, and groceries at the Port Clyde General Store, and the Tenants Harbor General Store, and have several choices available for restaurant meals.

The Maine Island Trail Association (MITA) has worked to develop a water trail connected by a series of campsites on private and public islands. The Trail, used primarily by sea kayakers, welcomes all small boaters who are members of MITA. The organization has negotiated agreements with private island owners for limited use of campsites, promising confidentiality by making that information only available for MITA members. Only two such private island campsites are available to members in St. George and there are no publicly owned islands. MITA members are encouraged to camp at mainland campgrounds to relieve crowding on the islands.

## 9 RECREATIONAL AND OPEN SPACE

### 9.1 St. George Parks and Recreation

Recreation has always been an important part of community life in St. George. In the late 1800's and early 1900's many of the villages including Long Cove, Smalley Town, and Clark Island had baseball teams. The construction of a baseball field at the foot of Barter's Hill with a large Grandstand led to the rise of the popularity of the Twilight League. These teams often competed in front of large crowds until participation and interest waned in early 1970's. The ball field and Grandstand fell into disrepair and was torn down. Since 1990, structured recreational opportunities for youth and adults have increased each year. So much so, that the need arose for first a part time and then a full-time director in 2001.

Hunting is a popular natural resource based activity in St. George and there is still a tradition of "permissive trespass" on private land in many parts of town. However, more private land is being "posted" and requires landowner permission to access. In addition, cross country skiing, hiking and bird watching are gaining in popularity with both residents and non-residents attracted to natural beauty of St. George.

In recent years, support and participation for recreation has been strong. The town maintains a close relationship with the St. George School and uses the school gym for many of its programs.

**Children's Recreation.** Each year since 1995, over a hundred children ages 5 and older have participated in Town Recreation programs in St George. Many clinics are offered through the year with several camps in the summer. St. George recreational sports teams compete with 20 other communities across the area. The town hosts the annual Mussel Ridge Tournament in March for 3<sup>rd</sup> and 4<sup>th</sup> grade teams. Many of the popular programs include: Soccer, Basketball, Baseball, Softball, and Tennis.

**Adult/Family Recreation.** The Parks and Recreation Department offers several activities for adults and families including - Old timers game, Lighthouse loop 5k, weekly exercise classes, coed softball, soccer, basketball, tennis, referee & coaching clinics, community trips to Celtics, Sea Dogs and other professional events.

**Senior Citizens.** Programs such as Luncheons, school connections, shopping trips and tours are offered for senior citizens.

**Other Recreational Activities.** Other activities in town include the St. George Sailing Foundation (which offers summer programs and scholarships), Neighbor-to-Neighbor ride share program, and the St. George Youth and Scouting Council (Boy Scouts, Girl Scouts).

## 9.2 Recreational Facilities and Sites

### Recreational Facilities in Port Clyde

Marshall Point Light. The Town owns the light tower, along with the adjacent property, which is administered by the St. George Historical Society. This is a sightseeing area for residents and tourists alike with picnic tables and a large parking area that has been recently upgraded and appears to be sufficient at this time. The tower with its working, automated light is still maintained by the U.S. Coast Guard. The grounds are open from sunrise to sunset and the museum on the first floor of the Keeper's House is opened certain hours during the summer months and staffed by volunteers from the St. George Historical Society.

Drift Inn Beach. Drift Inn Beach is a local beach near Port Clyde used by residents and tourists for swimming and sunbathing with an adjacent parking area.

Port Clyde Public Landing. This is a town-owned wharf with floats and a boat launching ramp. There are a few existing parking spaces on the wharf. The boat ramp was recently upgraded, and the area was expanded for additional tie-up space. There is limited parking on the pier, but the addition of the adjacent 10 Cold Storage Road property presents opportunities for improved parking and access in Port Clyde.

Collins Park. This is a Town owned park that includes an outdoor basketball court. The park has been refurbished with new equipment, hot top and cedar chips added to the area.

### Facilities in the Tenants Harbor Area

Tenants Harbor Public Landing. The Town-owned wharf has several floats and a boat ramp. There is limited parking on the pier.

Tennis Courts and Town Baseball Field. This town owned site has outdoor tennis courts and two adjacent baseball diamonds. The tennis courts were rebuilt in 2011. The area is also used for soccer. Dugouts and a refreshment stand have been added, along with more seating.

Softball Field. The softball field is located near the public landing, the Town holds a perpetual easement on this property for children's recreation. A portable toilet is in place for the summer. Parking is a problem.

The Marsh. This site is a privately-owned wetland area and dammed up pond used for ice-skating and an important source of water for the Fire Department. The Gray Garage has been removed which allows for limited parking. The Conservation Commission has planted perennials in a new garden area and placed wood duck houses in the Marsh.

Ponderosa Park/Ponderosa Pond. The area is used for sightseeing and ice-skating and is privately owned. There is no formal agreement between the Town and the owners for use of this property.

St. George School. A property of St George MSU that can be used by residents, with approval of the school district for a variety of recreational and cultural events. The Nature Trail, open to the public, is used for educational field trips.

#### Facilities in the St. George Area

The Town Forest. The Town Forest is a town-owned tract of approximately 66 woodland acres. The Town recently surveyed the forest to establish and clearly mark its boundaries. A forest management plan has been developed for this resource, as well as a walking trail.

Scouting facilities. The Youth and Scouting Council owns 8.5 acres of land and lodge facilities in the Wiley's Corner area and 32.5 acres of land off of the Wallston Road.

The Friends of St. George Neighborhood Access Path Program. The Friends of St. George, a private organization in town oversees a number of private access trails that are marked and available for public use at the discretion of the landowner. Information is available on the Friends of St. George website.

#### Facilities Along the St. George River

Fort Point. Fort Point is a state-owned park/picnic area. It was once the site of an old fort which was built in the early 1800s to help protect American shipping interests from the English and French. The state purchased the property in the 1920's. In 2006 the Town purchased additional adjacent land to provide direct public access. Today there is a walking trail from Route 131 and a small parking area.

### 9.3 Scenic Vistas and Open Spaces

The residents and visitors of St. George value the Town's open spaces and scenic vistas. Some scenic views worthy of mention are:

Table 9-1 Scenic Resources	
Marshall Point Light	Port Clyde
Port Clyde Village/Landing	Port Clyde
Horse Point Road	Port Clyde
Drift Inn Beach Area	Port Clyde
Mosquito Harbor	Martinsville
Tenants Harbor/Landing	Tenants Harbor
Haskell's Cove/Lobster Pound	From Route 131
Seavey Cove	From Route 131
Clark Island	From Caignair
Rackliff's Island Causeway	
Kallio's Cove	Eastward across marsh
Turkey Cove at intersection	
Harrington Cove	Route 73
Watt's Cove	Route 131, Wallston Road
Ponderosa	Wallston Road

There are also many other places throughout the town with wonderful scenic views. Several sites provide vistas along the road. There is usually parking within walking distance of the best site for viewing.

## 9.4 Goals, Policies, and Strategies

### A. State Goal

*To promote and protect the availability of outdoor recreation opportunities for all Maine Citizens, including access to surface waters.*

### B. Local Policies and Strategies

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Short Term is assigned for strategies to be addressed within one to three years after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed within ten years. In addition, Ongoing is used for regularly recurring activities.

*Policy 1: Promote and protect the availability of recreational opportunities for St. George residents.*

Strategy	Responsibility	Date
Conduct a regular analysis to examine long-range recreation needs of the community and make recommendations for addressing deficiencies and making improvements. Recommend priorities for	Recreation Director/Town Manager	Ongoing

action and establish cost estimates, and identify funding sources.		
Actively seek easements or ownership of property to be used as a recreation resource and establish a program for land ownership or easements for property to be used for public recreation.	Select Board	Ongoing
Continue to set aside Town monies for the acquisition of land for open space and recreation and investigate other sources of funding. Consider establishing additional funding mechanisms for the purchase of conservation easements and for the purchase of land to preserve public access to St. George waters.	Parks & Recreation/Conservation Commission	Ongoing
Maintain existing trails and encourage development of new trails as appropriate.	Parks & Recreation/Conservation Commission	Ongoing

# 10 TRANSPORTATION

This section inventories the Town's transportation system; it examines the road network, traffic volumes, accident frequencies, bridges, parking and bicycle/pedestrian amenities. It also assesses the region's airports and public transportation services.

## 10.1 Road Network

St. George has 30.28 miles are Town roads and 10.53 miles are State Highways. 2.37 miles are State Aid Highways and 0.07 miles are "other". St. George also has many miles of private roads. The State and Town roads are vitally important as they allow residents to commute to work, school, stores, and around the Town.

**State Roads.** Two State highways cross the Town: Routes 73 and 131. Route 131 passes through the Village of Tenants Harbor as Main St and Port Clyde Rd. Route 131 terminates in the Village of Port Clyde. Posted speeds are highest on Routes 73 and 131.

See the Transportation Network Map for factored annual average daily traffic volumes at key points on State and municipal roadways in St. George. Routes 73 and 131 have the highest daily volumes, ranging on Route 131 from 4,894 vehicles near the South Thomaston town line to 2,929 on Main St in Tenants Harbor to 1,142 north of the Village of Port Clyde. Route 73 had 1,070 vehicles near the South Thomaston town line and 1,359 vehicles near the Route 131 intersection.

Maine DOT has prioritized highway corridors for improvements and maintenance based upon usage and importance in the state roadway network. St. George's highest priority roads as ranked by Maine DOT are Routes 73 and 131, which are ranked as Priority 4 Roads. All other roads in Town are Priority 6 Roads (town roads). Statewide, Maine DOT has focused funding on Priority 1 and 2 Roads for major improvements.

Table 10-1 summarizes road projects for St. George based on the MaineDOT Work Plan for Calendar Years 2016-2017-2018.

Table 10-1 Work Plan Capital and Maintenance: 2016, 2017 and 2018					
WP Year	Asset	Description	WIN/ID	Scope of Work	Estimated Funding
2017/18	Route 131	Large culvert (#46916) located 0.62 of a mile west of Glenmere Road.	021822.00	Highway Preservation Paving	\$50,000
2016	Route 131	Ditching on Route 131 in St. George beginning at the intersection of the Cold Storage Road and extending northeasterly 4.3 miles.	WR 31909	Maintenance	\$40,000 (includes other areas)

Source: MaineDOT, as of September 2016

**Local Roads.** Local Roads include all other public roads not included in the State highway or State aid classification system. These roads are maintained entirely by the municipality, and based on the state system, serve primarily as local service roads that provide access to adjacent land. There are 31.13 miles of roads in this category.

Table 10-2 Town Roads - Town of St. George								
Road Name	Length In Miles	Status	Year	Boundaries	Known Width	Assumed Width	Paved/Gravel	Year Paved
Ballfield Road	0.06	laid out	1912	yes	33'	-	Gravel	-
Patten Point Road	0.90	deeded	1967	unk	33'	-		2015
Commercial Street	0.06	prescriptive	unk	unk	-	33'		2016
Elementary School Rd	0.19	accepted	1962	yes	33'	-		2016
High Street	0.13	laid out	1873	yes	35'	-		2016
Juniper Street	0.09	laid out	1873	yes	35'	-		2016
Mechanic Street	0.10	laid out	1868	yes	-	33'		2016
Ripley Creek Rd	0.09	laid out	1891	yes	33'	-		2016
School Street	0.13	prescriptive	unk	unk	-	33'		2016
Sea Street	0.13	laid out	1860	yes	41.25'	-		2016
Snows Pt.Road	0.87	several	B4-1803/1908	unk	-	49.5'		2015
Water Street	0.09	Co.Comm.	1885	yes	33'	-		2016
Watts Avenue	0.70	laid out	1834	yes	49.5'	-		2016
Wiley's Corner	0.25	turned over	1970s	unk	-	49.5'		2015
Fogerty's Corner Rd	0.95	laid out	1834	yes	49.5'	-		2005
Taylor Point Road	0.32	accepted	1849	unk	-	49.5'		2005
Cold Storage Road	0.10	accepted	1931	yes	33'	-		2006



Factory Road	0.33	laid out	1884/1912	yes	33'	-		2017
Kinney Woods Road	1.59	prescriptive	unk	unk	-	33'		2015
Raspberry Lane	0.05	laid out	1836	unk	33'	-		2006
Barter's Point Road	0.66	deeded	1963	unk	33'	-		2016
Island Avenue	0.60	laid out	1970	yes	33'	-		2017
Barter's Hill Road	0.19	prescriptive	unk	unk	-	33'		2008
Clark Island Road	1.50	accepted	1845	unk	-	49.5'		2017
Second Street	0.09	laid out	1890	yes	33'	-		2008
Third Street	0.09	prescriptive	unk	unk	-	33'		2008
Dennison Road	2.00	accepted	1822/1840	yes	49.5'	-		2009
Eagle Quarry Road	0.40	accepted	1846	unk	-	33'		2017
Turkey Cove Road	2.16	accepted	B4-1803	unk	-	49.5'/66'		2009
Mosquito Head Road	0.54	several	unk	unk	24.75'	33'		2010
Glenmere Road	2.23	accepted	B4-1803	unk	-	33' / 49.5'		2010
Simons Lane	0.35	prescriptive	unk	unk	-	33'		2010
Ridge Church Road	0.20	laid out	1882	yes	49.5'	-		2012
Ridge Road	1.55	accepted	1818/1839	unk	-	33'		2012
Harrington Cove Road	0.65	accepted	1960	unk	33'	-		2012
Wallston Road	3.49	accepted	B4-1803	unk	-	49.5'/66'		2012
Smalley Town Road	0.10	accepted	B4-1803	unk	-	33'		2013
Drift Inn Road	1.07	turned over	1960s	unk	-	49.5		2014
Harts Neck Road	1.47	accepted	1808	unk	33'	-		2014
Cline Road	0.75	accepted	1822	unk	-	49.5'		2014
Marshall Point Road	0.84	accepted	various	yes	33'/41.25'	-		2014
Horse Point Road	0.92	laid out	1855	yes	33'	-		2014
English Town Rd-East	0.17	accepted	1970s	unk	-	49.5		2014
Long Cove Road	0.70	laid out	1891	yes	-	33'		2014
Clark Hill Cem.Road	0.15	accepted	1906	unk	-	20'	Gravel Closed to maint	-
English Town Road	0.34	laid out	1890	unk	-	33'		-
English Town Rd-West	0.25	accepted	2009	yes	49.5	-		-
Front Street	0.08	prescriptive	unk	unk			Gravel	-
Granite Lane	0.07	prescriptive	unk	unk	-	33'	Gravel	-
Howard's Head Road	0.20	accepted	1910	unk	-	33'	Gravel	2017
Pink Street	0.06	laid out	1891	yes	41.25'	-	Gravel	-
Shipyards Road	0.08	laid out	1894	yes	24.75'	-	Gravel	-
Wharf Road	0.05	prescriptive	unk	unk	-	33'		?

Total 31.13 miles  
.85 Gravel  
30.28 Paved

Source: Town of St. George

**Road Maintenance.** Road maintenance is an ongoing effort and municipal budgets are often stretched as the cost of such upkeep increases much faster than the costs of other goods and services, due principally to the costs of petroleum-based products like asphalt. The State and federal match for such work has always been important and has become even more crucial to maintain safe roadways.

The Town has a road maintenance plan that covers 10 years and is updated annually. For the most recent period, \$300,000 has been set aside for this work and will be used

to repair/repave about 3 miles of Town roads and improve drainage with culverts. To offset maintenance costs, the State Urban-Rural Initiative Program/Local Road Assistance Program provides payments as shown in the next table.

Table 10-3 Local Road Assistance Program Funding for St. George by State Fiscal Year							
2017	2016	2015	2014	2013	2012	2011	2010
\$30,872	\$31,056	\$30,740	\$33,484	\$37,092	\$37,092	\$37,092	\$37,092

Source: Maine DOT

The Town's 10 Year Road Plan 2009 – 2018 references Road Surface Management Systems (RSMS) for the maintenance, resurfacing, reconstruction and planning of municipal roadways. This document outlines general principles and a list of town roads.

**Accidents/Safety.** Maine DOT records one high crash location where eight or more crashes have been reported within a three-year period in St. George on Route 131 from the Seal Harbor Rd (Route 73) intersection to just north of the Wallston Rd intersection. Although not recorded as a high crash location by the State, the intersection of Route 131 and Kinney Woods Road is in fact unsafe due to limited sight distances and speeding.

From 2013 to 2015, there were 95 crashes in St. George involving 127 units. More than 66% of these crashes were on Route 131.

Table 10-4 Crashes 2013-2015				
Area	3-Year Total Crashes	3-Year Total Units* Involved in Crashes	3-Year Total Crashes on Route 131	3-Year Total Units Involved in Crashes on Route 131
St. George	95	127	63	91
Knox County	2,151	3,364		

Source: Maine DOT

Note: Crashes can involve more than one vehicle and more than one individual.

\* Units include vehicles as well as pedestrians and bicyclists

Most of the crashes did not result in serious injuries. The single fatality occurred on private property.

Table 10-5 Injuries Total: 2013-2015					
Area	Fatalities	Incapacitating Injuries	Evident Injuries	Possible Injuries	Occupants With No Injuries
St. George	1*	2	7	19	105
Knox County	13	63	221	506	3,599

Source: Maine DOT

Notes: Figures refer to any vehicle occupant, pedestrian or bicyclist.

\*This fatality occurred on private property.

In 2013, the St. George Select Board created an Ad Hoc Road Safety Survey Committee, which met with the public and with Maine DOT officials to consider safety issues concerning vehicle and pedestrian traffic in Port Clyde Village. The committee prepared a report with potential recommendations including the creation of a parking ordinance, contracting with the Knox County Sherriff's Department to enforce that ordinance, and making Drift Inn Beach Rd a one-way road, among other recommendations. Since then, crosswalks and center lines have been painted, the Welcome to Port Clyde sign has been moved closer to the intersection in Port Clyde, additional signage and the use of a radar speed trailer (at different locations and dates) has been implemented.

**Bridges.** There are two Bridges in St. George.

From Island Avenue to the private road on Rackliff Island. This is actually a causeway 475 feet long on which is a 14 feet wide paved roadway with 2 feet wide gravel shoulders. The span in the causeway consists of three six-foot diameter cement culverts. The Town of St. George is responsible for the maintenance of this bridge.

Crossing Mill Creek in Martinsville. This is a ten-foot long bridge on Route 131. It is State-owned and maintained. It appears to be in good condition.

Bridge locations are shown on the Transportation Network Map. Table 10-6 shows bridge ownership, length, year built, and sufficiency rating (overall condition) as assessed by Maine DOT.

Table 10-6 St. George Bridge Inventory						
Bridge Name	MDOT ID #	Owned	Length (feet)	Built	Inspection Date	Sufficiency Rating
Mill Brook (Route 131)	2558	State	13	1932	6/8/2011	67.2
Rackliff Island	0603	Town	21	1971	7/16/2012	92.0

Source: Maine DOT

**Access Management.** As development (mostly residential and limited commercial) increases along these two State roadways, increasing conflicts between local and through traffic should be expected. Such conflicts can be minimized by using access management regulations for the siting of new entrances and driveways based upon current and sought posted speeds.

There are minimum street frontage requirements in the Minimum Lot Size Ordinance (100 feet on a public or private right-of-way) and Shoreland Zoning Ordinance (50 feet on public/private way in the Commercial Fisheries/Maritime Activities District and Limited Commercial District, and 100 feet in the Marine Residential District). The Subdivision Ordinance requires a minimum road frontage for each lot of 100 feet, with a 50% reduction for cluster developments.

The Site Plan Review Ordinance states, " The proposed site layout shall provide for safe access and egress from public and private roads by providing adequate location, numbers and controls of access points including sight distances (Maine Department of Transportation standards), turning lanes, traffic signalization, when required by existing and projected traffic flow on the municipal road system. Vehicular access to the site must be on roads which have adequate capacity to accommodate the additional traffic generated by the development."

In addition to local regulations, State access management rules apply to State and State aid roads. The Town believes that these have been helpful.

The standards of the Subdivision Ordinance differentiate road design based upon two categories: public rights-of-way and private rights-of-way. Subdivisions containing thirty lots or more must have at least two road connections with existing public roads or roads on an approved development plan. For dead-end roads, the Planning Board may require the reservation of a 20, 50, or 66-foot easement in line with the dead-end road to provide continuation of pedestrian traffic or utilities to the next road, or to access possible future subdivision or development. The Ordinance requires, however, that roads shall be designed to discourage through traffic within a subdivision. The Shoreland Zoning Ordinance regulates roads and driveways within the shoreland zone. See the Future Land Use Chapter of this Comprehensive Plan for discussion of the community's desired land use pattern.

## 10.2 Parking

The public parking lots in St. George are as follows: Adjacent to the Town Office in Tenants Harbor. This lot was expanded and paved during the construction of the new Tenants Harbor fire station in 2003. The Drift Inn beach parking lot lies between Route 131 and Drift Inn Road and can be entered from either road. It measures 50 feet by 100 feet and has a gravel surface in fair condition. It should be noted that there is a shortage of parking space throughout Town. It is a critical matter in Port Clyde, particularly during the tourist season.

The use of off-site parking areas, including the school parking lot (when the school is not in session), and at the Tenants Harbor town office has helped to alleviate parking issues somewhat.

## 10.3 Bicycle/Pedestrian Network

The Town is responsible for the maintenance of sidewalks along local, state and state-aid roads. Sidewalks in the Town of St. George are located in Tenants Harbor (0.43 miles) on the western side of Route 131; in Port Clyde (0.2 miles); on the eastern side of Route 131. In the last several years, the sidewalks in the Town's villages have been

upgraded and are in good condition. Sidewalk connections to the school is limited. In any event nearly all students get to school via bus or private auto. Most residential subdivisions do not have sidewalks.

There are no dedicated bicycle paths. Pedestrians and bicyclists often use roadway shoulders or use the travel lanes in areas where there are no shoulders. However, these shoulders are narrow, making them difficult and unsafe to use.

