

THE LAST 20 MILES

Mapping Maine's Working Waterfront

A Statewide Inventory by the Island Institute





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Introduction

Beginning in the summer of 2005, the Island Institute and its partners embarked on a community-based mapping project to quantify the working-waterfront resources for Maine's 142 coastal towns. The goal of this research effort is to create a new tool in the form of a statewide Working Waterfront Access Map to facilitate dialogue between two historically divided coastal constituencies: the conservation community and the commercial fishing community. This report discusses the challenges and successes of this effort, the community participation process, project findings and how this research fits within the growing waterfront access protection toolkit in the state of Maine. Issues such as defining working-waterfront access, setting protocols for public data access and the sustainability of mapping research are topics that this project addresses. It outlines a model methodology to explore the potential for this community-based mapping effort to remain current, and to learn whether it has applications in other working-waterfront states.

Working waterfronts collectively define the soul and character of Maine's islands and coast, for residents and visitors alike. Nevertheless, Maine's working waterfront faces tremendous pressure from conversion to other, incompatible uses. This is a concern for communities, fishermen and conservation groups. A study by the State Planning Office suggests that the majority of Maine's coastline will be classified as suburban/urban by 2050.

A major challenge facing those attempting to address this problem has been a lack of information about the exact amount and nature of these working waterfronts. Prior to this project, Maine's coastal communities had not been mapped with the explicit intention of identifying working waterfront as a land use, in the same way other land use and habitat data have been collected. *Mapping Maine's Working Waterfront* fills this gap by developing maps of working-waterfront infrastructure to provide communities, land trusts, and other interested groups with planning tools that will inform local and regional decisions and protection strategies for working-waterfront access sites across the coast.

The data from this study were collected using geographic information systems (GIS) technology. Researchers worked hand-in-hand with local community leaders in each of the participating coastal communities. It includes information around critical access infrastructure on a local level and from a community perspective. In the pages that follow you will find a comprehensive study methodology, analysis of findings and detailed information on the how this study provides additional evidence to inform local and state planning as well as several case studies from coastal communities sharing their strategies for waterfront access protection.

Waterfront Access By the Numbers: Executive Summary

Project Findings

Within the 142 coastal towns and 5,300 miles that make up the coast of Maine, 1,555 points were identified as providing saltwater access. This access includes everything from public boat landings and municipal rights-of-way to boatyards, marinas, and private fishing docks. It includes both ocean and estuarine access.

Working Waterfronts

Only 1,045 of the 1,555 points identified provide working-waterfront access (that is, they support commercial fishing uses and/or water-dependent businesses)

These 1,045 points represent approximately 20 miles of working-waterfront access remaining on Maine's 5,300-mile coast.

Only 81 access points have the qualities of a “prime working waterfront” by providing adequate parking, all-tide access, and on-site fuel availability.

Public Access

696 points statewide (45% of the total number identified) provide public water access.

851 (55%) qualify as private or restricted access requiring owner permission to use

Access Use

888 (57%) of the state's total access points support commercial fishing activities.

924 (59%) support recreational activities.

Zoning

446 (29%) of waterfront access points are currently protected under water-dependent use zoning.

Only 45 (33%) of Maine's coastal towns have some type of water-dependent use zoning protecting 150 miles of coastline (less than 3% of Maine's coast).

All-Tide Access

1,125 points (72%) provide all-tide water access.

A 1989 Maine State Planning Office study identified only 175 miles of Maine's coastline as sufficiently deep and sheltered to support working-waterfront activities. Of these 175 miles, only 21 miles of Maine's entire coast provide all-tide water access.

Only 62 of these 81 “prime working waterfront” points with adequate parking, all-tide access, and availability of on-site fuel currently support commercial fishing activities.



Chebeague community members identify water access.

Methodology

Planning

In order to ensure that relevant data were collected for stakeholders at the local, regional and state levels, the methodology was developed through a work group made up of representatives from local communities, nonprofit groups and state organizations with interest in using the data to inform planning decisions. This work group met over a six-month period to design, review and oversee project development before implementation began.

Before developing the methodology we looked at resources available through existing studies. These include the 1998 “Maine Port Facilities Inventory and Analysis” conducted by the Southern Maine Economic Development District and the Eastern Maine Development Corporation for the Maine Department of Marine Resources, and the Maine Department of Conservation GIS data on public boat launch sites. We also examined the Coastal Enterprises Inc. 2002 and 2004 studies *Preserving Commercial Fishing Access*, and *Tracking Commercial Fishing Access* and the related study by the Sunrise County Economic Council, *Paths to Piers: A Study of Commercial Fishing Access in Downeast Maine Coastal*

Communities. These studies provided a baseline understanding of what data were currently available on waterfront access for the state, and helped to inform the type of data that we should collect through our study.

Data Priorities

Using pilot projects conducted by the Island Institute and Cobscook Bay Resource Center and by studying previous research methodologies, the work group prioritized the access infrastructure types and attributes, vital for meaningful local and regional planning to be identified when collecting data statewide. The attributes collected include information about access privileges, usage, infrastructure, commercial fishing and general marine services. In addition to waterfront access data, this inventory also gathered information about local zoning ordinances that are in place to help maintain the viability of commercial fisheries/maritime activities. By cataloging zoning information in combination with comprehensive access data, we were able to look at current access-protection strategies and locations and needs for further investment to protect and conserve working-waterfront access.

Community Interviews

Data collection was led by the Island Institute, with assistance from project partners Mitchell Geographics, Sunrise County Economic Council and Cobscook Bay Resource Center. Data were collected through a series of detailed meetings at coastal town offices, and through phone interviews. The level of information collected was based on availability of local knowledge and perceived sensitivity to the data being collected. Seventy-five percent of the 142 coastal towns participated in a detailed inventory through face-to-face interviews. In these communities the data collection process involved using digital aerial photography, available from the Maine Office of GIS (MeGIS), and surveying officials in each town to identify points along the shore providing waterfront access for public use and/or working-waterfront access and/or services. We then used GIS technology to transfer local knowledge to spatial and attribute data. Twenty-five percent of Maine's coastal communities participated via more informal phone surveys, providing detailed information on water-access availability but not including the spatial location of that access. Data collection was an 18-month process, completed through a series of detailed and often lengthy meetings with local community leaders. This information could not have been gathered without the hundreds of volunteer hours that community leaders along the coast dedicated to assisting us with data collection.

Successes and Challenges

Throughout project development, methodology design, data collection and analysis there have been a number of challenges and successes. The first major challenge was learning exactly what types of data would be useful to inform local, regional as well as statewide planning efforts. This was accomplished by convening a working group of stakeholders to identify what information was critical to each group. Not only was it important

to gather data meaningful for each type of stakeholder, but it was also important to structure the data collection in such a way as to capture information about the many different types of access points along the entire coastline. This challenge was met through well-thought-out survey questions for each access location.

During stakeholder meetings, the largest question was how to gather enough access information for meaningful planning without advertising and potentially exposing privately owned access points to overuse. The best way to resolve this sensitivity issue was to ensure local community buy-in and participation. The overwhelmingly positive response from communities on the coast suggests the gravity of the access situation in Maine. Making sure that all of the right stakeholders from each community were involved was a slow process, but it helped create a higher-quality product.

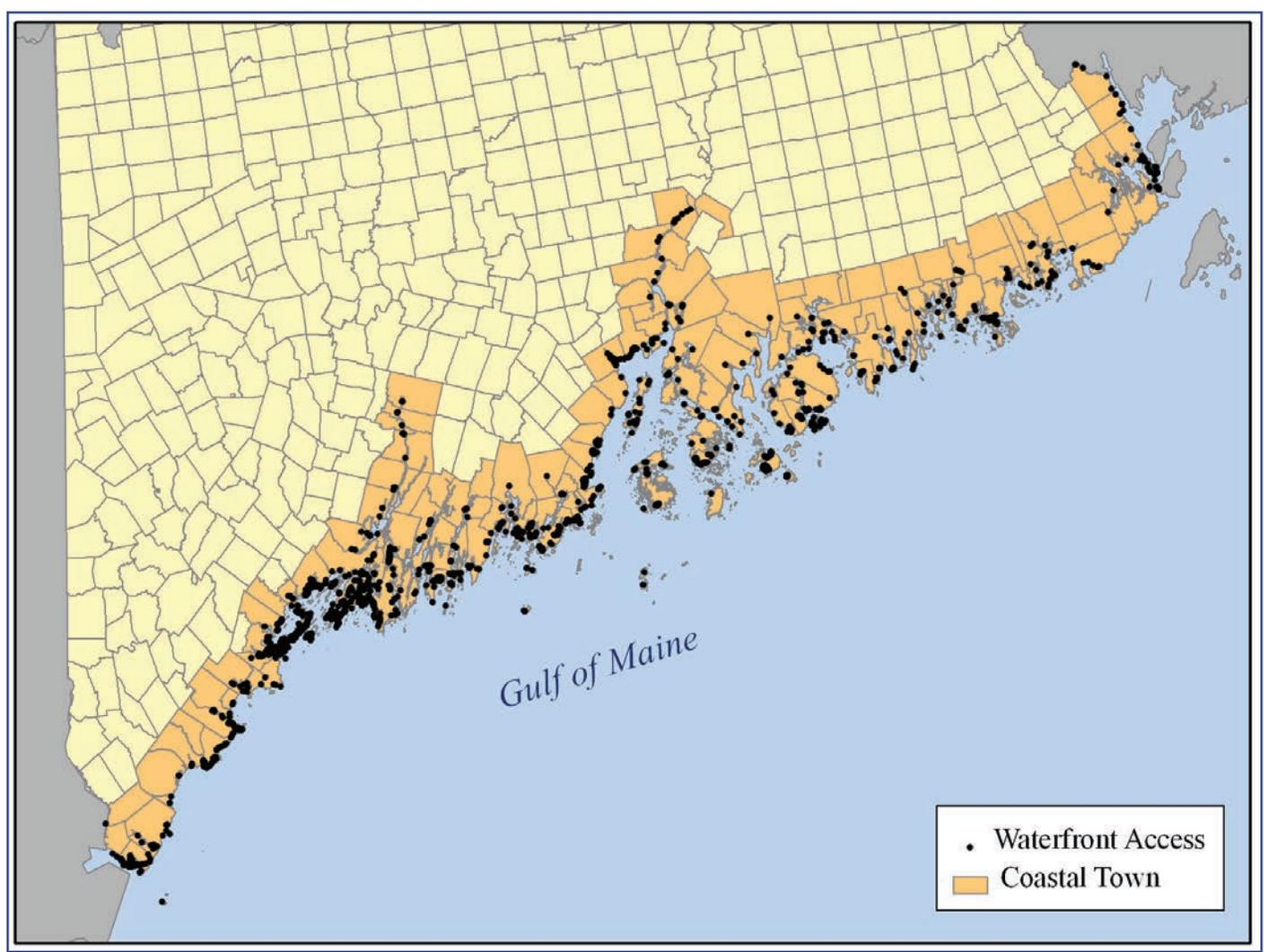
In fact, the conversations that happened among community leaders during data collection meetings were just as important as the information we were collecting. Local fishermen and community leaders already knew the locations of their waterfront access and did not necessarily need for it to be shown on a map. In many cases everyone had been thinking about how to protect the waterfront access in their community, but it was the first time a group had sat down together to discuss the current access situation in their town. For many local communities, the data collection process was a vehicle for starting these discussions while also providing the community with tools in the form of maps, for communicating their access needs to a broader audience. In some cases these needs meant identifying additional public access points to secure, and in others it meant considering employing water-dependent land-use zoning to protect access already being used.

The last major challenge was creating a thoughtful data distribution policy that would allow local,

regional and statewide decision-makers access to the data while still maintaining a level of local control. The data distribution policy that was developed is three-tiered, requiring local community consent before the most detailed and potentially sensitive access data can be distributed to organizations outside of a town. For more detailed information regarding the data distribution policy, see Accessing the Data on page 21. Without this level of local control, many coastal communities would not have participated in the project.

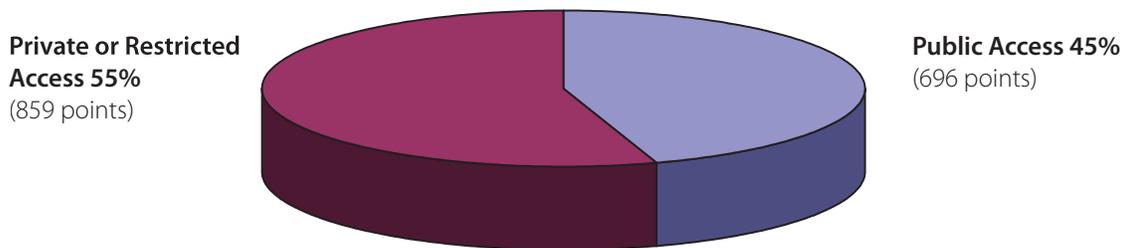
Creating both strong relationships with community leaders and delivering a meaningful data product were critical to the successful implementation of this project in Maine, and would be necessary for similar projects undertaken in other coastal states.

The 1,555 points designate approximately 30 miles of Maine's 5,300 mile coastline as providing water access – when identifying all water access uses.*



*Statewide access length was determined by calculating an average coastline length per access point. After measuring the length of coastline of a representative sample of points along the coast we used an average of 100 ft. / access point to extrapolate coastline measurements statewide.

The majority of access identified for all uses is private and requires some type of property owner permission to reach the water.



Breakdown of accessibility of the 1,555 access points identified.

Results and Analysis

Waterfront Access: Balancing Multiple Uses

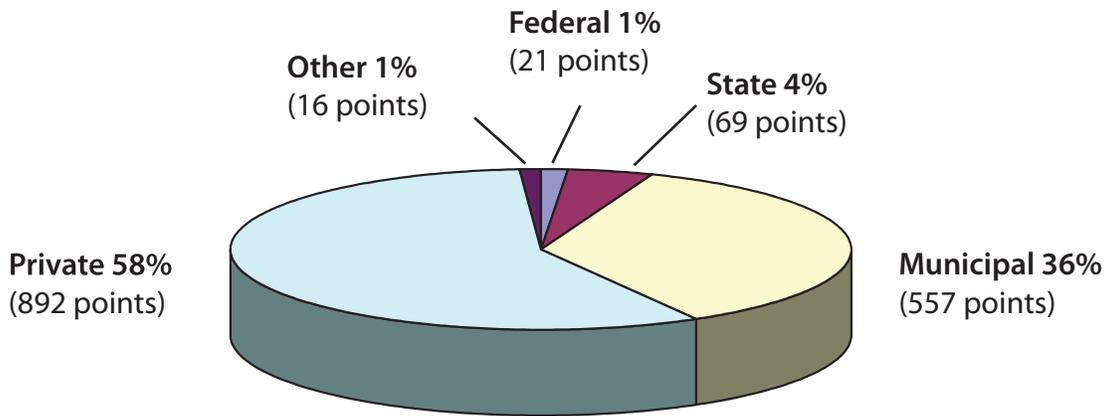
Data collected through this study come from Maine's 142 coastal communities and represent the entire 5,300-mile coastline.

Within the 142 coastal towns and 5,300 miles that make up the coast of Maine, 1,555 points were identified as providing saltwater access. This access includes everything from public boat landings and municipal rights-of-way to boatyards, marinas, and private fishing docks. It includes both ocean and estuarine access.

The accessibility of a site is different than the ownership of the property. For example, a privately owned location may provide access to the public.

In his 2004 study *The Contribution of Working Waterfronts to the Maine Economy*, Charles Colgan states: "Not all facilities are subject to potential conversion to residential use, as many are publicly owned and operated, but the large number of such facilities gives a picture of the size of the working waterfront issue along the coast."