Greater vehicular volumes in summer and speeding (year-round) threaten the safety of pedestrians and bicyclists. The addition of sidewalks and multi-use paths in certain areas as noted in the strategies section of this chapter could improve this situation, but would require the expenditure of public funds and the cooperation of private landowners.

#### 10.4 Bus, Rail, Air, and Ferry Services

**Bus.** There is no bus service in St. George. Concord Coach (Trailways) offers daily service on their Maine Coastal Route between Orono and Boston's Logan Airport. Stops include the University of Maine in Orono, Bangor, Searsport, Belfast, Lincolnville, Camden/Rockport, Rockland, Waldoboro, Damariscotta, Wiscasset, Bath, Bowdoin College, Brunswick, and Portland. Buses bring children to and from public schools.

**Airport.** There are no airports within St. George. The closest airport is the Knox County Regional Airport located in Owls Head. Knox County owns property beyond the immediate area of the runways, tarmac and airport facilities in order to prevent non-compatible development from occurring nearby.

**Rail Service.** There is no existing or proposed rail service in St. George. The closest rail station is located in Rockland; however, rail passenger service is not available at this time.

**Ferry Service.** There are no current or proposed public ferry services in St. George. The Monhegan Boat Line operates a private ferry service to Monhegan from Port Clyde. The closest marine terminal (Maine Ferry Service) is located in Rockland. Private water taxi transportation services are not available in St. George. Proposed docks, piers, wharves and related parking facilities are noted in the Marine Resources Chapter of this Comprehensive Plan.

#### 10.5 Regional Transpiration

The 2010-2011 'Connecting Maine' Statewide Long-Range Transportation Plan to 2035

provides overall goals for the maintenance and improvement of the state transportation system to meet the needs of residents and businesses. These goals agree generally with this comprehensive plan. There are no St. George specific projects or impacts included in the Long Range Maine DOT plan. The lack of adequate funding to preserve and enhance the state transportation network will continue to affect St. George along with many other Maine communities.

Waldo Community Action Partners (WCAP) is a State of Maine designated Regional Transportation Provider. In mid-2016, WCAP took over Coastal Trans, Inc. (CTI), a non-profit subsidiary of Methodist Conference Home, Inc. WCAP operates transportation services for residents of Waldo, Knox, Lincoln, and Sagadahoc Counties and the Towns of Brunswick and Harpswell. They provide Non-Emergency Medical Transportation for MaineCare eligible riders, as well as services for riders who are elderly, have disabilities, and people with low income and transportation for the public. They currently work with a number of agencies to provide connections to services for mental health, medical care, and adult rehabilitation services. They operate a fleet of agency vehicles that include ADA accessible buses, as well as sedans and vans to provide transportation services. They operate Demand-Response services for riders.

## 10.6 Goals, Policies, and Strategies

### A. State Goal

*To plan for, finance and develop an efficient system of transportation-related public facilities and services to accommodate anticipated growth and economic development.*

### B. Local Policies and Strategies

Pursuant to the State goal the Town of St. George has the following policies:

- 1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.*
- 2. To safely and efficiently preserve or improve the transportation system.*
- 3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.*
- 4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).*
- 5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.*

6. *Maintain a road plan for financing the replacement and expansion of public roads required to meet the demands of and influence the location of future growth and development.*

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Short Term is assigned for strategies to be addressed within one to three after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed within ten years. In addition, Ongoing is used for regularly recurring activities.

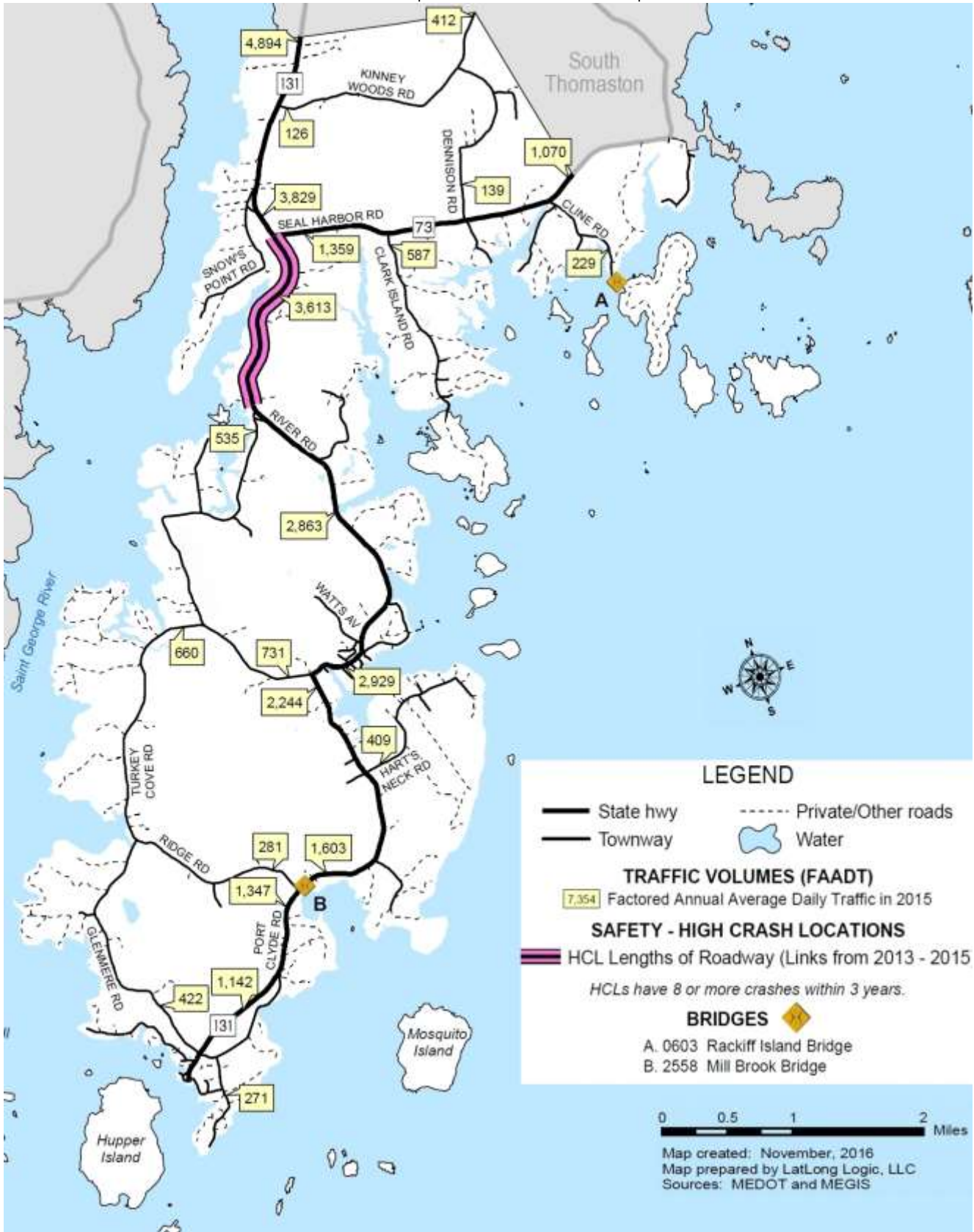
Strategy	Responsibility	Timeframe
Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network. Maintain a 10-year road and sidewalk improvement plan to include maintenance, upgrading, and rebuilding priorities by year, as well as costs for those projects.	Select Board, Town Manager, and Road Commissioner	Short Term and Ongoing
Initiate or actively participate in regional and state transportation and land use planning efforts.	Select Board, and Town Manager	Long Term
Enact or amend local ordinances as appropriate to address or avoid conflicts with: <ul style="list-style-type: none"> <li>a) Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A.73)</li> <li>b) State access management regulations pursuant to 23 M.R.S.A. 704: To maintain and improve traffic flows, and improve safety, future land use ordinance provisions should be in harmony with access management performance standards set in current state regulations for state and state aid roadways.</li> <li>c) State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. 704-A.</li> </ul>	Select Board, Planning Board, and Town Meeting Vote	Midterm
Enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	Select Board, Planning Board, and Town Meeting Vote	Midterm
Coordination with State: Work with the Maine DOT as appropriate to address deficiencies in the system or conflicts between local, regional, and state priorities for the local transportation system.	Select Board, and Town Manager	Immediate and Ongoing

Strategy	Responsibility	Timeframe
Drainage: Consider the effects of increased intensity and frequency of storms and flooding and propose amendments to roadway design standards including adequate sizing for culverts and drainage to reduce the potential for future damage to roadways. Seek state and federal grants to replace substandard culverts and to improve roadway drainage.	Select Board, Planning Board, and Town Meeting Vote	Midterm
Impact Fee: Investigate the feasibility, and where appropriate, enact an Impact Fee ordinance to require developers of large projects to build any roads and other public facility improvements as needed.	Planning Board, Select Board and Town Meeting Vote	Long Term
Parking: Provide additional funding to improve parking facilities.	Select Board and Town Meeting Vote	Long Term
Pedestrians and Bicycles: To promote pedestrian and bicycle safe options, the Town will welcome opportunities to create multi-use, walking and bicycle paths throughout the Town and sidewalks in the villages and other areas. Through public participation the Town will prioritize potential projects, and then seek CDBG infrastructure funds, Maine DOT funds, and other sources, to create new paths where best suited, and in agreement with landowners. Public support for these project proposals will be obtained before the Town commits resources. Maintain, where necessary, pedestrian sidewalks on Route 131 to ensure pedestrian safety.	Road Commissioner, Select Board, Town Manager, Planning Board, and Town Meeting Vote	Midterm and Ongoing
Inventory road and shoulders (width, conditions, presence/absence of sideline striping) to evaluate ability of road network to accommodate walkers and bicyclists.	Road Commissioner	Midterm
Site Plan Review Strategy: Study the ordinances to regulate new impact uses along public roads. Standards could include the following: curb cut limitations, internal roads for large subdivisions and larger road frontages. Changes may be needed in regulations and ordinances.	Planning Board	Ongoing
Strip Development Strategy: Study the ordinances to regulate new light impact uses along public roads. Standards could include the following: curb cut limitations, internal roads for large subdivisions, and larger road frontages. Changes may be needed in regulations and ordinances.	Planning Board	Ongoing



Strategy	Responsibility	Timeframe
Transit Options: Work with transit providers to meet the needs of youth, elderly and disabled residents, who lack their own transportation to stores, employers, and services.	Select Board, and Town Manager	Long Term
Village Areas: Transportation projects in historically sensitive areas like Tenants Harbor and Port Clyde should be designed in a context sensitive manner that preserves the historic qualities of these areas.	Select Board, Town Manager, Maine DOT	Long Term
<p>Route 131 Corridor Management Plan recommendations:</p> <p>Safety Audit/Field Survey by Maine DOT to determine best engineering solutions for safety: Kinney Woods Rd intersection with Route 131 and the High Crash Location on Route 131 from the Seal Harbor Rd/Route 73 intersection to just north of the Wallston Rd intersection.</p> <p>Shoulder improvements and right-of-way delineation for safety and mobility from Tenants Harbor to Port Clyde. The shoulders in this area should be improved to be consistent with the previous improvements made from the South Thomaston town line to Tenants Harbor.</p>	Maine DOT, Select Board, Town Manager, Road Commissioner	<p>Short Term</p> <p>Midterm</p>

# Transportation Network Map



## List of Roads Posted - Heavy Loads Limited

Following is a list of Heavy Loads Limited signs that should be made up each year to provide for the posting of town roads:

- Factory Road ~ From Rt 131 intersection easterly to Marshall Point Road
- Horse Point Road ~ From Rt 131 intersection westerly to the end of the road
- Glenmere Road ~ From Rt 131 intersection in Port Clyde northerly to Turkey Cove Road intersection
- Drift Inn Road ~ From Rt 131 intersection in Port Clyde northerly to Route 131 intersection
- Drift Inn Road ~ From Rt 131 intersection in Port Clyde southerly to Route 131 intersection
- Ridge Road ~ From Rt 131 intersection in Martinsville westerly to Turkey Cove Road intersection
- Mosquito Head Road ~ From Rt 131 intersection easterly to the end of the road
- Harts Neck Road ~ From Rt 131 intersection easterly to the end of the road
- Clark Hill Cemetery Road ~ From Rt 131 intersection westerly to the end of the road
- Wallston Road ~ From the Turkey Cove Road intersection northerly to the Smalleytown Rd intersection
- Turkey Cove Road ~ From the Wallston Road intersection southerly to the Ridge Road intersection
- Ripley Creek Road ~ From Rt 131 intersection southerly to the end of the road
- Mechanic Street ~ From Rt 131 intersection southerly to the end of the road
- Watts Avenue ~ From the Elementary School Road intersection to the end of the road
- Barthers Point Road ~ From Rt 131 intersection easterly & southerly to Sea Street
- Long Cove Road ~ From the Mussel Farm Road intersection to the end of the road
- Wallston Road ~ From the Smalleytown Road intersection to the Turkey Cove Road intersection
- Snows Point Road ~ From the Wileys Corner Road southerly to the end of the road
- Kinney Woods Road ~ From Rt 131 intersection easterly to the Dennison Road intersection
- Clark Island Road ~ From Rt 73 intersection southerly to the end of the road
- Dennison Road ~ From Rt 73 intersection northerly to the South Thomaston town line
- Dennison Road ~ From South Thomaston town line southerly to Rt 73
- Eagle Quarry Road ~ From Rt 73 southerly to end of road
- Cline Road ~ From Rt 73 southerly to end of road
- Patten Point Road ~ From Village Road southerly to end of road

# 11 Public Facilities, Departments, & Services

## 11.1 Municipal Building

The Municipal Building is located at 3 School Street in the Village of Tenants Harbor. The building also houses town’s emergency services. The building houses the Town Manager, Town Office functions, Assessor’s Office, Code Enforcement Office, Parks and Recreation Department, and Harbor Master. The Town Office (in addition to the Town Manager) consists of 6 employees other than the Manager, Office Manager, Administrative Assistance, Clerk Secretary, Assessing Clerk/Planning Secretary, Finance Director, CEO/LPI. In addition to overseeing the Town’s administration, human resources, and finances, the staff provides direct daily services to the public, including licenses, voter registration, and birth/death/marriage records, among other things.

## 11.2 Harbor Department

In 2000, the Town added a full time Harbor Master to oversee water access and moorings in St George. There is an ongoing search for boat launching facilities on the River and at Wheelers Bay/Spruce Head.

Table 11-1 Current Boat Launching Facilities	
Property	Location
Port Clyde Landing 10 Cold Storage Road	8 Cold Storage Road
Property – Port Clyde Tenants Harbor Landing	10 Cold Storage Rd 18 Commercial St

## 11.3 Emergency Services

At this time, the Fire Department has the main station in Tenants Harbor and two substations, one each at the north and south ends of town. A live fire training facility is being constructed at the Route 73 station.

Ambulance Service in St George is provided by The St George Volunteer Firefighter’s and Ambulance Association. The St George Firemen’s Association was formed in 1953 as a means to raise funds for equipment and training for the fire department. In 1956 the Firemen’s Association purchased an Ambulance and started the Ambulance service. It was an all-volunteer service that was supported by donations only. In 1990 the Firemen’s Association incorporated to be in compliance with the IRS. With the incorporation came the name change to The St George Volunteer Firefighters and Ambulance Association.

The service is still mostly a volunteer service. However, the changes in the level of care expected and the amount of time required to keep up with license requirements it became more difficult to retain people to be available to answer the calls.

In 2010 the St George Volunteer Firefighter’s and Ambulance Association hired Paramedics to be on duty 24 hours a day to supplement the volunteer force.

Table 11-2 Fire Stations	
Property	Location
Fire Station/Town Office	3 School Street
Rt. 73 Fire Station	274 Seal Harbor Road
Port Clyde Fire Station	731 Port Clyde Road

Police service is provided through County services.

### 11.4 Solid Waste Department

The Town’s Transfer Station provides for safe and efficient disposal of household waste, garden waste, hazardous materials, demolition debris, recyclables and composting. Transfer Station stickers are available at the Town Office at no charge.

In 2013 there was 576 tons of material shipped which generated approximately \$24,756 in income. Below are the Tons of Material Shipped, Income, Avoided Costs and Total savings generated from recycling in 2013. Most items are sold, but glass, asphalt shingles, and gypsum board are exchanged for mixed reclaim.

The Transfer Station property has reached its limit, due to setbacks and limitations, for licensed usage. As composting is to be part of the solid waste program, additional land will be needed, preferably land adjoining the current site. This additional land should also be looked at from the standpoint of a future site for public works needs.

Table 11-3 Current Solid Waste Sites	
Property	Location
Solid Waste Facility	176 Wallston Road
Closed Landfill	Wallston Road

### 11.5 Library

The Jackson Memorial Library located in Tenants Harbor is a private library, operating in a public capacity, and serving all residents of St. George. It is open six days a week for 34 hours per week. Its collection includes fiction, non-fiction, magazines, books on CD and

DVDs for adults and children. Computers and tablets are available for patron use along with eReaders which can be borrowed. WiFi is available 24/7.

There were 14,297 items borrowed in 2015. 176 new cards were issued in 2015, bringing the total number of cardholders to 2,056. Library cards are free to all residents and property owners.

## 11.6 School and Other Educational Resources

Students from kindergarten through eighth grade attend the St. George Municipal School. High school students are tuitioned to their choice of area high schools.

### Jackson Memorial Library

The Library is adjacent to the St. George School. Classes come to check out books on a regular schedule and to attend special programs during the school day. The library also provides after-school enrichment programs and offers a free Pre-K program for St. George residents. Adult programming includes discussion groups, classes, speakers, and book and game groups.

### Grace Institute

For over half of the last century, the Lillius Grace Institute housed and funded programs in Manual Arts and Home economics for high school (until 1963) and middle school students. In 2008, new building was constructed and the Institute changed its focus to providing afterschool and enrichment programs for students in grades 6-8. The Grace Institute provided valuable enrichment, mentoring and academic support for the students of St. George until it closed in 2012. The facility was then donated to the Jackson Memorial Library.

### Herring Gut Learning Center

HGLC is a non-profit marine education center in Port Clyde. They use the coastal resources surrounding their campus to present aquaculture and marine science programs that engage public school students in grades 6-12 who are academically at risk, using a hands-on, entrepreneurial, business-based model to keep them in school. The Center also provides professional development for teachers and summer programs for youth.

HGLC also partners with the St. George School to offer science programs and enrichment for students K-8.

## 11.7 Public Water

There are two water districts in Town providing public water to the villages of Tenants Harbor and Port Clyde. These are quasi-municipal entities and are run by an independent Board of Directors. The Districts are user funded.

## 11.8 Unclassified

These properties are under the unclassified section because of their uncertain status.

The 38 Main Street property (former library) is leased as a retail shop and the 3 Juniper Street property is vacant at the present time.

The Kinney Woods Property is in this section because a specific purpose for it has yet to be identified, even though several ideas are being discussed.

Table 11-4 Unclassified Properties	
Property	Location
Vacant Lot	3 Juniper Street
Kinney Woods Property	Kinney Woods Road

The Select Board maintains a written policy on public land acquisition, with the policy being reviewed, and updated as needed, on an annual basis.

The St. George Historical Society is also among the town's cultural resources. As of July 2003, the Historical Society acquired the Andrew Robinson home and a tract of land located on the River Road in Wiley's Corner. The society meets regularly at the Wiley's Corner Grange.

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## 11.9 Churches and Other Cultural Organizations

Churches in St. George include the Port Clyde Baptist Church, the Advent Church in Port Clyde, the Ridge Church in Martinsville, the Tenants Harbor Baptist Church, and the St. George Episcopal Chapel in Long Cove, the Wiley's Corner Baptist Church, and the Spruce Head Community Church.

The First Baptist Church (Wiley's Corner Baptist Church) was gathered in 1784 and organized in 1789, making it the oldest surviving religious group in the county. From it sprang the Ridge Church (1817), the Tenants Harbor Church (1842) and a Baptist Church at Clark Island, now extinct. The Port Clyde Baptist Church separated officially from the Ridge Church in the 1940's, although the church building dates from 1897. The Port Clyde Advent Church was gathered prior to 1900 and organized early in the century. The Community Church at Spruce Head dates from the last decades of the 1800's, and St. George's Episcopal Chapel at Long Cove, open during the summer and built in 1901, is a reminder of the English granite workers who lived at "Englishtown," as that locality was known.

Other cultural resources now used by the Town's citizens include the Ocean View Grange in Martinsville, the St. George Grange at Wiley's Corner, the International Order of Odd Fellows Hall in Tenants Harbor, the Masonic Hall in Tenants Harbor, and the American Legion Hall in Tenants Harbor.

### 11.10 Goals, Policies, and Strategies

A. State Goal

*To plan for, finance and develop and efficient system of public facilities and services to accommodate anticipated growth and economic development.*

B. Local Policies and Strategies

Pursuant to the State goal the Town of St. George has the following policies:

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Short Term is assigned for strategies to be addressed within one to three years after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed within ten years. In addition, Ongoing is used for regularly recurring activities.

*Policy1: Provide protection through ordinances to maintain the quality and quantity of the well water supplying the Port Clyde and Tenants Harbor Water Districts.*

Strategy	Responsibility	Date
Continue to maintain a wellhead protection ordinance that prohibits new activities that may threaten water supplies from locations within 300 feet of the Water Districts' wells and regulates new activities that may threaten water supplies located in the area between 300 and 1,000 feet. (Department of Human Services standards)-	Planning Board	Ongoing
Consider the language in the Subdivision Ordinance to require that where a proposed subsurface sewage disposal system is to serve more than 5 dwelling units, developers	Planning Board	Ongoing



demonstrate the existence of a reserve area of suitable soils for a replacement system.		
Support the extension of the water supply systems to provide service to developed properties within the service area if the Port Clyde and Tenants Harbor Water Districts as well as new development that may occur in the adjacent areas.		
Work with appropriate entities to encourage the use of innovative approaches for wastewater disposal within watersheds of the Water Districts.		