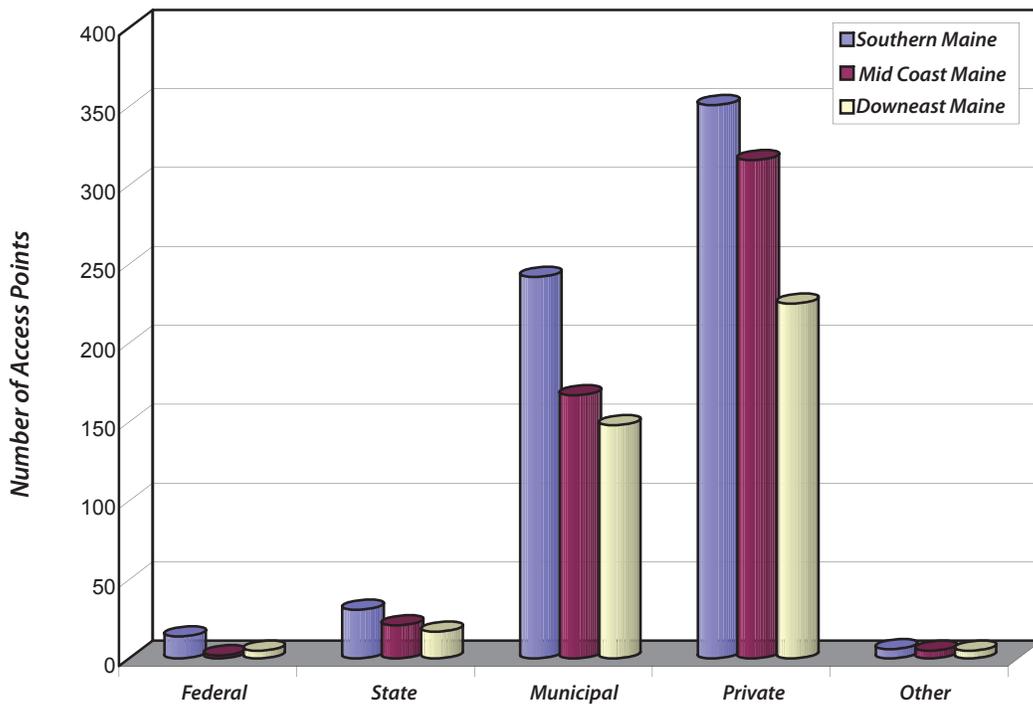
15% of the 142 coastal towns reported having no public access to the shore.



Breakdown in ownership of the 1,555 access points identified.

The majority of access identified for all uses is privately owned – and more vulnerable to conversion resulting in loss of access.

Access Ownership



Access ownership in Southern, Midcoast and Downeast Maine

Access Usage

While the impetus for this study was the need for good information to inform working-waterfront protection strategies, it was important to look at the variety of demands on access infrastructure. Ultimately, providing adequate access infrastructure is a balancing act involving recreational, working-waterfront and other uses – in many instances the needs for these users overlap and can be shared; at other times they require very different types of services, and separate locations.

The overwhelming majority of uses identified were commercial fishing activities occurring at 57% of the 1,555 access points identified, and recreational use occurring at 59% of the identified access points.

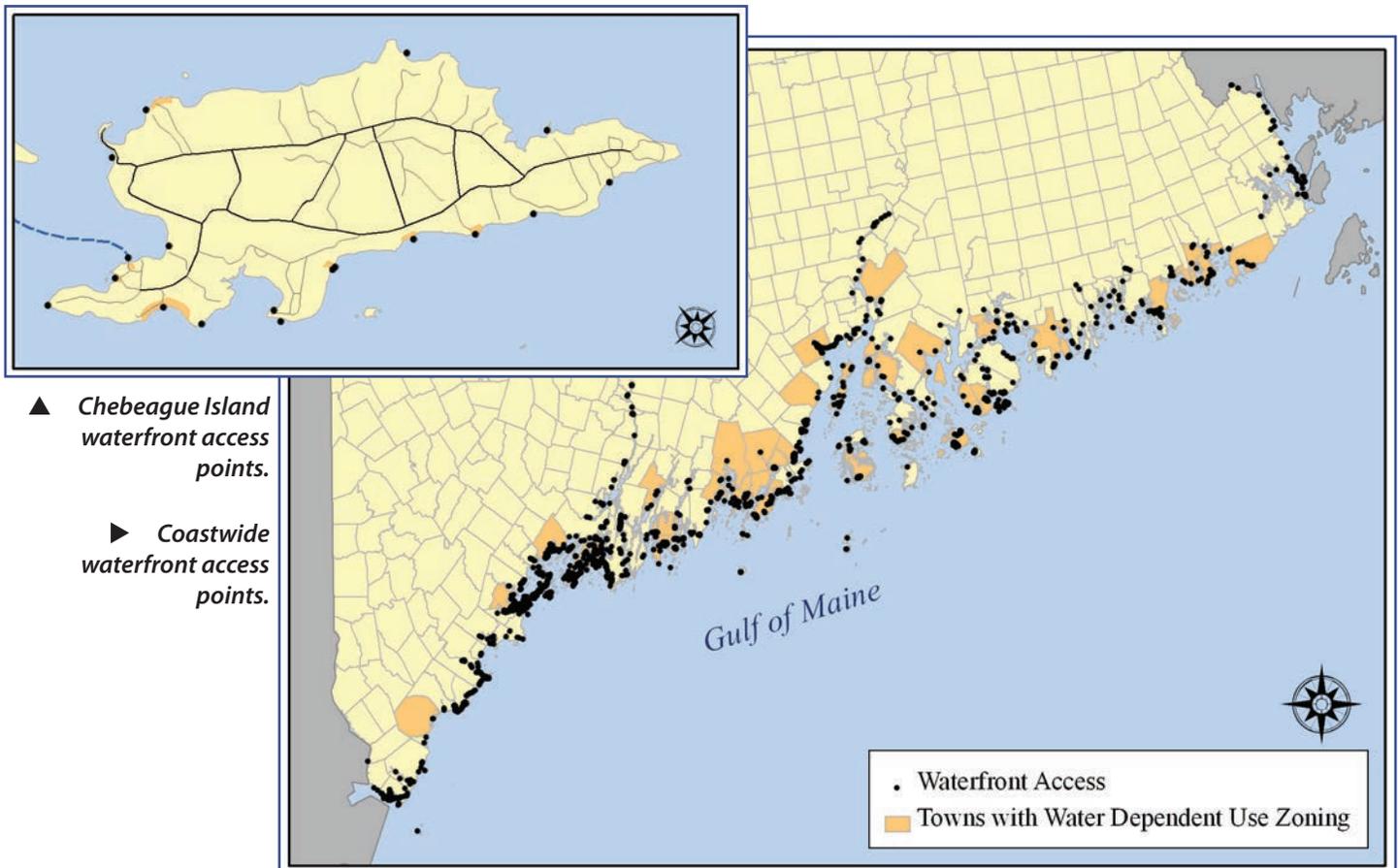
We also asked communities to identify the primary use of each access point. When we separated out access by primary use we found that, of the total access points identified:

32% are used primarily for commercial fishing;
31% are used primarily for recreational activities;
14% are identified as primarily mixed-use access.

In many instances the needs for these users overlap and can be shared; at other times they require very different types of services, and separate locations.

Access Uses	# Providing Use Access	% of Total
Recreation	924	59%
Commercial Fishing	888	57%
Commercial Business	310	20%
Residential	217	14%
Transportation	140	9%
Marine Construction	73	5%
Public Safety	75	5%
Education	64	4%
Other	54	3%
Aquaculture	38	2%
Industrial	38	2%

Table: Current statewide waterfront access uses



Only 45 (33%) of Maine's coastal towns have some type of water-dependent use zoning, protecting 150 miles of coastline (less than 3% of Maine's coast)

Zoning

One waterfront protection strategy that local towns can and do employ is zoning specifically for water-dependent uses. There is no standard for this type of zoning, so the name and legal ordinances for water-dependent use zoning differed throughout the coast. We found, however, that the vast majority of waterfront access was not protected through zoning measures.

446 (29%) waterfront access points are currently protected under some type of water-dependent use zoning