*Policy 2: Discourage developments in areas with defined constraints that may lead to the necessity of public sewer or water.*

Strategy	Responsibility	Date
Use the Development Constraints Map, the Soils Map, the Water Resources Map, and other maps and information along with site specific data provided by the applicant to identify sites suitable for growth. (Same strategy as in Section E Land Use, Strategy 1.a.)	Planning Board	Ongoing
The minimum lot size requirement should be 1 acre Town-wide. The Town's Subdivision Ordinance requires that steep slopes, wetlands, and other sensitive areas are not included in the minimum lot size calculations, requires performance standards such as requirements for on-site septic systems in areas with low suitability soils, prohibits development on slopes of 20 percent encompassing 2 or more sustained acres. (Same strategy as in Section E Land Use, Strategy 1.d.)	Planning Board	Ongoing

*Policy 3: Continue to improve and maintain the transfer station.*

Strategy	Responsibility	Date
Continue to set aside funds and to seek additional funds to improve and maintain the transfer station.	Town Manager/Select Board/Solid Waste Committee	Ongoing
Consider regional coordination in disposing of solid waste.	Solid Waste Committee	Ongoing

*Policy 4: Continue to expand recycling efforts to reduce the volume of solid waste.*

Strategy	Responsibility	Date
Continue to expand the existing recycling program through public promotion and education.	Solid Waste Committee	Ongoing

Continue to work with the public and the school district on the educational program that teaches how to reduce, reuse, and recycle.	Solid Waste Committee	Ongoing
Encourage a Town-wide composting program at home and/or at the Transfer Station.	Solid Waste Committee	Ongoing
Continue incentives for recycling.	Solid Waste Committee	Ongoing

*Policy 5: Ensure that law enforcement, fire, and rescue services keep pace with St. George's population growth and distribution.*

Strategy	Responsibility	Date
Annually review police, fire, and rescue capabilities in light of the Town's increasing population, and recommend changes when warranted by the additional growth.	Town Manager	Ongoing
Require developers to assure sufficient water supplies to meet fire control needs of their development. Requirements could include provisions for dry hydrants, fire ponds, etc.	Planning Board	Ongoing
Require automatic sprinkler systems in new multi-family structures.	Planning Board	Ongoing
Maintain ordinances to require adequate access and turn-around areas for emergency vehicles in subdivisions and business developments.	Planning Board	Ongoing
Work with property owners to implement the Addressing Ordinance and help improve addressing at homes (including street numbers).	Addressing Committee	Immediate

*Policy 6: Ensure that public buildings are adequate and properly maintained.*

Strategy	Responsibility	Date
Maintain, and update as necessary, a facilities plan for maintenance and improvements.	Town Manager	Ongoing

*Policy 7: Maintain and Improve electrical and communication infrastructure.*

Strategy	Responsibility	Date
Encourage broad band or other technology to provide reliable access to the internet.	Selectmen	Ongoing
Assure that adequate power supply is available for future demands	Selectmen	Ongoing

## 12 LAND USE

In developing a comprehensive plan, it is important to consider how land is used within a community. This section provides a description of land use trends in the Town of St. George and establishes a Future Land Use Plan. The Future Land Use Plan (see Section 12.3) brings together the various parts of the Comprehensive Plan that affect land use and illustrates, in a general sense, the likely pattern of future land use and development. While the Future Land Use Plan is not an ordinance, it does serve as a tool to help guide revisions to the Town's land use ordinances and as roadmap for possible future growth-related infrastructure investments. The boundaries shown on the Future Land Use Plan are general and should only serve as guidelines as the ordinances and associated maps are reviewed and revised through more detailed planning and analysis.

### 12.1 Land Use Trends

The Town of St. George is located on the St. George peninsula, which is bounded on the west by the St. George River, on the east by Penobscot Bay and on the north by the Town of South Thomaston. The peninsula is slightly over nine miles in length, and its width varies from 1 to 3½ miles. The shoreline is irregular, with a total length of about 45 miles.

There are still large, undeveloped rectangular-shaped "ribbon" lot parcels in the interior portion of the peninsula. Originally these lots stretched from the coast inward, providing early settlers with access to the waterfront as well as agricultural and forested lands. In recent years the waterfront portions of these parcels have been divided into small lots for residential uses. The interior lots of the peninsula are predominantly wooded, with very little agricultural use today. There is currently a small amount of cleared agricultural land, mostly in the northern part of Town. Evidence of past and current logging activity throughout the interior is seen on the Town's aerial photograph (1989). Current access to forested land is along the existing local road network and is adequate for forest management and harvesting.

Of the developed land, residential land use is the most dominant. Business activities are scattered throughout town primarily located along the Town's road network and concentrated in hamlets and villages. The only active industrial enterprise of any size is the Hy-Liner Rope Co. on Route 73 that was rebuilt in the early 1980's. The site of the former Great Eastern Mussel Farm on Mussel Farm Road was closed in 2016, but still offers a 20,000 square foot industrial space.

**Year-Round Residential Development.** Residential land use occurs along the major highways and local roads, and in protected coves along the coast. Route 131 runs the length of the peninsula, along the westerly side to Watts Cove, crosses the peninsula and then along the easterly side to the village of Port Clyde. Wallston Road, Turkey Cove and Glenmere Road together form the roadway along the western side of the peninsula from Watts Cove to Port Clyde. Route 73, Wallston Road and Glenmere Road are the major roads

running east and west along the peninsula. Most rural residential development occurs along these roads and immediately off these roads on the waterfront.

Concentrated residential housing occurs in the villages of Port Clyde, Tenants Harbor and Clark Island Village. Other areas with heavy residential use are on Rackliff Island, Spruce Head, Otis Point and above St. George Village/Wiley's Corner. Areas that have seen noticeable growth in the past ten years include Route 73 between Route 131 and Harrington Cove.

Most of St. George's residential housing units are single family dwellings, including mobile homes and seasonal dwellings. There are a small number of multi-family dwellings located in Tenants Harbor and Port Clyde.

The majority of these residences are built for year-round use; however, some are used seasonally, with year-round use intended for the future. Town Office records indicate that only two or three residences are converted from seasonal to year-round uses each year. These figures are probably low, since conversion often occurs without building permits.

Table 12.1 shows subdivision activity in St. George since 1989. It should be noted that the two items listed for the Maine Island Corporation represent additions to the original 76-lot subdivision created in the mid-1970's. This brings the total number of lots in this subdivision to 103. In the 10-year period from 1999 to 2009, the total number of subdivision lots in St. George almost doubled from 76 to 142. Since 2009 there have been no new subdivisions.

Table 12.1  
Subdivisions in St. George  
1989-2016

Year	Name	# Lots	Dev. Lots	Location
1990	Deer Run	10		Harrington Cove
1990	Coastal Property Mg.	3		Scraggle Point
1990	George C. Hall	19	19	Dennison Road
1990	Cottage Lot			
1990	Maine Island Corp.	3		
1990	Maine Island Corp.	24		Rackliff Island
1992	Wharf Lot			
1992	Elizabeth Mitchell			
1993	John Hosmer			
1994	Long Cove Estates			
1995	Crowe	5		Route 73
1998	Margery Plymrec	3		
1998	Mafolie North			rescinded subdivision
1999	Turkey Woods	6		
1999	Edward & Alice Estes	3		Route 73
		Total	76	
2000	Mill Creek	8		Mill Creek
2002	Harts Neck Haven	5		Harts Neck
2003	Crowe			rescinded subdivision
2004	Cliffside	9		Glenmere Road
2004	Glenmere LLC	11		Waymouth Road
2004	Englishtown Road East	3		Carlson Lane
2004	Ocean View Subdivision	2		Pebble Beach Road
2005	Adric Lane Subdivision	3		Adric Lane
2006	Long Cove Woods	11		Old Woods Road
2006	Old Woods Farm	11		Old Woods Road
2009	Spruce Head Road	5		Spruce Head Road
		Total	66	
2010- 2017			0	

**Commercial and Business Land Use.** Business land use in St. George is primarily in the form of services and retail shops that serve the local population. Home occupations are an important commercial endeavor for many of the Town’s residents and are scattered throughout. No exact figures are available for the total number of home occupations and

Town officials indicate that many continue to be small craft shops. (See the Economy Section for a list of business establishments in St. George.)

Commercial fishing operations located along the waterfront in Tenants Harbor, Port Clyde, Wheeler's Bay, and Long Cove are important land uses as well. There is a light concentration of commercial lots along the waterfront areas of Port Clyde and Tenants Harbor. (See the Marine Resources Section for land use.)

**Open Space, Farmland, and Tree Growth Properties.** Twenty-six properties in St. George have been registered as forestland under the State of Maine Tree Growth Tax Law Program. This law allows for the assessment of forestland based on current use, rather than on market value as long as the land is managed for timber production and remains forested land. The total acreage registered in 2017 was 1,445.4 acres. This represents an increase of 43% in the past 10 years (1,011 acres in 2007 vs. 1,445.4 acres in 2017).

The State's Farm and Open Space Tax Law permits a reduction in taxes for land classified as farm land or open space. As with the Tree Growth Tax Law Program, taxation is based on current use, rather than fair market value. To be classified as farmland, a parcel must be at least ten contiguous acres and must produce a specified minimum gross income. Open Space is defined as (1) state wildlife and management areas, sanctuaries and preserves (2) land that conserves scenic resources; (3) land that enhances public recreational opportunities; and (4) land that promotes game management or preserves wildlife. In 2017 there were 16 properties in the Open Space Program and 4 properties in the Farm Land Program for a total of 657 acres. This represents a 46% increase in acreage since 1999 (448 to 657 acres).

**Working Waterfront Access Pilot Program.** In November 2005, the Maine Department of Marine Resources (DMR), working with the Land for Maine's Future (LMF) program, started to provide funds to help purchase development rights in order to preserve and protect key properties on the coast that provide access to and support commercial fisheries activities. When a project receives funding, the working waterfront property's development rights are extinguished through the sale of a working waterfront covenant, a legally binding deed restriction held by the Department of Marine Resources. The covenant protects all current and future fisheries related uses of the land by prohibiting all conflicting non-fisheries activities (i.e. condos, marinas, restaurants). The covenant does allow a degree of mixed uses that are compatible with the primary fisheries use and provides the property owner with the flexibility to manage the property as needed to remain financially viable. As of 2016, one St George land owner, Port Clyde Fisherman's Cooperative is registered in this program for a total of .75 acres.

**Working Waterfront.** The purpose of this law is to encourage the preservation of working waterfront land and to prevent the conversion of working waterfront land to other uses as the result of economic pressures caused by the assessment of that land for purposes of property taxation. This law requires the assessor to place a value on the property which recognizes what the property is worth as working waterfront land and not what its market value would be if the property could be converted to other uses.

The landowner may elect to apply for taxation under this law by filing an application with the local assessor. Applications must be filed on or before April 1st of the year in which the owner or owners wish to first subject such land to taxation under this law. As of 2017, there were 14 properties (13.6 acres) assessed as “working waterfront.”

**Conservation Easements.** A conservation easement is a legally enforceable restriction on the future uses of property, which can be sold or granted as a gift by the land’s current owners. Granted in the form of a deed to a governmental entity or qualified conservation land trust, it is designed to preserve and protect the land’s conservation values over time, while leaving the land in private ownership and on the tax rolls. The holders of the easement have the right enforce the restrictions on the land. Conservation easements can be designed to keep a property in an essentially wild state, or to allow limited residential uses, farming and forestry.

We are aware of 9 properties under Conservation Easement, totaling 217 acres. There are 4 preserved properties, totaling 36.28 acres. These are listed in the table below:

Table 12.2 Conservation Easements			
Location	Acres	Year	Owner
Lang Road	2.8	2009	CMLT
Lang Road	20.9	2005	CMLT
Teel Cove	81	1986	GRLT
Hawthorne Point	28	1996	GRLT
Turkey Cove	28	1996	GRLT
Watts Cove	28	1994	GRLT
Cutler Cove	23	2010	GRLT
Roaring Spout	2	1987	GRLT
Norton Island	44	2010	
French Property	26.65	1995	
Whitehead Island	67	2014	
Corp. Eider Lane	3.3		MCHT
<b>TOTAL</b>	<b>217</b>		

Coastal Mountain Land Trust (CMLT); Georges River Land Trust (GRLT); Maine Coast Heritage Trust (MCHT)

Table 12.3 Preserved Lands				
	Location	Acres	Year	Owner
Tommy's Island Preserve	Long Cove	1	2001	GRLT
The Brothers & Hay Ledge Islands	Port Clyde	12.4	1978	Nature Conservancy
High Island		22	2016	MCHT
Meadow Brook Preserve	Turkey Cove	22.5	2017	MCHT
	Road			
Bamford Preserve	Long Cove	36.28	2015	MCHT

Coastal Mountain Land Trust (CMLT); Georges River Land Trust (GRLT); Maine Coast Heritage Trust (MCHT)

**Undeveloped Land.** Undeveloped parcels, or parcels containing no buildings, account for approximately 24% of the total number of parcels compared with 29% of the total in 2007 (a decrease of 17%). However, a much larger portion of the total acreage is undeveloped, since many large lots in the interior of the peninsula contain only single dwellings. On the waterfront there are few undeveloped lots. There are a few large lots containing only one residence; and areas where small waterfront lots are adjacent to larger, undeveloped lots just behind water frontage. See also Undeveloped Blocks map in the appendix.

**Publicly Owned Land.** Properties held by St. George are listed in the Public Facilities section. Several of these lots are in Port Clyde and Tenants Harbor; the remainders are scattered throughout Town. The 66-acre Town Forest, located in the interior off the Kinney Woods Road is seeing increased use with addition of the Town Forest Trail. The 10 Cold Storage Road property in Port Clyde was purchased in 2015. The Town also owns the Marshall Point Lighthouse in Port Clyde. The State of Maine owns Fort St. George in the St. George River.

### 12.3 St. George's Land Use Ordinances

St. George's land use ordinances include:

- Shoreland Zoning Ordinance (adopted in 1973)
- Floodplain Management Ordinance (adopted in 1988)
- Site Plan Review Ordinance (adopted in 1989)
- Coastal Waters Management Ordinance (adopted in 1988)
- Minimum Lot Size Ordinance (adopted in 1979)
- Subdivision Ordinance (adopted in 1988)
- Housing Conversion Ordinance (adopted in 1985)
- Wellhead Protection Ordinance (adopted in 2005)



**Shoreland Zoning Ordinance.** St. George's Shore Land Zoning Ordinance applies to all land areas within 250 feet of the Town's water bodies, including the St. George River and Penobscot Bay. The ordinance establishes six zoning districts: (1) Resource Protection, (2) Stream Protection, (3) Limited Commercial, (4) Commercial Fishing /Maritime Activities, (5) Recreation, and (6) Marine Residential.

- The *Resource Protection District* includes inland or coastal wetlands, significant wildlife habitat, and areas of fragile soils, floodplains or designated as natural, scenic or historic areas of significance. This district applies to such areas as the marsh in Tenants Harbor, Fort St. George in Wiley's Corner, an inlet south of Otis Cove in the St. George River, and inlet just north of Ten Pound Island in the river and two inlets at Mill Cove, including the marsh around Scraggle Point.
- The *Stream Protection District* includes areas within 75 feet of the normal high-water line of a stream that is not part of the Resource Protection District.
- The *Limited Commercial District* includes areas that have two or more contiguous acres containing a mixture of residential and low intensity business or commercial uses.
- The *Commercial Fishing/Maritime Activities District* applies to specific areas of existing deep-water facilities in Tenants Harbor, Port Clyde, Long Cove, and other areas that are suitable for functionally water-dependent uses.
- The *Recreation District* applies to protected areas with existing deep-water access and beaches which have public access. This district includes the Ball Field and Tennis Courts, property on the waterfront owned by the Town in Tenants Harbor and Drift Inn Beach in Port Clyde.
- The *Marine Residential District* includes all shoreland not specifically included in the Resource Protection, Commercial Fishing and Recreation Districts. The intent of the Marine Residential District is to preserve the existing land use by low-intensity single-family dwellings.

**Floodplain Management Ordinance.** The citizens of St. George adopted the Federal Standard Floodplain Ordinance in 1988. This ordinance sets standards for development in areas subject to 100-year floods. These areas are along the waterfront of the mainland and islands, around Howard Pond and an unnamed stream, and around the marsh areas of Tenants Harbor. The ordinance was amended in June of 1992 to incorporate the redrawn and more accurate floodplain maps and revised in 2010, and again in 2015.

**Site Plan Review Ordinance.** This ordinance allows Planning Board review and citizen participation in commercial and industrial projects, and in large residential projects of three or more units. The ordinance applies to land uses for commercial, industrial, municipal, office, institutional or multi-unit residential purposes. The ordinance establishes review

standards to be taken into account by the Planning Board before approval of the proposed development can take place, as well as performance standards by the applicant. Review standards include considering the development's effects on air and water pollution, future water supply, existing water supply, soil erosion, traffic congestion, solid waste and sewage disposal as well as municipal solid waste and sewage disposal. Also to be reviewed are the development's effects on scenic and natural beauty, municipal services, groundwater, solar energy access, waterbodies and shoreline and 100 year floodplain elevation.

**Coastal Waters Management Ordinance.** The purpose of this ordinance is to provide for equitable future growth within waters under the Town's jurisdiction. In addition, the ordinance provides for the safe passage, operation and moorage in Town waters. Harbor boundaries, moorage areas, channel lines and a speed limit are established for Tenants Harbor and Port Clyde. The allocation of new moorings is assigned in the following order of preference:

1. Municipal resident shorefront owners
2. Resident commercial boat owners
3. Resident recreational boat owners
4. Resident commercial operators with rental moorings
5. Non-resident commercial boat owners
6. Non-resident recreational boat owners.

**Minimum Lot Size Ordinance.** St. George's minimum lot size ordinance was established to preserve the rural and residential character of the Town as well as to preserve and protect its natural environment and scenic beauty. The minimum size for residential lots is one acre per single family dwelling with 100 feet of road frontage.

**Subdivision Ordinance.** St. George's subdivision ordinance allows lots to be clustered with associated open space and lot size reduction. When a proposed subdivision is located on shore land, a portion of the waterfront shall be included in the open space if at all feasible. The Planning Board may also request that a proposed subdivision preserve scenic, historic or environmentally desirable areas. Developers of subdivisions located on islands not accessible by a public or private road are required to provide or prove existing provision of permanent mainland support facilities such as parking, launching and mooring facilities to service the development.

**Housing Conversion Ordinance.** This ordinance, enacted in 1985, permits the conversion of existing residential buildings to other than single family uses. The ordinance establishes regulations regarding the minimum land area per dwelling unit.

**Wellhead Protection Ordinance.** This ordinance, enacted in 2005, protects the quality of the ground water being extracted from the wells which serve the Tenants Harbor Water District (THWD) and the Port Clyde Water District (PCWD). The ordinance applies to all land uses within the Wellhead Protection Areas (WHPA) of the Tenants Harbor Water District's and the Port Clyde Water District's production wells. The employees and officers of the public water systems shall refer any problems or potential problems regarding land uses within the wellhead protection area to the CEO.

## 12.3 Future Land Use

The Future Land Use Plan is intended to reflect the community's vision for the future and to help align land use strategies which have been shaped by the inventory, analysis and policies developed in the previous chapters. The recommendations have been influenced by historical development patterns as well as existing natural resource constraints and input from the public.

While previous chapters in this Comprehensive Plan have expressed reservations about expanding zoning beyond the shoreland areas, it has also recognized the need for strategies which will facilitate future development in ways that help the Town achieve its vision for the future. To do this the plan identifies where there are historic patterns of development and where traditional rural character, critical rural resources (wetlands, streams, etc.) and waterfront uses should be protected.

The Future Land Use Plan will help the Town to focus new growth-related capital investments and to support regulatory approaches which support existing or infill development and encourage growth in appropriate locations in town, while helping to discourage it in areas where it is less desirable. (Road maintenance and some other rural investments would not count as "growth-related")

**Growth Areas.** Growth Areas are defined by the State as being "suitable for orderly residential, commercial, or industrial development, or any combinations of those types of development and related infrastructure". There are two growth areas in the Town of St. George, both of which are centered around existing villages. In these areas regulatory changes and capital investments (not including road maintenance) will help support infill and new development in the future.

- *Tenants Harbor Village Center*

Tenants Harbor is an existing mixed-use village which is served by public water. The area has an established core which includes the Town Offices, 2 churches, a Post Office, school, library, a general store, places to eat, public access to the harbor, and several other small scale commercial uses. The village is located along the main road (Route 131) running through town and offers a key point of access to the water. The Tenants Harbor

*Vision Statement - The Town of St George shall be a desirable place to live, work, raise a family, retire and visit. To accomplish this vision the Town shall protect its scenic, recreational and natural resources that give St. George its distinctive character. Traditional fisheries and emerging marine based industries will continue to be an integral part of our culture and working waterfront. Tourism and non-marine related industry and businesses will provide additional employment opportunities and attract young people. The Town will have a variety of quality housing, including affordable options for low and middle-income families and senior citizens. Quality, local educational opportunities will continue to be valued and supported.*

*The spirit of community is reflected through the efforts of our citizens and volunteers. This vision shall be realized by you.*

Village Center includes areas within the Shoreland Zone as well as a Well Head Protection area associated with the Water District, both of which will continue to be protected through appropriate regulations.

The Tenants Harbor Village Growth Area is meant to reflect the mixed-use nature of the village center. The current minimum lot size of 1 acre is recommended to remain the same for overall density purposes, however, a variety of strategies including changes to allow appropriate infill development will be evaluated to help provide for additional housing options, working waterfront, and to encourage commercial growth.

- *Port Clyde Village Center*

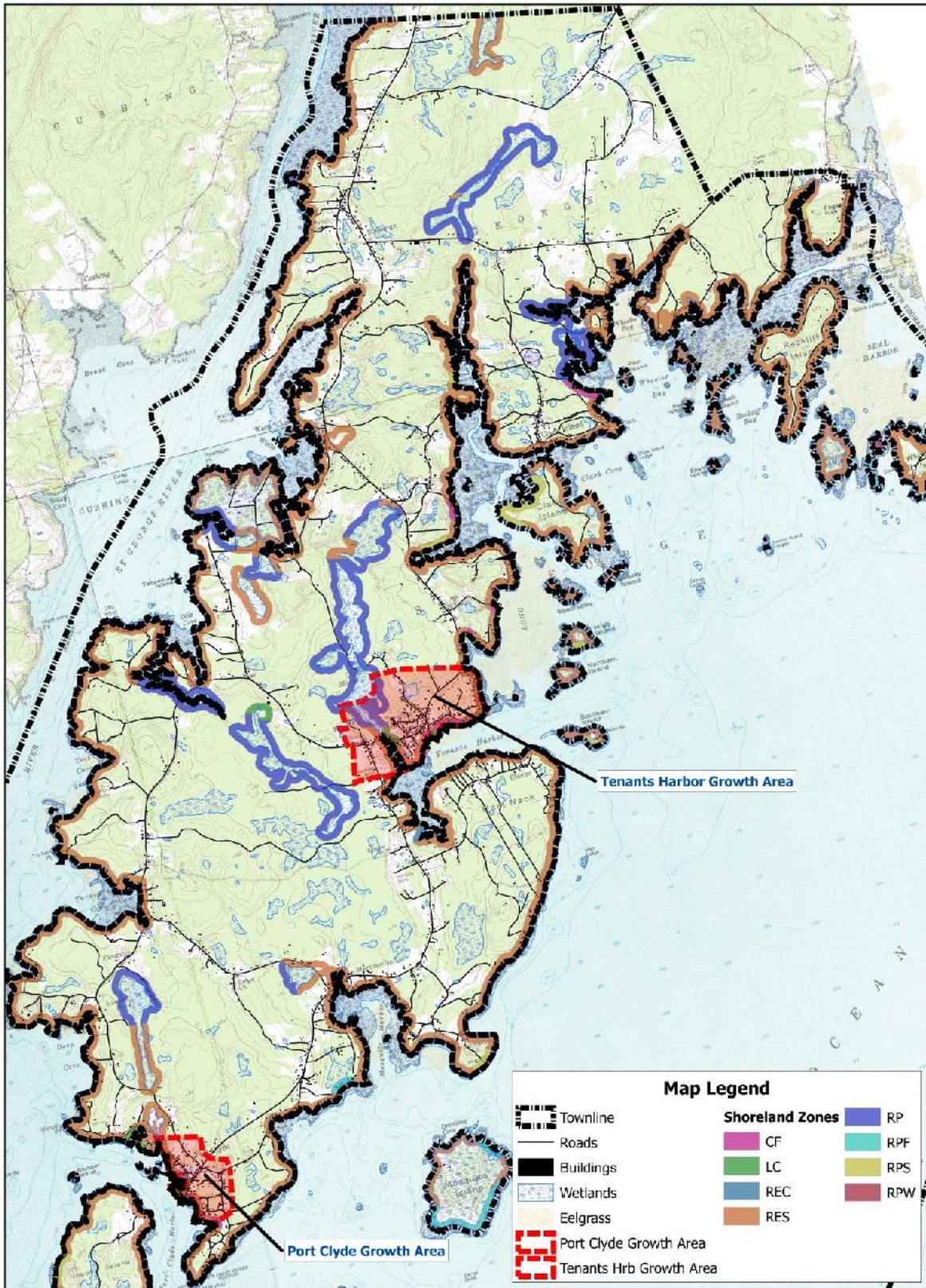
Port Clyde is another existing mixed-use village which is served by public water. The area has an established core which is centered around the harbor. There are several seasonal shops, a general store, public access to the harbor, and multiple commercial fishing wharves. Port Clyde also has a commercial ferry service providing access to Monhegan Island. The village is located at the end of Route 131.

The Port Clyde Village Growth Area is meant to reflect the mixed-use nature of the village center. The current minimum lot size of 1 acre is recommended to remain the same for overall density purposes, however, a variety of strategies including changes to allow appropriate infill development will be evaluated to help provide for additional housing options, working waterfront, and to encourage commercial growth.

**Critical Resource Areas.** Critical resource areas are reflected in the existing Shoreland Zoning Resource Protection Zones and are protected by mandatory regulatory mechanisms. Other high-value areas identified by the Natural Resources chapter of this plan may also be designated as Critical Resource Areas and will be protected primarily by non-regulatory mechanisms.

**Rural Areas.** Rural Areas make up the majority of the Town and have traditionally accommodated a mixture of uses (residential, commercial, home occupations, etc.) at lower densities than seen in the villages. Ordinance standards are recommended for protecting non-compatible uses from one another and maintaining the same density levels as are currently proposed. Traditional activities such as farming and forestry will be supported as well as conservation measures and public recreational access.

# Town of St. George Future Land Use Plan



## 12.4 Goals, Policies, and Strategies

### A. 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 prevent development sprawl.*

### B. Local Policies and Strategies

Pursuant to the State goal, the Town of St. George has the following policies and strategies.

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Short Term is assigned for strategies to be addressed within two years after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed within ten years. In addition, Ongoing is used for regularly recurring activities.

*Policy 1: Identify areas most suitable for growth, areas with clearly identified constraints, and resource protection areas.*

Strategy	Responsibility	Date
Use the Development Constraints Map, the Soils Map, the Water Resources Map, and other maps and information along with site specific data provided by the applicant to identify sites suitable for growth.	Planning Board	Ongoing
Revise the Town's land use ordinances (Subdivision, Site Plan Review, Shoreland Zoning, Floodplain Management, Minimum Lot Size, and Housing Conversion) as needed and according to this Plan to achieve orderly growth and development, maintain open space, and rural character.	Planning Board	Ongoing
Consider restricting residential development on the Town's undeveloped headlands, based on wildlife habitat, shoreland zoning regulations, and soil suitability.	Planning Board	Ongoing
Encourage private landowners to take steps to preserve open space through tree growth and farm and open space programs, conservation easements, deed restrictions, donations to land trusts or other organizations, etc.	Conservation Commission/Select Board	Ongoing
Maintain an inventory of unique archeological, historic, and natural areas that should be protected.	Conservation Commission	Ongoing

*Policy F2. Discourage strip development along the Town's public roads.*

Strategy	Responsibility	Date
Study the ordinances to regulate new uses along public roads. Standards could include the following: curb cut limitations, internal roads for large subdivisions, and larger road frontages. Changes may be needed in regulations and ordinances.	Planning Board	Ongoing

*Policy F3. Discourage Town acceptance of new roads.*

Strategy	Responsibility	Date
Maintain minimum road standards adopted by the Town.	Town Manager/Select Board	Ongoing

*Policy F4. Limit intensive development that conflicts with the character of the Town, overtax public facilities, or harm natural resources.*

Strategy	Responsibility	Date
Maintain the Site Plan Review Ordinance which includes review and performance standards designed to provide protection to existing residential areas and rural character.	Planning Board	Ongoing
Investigate the feasibility, and where appropriate, enact an Impact Fee Ordinance to require developers of large projects to build any roads and other public facility improvements as needed.	Planning Board	Ongoing
Consider restricting residential development on the Town's undeveloped headlands, based on wildlife habitat, shoreland zoning regulations, and soil suitability.	Planning Board	Ongoing

*Policy F5. Monitor development activities in Town and take steps to slow growth when the pace of development exceeds the Town's ability to provide services.*

Strategy	Responsibility	Date
Evaluate, on a regular basis, the patterns of development to determine the impacts on the Town. If the pace of growth appears to be too rapid, or inappropriate, consider implementing additional growth controls (e.g. limitations on new construction; and greater restrictions for growth, such as larger lot sizes and/or road frontages, increased setbacks in areas with development constraints).	Town Manager/Planning Board/Comprehensive Plan Committee	Ongoing

*Policy F6. Meet the Town charter mechanisms to oversee the implementation of the Comprehensive Plan.*

Strategy	Responsibility	Date
Maintain the Town charter provision to implement this Plan on a continuing basis.	Select Board/Comprehensive Plan Committee	Ongoing
Update the Comprehensive Plan at least every five years.	Comprehensive Plan Committee	Ongoing
Monitor population, housing, economy, and land use trends on an annual basis.	Select Board/Comprehensive Plan Committee	Ongoing
Meet with the representatives of neighboring communities to discuss issues of regional significance and to establish an ongoing dialogue on planning issues.	Select Board/Comprehensive Plan Committee	Ongoing



# 13 MUNICIPAL FINANCE

This section examines tax information, valuations, revenues and expenditures, long-term debt and the fund balance in order to determine the Town's overall financial health. It should be noted that property taxes provide funding to three separate areas: education, county government and local government.

The information available to us and presented in this section suggests that St. George is in a healthy financial position.

## 13.1 Comparative Tax Information

Table 13-1 contains comparative property valuation information for St. George and its surrounding communities. St. George has the third highest State valuation in Knox County at \$800,150,000. It accounts for approximately 11% of the value of Knox County. Property revaluations were done in St. George in 1986, 1989, 1995, 2001, 2003 and 2011.

Table 13-1 Comparative Property Valuation		
Knox County	2011 State Valuation	2016 State Valuation
Appleton	\$132,350,000	\$126,250,000
Camden	\$1,250,550,000	\$1,198,200,000
Cushing	\$264,100,000	\$295,100,000
Friendship	\$264,400,000	\$244,450,000
Hope	\$190,100,000	\$189,700,000
Isle Au Haut	\$82,850,000	\$85,250,000
Matinicus	\$36,950,000	\$33,650,000
North Haven	\$470,450,000	\$425,150,000
Owls Head	\$375,050,000	\$362,600,000
Rockland	\$792,050,000	\$765,100,000
Rockport	\$1,002,250,000	\$996,250,000
<b>St. George</b>	<b>\$822,050,000</b>	<b>\$800,150,000</b>
South Thomaston	\$284,100,000	\$249,500,000
Thomaston	\$323,100,000	\$358,300,000
Union	\$235,950,000	\$224,550,000
Vinalhaven	\$557,300,000	\$490,850,000
Warren	\$314,450,000	\$296,900,000
Washington	\$146,150,000	\$141,750,000
Totals	\$7,544,200,000	\$7,283,700,000

Source: Maine Revenue Services

## 13.2 Valuations and Taxes

Table 13-2 provides a summary of St. George's tax information for the period from 1985-2015. It reflects the total valuation, tax commitment and actual tax rate for the years cited.

During the thirty-year period from 1985-2015, St. George saw a 1094 percent increase in its community valuation, a 614 percent increase in its tax commitment, and a 40 percent overall decrease in its tax rate.

In 1985 the school assessment accounted for 72% of the tax bill, the county assessment accounted for 9% of the tax bill, and the remaining 19% was for municipal services. In the year 2016, the school assessment accounted for 65.53% of the tax bill, the county assessment accounted for 11.02% of the tax bill, and the remaining 23.45% was for municipal services.

Table 13-2 St. George Total Valuation & Taxes			
1985	\$72,251,555	\$989,846.30	\$13.70
1986	\$114,125,827	\$1,135,552.00	\$9.95
1987	\$120,173,815	\$1,105,599.10	\$9.20
1988	\$124,120,885	\$1,278,445.12	\$10.30
1989	\$226,086,844	\$1,763,477.38	\$7.80
1990	\$227,549,540	\$1,956,926.04	\$8.60
1991	\$227,435,693	\$2,274,356.93	\$10.00
1992	\$230,955,000	\$2,355,741.00	\$10.20
1993	\$232,800,128	\$2,560,801.41	\$11.00
1994	\$235,852,828	\$2,665,136.96	\$11.30
1995	\$282,993,100	\$2,858,230.31	\$10.10
1996	\$283,238,800	\$3,002,331.28	\$10.60
1997	\$287,110,300	\$3,129,502.27	\$10.90
1998	\$290,259,300	\$3,133,331.30	\$11.00
1999	\$293,960,800	\$3,319,449.70	\$11.50
2000	\$296,908,200	\$3,592,589.22	\$12.10
2001	\$353,336,000	\$3,957,363.20	\$11.20
2002	\$360,133,700	\$4,105,524.10	\$11.40
2003	\$481,931,500	\$4,674,735.55	\$9.70
2004	\$493,074,700	\$5,029,361.94	\$10.20
2005	\$497,720,400	\$5,314,908.28	\$10.70
2006	\$507,152,700	\$6,035,117.13	\$11.90
Percentage Increase from 1995-2006	601.93%	509.70%	-13.14%

Source: St. George Financial Summary

Table 13-2 (continued)			
Tax Years	Total Valuation	Tax Commitment	Tax Rate
2007	\$518,470,500	\$6,273,217.78	\$12.10
2008	\$528,744,800	\$6,513,561.04	\$12.30
2009	\$535,233,610	\$6,690,420.13	\$12.50
2010	\$896,489,200	\$6,544,371.16	\$7.30
2011	* \$892,923,400	\$9,197,111.02	\$10.30
2012	\$851,598,100	\$6,557,305.37	\$7.70
2013	\$855,921,900	\$6,590,598.63	\$7.70
2014	\$861,746,800	\$6,893,974.40	\$8.00
2015	\$862,334,700	\$7,071,144.54	\$8.20
Percentage Change From 1985-2015	1094%	562.46%	-43.80%

\* this was an 18-month period to change the fiscal year

### 13.3 Revenues and Expenditures

Table 13-3 provides a summary of the combined revenues and expenditures for the Town of St. George from 2001-2016. The revenues are broken down to identify the sources of revenue coming from local property tax, Federal and State sources, and other sources. Expenditures are also broken down into the categories of education, municipal, and county.

For the fifteen years from 2001-2016, there was a 78.68% increase (over \$3.1 million) in revenue from property tax.

The revenue from Federal and State sources saw a decrease from 2001 to 2016, from \$179,349 to almost \$115,226. This decrease can be attributed to the State of Maine's general overall decrease in funding to municipalities.

### 13.4 Long-Term Debt

In 1990 the Town of St. George issued \$130,000 of general obligation securities to fund the purchase of a pumper and a tanker for the Fire Department. Prior to this bond issuance, the Town of St. George had had no long-term debt since 1967, when it retired its elementary school debt. In general, the Town had wished to remain as debt-free as possible.

At the 2002 Annual Town Meeting the voters approved the issuance of bonds to fund the Transfer Station Expansion Project and part of the new Tenants Harbor Fire Station. The bonds for the two projects cost totaled \$1.75 million. These bonds will be paid in full in the year 2014.

In May 2015 the Town voted to acquire waterfront property at 10 Cold Storage Road in Port Clyde. This purchase was funded with \$785,000 in bonds, payable over a 10-year period.

## 13.4 Overlapping Debt

The Town is liable for its proportional share of any defaulted debt issued by entities of which it is a member. The overlapping bonded debt applicable to the Town is as follows:

- St. George Municipal School District - \$526,689
- Knox County - \$ 200,018

Review Table 13-3 on next page.

Table 13-3

MUNICIPAL REVENUES & EXPENDITURES								
	Total						% increase	
	2001	2002	2003	2004	2005		2001-2005	
<b>Revenues</b>								
Property Tax	\$3,957,363.00	\$4,105,524.00	\$4,674,736.00	\$5,029,362.00	\$5,314,908.00		34.30%	
Fed & State	\$179,349.00	\$234,690.00	\$163,019.00	\$174,484.00	\$171,503.00		-4.37%	
Other sources	\$80,000.00	\$85,000.00	\$90,000.00	\$95,000.00	\$70,000.00		-12.50%	
Total	\$4,216,712.00	\$4,425,214.00	\$4,927,755.00	\$5,298,846.00	\$5,556,411.00		31.77%	
<b>Expenditures</b>								
Education	\$3,090,242.00	\$3,370,640.00	\$3,624,640.00	\$3,771,123.00	\$4,000,182.00		29.45%	
Municipal	\$643,439.00	\$588,652.00	\$778,128.00	\$912,096.00	\$979,571.00		52.24%	
County	\$456,292.00	\$439,427.00	\$487,833.00	\$565,954.00	\$541,755.00		18.73%	
Total	\$4,189,973.00	\$4,398,719.00	\$4,890,601.00	\$5,249,173.00	\$5,521,508.00		31.78%	
	Total						% increase	
	2006	2007	2008	2009	2010		2006-2010	
<b>Revenues</b>								
Property Tax	\$5,960,226.11	\$6,210,447.68	\$6,470,165.15	\$6,638,017.16	\$6,271,261.80		5.22%	
Fed & State	\$165,958.18	\$157,410.37	\$160,798.49	\$160,229.31	\$128,652.50		-22.48%	
Other sources	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
Total	\$6,126,184.29	\$6,367,858.05	\$6,630,963.64	\$6,798,246.47	\$6,399,914.30		4.47%	
<b>Expenditures</b>								
Education	\$4,264,856.04	\$4,351,306.98	\$4,464,189.00	\$4,602,139.50	\$4,439,621.58		4.10%	
Municipal	\$1,287,809.00	\$1,328,606.95	\$1,443,944.97	\$1,466,258.75	\$1,236,065.16		-4.02%	
County	\$573,519.25	\$687,944.12	\$722,829.67	\$729,848.22	\$724,227.56		26.28%	
Total	\$6,126,184.29	\$6,367,858.05	\$6,630,963.64	\$6,798,246.47	\$6,399,914.30		4.47%	
	Total						% increase	
	2011-2012 *	2012-2013	2013-2014	2014-2015	2015-2016		2011-2016	
<b>Revenues</b>								
Property Tax	\$11,522,231.65	\$6,590,160.12	\$6,590,598.63	\$6,956,298.00	\$7,071,144.54		-38.63%	
Fed & State	\$317,652.99	\$169,528.31	\$35,617.52	\$128,674.00	\$40,611.70		-87.22%	
Other sources	\$1,054,364.99	\$669,796.94	\$817,998.55	\$769,946.00	\$884,550.25		-16.11%	
Total	\$12,894,249.63	\$7,429,485.37	\$7,444,214.70	\$7,854,918.00	\$7,996,306.49		-37.99%	
<b>Expenditures</b>								
Education	\$6,162,859.50	\$4,172,214.00	\$4,140,390.00	\$4,602,975.00	\$4,570,182.96		-25.84%	
Municipal	\$3,179,447.88	\$2,229,361.09	\$2,251,810.71	\$2,764,938.97	\$3,110,951.85		-2.15%	
County	\$717,971.98	\$743,311.22	\$753,599.29	\$744,601.03	\$806,723.89		12.36%	
Total	\$10,060,279.36	\$7,144,886.31	\$7,145,800.00	\$8,112,515.00	\$8,487,858.70		-15.63%	
		<b>% increase</b>						
		<b>2001-2016</b>	* The year 2011-2012 reflects a year and a half due to the change in fiscal year.					
<b>Revenues</b>								
Property Tax		78.68%						
Fed & State		-77.36%						
Other sources		1005.69%						
Total		89.63%						
<b>Expenditures</b>								
Education		47.89%						
Municipal		383.49%						
County		76.80%						

# 14 Capital Investment

The Capital Investment Plan establishes a framework for planning and financing those projects that are necessary to meet existing and future needs and constitute major capital improvements for which the Town has responsibility. The Plan not only addresses new and expanded public facilities, but also extends into the scope of maintenance and repairs of the Town's assets.

## 14.1 Recommended Capital Expenditures

During the period of bond repayment (2003-2015) for the fire station and transfer station, no major projects were considered and most capital expenditures were dealt with through reserve accounts. In 2015 the Town purchased waterfront property at 10 Cold Storage Road in Port Clyde for \$810,000. The Town is currently investigating repair/renovation costs of the property, and funding sources for this project.

The following reserve accounts have already been established based upon current plans.

## 14.2 Town Office

- An Office Equipment Reserve Account was started in the 1980's to provide for the replacement of the Town's office equipment in lieu of maintenance contracts. Withdrawals are made from the reserve account for replacement of equipment, or the addition of new equipment. There is no set amount that triggers the use of this reserve account versus the budget line item for Office Expense but is usually more than \$500 to \$1000.
- A Sick Leave Reserve was created to cover the liability that allows an employee leaving employment to be partially compensated for unused sick leave. As of 2016, the amount in the reserve was approximately \$8,000, with anticipated outlays anticipated for retirement of key personnel. The balance of the reserve account is set based upon anticipated changes in personnel, with any additions to the account made during the annual budget process.
- An Insurance Reserve was created to provide for coverage for the deductible on the Town's insurance policies. A minimum amount of \$1,000 was initially placed in the fund but increased to \$2000 to cover two (2) claims.

## 14.3 Assessing Department

A Revaluation Reserve was created following the last revaluation in 2011. The amount of \$10,000 is added annually to help pay for the next revaluation, which is anticipated sometime between 2022 to 2025.

## 14.4 Fire Department

A Capital Acquisition Reserve Account has been maintained by the town since 1984 and provides for the improvement/renovations/replacement of the town's three fire stations. The reserve account funded the replacement of the Port Clyde Substation in 1995, and the replacement of the main station in Tenants Harbor in 2002. This account was eliminated in 2002 as no major needs were identified.

A Vehicle Acquisition Reserve Account has been maintained by the town since 1984 and funds the fire truck replacement plan. The town owns six fire vehicles — three pumpers, two tankers, and a utility truck. Each vehicle has been set up with a useful life of a certain number of years and an estimated cost of replacement. Each vehicle has then been placed into a 25-year plan with an annual amount per year being placed into the reserve account to fund this plan. The plan is reviewed and adjusted on an annual basis during the budget process.

A Fire Department Training Building reserve account was created to provide funding for a building on the Route 73 fire station property. As plans developed, it was decided that it was best for the Fire and Ambulance Association to head up this project, so this reserve account was discontinued and the funds were transferred to the Fire and Ambulance Association.

A Water Hole Reserve Account was created to eliminate the annual funding of possible maintenance needs for water holes. As the need arises, funds will come out of the reserve and be replaced during the next budget cycle.

## 14.5 Roads and Bridges

A Winter Equipment Reserve Account was established in 1989 in order to fund the replacement of town-owned winter equipment. It is still unclear what the near future will bring in regards to a public works department. An ad hoc committee was formed to study the issue and it was found that the costs were approximately the same with a contractor versus a public works department and that the contractor relationship was working well. It is felt that any change in these two areas may trigger a re-examination of the issue.