320 (21%) access points are both privately owned

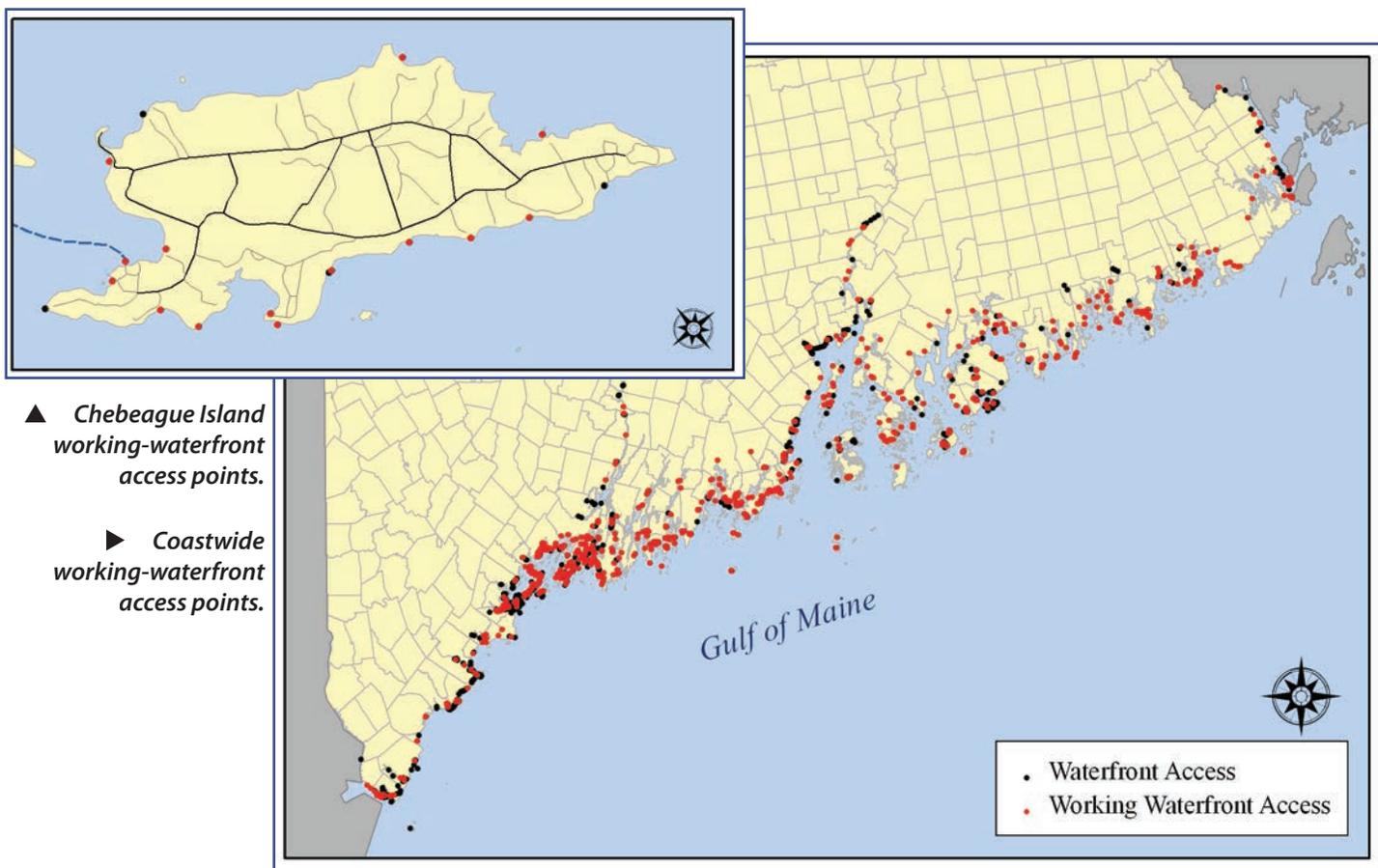
and fall outside of water-dependent use zoning, making them vulnerable to conversion

All-Tide Access

One of the most desirable traits for an access site is the ability of boats to pull up at a dock at all tides. A 1989 Maine State Planning Office study identified only 175 miles of Maine's coastline as sufficiently deep and sheltered to support working-waterfront activities. Of these 175 miles, we found that only 21 miles* of Maine's entire coast currently provide all-tide water access for all uses.

1,125 points of the 1,555 total access points (72%) provide all-tide water access

*Statewide access length was determined by calculating an average coastline length per access point. After measuring the length of coastline of a representative sample of points along the coast we used an average of 100 ft. / access point to extrapolate coastline measurements statewide.



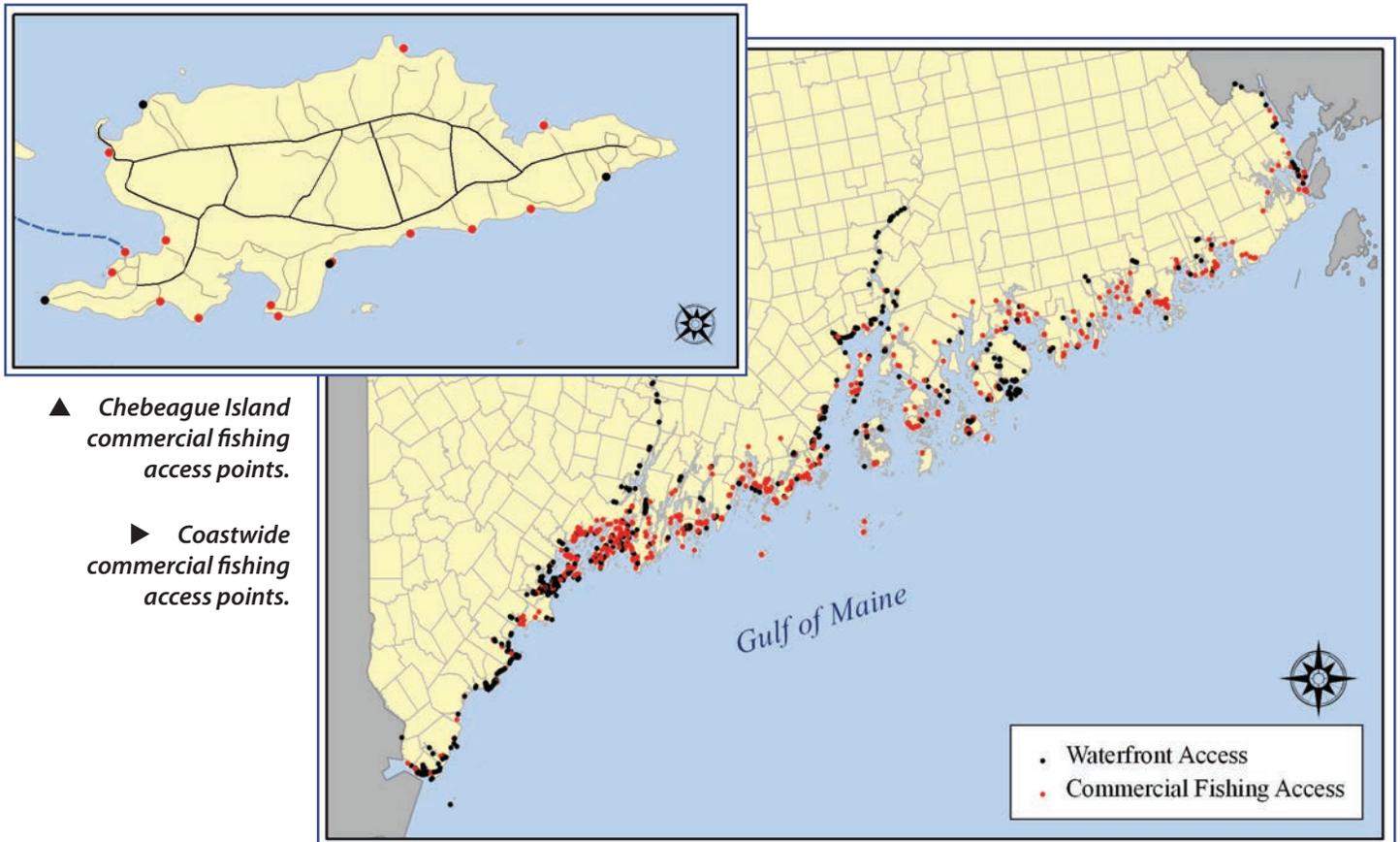
Only 1,045 of the 1,555 points identified provide working-waterfront access, that is, they support commercial fishing uses and/or water-dependent businesses.

Working-Waterfront Access

The data presented above represent all of the waterfront access data collected, and include a wide variety of access uses. The data that follow focus specifically on statewide waterfront access that can be classified as supporting working-waterfront activities. For the purposes of this study we defined “working waterfronts” as supporting activities that require access to the water to make a living. These activities can include commercial fishing, marinas, boatbuilding and marine construction, etc.

Only 1,045 of the 1,555 points identified provide working-waterfront access (that is, they support commercial fishing uses and/or water-dependent businesses)

Only 81 access points have the qualities of a “prime working waterfront” by providing adequate parking, all-tide access, and on-site fuel availability.



Of these 888 commercial fishing access points, 66% are privately owned and vulnerable to conversion to other, incompatible uses.

Commercial Fishing Access

Looking specifically at waterfront access that supports commercial fishing activities, the number of access points available decreases further.