## 14.6 Solid Waste

After the completion of the transfer station in 1990, the Solid Waste and Recycling Committee established an Equipment Replacement Reserve account to provide funding for the replacement of compactors, roll-off containers, the glass crusher, rotaphase equipment, etc. In 2016 a plan for the addition and replacement of equipment was created.

## 14.7 Harbors

In 1992 a Reserve Account for Float and Ramp Replacement was established. With the addition of a full-time Harbor Master, a municipal boat was added and a reserve accounts has been set up for boat/motor replacement. It is also planned to do an assessment of harbor facilities and establish a plan to upgrade and/or maintain the current facilities. A Public Landing Reserve Account was created for this purpose. A Harbor Planning Reserve Account was also recently created to ensure funds for any changes within the harbors that the Harbor Master deems necessary, such as the moving of moorings.

## 14.8 Public Land

In 1988, a Reserve Account was authorized by Town Meeting for Public Land Acquisition. Annual appropriations to this account have not been consistent. A policy was added in 2016 to the Selectmen's Policy Log addressing the needs and funding.

## 14.9 Tennis Reserve

A Tennis Reserve was created and used to fund the renovation of the tennis courts. This project was completed in 2011 and the reserve account was done away with.

## 14.10 Sewerage Correction Reserve

This reserve account was established to provide enforcement leverage for the Plumbing Inspector in dealing with malfunctioning septic systems. The balance in the reserve account should be sufficient enough to pay for the replacement of 1-2 systems.

## 14.11 Energy Efficiency Reserve

This reserve account was established in 2017 to create funds for future purchase of a solar energy system or other energy efficiency improvements.



Table 14-1  
Town of St. George Reserve Accounts  
12/31/2017

Purpose	Reserve Control Money Mkt Acct	Encumbrances	Additions/ Adjustments	Balance
Sick Leave Reserve	\$3,086.49	2,228.65	\$5,000.00	\$5,857.84
Revaluation Reserve	\$51,486.62		\$10,000.00	\$61,486.62
Fire Dept. Vehicle	\$129,422.23		\$125,000.00	\$254,422.23
Fire Dept. Training Bldg	\$173.10			\$173.10
Office Equipment	\$11,779.23	\$1,789.00	\$5,000.00	\$14,990.23
Ramps & Floats	\$23,205.33	\$12,600.00	\$3,500.00	\$26,705.33
Municipal Boat Reserve	\$39,521.20		\$2,500.00	\$42,021.20
Public Land Acq.	\$44,940.35			\$44,940.35
Sewerage Correction	\$33,313.44			\$33,313.44
Solid Waste Equip.	\$47,977.86	\$27,965.88	\$30,000.00	\$50,011.98
Winter Equipment				\$ 0
Insurance Reserve	\$2,040.96			\$2,040.96
Public Landing	\$22,150.67		\$2,000.00	\$24,150.67
Water Hole Reserve	\$8,396.43		\$4,000.00	\$12,396.43
Harbor Planning	\$2,002.76			\$2,002.76
Energy Efficiency Reserve	\$0.00		\$20,000.00	\$20,000.00
	\$419,496.67	\$31,983.53	\$207,000.00	\$594,513.14

### 14.11 Goals, Policies, and Strategies

#### A. State Goal

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

#### B. Local Policies and Strategies

*Pursuant to the State goal the Town of St. George has the following policies:*

*Policy 1: Maintain a capital investment plan for financing the replacement and expansion of public facilities and services.*

Strategy	Responsibility	Date
See Capital Investment Plan.	Town Manger	Ongoing

*Policy 2: Assure that projected development does not overtax community services and facilities, and that it pays its share of the cost of capital improvements needed to serve that development.*

Strategy	Responsibility	Date
For large subdivisions (10 lots or more) and major developments, require impact statements that analyze the impact of the proposed development on roads, schools, police and fire protection, outdoor recreation, water supply, sewage disposal, solid waste, etc. so that the costs to the community can be evaluated.	Planning Board	Ongoing
Investigate the feasibility, and where appropriate, enact an Impact Fee Ordinance to maintain the requirement that developers of large projects to contribute to the cost of road and other public facility improvements.	Planning Board	Ongoing

# 15 REGIONAL COORDINATION

Due to its natural geography as a long peninsula, the Town of St. George tends to be somewhat isolated from regional activities. Its closest neighbor the Town of South Thomaston. Rockland serves at the regional service center, although several large stores are located in Thomaston. St. George is also connected to the Monhegan Island through the ferry service out of Port Clyde. However, the Plan does contain several goals and strategies which deal with regional coordination. Please refer to those specific items for more detail.

Generally, St. George's regional coordination program consists of a number of components as follows:

- Mutual aid for fire and EMS – long standing agreements to assist one another where and when needed.

- Sharing of training resources for fire and EMS services

- Georges River Regional Shellfish Management Ordinance – an interlocal agreement between the towns of Cushing, Warren, Thomaston, South Thomaston and St George to manage the clam resources.

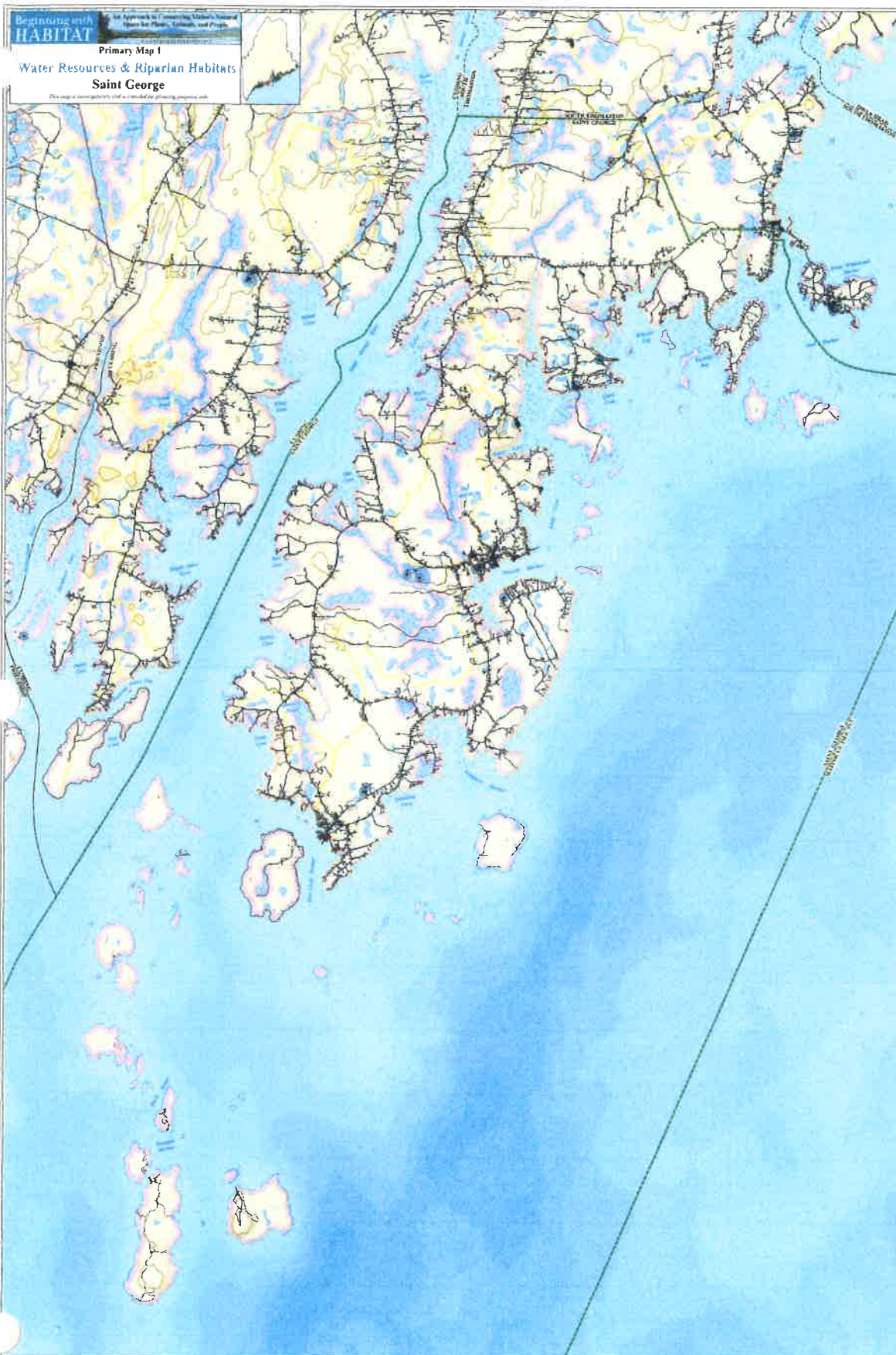
- Pooling of resources among municipalities to make bulk purchases.

- Sharing of resources such as one-of-a-kind pieces of equipment.

- Knox County Regional Communication Center (KCRCC) - dispatch

In addition, a copy of the Town's draft Comprehensive Plan will be sent to the Town of South Thomaston, with a cover letter explaining the process and requesting comments and suggestions. A copy will also be sent to the Mid-Coast Regional Planning Office for review and comment. The Comprehensive Plan Committee will review the policies established by the Mid-Coast Regional Planning Commission and recommend Plan amendments where appropriate.





**Beginning with HABITAT**  
 An Approach to Connecting Maine's Natural World for People, Wildlife, and Plants  
**Primary Map 1**  
**Water Resources & Riparian Habitats**  
**Saint George**

### LEGEND

This map depicts riparian areas associated with major surface water resources and associated water resources. This map does not depict all streams or wetlands areas or areas of the watershed that would be used as a substrate for on the ground surveys. This map should be used as a planning reference only and is intended to illustrate the natural resource connections between surface water bodies. Presenting riparian habitat information is not intended to be a substitute for field surveys or other important economic resources including recreational and commercial fisheries.

- Selected Town or Area
- Proposed Township Boundary
- Unincorporated Township
- Developed: Impervious surfaces including buildings and roads
- Drainage divide: These are the surface hydrologic units mapped on 10-foot DEMs on their individual boundaries for most ponds and rivers in Maine. They are not intended to be used as a substitute for field surveys.
- Wetlands: National Wetlands Inventory (NWI) uses aerial photography to identify wetlands and hydrologic features (HDF) used to identify wetlands. Wetlands are identified by the presence of wetlands on the landscape. The presence of wetlands is not dependent on the field data or monitoring activities that would result in wetland identification.
- Riparian Habitat: Riparian habitat is defined as the area within a 100-foot wide riparian zone of Great Falls ponds & 10 stream miles, streams, and wetlands 100 feet wide and a 75-foot wide strip around streams. Riparian areas identified on this map may already be affected by existing land uses.
- Watershed Boundary: The Maine Department of Natural Resources maps watershed areas for watershed management purposes. This map depicts watershed and land use information in order to illustrate the relation of these resources to streams and discharge areas and to their communities.
- Stream Front Habitat: Stream and ponds, buffer to 100 feet where and 200 feet where there have been developments, a managed or enhanced local habitat.
- Public Water Supply Wells
- Water protection area: Buffers that surround public water production areas for wells and surface water systems that serve the public water supply. The size and placement of water protection areas varies according to the type of water supply system. Buffer widths range from 500 to 1,000 feet in radius.
- Apples: Rate of at least 12 apples per acre

### Regional View of Watersheds

A watershed is defined as all of the land that drains to a common outflow. The areas within the watershed are related to the water, wetlands, habitats, and protection for the stream flow. For the purpose of mapping, watersheds are often grouped into larger watersheds or divided into smaller ones. On the map, the watershed boundary is shown as a thick line. On the map, the watershed boundary is shown as a thick line. On the map, the watershed boundary is shown as a thick line.

- 300-foot Buffer
- Selected Town or Area
- Watershed

### Relationship of Ground Water and Surface Water

Drinking water is made of all water. Surface water and ground water are related. Drinking water can come from either source. Ground water can be used for drinking water. Precipitation that falls on the atmosphere as rain or snow reaches the land surface and infiltrates into the ground. This water then moves through the soil and eventually reaches the ground water. Through vegetation, water is taken up by plants and eventually reaches the ground water. Water is taken up by plants and eventually reaches the ground water.

### Shoreland Zoning

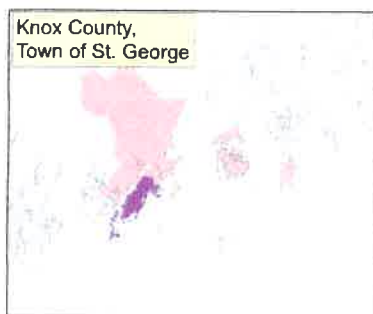
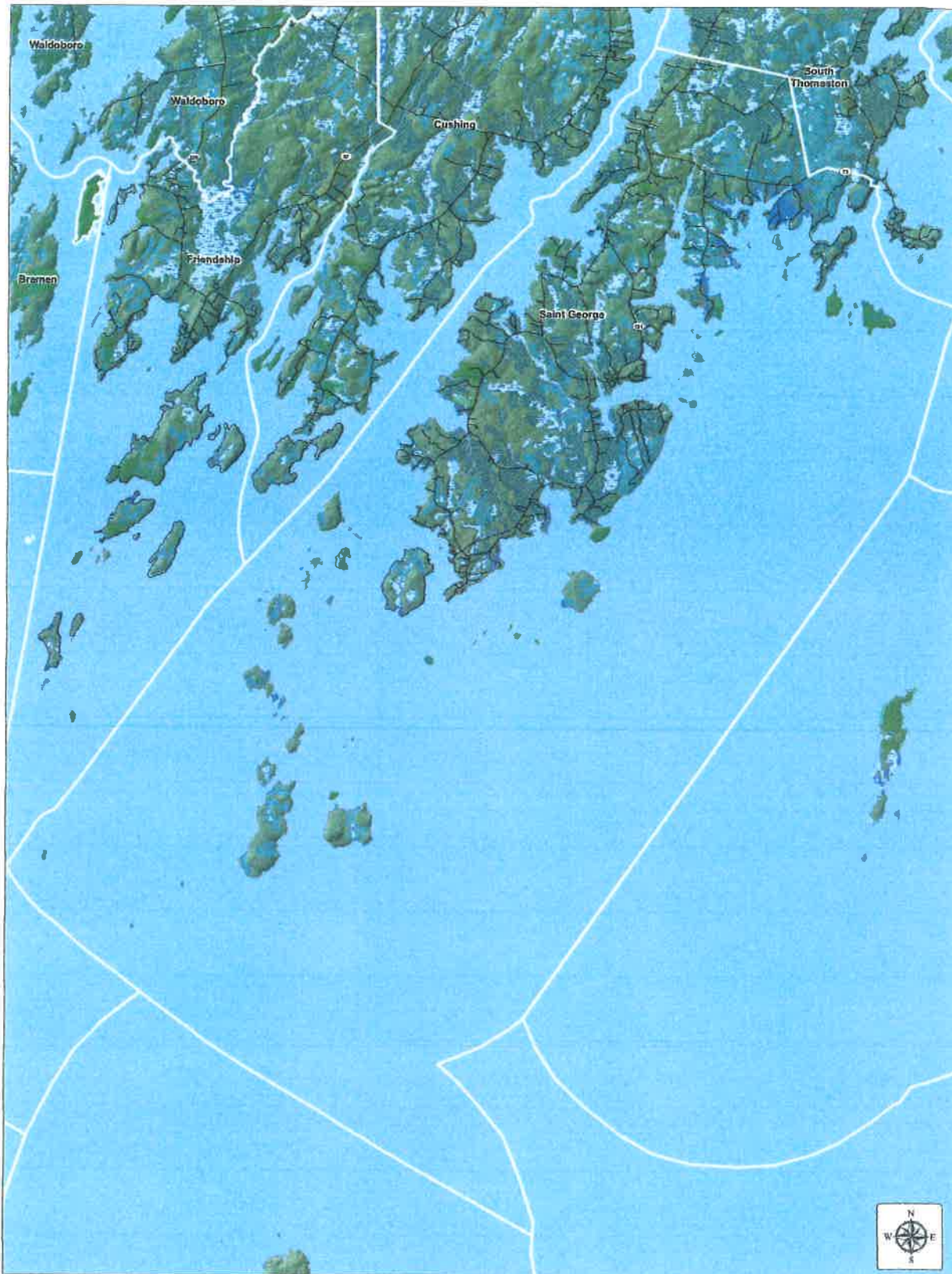
Maine's Shoreland Zoning Act is intended to protect water quality, conserve wildlife habitat, and preserve the natural beauty of Maine's shoreline areas. Shoreland zoning requires local governments to set standards for shoreline area resources and effective riparian zone management.

- 1. A shoreline, Maine's shoreline area means all that area:
  - 100 feet of the high water line of any pond over 10 acres, any river that drains at least 25 acres into it, and all lake areas and tributaries;
  - 200 feet of a shoreline wetland area 10 acres (except "natural" wetlands); and
  - 75 feet of a riparian forest or other riparian habitat of a great pond, as defined below, the influence of low ground waters as mapped on a USGS topographic map.

Shoreland zoning encourages forms to provide greater protection to their local water resources by applying riparian zone protection to additional resources (such as wetlands, streams, and ponds) and more riparian habitat. For riparian protection, Maine's Shoreland Zoning Act defines the Dept. of Environmental Protection's Shoreland Zoning Act (2007 ME PL 583, § 2001-A, 2007 ME PL 583, § 2001-A, 2007 ME PL 583, § 2001-A).

### Data Sources

USGS National Wetlands Inventory (NWI) (2001)  
 Maine Department of Natural Resources (DNR) (2001)  
 Maine Department of Environmental Protection (ME DEP) (2001)  
 Maine Department of Agriculture, Conservation and Forestry (DACF) (2001)  
 Maine Department of Transportation (MaineDOT) (2001)  
 Maine Department of Public Safety (DPS) (2001)  
 Maine Department of Health and Human Services (DHHS) (2001)  
 Maine Department of Economic and Community Development (DECD) (2001)  
 Maine Department of Education (DE) (2001)  
 Maine Department of Justice (DOJ) (2001)  
 Maine Department of Labor (DOL) (2001)  
 Maine Department of Marine Resources (DMR) (2001)  
 Maine Department of Parks and Recreation (DPR) (2001)  
 Maine Department of Transportation (MaineDOT) (2001)  
 Maine Department of Wildlife, Ocean Resources and Forestry (DWORF) (2001)



## St. George Development Constraints

Source Data: USDA, MEGIS, Maine DCF  
 Projection: UTM, NAD83, Zone 19, Meters  
 Produced by: Municipal Planning  
 Assistance Program, DCF  
 October 2016

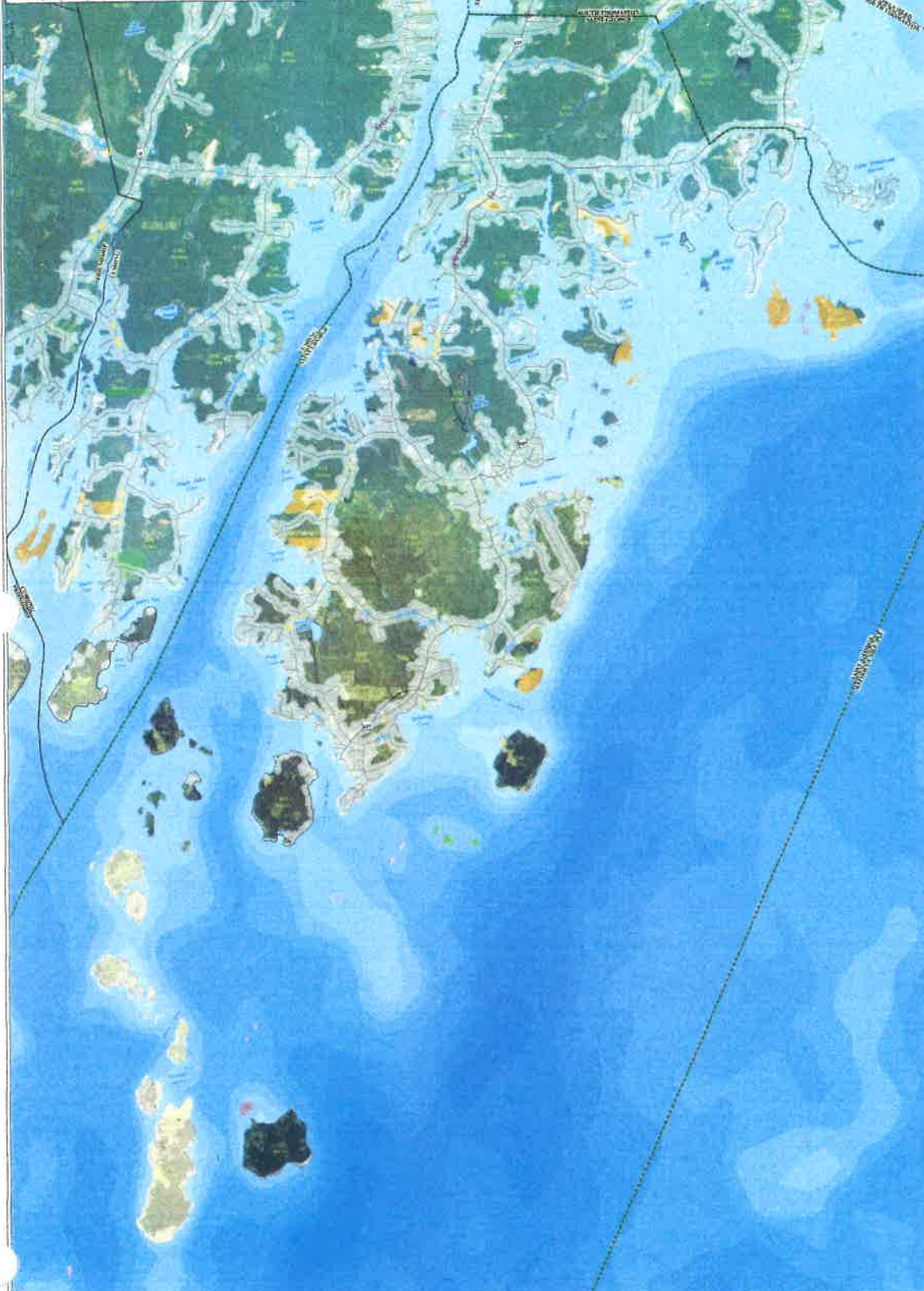




**Beginning with HABITAT**  
 A Approach to Conserving Maine's Natural Spaces for Plants, Animals, and People

**Primary Map 3  
 Undeveloped Habitat Blocks & Connectors and Conserved Lands  
 Saint George**

*This map is a supplement and is not to be used for planning purposes.*



### LEGEND

This map highlights undeveloped habitat areas likely to provide core habitat blocks and habitat corridors that facilitate movement between blocks. Undeveloped habitat blocks provide critical wildlife habitat and are identified based on a variety of factors. Habitat corridors provide necessary opportunities for wildlife to cross between habitat blocks in order to find water, food, and mates. These and other important habitat blocks and corridors can be broken or severed by roads, power lines, and other infrastructure. Maintaining a network of large, high quality habitat areas and corridors provides opportunities for forestry, agriculture, and outdoor recreation.

**Legend Items:**

- Organic Township Boundary
- Selected Town or Area of Interest
- Habitat Blocks**
  - Development Buffer (with Inappropriate) - 100-foot buffer around irregular roads and developed areas based on development intensity.
  - Undeveloped Habitat Block - Undeveloped land within a Development Buffer. Blocks greater than 100 acres are labeled with their acreage.
- Connectors and Conserved Lands**
  - Connectors - Linear features that connect habitat blocks. They are identified by their width and length. Connectors greater than 100 feet wide and 100 feet long are labeled with their acreage. These are located where corridors are identified as appropriate. They are not shown on this map.
  - Conserved Lands - Conserved lands include federal, state, and local lands. They are identified by their ownership and management. They are not shown on this map.
- Other Features**
  - Water - Water bodies include lakes, ponds, streams, and rivers.
  - Roads - Roads are shown as lines with their names and numbers.
  - Power Lines - Power lines are shown as lines with their names and numbers.
  - Other Infrastructure - Other infrastructure includes railroads, pipelines, and utility lines.

### Regional Undeveloped Blocks

**Legend for Regional Undeveloped Blocks:**

- Conserved Lands
- 100-500 acres
- 500-1,000 acres
- 1,000-5,000 acres
- 5,000+ acres
- 1: 1,000,000
- 1 inch equals 5 miles

### Data Sources

**DATA SOURCE INFORMATION**

**TOWNSHIP BOUNDARIES**  
 Maine Office of GIS, 2013 (2013)

**ROADS**  
 Maine Office of GIS, Maine Department of Transportation, 2013

**HYDROLOGY**  
 U.S. Geological Survey, 2011 (2011)

**UNDEVELOPED HABITAT BLOCKS, DEVELOPMENT BUFFER, CONNECTORS**  
 Maine Department of Agriculture, Conservation, and Forestry, Land Use Planning Commission, Maine Department of Forest Practices and Wildlife, 2013

**CONSERVED LANDS**  
 Maine Department of Agriculture, Conservation, and Forestry, Land Use Planning Commission, Maine Department of Forest Practices and Wildlife, 2013

**POWER LINES**  
 U.S. Department of Agriculture, 2013 - 1:250,000 scale orthorectified

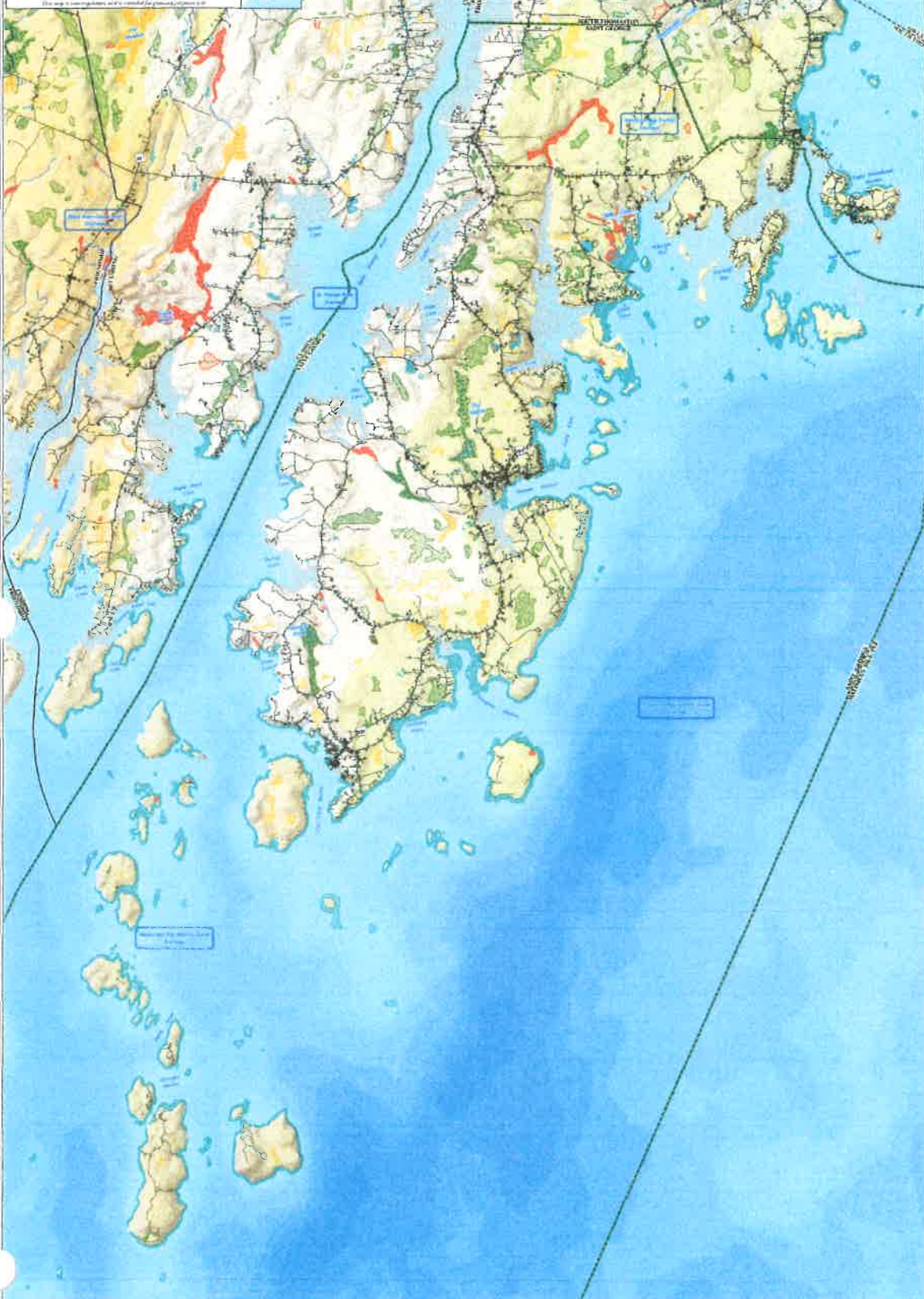
**DATA SOURCE CONTACT INFORMATION**

Maine Office of GIS: <http://www.maine.gov/gis>  
 Maine Dept. of Agriculture, Conservation and Forestry: <http://www.maine.gov/acf>  
 Maine Dept. of Forest Practices and Wildlife: <http://www.maine.gov/dfpw>  
 Maine Department of Transportation: <http://www.maine.gov/dot>  
 Maine Department of Environmental Protection: <http://www.maine.gov/dep>

**SPATIAL DATA REQUEST**  
 To request digital data for a town or organization, visit our website: <http://www.maine.gov/gis/data>



**Supplementary Map 7  
Wetlands Characterization  
Saint George**



**LEGEND**

This map depicts wetlands shown on National Wetlands Inventory (NWI) maps, but categorized them based on a subset of wetland functions. The map and its depiction of wetland values better illustrate the value of wetlands in the region and the great wetland characteristics and functions associated with them. The map shows wetlands and their functions in the region. The map shows wetlands and their functions in the region. The map shows wetlands and their functions in the region.

The Wetlands Characterization model is a planning tool intended to help identify the wetland functions associated with vegetation, wetland resources, and adjacent riparian wetlands. The model is based on a synthesis of scientific research and expert judgment. The model is based on a synthesis of scientific research and expert judgment. The model is based on a synthesis of scientific research and expert judgment.

**Wetland Functions: Fill Pattern**  
Some wetlands are filled with fill. The fill is made of sand, gravel, or other materials. The fill is made of sand, gravel, or other materials. The fill is made of sand, gravel, or other materials.

**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

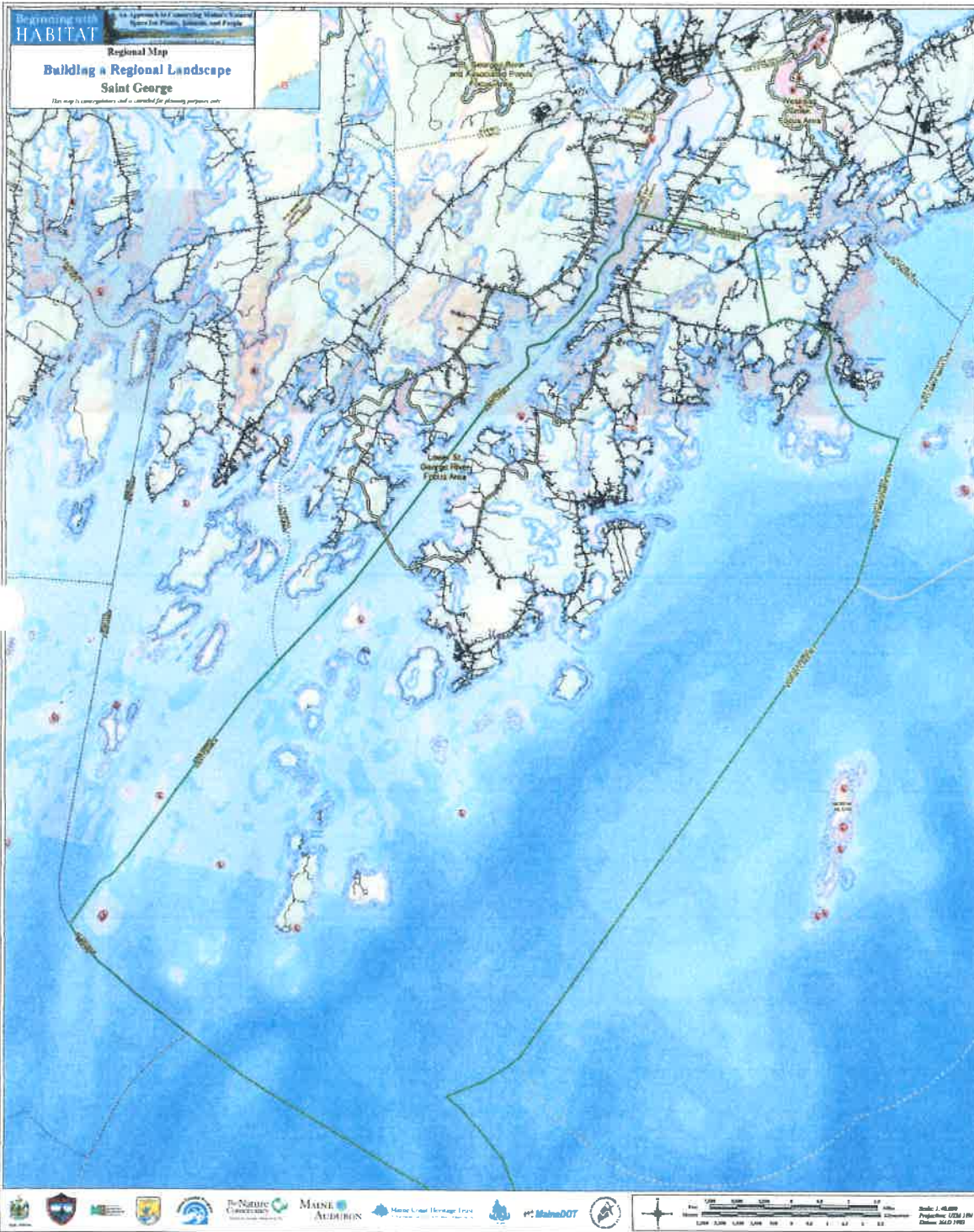
**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

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Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.

**Wetland Functions: Fill Color**  
Aquatic (Submerged or Submerged Aquatic Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water, Emergent (Emergent Vegetation), Emergent (Emergent Vegetation), Deep Water.



**Beginning with HABITAT**  
 An Approach for Understanding Maine's Natural System for Planning, Education, and Policy  
 Regional Map  
**Building a Regional Landscape**  
 Saint George  
*This map is a computer-generated map and is intended for planning purposes only.*

**LEGEND**

The data presented here represents a compilation of data beginning with habitat map products. Comprehensive field surveys of the entire area shown, to some extent, are not possible. Habitat features on the map are based on the best available aerial photography, and some mapping errors may exist. Map users should consult with the Engineering with Habitat program to verify that data presented on this map is correct prior to relying on it for planning purposes.

This regional map provides a landscape view of water resources, high value plant and animal habitat, and developed habitat blocks. For more detailed information, users should refer to the 1:24,000 scale maps beginning with the "Water Resources and Riparian Habitat", "High Value Plant and Animal Habitat", and "Developed Habitat Block" maps. Products of this map series may be found at [www.naturalhabitat.org/engwithhabitat](http://www.naturalhabitat.org/engwithhabitat).

- Original Township Boundary
- Unincorporated Township
- Selected Town or Area of Interest
- Developed Area of Impervious Surface including buildings and roads

**MAP 1: Water Resources and Riparian Habitats**  
**Riparian Buffer**

Points 2-10 were Critical Points, dams, gravel bars, and outfalls 10 acres or less and buffered by a 200-foot riparian buffer zone. Channels are buffered by a 75-foot riparian buffer zone.

**MAP 2: High Value Plant and Animal Habitats**

**Brewster Wildlife Habitat (BWH)**  
 Maine's Department of Inland Fisheries and Wildlife (DOW) has identified 100 critical habitat areas in the state. These areas are based on a combination of biological and physical characteristics. The areas are based on a combination of biological and physical characteristics. The areas are based on a combination of biological and physical characteristics.

**High Value Plant and Animal Habitat (HVPAA)**  
 Maine's Department of Inland Fisheries and Wildlife (DOW) has identified 100 critical habitat areas in the state. These areas are based on a combination of biological and physical characteristics. The areas are based on a combination of biological and physical characteristics.

**MAP 3: Undeveloped Habitat Blocks**

**Undeveloped Habitat Blocks (UHB)**  
 Undeveloped habitat blocks are areas with relatively little development and the potential to support high biodiversity. These areas remain mostly undeveloped and are likely to contain high biodiversity. These areas remain mostly undeveloped and are likely to contain high biodiversity.

**Development Buffer (DB)**  
 Areas defined by 200-foot buffer, initially based on areas of influence around all improved roads identified by the Maine Department of Transportation and all developed areas mapped in the 2005 MR-CO Land Use/Land Cover and 2002 Impervious Surface data.

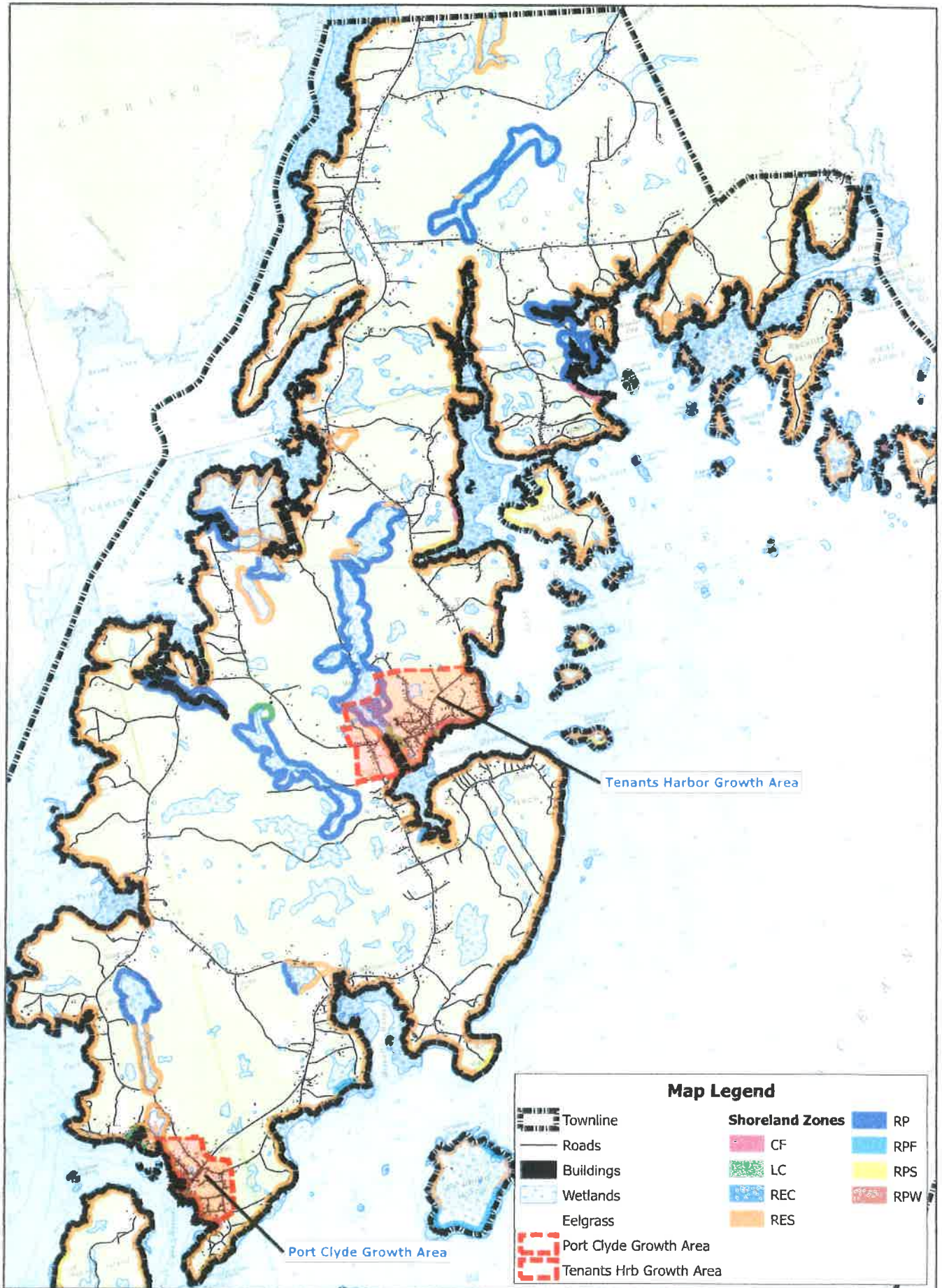
**Focus Areas**

**Focus Areas of Biological Ecological Significance**  
 Focus areas of biological ecological significance have been identified based on an analysis of the geographic distribution of high value plant and animal habitat and riparian habitat. These areas are based on a combination of biological and physical characteristics. The areas are based on a combination of biological and physical characteristics.

**Data and Information Sources**

- DATA SOURCE INFORMATION**
- Topographic Data:** Maine Office of GIS, Maine Department of Transportation, 2011, 1:25,000 scale.
- Hydrology:** U.S. Geological Survey, 2011, 1:25,000 scale.
- Developed:** Maine Office of GIS, Maine Department of Environmental Protection, 2005.
- Focus Area Boundaries:** Maine Office of GIS, Maine Department of Environmental Protection, 2005.
- National Wetlands Inventory:** U.S. Fish & Wildlife Service, 2004.
- Riparian Buffers:** Maine Department of Environmental Protection, 2005.
- High Value Plant & Animal Habitat:** Maine Office of GIS, Maine Department of Inland Fisheries and Wildlife, 2005.
- Water Resources:** U.S. Fish & Wildlife Service, 2005, 1:25,000 scale.
- Public Access:** Maine Department of Inland Fisheries and Wildlife, 2005.
- Map:** Maine Department of Inland Fisheries and Wildlife, 2005.
- Map:** Maine Department of Inland Fisheries and Wildlife, 2005.
- Map:** Maine Department of Inland Fisheries and Wildlife, 2005.