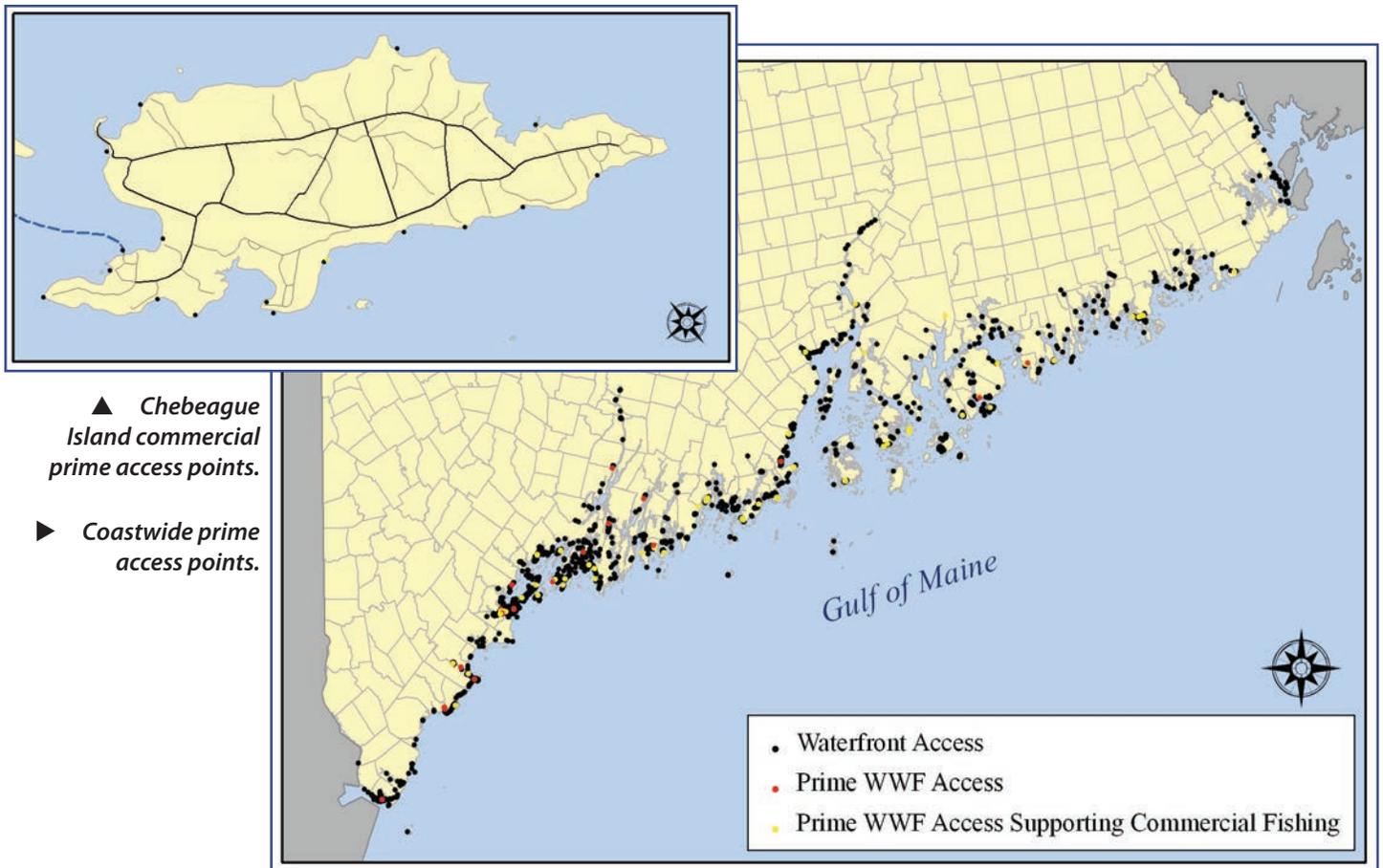
Of the 1,555 identified saltwater access points, 888 (57%) support commercial fishing activities.

Of these 888 access points, 66% are privately owned and vulnerable to conversion to other, incompatible uses.

498 (56%) of the 888 access points supporting commercial fishing activities identified commercial fishing as the primary use of that facility

44% of commercial fishing access also has competing uses trying to access the same resource

Only 62 of the 81 “prime working waterfront” points with adequate parking, all-tide access, and availability of on-site fuel currently support commercial fishing activities.

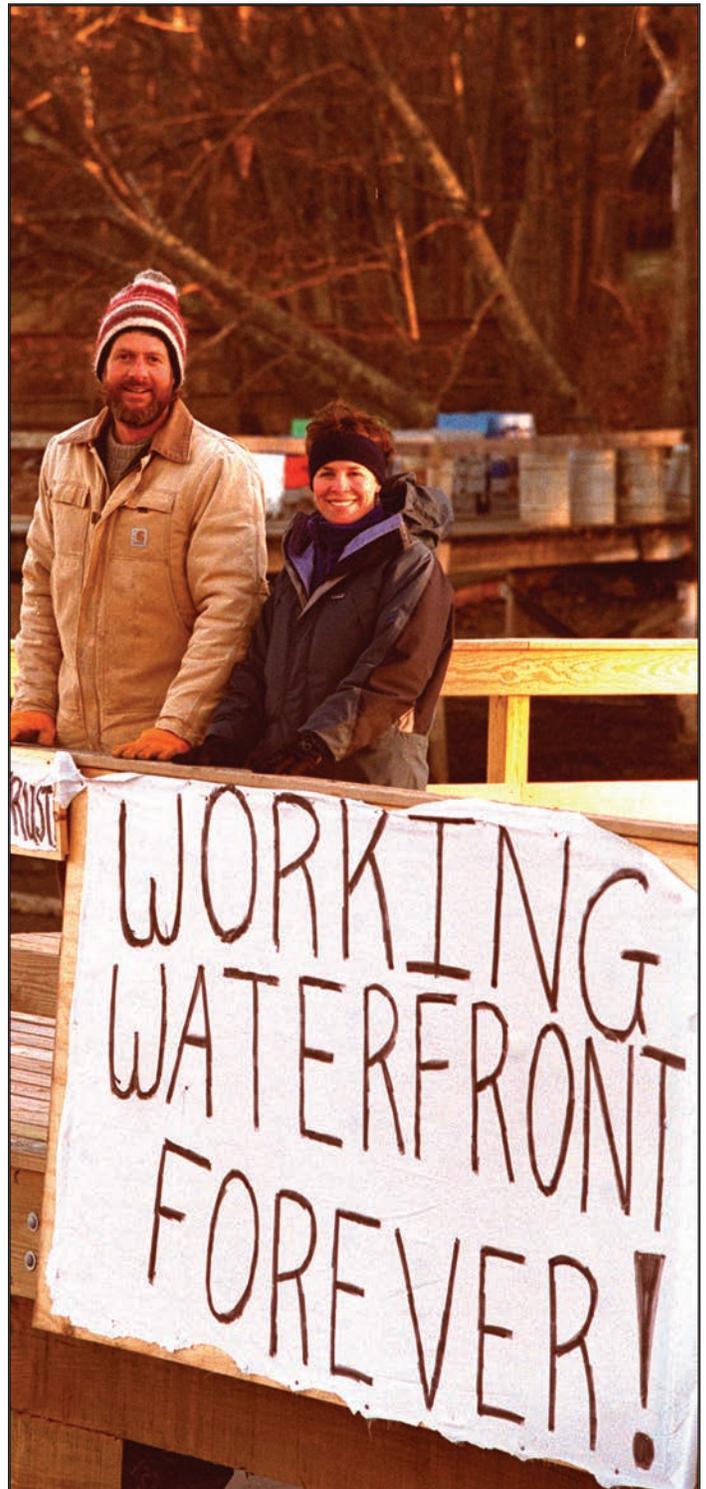


Only 81 access points have the qualities of a “prime working waterfront” by providing adequate parking, all-tide access, and on-site fuel availability.