# Town of St. George Future Land Use Plan





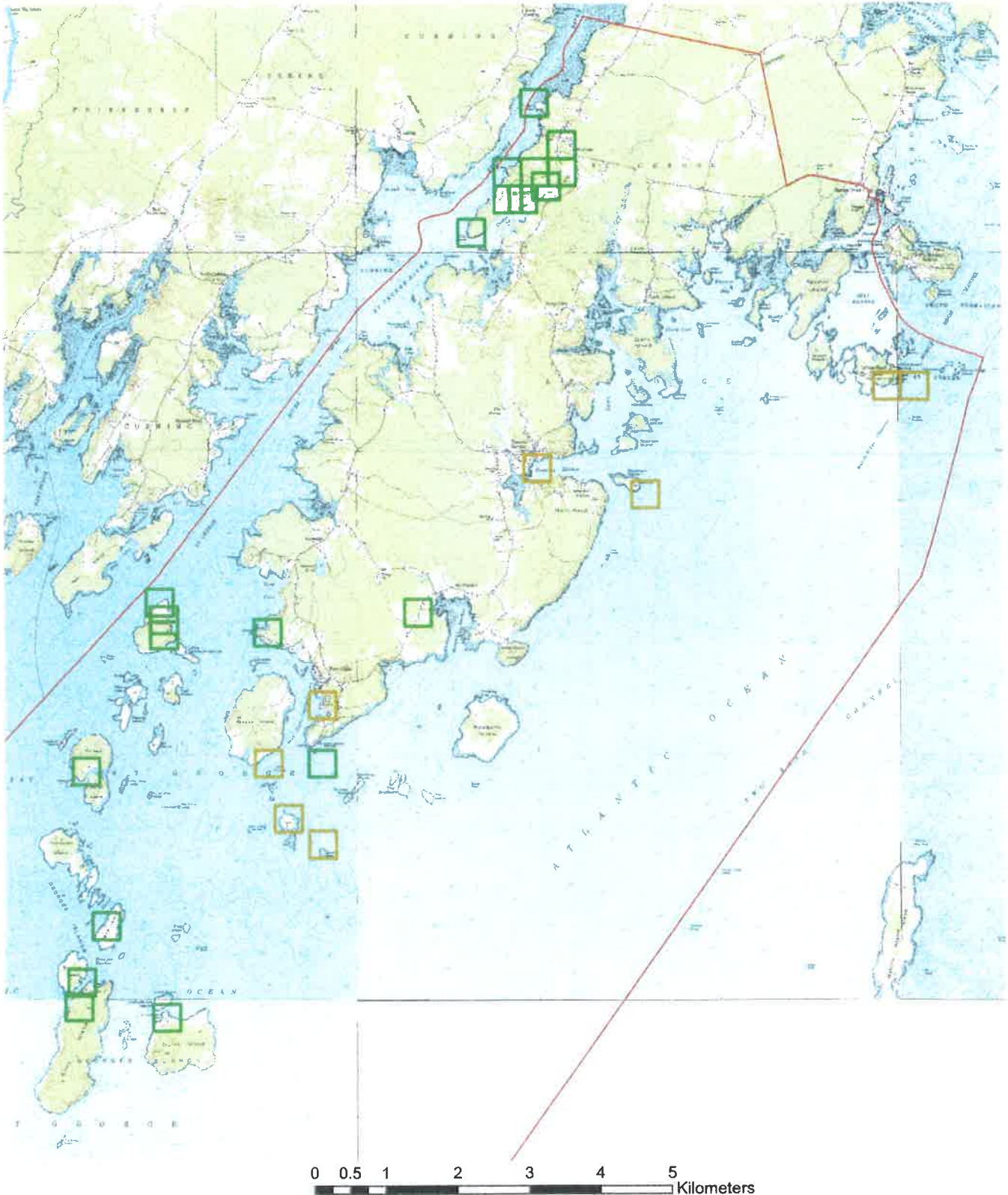
# Known Historic Archaeological Sites\* in

## Saint George

information provided by  
Maine Historic Preservation Commission  
September 2011

\*dated material subject to future revision  
map 1/1



-  1/2 k square intersecting a known historic archaeological site with a good estimated location.
-  1/2 k square intersecting a known historic archaeological site.



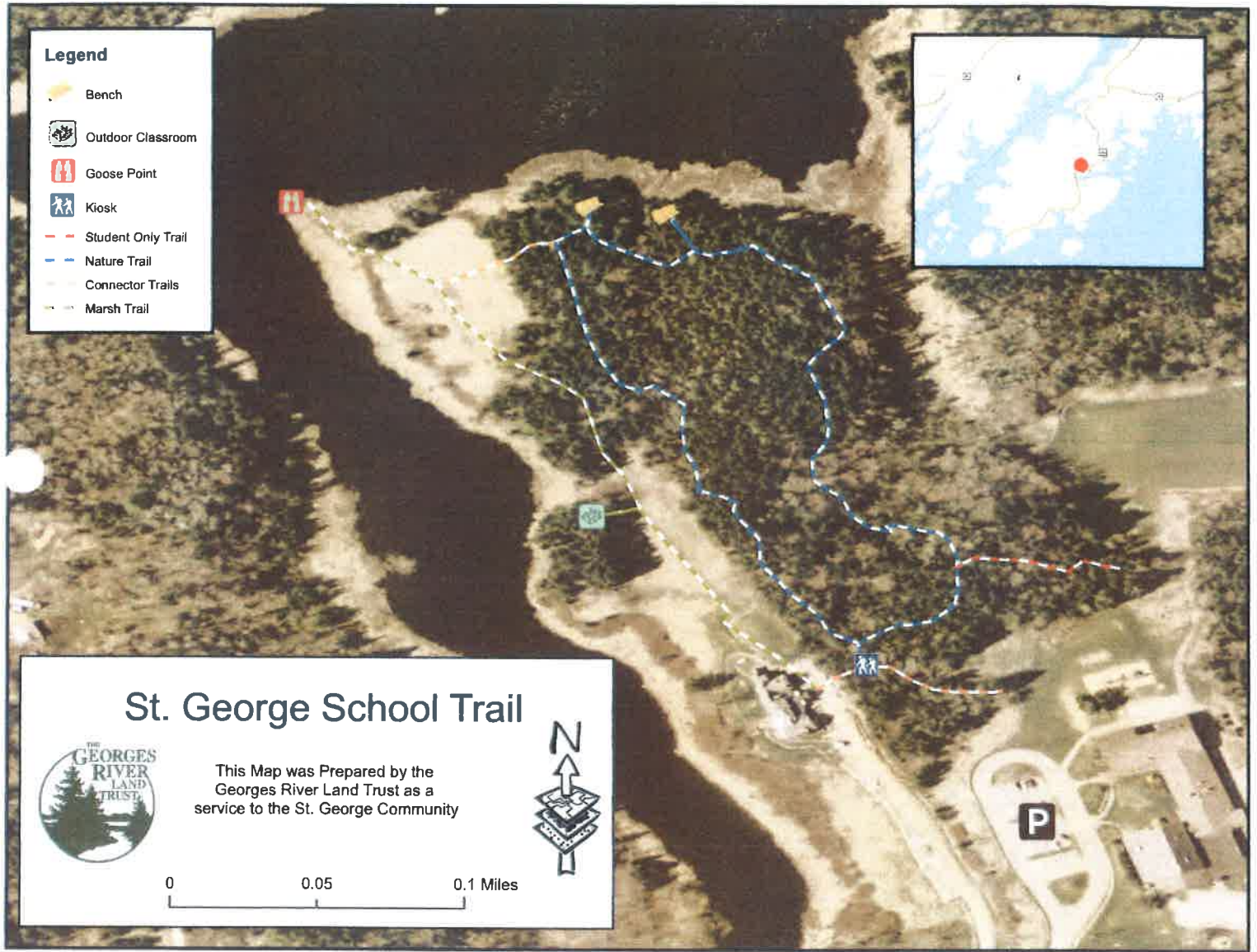
**Known Prehistoric Archaeological Sites\* and  
Areas Sensitive for  
Prehistoric Archaeology\* in  
Saint George**

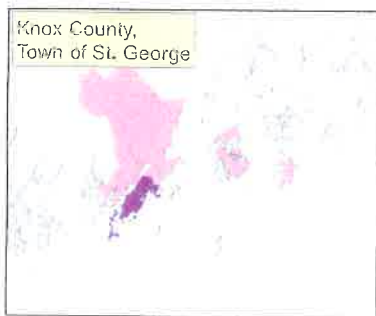
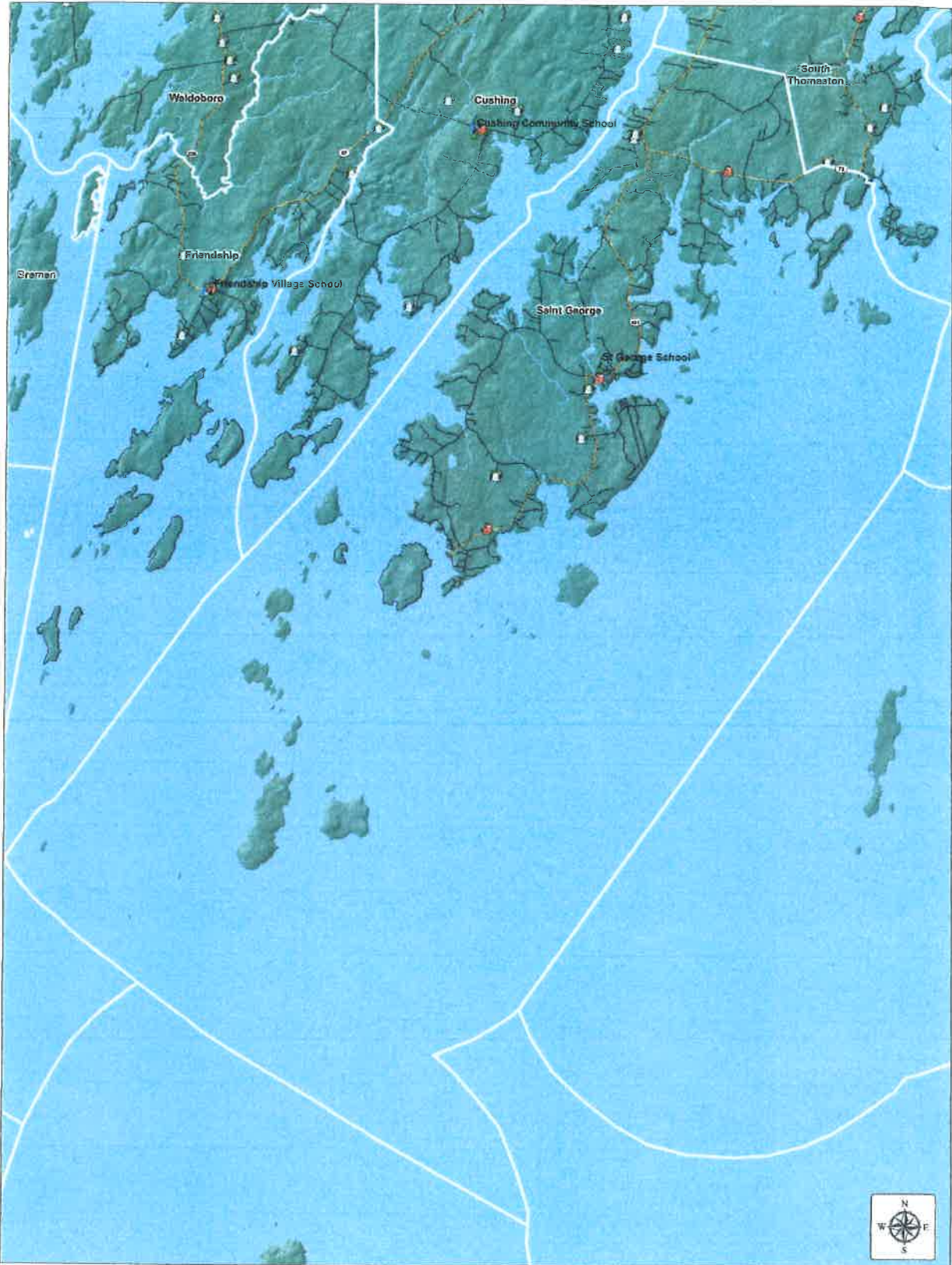
**information provided by  
Maine Historic Preservation Commission  
September 2011**

\*dated material subject to future revision  
map 1/1

-  1/2 k square intersecting a known prehistoric archaeological site.
-  Areas sensitive for prehistoric archaeology







## St. George Infrastructure

Source: Data: USDA, MEGIS, Maine DACP  
 Projection: UTM, NAD83, Zone 19, Meters  
 Produced by: Municipal Planning  
 Assistance Program, DACE  
 October 2016



Legend	
Municipal border	State Routes
Fire Station	Local Roads
School	River/Stream
Library	Waterbody
Cemetery	



## TOWN OF ST. GEORGE

### MAP 5: SOILS

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

#### Important Farmlands

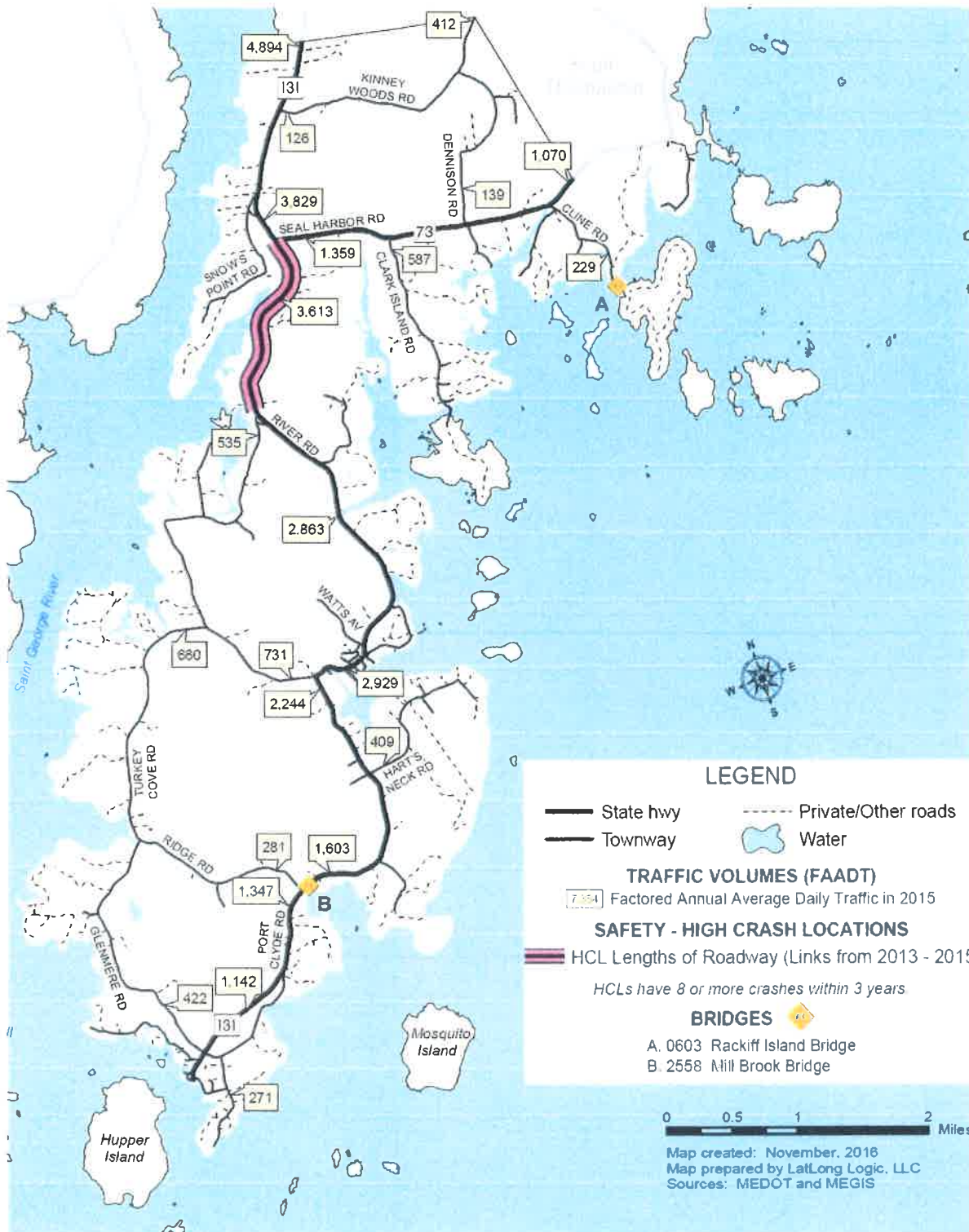
Colored by the U.S. Department of Agriculture, these soils consist of prime farmland, unique farmland and farmland of statewide or local importance. Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and other crops and is available for those uses. Unique farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops. Soil types include Saturated UH & UH1, Pm1, Pm2, Pm3, Pm4, Pm5, Pm6, Pm7, Pm8, Pm9, Pm10, Pm11, Pm12, Pm13, Pm14, Pm15, Pm16, Pm17, Pm18, Pm19, Pm20, Pm21, Pm22, Pm23, Pm24, Pm25, Pm26, Pm27, Pm28, Pm29, Pm30, Pm31, Pm32, Pm33, Pm34, Pm35, Pm36, Pm37, Pm38, Pm39, Pm40, Pm41, Pm42, Pm43, Pm44, Pm45, Pm46, Pm47, Pm48, Pm49, Pm50, Pm51, Pm52, Pm53, Pm54, Pm55, Pm56, Pm57, Pm58, Pm59, Pm60, Pm61, Pm62, Pm63, Pm64, Pm65, Pm66, Pm67, Pm68, Pm69, Pm70, Pm71, Pm72, Pm73, Pm74, Pm75, Pm76, Pm77, Pm78, Pm79, Pm80, Pm81, Pm82, Pm83, Pm84, Pm85, Pm86, Pm87, Pm88, Pm89, Pm90, Pm91, Pm92, Pm93, Pm94, Pm95, Pm96, Pm97, Pm98, Pm99, Pm100.

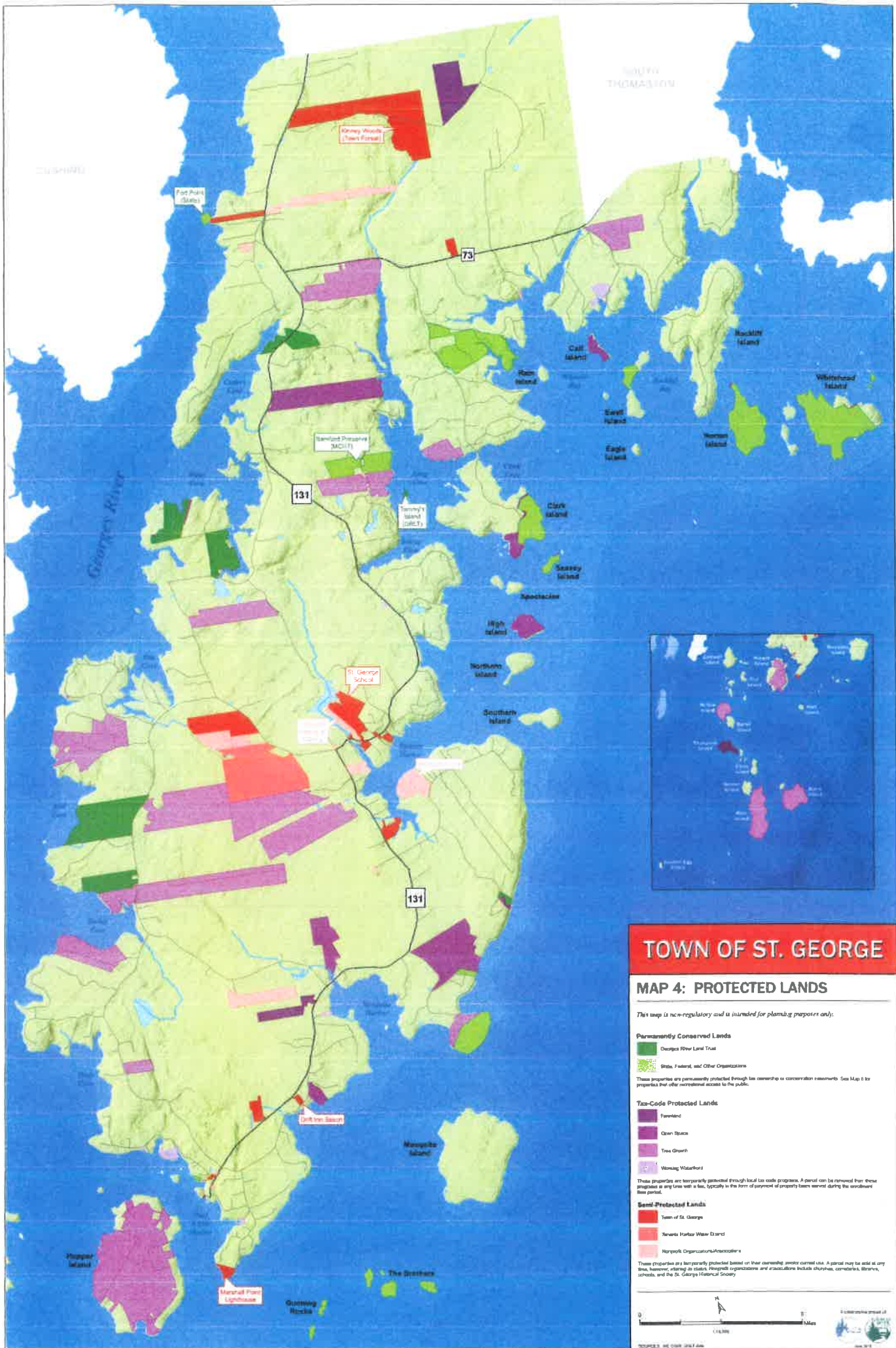
#### Poorly Drained Soils

Soil types include Saturated UH1, Pm1, Pm2, Pm3, Pm4, Pm5, Pm6, Pm7, Pm8, Pm9, Pm10, Pm11, Pm12, Pm13, Pm14, Pm15, Pm16, Pm17, Pm18, Pm19, Pm20, Pm21, Pm22, Pm23, Pm24, Pm25, Pm26, Pm27, Pm28, Pm29, Pm30, Pm31, Pm32, Pm33, Pm34, Pm35, Pm36, Pm37, Pm38, Pm39, Pm40, Pm41, Pm42, Pm43, Pm44, Pm45, Pm46, Pm47, Pm48, Pm49, Pm50, Pm51, Pm52, Pm53, Pm54, Pm55, Pm56, Pm57, Pm58, Pm59, Pm60, Pm61, Pm62, Pm63, Pm64, Pm65, Pm66, Pm67, Pm68, Pm69, Pm70, Pm71, Pm72, Pm73, Pm74, Pm75, Pm76, Pm77, Pm78, Pm79, Pm80, Pm81, Pm82, Pm83, Pm84, Pm85, Pm86, Pm87, Pm88, Pm89, Pm90, Pm91, Pm92, Pm93, Pm94, Pm95, Pm96, Pm97, Pm98, Pm99, Pm100.







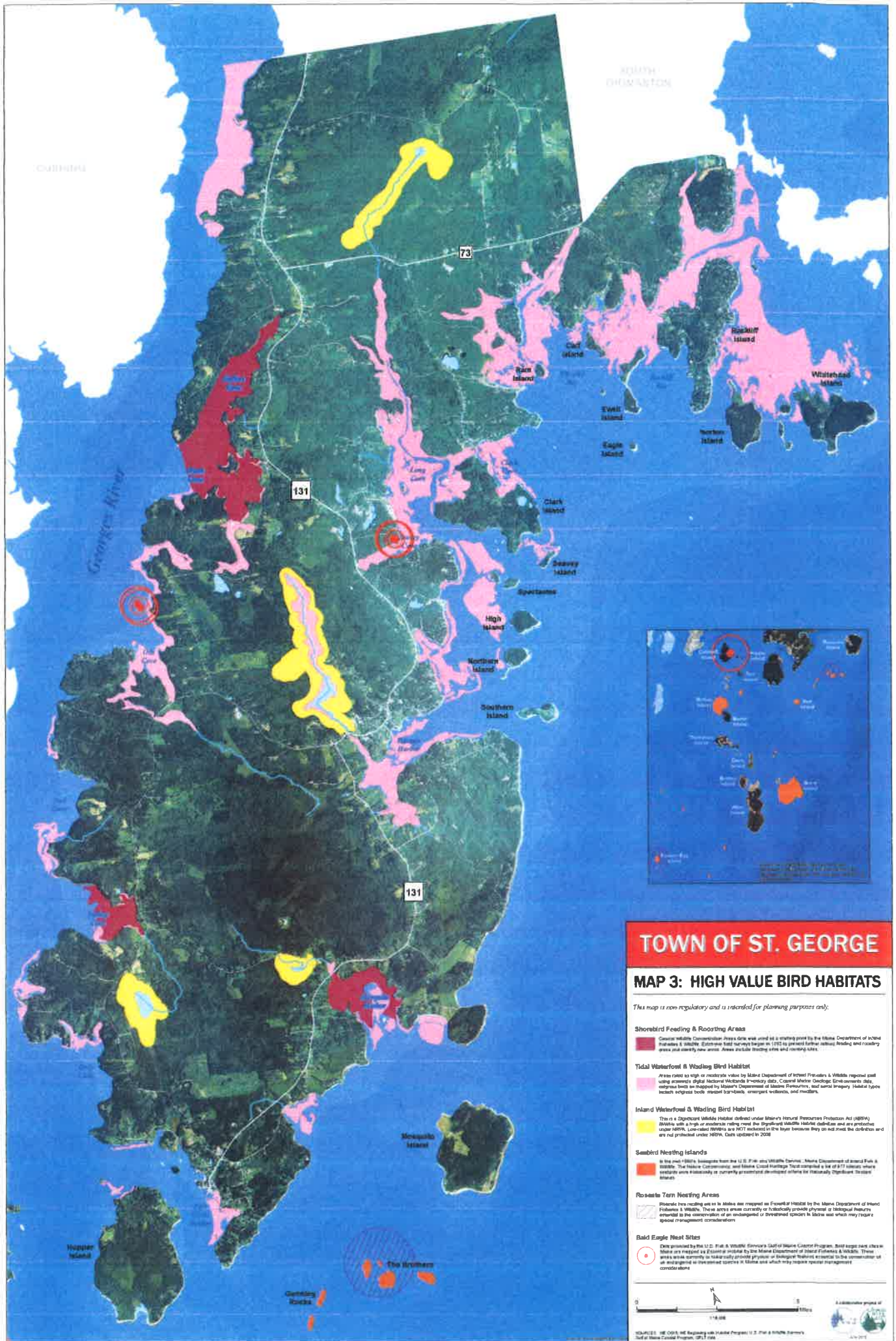


## TOWN OF ST. GEORGE

### MAP 4: PROTECTED LANDS

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

- Permanently Conserved Lands**
- George River Land Trust
  - State, Federal, and Other Organizations
- These properties are permanently protected through tax covenants or conservation easements. See Map 3 for properties that offer recreational access to the public.
- Tax-Code Protected Lands**
- Foreland
  - Open Space
  - Tree Growth
  - Wetland Waterford
- These properties are temporarily protected through local tax code programs. A parcel can be removed from these programs at any time with a fee, typically in the form of payment of property taxes owed during the landward fees period.
- Semi-Protected Lands**
- Town of St. George
  - Harbors Water District
  - Nonprofit Organizations/Associations
- These properties are temporarily protected based on their ownership status. A parcel may be added at any time, however, subject to state. Nonprofit organizations and associations include churches, cemeteries, libraries, schools, and the St. George Historical Society.

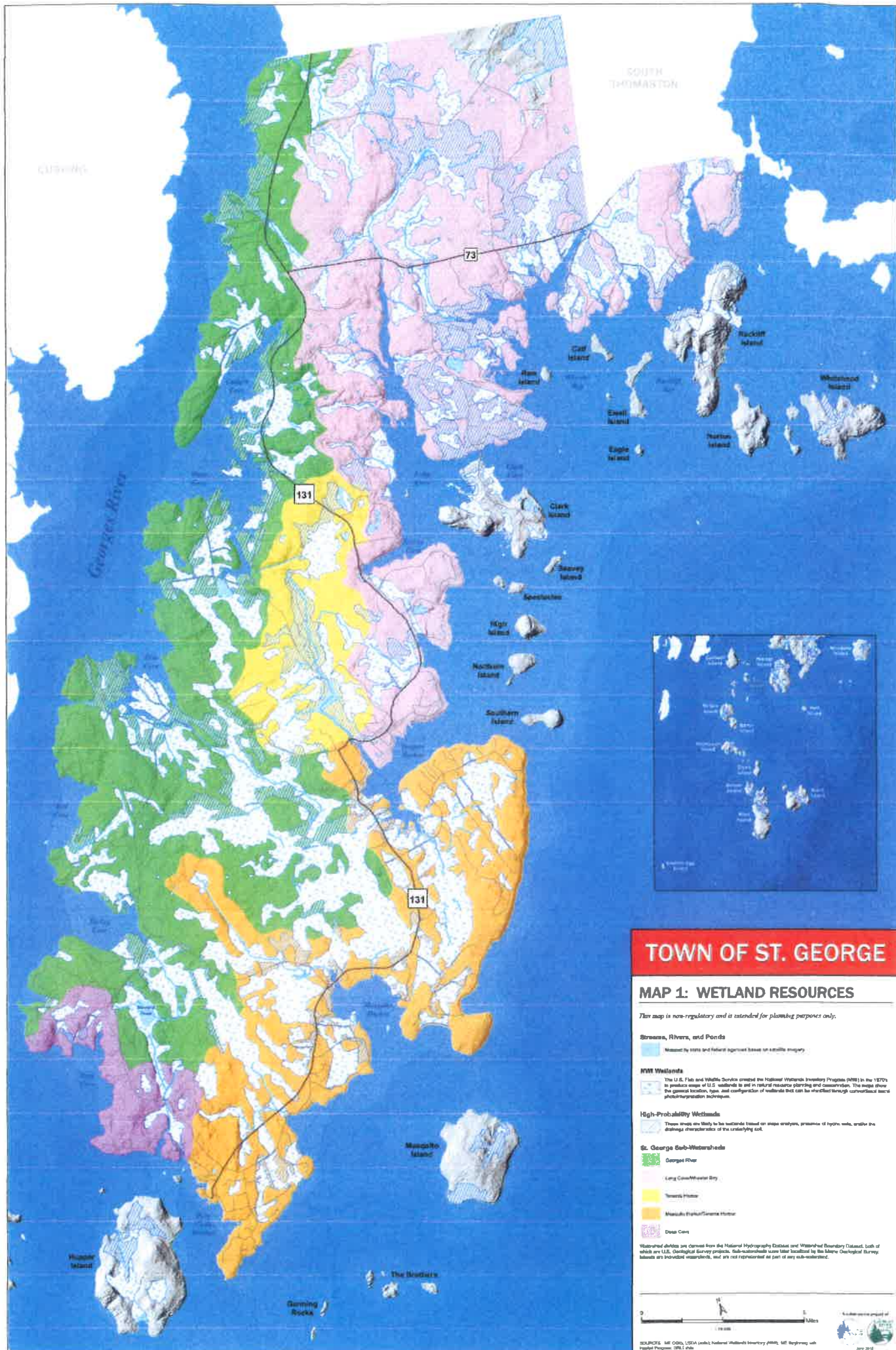


# TOWN OF ST. GEORGE

## MAP 3: HIGH VALUE BIRD HABITATS

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

- Shorebird Feeding & Roosting Areas**  
Coastal Wetlands Commission maps data was used as a starting point for the Maine Department of Inland Fisheries & Wildlife. Extensive field surveys began in 1982 to provide further refined nesting and roosting areas and assess new areas. Areas include foraging sites and roosting sites.
- Tidal Waterfowl & Wading Bird Habitat**  
Areas rated as high or moderate value by Maine Department of Inland Fisheries & Wildlife regional staff using currently digital National Wetlands Inventory (NWI). Coastal Wetlands Database (CWD) surveys data, wetlands been mapped by Maine's Department of Inland Fisheries & Wildlife, and aerial imagery. Habitat types include wetland beds, emergent marshes, and meadows.
- Inland Waterfowl & Wading Bird Habitat**  
This is a Significant Wetlands Habitat defined under Maine's Natural Resources Protection Act (NRPA). Wetlands with a high or moderate rating meet the Significant Wetlands Habitat definition and are protected under NRPA. Low-rated wetlands are NOT included in this layer because they do not meet the definition and are not protected under NRPA. Data updated in 2008.
- Seabird Nesting Islands**  
In the past 100+ years from the U.S. Fish and Wildlife Service, Maine Department of Inland Fisheries & Wildlife, the Maine Commission and Maine Coastal Heritage Trust surveyed a list of 173 islands, most of which were previously unpopulated or currently unpopulated islands that historically supported seabird nesting.
- Roseate Tern Nesting Areas**  
Maine's tern nesting sites in Maine are mapped as Forest of Habitat by the Maine Department of Inland Fisheries & Wildlife. These areas are currently or historically provide physical or biological features essential to the conservation of an endangered or threatened species in Maine and which may require special management considerations.
- Bald Eagle Nest Sites**  
Data provided by the U.S. Fish & Wildlife Service's Staff of Maine's Coastal Program. Staff report nest sites in Maine are mapped as Forest of Habitat by the Maine Department of Inland Fisheries & Wildlife. These areas are currently or historically provide physical or biological features essential to the conservation of an endangered or threatened species in Maine and which may require special management considerations.



# TOWN OF ST. GEORGE

## MAP 1: WETLAND RESOURCES

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

**Streams, Rivers, and Ponds**  
 Represented by 100% and Federal agencies based on a 1:50,000 map.

**NWI Wetlands**  
 The U.S. Fish and Wildlife Service created the National Wetlands Inventory Program (NWI) in the 1970s to produce maps of U.S. wetlands to aid in their resource planning and conservation. The maps show the general location, type, and configuration of wetlands that can be identified through conventional aerial photography techniques.

**High-Probability Wetlands**  
 These areas are likely to be wetlands based on slope analysis, presence of hydroic soils, and/or the drainage characteristics of the underlying soil.

**St. George Sub-Wetlands**

- Georges River
- Long Cowhooter Bay
- Tamaris Prime
- Mangrove/Prickly Pear/Seaforth
- Deer Cane

Wetland labels are derived from the National Hydrography Dataset and Wetland Boundary Dataset, both of which are U.S. Geological Survey products. Sub-wetlands were identified by the Marine Geological Survey. Islands are individual watersheds, and are not represented as part of any sub-wetland.

0 1 2 Miles

1:50,000

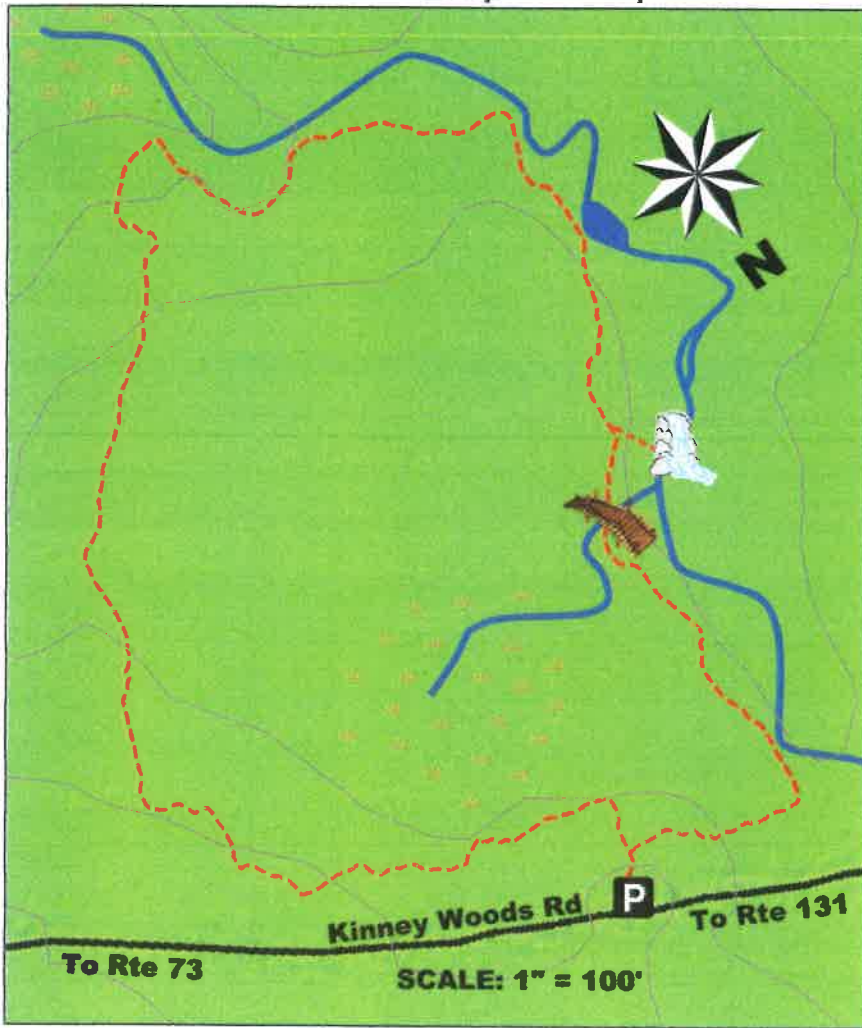
A collaborative project of

SOURCE: MR, OSM, USGS (data); National Wetlands Inventory (NWI), MR, Bepko/Map with Florida Program (2011) data

July 2012



### Town Forest Loop Trail Map



Town Forest Loop Trail

## Trail Description

The trailhead and parking area for the Town Forest Loop Trail is located approximately 0.8 miles off Rte. 131 on the south side of Kinney Woods Rd. The entire loop is about 3/4 of a mile long.

Almost immediately, the trail forks. Proceeding to the left, the trail is marked by faint blue paint blazes and leftover pink surveyor's tape in places. A false dead-end trail leads off straight into the woods, but the actual trail parallels the road for about a tenth of a mile, winding through a mixed evergreen forest dominated by white pine. American hazelnut, red maple, and hickory make up some of the hardwood trees in the understory, while wild sarsaparilla and wood ferns are found amongst the ground cover.



Winterberry

Traveling along a half-buried corduroy log walkway, the trail winds around the northern perimeter of a mossy northern white cedar/balsam fir swamp edged by alders, winterberries and red maples. Skunk cabbage may be seen amongst these wet areas in the late winter

and spring, and many different species of mosses may be found within. This swamp is fed by a seasonal stream which feeds into Jones Brook and bisects the property diagonally.

The cedar tree which grows in the town forest is also known as Arbor Vitae, or "Tree of Life," and was so-named for its ability to treat scurvy in 16th century French explorers. It is long-lived, slow-growing and rot-resistant. Cedar trees may regu-

larly live for several hundred years. They are an important source of winter food for deer.

Turning towards the road to follow an old stone wall for several yards before turning once more to cross the remnants of an old logging road, the trail corners to the south to follow the edge of a vast alder thicket bordering an open-water section of the Jones Brook marsh.



Skunk cabbage

Edging away from the marsh through a section of thick spruce blow-downs, the trail eventually comes to an intersection with the main stem of Jones Brook and follows it upstream.



Northern White Cedar

The waters of the brook are dark with the tannins of the evergreen needles, and the trail follows the steep side of the riverbank overlooking the often-broad floodplain below through which the channel meanders. A long pool is present just upstream of a braided pattern in the channel, and further upstream the sound of gurgling and rushing water becomes louder and louder. Here, a spur off the main trail leads the curious to a small waterfall feeding into a broad pool (see front photo).

Though not quite deep enough for pleasant swimming, it offers an ideal spot for a picnic or contemplative rest, and can be quite an impressive sight during the spring-time run-off or following a heavy rain shower.

In the wintertime, these woods, dominated by an evergreen canopy, are beautifully draped with snow and ice, perfect for snowshoeing or cross-country skiing.



Cedar log bridge

Crossing a sturdy bridge (constructed from a single white cedar tree) over a seasonal tributary stream, the trail heads north and then jogs east back towards the parking area.



**PLEASE ENJOY  
YOUR STAY  
RESPECTFULLY  
AND LEAVE NO  
TRACE**

The St. George Conservation Commission is a municipal entity of the Town of St. George, responsible for conducting research and advising the Town on natural resource issues, educating the public on proper management of natural resources, and implementing environmental programs on behalf of the Town.

To get involved with Conservation Commission projects, or for comments/suggestions about Town trails, please contact 372-6363 or visit the Town Office.



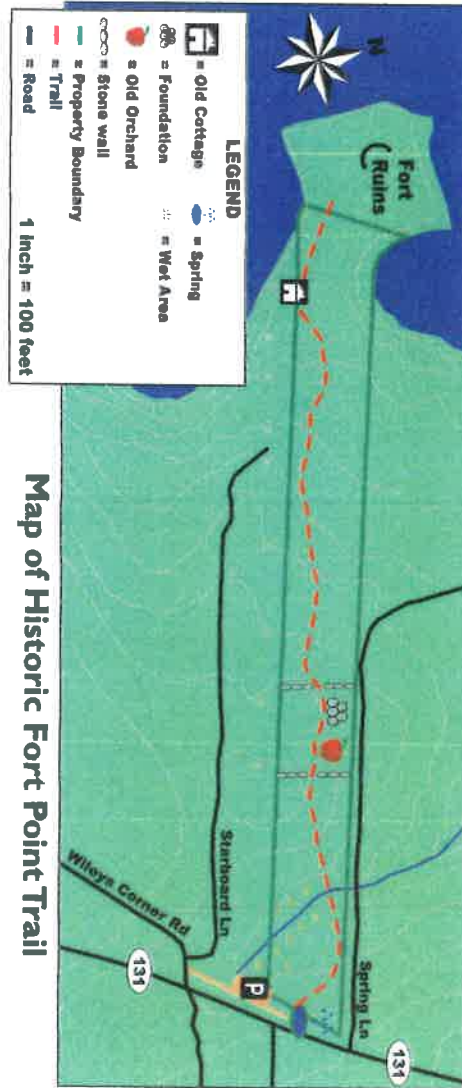
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The Historic Fort Point Trail is a collaboration between the St. George Conservation Commission and the St. George Historical Society, maintained by volunteer efforts.

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Picnic table near to the fort ruins—a perfect location for a scenic meal.



# Fort Point Trail

## The Story of Fort Point

At the end of the trail, past an old cabin, lies the Historic Fort Point ruins and a picnic area overlooking the St. George river.

The fort was built in 1809 as part of a regional effort by the Jefferson Administration to protect American shipping lanes from attacks by the French and British during the Napoleonic Wars. It was also used to prevent locals from trading with the British or French during the time of Jefferson's Embargo.

The fort consisted of a crescent-shaped rampart, a barracks where soldiers were stationed, a blockhouse, and a powder house. The rampart was constructed from sod to absorb cannonball impacts. The building structures have since decayed, but the foundation holes from the blockhouse and barracks remain.

Joseph Robinson, from whom the property had been purchased, retained the right to run a ferry service to the western shore of what is now Cushing from the fort wharf. This wharf was carried out to sea with the ice in the 1880s.

Also in the late 1800s, treasure hunters dug deep pits near the fort, looking for buried pirate treasure.

In the 1920s, Governor Baxter bought the fort property from the US Government, and it was made into a state park, but the property remained without land access. In 2006, the Town of St. George purchased the land between the

point and the spring in order to procure public access to this historic landmark and its scenic views of the St. George River.

## British Invasion of the St. George

On June 22nd, 1814, a British warship anchored off Fort Point sent several barges of men up river to make depredations, forcing two local captains into service as pilots.

Ephraim Wiley was the sole occupant of Fort Point, as the rest of the garrison had been sent north to the Canadian border.

The British fired a shot through the door, grazing Wiley with musket shot, and tried to blow up the blockhouse, but did not find enough gunpowder to do so. They spiked the cannon, and continued up river, setting fire to two ships on the Cushing side before returning to their warship.

## Trail Description & History

Parking for the Fort Point Trail is located near to the spring above Wileys Corner.

The trail begins to the left of the trailhead kiosk, winding its way through an open field of goldenrod, steeplebush, and sensitive ferns bordered by an alder thicket.

Entering a wooded ravine to cross a small stream over well-placed rocks, a mixed evergreen/deciduous canopy dominates. In the



Trout Lily

spring, trout lilies bloom in abundance here, whilst other northern woodland flowers such as bunchberry, Canada mayflower, and star-flower can also be found.



Bunchberry

Crossing a stone wall, old apple trees descended from the abandoned Robinson orchard can be seen, and the remains of a foundation and are also evidenced by piles of rocks amongst the bushes. This foundation once supported a frame house which was built by Joseph Robinson at the end of the Revolution, and surviving until it was torn down in the 1870s. The house was part of a larger farm which supported wood harvesting and cattle, but has since been abandoned and left to re-vegetate, as were many farms on the peninsula.

Descending gently from this point, mature maple, ash, cherry, and white birch dominate the canopy



Blackberries

from here where the trail opens into field once more, with blackberry bushes and ferns growing underneath. The fort remnants are to the left and in the center of the small peninsula, where an earthen mound is visible.

**PLEASE ENJOY YOUR STAY RESPECTFULLY AND LEAVE NO TRACE**