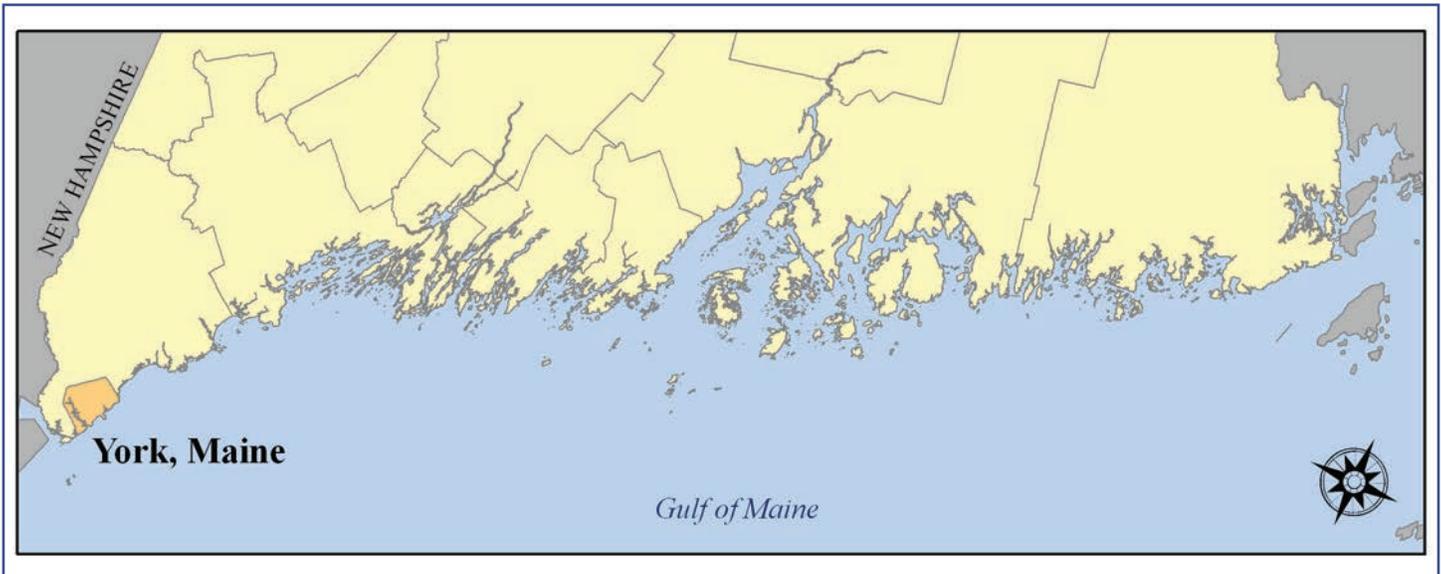
Of the 81 points that qualify as prime working waterfront only 62 “prime working waterfront” points currently support commercial fishing.

Waterfront Protection Strategies: At Work in Maine

For a year and a half, we met with coastal community leaders collecting information on waterfront access. Data collection meetings in each town typically had two to five community members in attendance representing town managers, harbor masters, selectmen, fishermen and concerned citizens. While the data collected during those meetings are important for informing local, regional, and statewide planning, just as important are the conversations that happened during those sessions. Sometimes it was the first time a group of community leaders had sat down together to talk about the waterfront access situation in their town and what their strategies were for maintaining that access. Other communities already had measures in place to protect the access they all believed was critically important. During these discussions we usually received questions about the types of water access protection strategies other towns were implementing throughout the state – whether it was water-dependent use zoning, funding strategies, or unique community partnerships. The case studies that follow present three examples of the types of protection strategies communities are using to maintain their water access. These case studies and protection strategies did not grow from our statewide water access inventory, but we hope they can help to answer the question we heard so frequently: “What are other towns doing...?”



Reprinted courtesy of Foster's Daily Democrat, Dover, NH. Photo by Steve Drozell.



Case Study – York: Unique Partnerships Yield Results

York Harbor in southern Maine is an old fishing community, dating back to the early 1600s. It continues today as a vibrant fishing community with approximately 35 lobster boats, 4 tuna boats and 3 draggers. In 2003 a commercial pier (2,290 square feet) on the York River was listed for sale with a small piece of adjoining land (.15 acre). The asking price for the entire property was somewhat over \$800,000 and the estimated business value was \$300,000. The owner of the property had obtained a building permit to construct a very substantial house, thus justifying the high asking price. At another location in 2000 a substantial pier, which dated back to the 1700s, became available. It was purchased and converted into a personal residence. In 2002 that residence sold for more than \$2 million. The community did not wish to see that happen again.

Two local lobstermen wished to purchase the property, but knew that from a business perspective it could not work for the asking price. The two lobstermen contacted Joey Donnelly, a member of the harbor board, which began a series of conversations. These conversations included the lobstermen, York Land Trust, Coastal Enterprises Inc., a maritime lawyer and the Old York

Historical Society. The group discussed the fact that, if this project were to come to fruition, the lobstermen would have to develop a partnership with a nonprofit organization.

The York Land Trust agreed to consider the project. The dock is located in the middle of an historically significant area of York and its location is such that, by keeping it open and as working waterfront, the views of the York River are enhanced from a mile east to a mile west of the dock. The York Land Trust and the lobstermen agreed on an asking price of \$710,000 with the lobstermen contributing \$300,000 and the land trust agreeing to raise funds to contribute the remainder.

The next step was to develop a conservation easement that required the property to be used only as working waterfront, provided public access on a portion of the property, and protected its scenic beauty. It became apparent that conservationists and lobstermen do not always view certain issues the same way. This necessitated a series of conversations to discuss what the lobstermen would need to be able to have a successful business. The list included off-loading catch, keeping bait barrels, traps and other gear in a convenient spot,

tying up their boats, and working on their boats. Many of the access functions crucial to lobstermen are similar to marina operations. Because of the location of the dock, the neighbors and the land trust wanted to make certain that Sewalls Bridge Dock would never become a marina; however they really wanted the dock to continue to have working lobster boats tied alongside. The end result is an easement held by York Land Trust that contains an extensive definition of "Working Waterfront Uses." The final easement language was not totally agreed upon until the morning of the closing. That afternoon a local celebration took place: donors, lobstermen and their families, neighbors and others interested in the working waterfront all came together.

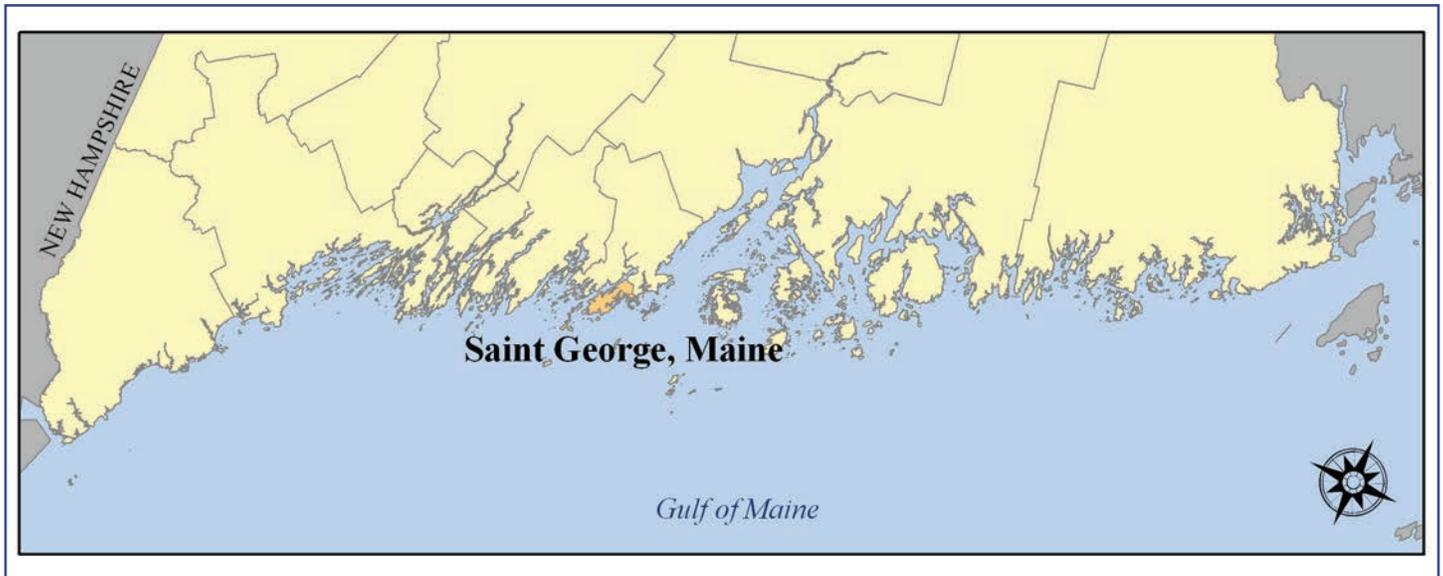
This project has shown that large partnerships will work if the goals are clear and compatible. While working-waterfront and conservation groups may start from different viewpoints, their overall objectives and goals can be melded once all parties are aware of what the others' needs are.

Since the completion of this project, York Land Trust has presented its innovative work to conservation groups throughout Maine, sharing the success story. For more information or to request a copy of the easement language contact:

York Land Trust
P.O. Box 1241
York Harbor, ME 03911
Ph. (207) 363-7300
<http://www.yorklandtrust.org/>



Aerial photograph of Sewalls Bridge Dock.



Case Study – St. George: Planning Ahead

The town of St. George has a total coastline of approximately 125 miles, includes the villages of Port Clyde and Tenants Harbor, and is home to the second largest groundfishing fleet in Maine. In 2003, there were 485 commercial fishing licenses requiring waterfront access. A majority (67%) of working-waterfront access and services are provided over privately owned residential property, and it is those privately owned residential facilities that are most at risk to loss of access. The town of St. George recognizes the importance of maintaining its waterfront access, and over decades has implemented measures to ensure that it will remain accessible to the public and viable for working-waterfront activities.

One of those measures is a shoreland zoning ordinance that includes areas designated as “Commercial Fisheries/Maritime Activities Districts” (CFMA). This ordinance was first adopted in June of 1973, and was amended or revised seven times between then and March of 2007 to accommodate changes within the community. The town CFMA district includes areas where the existing predominant pattern of development is consistent with the allowed uses for that district, as well as areas that are suitable for functionally water-dependent uses. The CFMA designation considers factors such as:

- Shelter from prevailing winds and waves;*
- Slope of the land within 250 feet, horizontal distance, of the shoreline;*
- Depth of the water within 150 feet, horizontal distance, of the shoreline;*
- Available support facilities including utilities and transportation facilities; and*
- Compatibility with adjacent upland uses.*

The district prohibits residential dwellings or other non-marine-related commercial enterprises such as motels/hotels or governmental structures. In this way the CFMA district helps to protect the commercial fishing business enterprises and access that falls within this zoning. Currently 2.4 miles of St. George’s coastline are zoned to protect Commercial Fisheries/Maritime Activities.

The town also created a pool of money and added to it over several years, allocating it for public land acquisition. As a result of regular annual investments to the fund, the town currently has approximately \$250,000 set aside to purchase land that can be made available for use by the public. Recently, the selectmen adopted a Public Land Acquisition Policy that identified needs specified

“It’s a community effort to protect our waterfront access – a feeling that we want to keep things a certain way. Many times if land providing access is up for sale the owner wants to sell to someone who will maintain that access.” John Falla, Town Manager

by several town departments for potential use of those funds. A major need is to add a public access site along the shoreline. Currently the town has two public landing sites, both over capacity with public recreational use and commercial fishing activities.

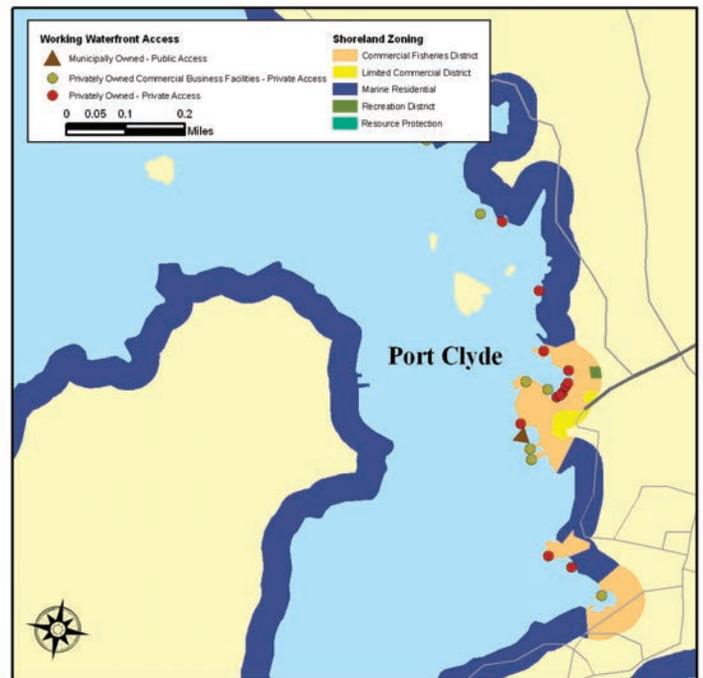
Finally, the town has a Coastal Water Management Board that has been studying the current conditions and uses at the two existing public landings. The board is looking for locations for a new public access site along the St. George River. To assist in that effort the board worked with CES, Inc., to complete a study in March 2007 entitled *St. George Public Access Points: Public Launching Facilities Project*. This study characterizes current conditions with the existing public facilities and outlines a set of criteria to be used in evaluating areas with potential for siting a new public launching facility.

CES, Inc. evaluated a portion of the St. George shoreline based on: water access and shore frontage, size of lot, road accessibility, environment and habitat considerations, conformance with land use zoning, and economics and availability. While the study recognizes that, to be suitable, a site does not need to have optimal characteristics in each of these categories, these characteristics should be understood before serious consideration of siting a new facility. In its study CES, Inc. applied these criteria to more than 200 lots along the St. George River and identified 12 lots for further consideration should the land become available for sale. The town is clear that it is only interested in creating additional waterfront access on property that is either publicly available for sale, donated, or sold willingly to the town at a fair market value.

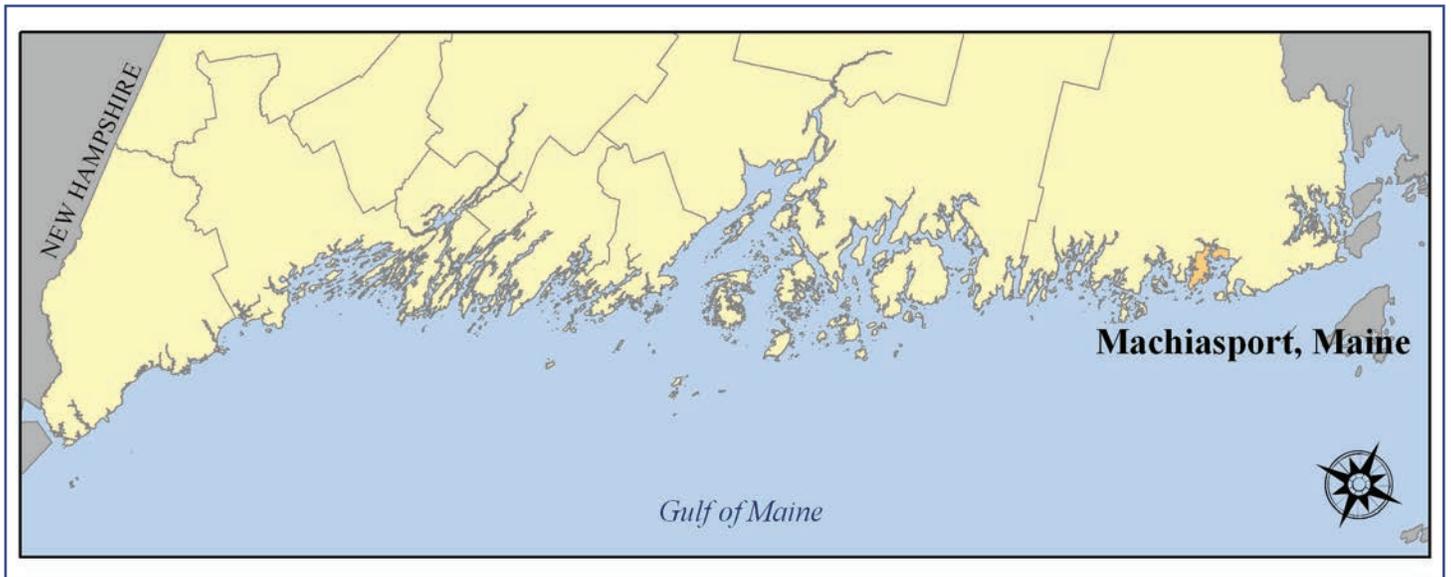
With the combination of meaningful zoning ordinances, financial planning, and detailed information about its waterfront, St. George is taking a proactive and innovative approach to managing and maintaining the community’s waterfront access for years to come.

John Falla, Town Manager
Town of St. George
PO Box 131
Tenants Harbor, ME 04860
207-372-6363

www.stgeorgemaine.com



An excerpt of the waterfront access and zoning data collected for St. George.



Case Study - Machiasport: Harbor Management

Machiasport, with a coastline of 82 miles, is defined by its maritime setting and heritage. With a year-round population of 1,160 residents (2000 Census), there are nearly 300 commercial fishing licenses issued to Machiasport residents supporting 455 jobs (57% of them in the fishing industry and associated trades). With support from the Washington County Council of Governments, the town of Machiasport is creating an innovative harbor management plan to evaluate and prioritize strategies for maintaining both public and working access to the water so that the town's maritime heritage can remain viable.

The goal of the Machiasport harbor management plan, currently under development, is preserving the cultural, historic, and archeological resources of its maritime heritage for future generations. The plan places particular emphasis on retaining and enhancing public access to the water. The study on which the plan is based confirmed public access sites either through deed research or by location on town-owned land or documented public rights of way. It also proposed policies for the continued use of the many traditional access points used by fishermen on private land that are used through a variety of informal arrangements with each individual property owner.

In the study, public and traditional access points were identified on a map, shown in Figure 11. Further information on the type and condition of the private traditional access sites was indicated in a table and then ranked by priority for protection on a scale of 1 to 3. The protection priorities were established as follows: 1 = critical access; used a lot; high priority for permanent protection, 2 = important access; used frequently; medium priority for permanent protection, 3 = access is used infrequently; low priority for permanent protection

Once the traditional access points were prioritized for protection, the harbor management plan laid out several implementation strategies for reaching protection goals. The town recognized that, as development pressures increase, so does the need to secure access in areas with the highest priority for protection. The highest of the high ranking access points were those where an entire cove or flat is currently reached only by private or "traditional" access points.

The first protection strategy identified in the plan was to secure funding to purchase land for waterfront access. In fact, the town successfully applied to Maine's Working Waterfront Access Pilot Program and was awarded funding to purchase a

right-of-way to secure clamming access to one of the region's best clam flats, permanently protecting a traditional access that had been identified as one of the high priority points. The issue is of such importance that the harbor management plan, currently in draft form, is already being implemented before it is complete.

A second implementation strategy involves negotiating with private landowners to seek to maintain traditional use of private roads or rights-of-way to the water. Through a collaboration among the town selectmen, planning board and harbor-master, Machiasport's plan includes strategies to engage these private landowners through:

Acknowledgement/celebration of landowners who continue the centuries-old practice of allowing public use of their lands;

Informal agreements allowing public use of lands;

More formal agreements allowing public use of lands until and unless problems arise from disrespectful use of private land (e.g., leaving gates open, littering, vandalism);

Providing property tax incentives to property owners who grant written, revocable rights of access across their property;

Purchasing rights of first refusal for access points or property of critical importance to the fishery;

Purchasing permanent easements or fee title to access points or property of critical importance to the fishery.

In addition, the town plans to use the inventory of traditional access to seek protection of these features when reviewing proposals for subdivision or development. This protection measure recognizes that the town is restricted in its legal ability to require public access when land is subdivided. The plan, however, has identified these traditional access points as important resources, and directs the planning board to ensure they are not destroyed by development. This keeps the option open for negotiation by the town with future landowners

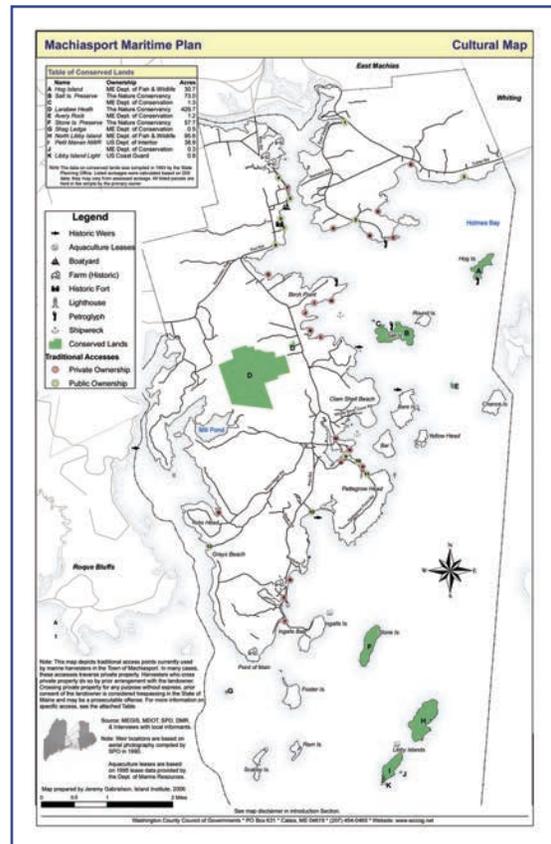
to allow continued use.

With a plan in place, the town seeks to maintain a link to its heritage of support for commercial maritime activities and public access to Machiasport waters.

For more information about the Machiasport harbor management plan contact:

Washington County Council of Governments
 Judy East, Executive Director
 P.O. Box 631
 Calais, ME 04619
 Ph. (207) 454-0465
<http://www.wccog.net/>

Town of Machiasport
 P.O. Box 267
 Machiasport, ME 04655
 Ph. (207) 255-4516



Cultural Map included in the Machiasport Maritime Plan

Planning for Our Future

Maine stands out for developing innovative programs to help solve growing waterfront access problems. The Island Institute is a leader in the Working Waterfront Coalition, a broad-based collaboration of more than 140 industry associations, nonprofit groups, state agencies and individuals that advocate for working waterfronts. Over the past several years the Working Waterfront Coalition has worked effectively with Maine's legislature to create a variety of tools to help preserve waterfront access. These tools include:

A "current use" tax incentive that allows working waterfront used for commercial fishing activities to be taxed at a lower rate. This program works similarly to previously existing forest, farmland and open space tax incentive programs.

Establishment of a working-waterfront covenant making it easier for land trusts and conservation organizations to hold easements on properties to protect waterfront access.

Implementation of the Working Waterfront Access Pilot Program (www.wwapp.org), providing an initial \$2 million of state bond funding to assist communities in purchasing land that supports

working-waterfront access. The pilot program is going well, and the Governor and Maine legislature are interested in allocating additional funding to continue the program.

To complement the collaborative work of the Working Waterfront Coalition, in March of 2007 the Island Institute launched an Affordable Coast Fund. The Affordable Coast Fund provides working-waterfront grants designed to address diminishing saltwater access for those who depend on it for their livelihoods. These grants assist with the purchase of property, development rights or rights-of-way, provide technical assistance (legal fees, appraisals, etc.) and support professional development (e.g. harbormaster certification, captain's license programs, etc.). For more information about the Affordable Coast Fund visit www.islandinstitute.org/AffordableCoast.

With so many innovative and productive programs under development, this statewide waterfront access inventory delivers timely information to support the case for continued development of statewide tools, and provides data for future planning.



Accessing the Data

The data collected through this study were designed for practical applications for local, regional, and statewide waterfront access planning. Getting the information into the hands of decision-makers at all levels is critical. At the same time, information collected through this study (for example, privately owned waterfront access) is potentially sensitive in nature, and requires a thoughtful data-release policy.

Working with representatives from local communities, regional and statewide nonprofit and government organizations, the Island Institute and its partners have developed a policy for release and use of the study data. While all information collected through this study is classified as public information, participating community leaders needed to maintain some local control over who was using the data and for what purposes. Information gathered through this study is available in the following ways:

Each participating coastal community received its local access data in the form of large format maps as well as copies of all digital data created through the project to be used for local planning.

Project fact sheets and data summaries are available for dissemination and are found online at www.islandinstitute.org.

Spatial data for all public access points identified, with permission from participating communities, will be available through the Maine Office of GIS, a statewide repository for spatial information.

The entire data set for each participating community, including all publicly owned and accessible points as well as privately owned and accessed points, is housed at the Island Institute and will be made available to interested organizations and individuals by request. In order to help community leaders maintain local control over the data that they believed was critical, anyone interested in obtaining the full inventory data set must first obtain permission from the local community before the Island Institute will release the data. While we understand that this is a potentially cumbersome process for those outside of the town who are interested in using the data, community members felt very strongly that they needed to remain informed about who has access to the data and for what purpose. This data release procedure, therefore, provides a means to keep communities informed while also providing the benefit of beginning local conversations about waterfront access with interested partnering conservation and planning organizations.

Working-Waterfront Resources - Organizations

ISLAND INSTITUTE

Affordable Coast Fund

Working waterfronts are the lifelines of Maine's island communities. The Institute's work includes supporting the Maine Working Waterfront Coalition, providing mapping technology assistance to coastal communities, convening forums to working-waterfront planning efforts, and working with the conservation and fishing communities to find common interest in protecting access to the sea. The Island Institute's mission is to support Maine's year-round island and remote coastal communities; to conserve Maine's island and marine biodiversity for future generations; to develop model solutions that balance the needs of the coast's cultural and natural communities and to provide information to assist competing interests in arriving at constructive solutions. The Island Institute recently introduced the Affordable Coast Fund, a grant program to address diminishing saltwater access for those who depend upon it for their livelihoods.

For more information contact :

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Marine & Working Waterfront Programs Officer
P.O. Box 648 (386 Main Street)
Rockland, ME 04841
(207) 594-9209
jlitteral@islandinstitute.org
www.islandinstitute.org/affordablecoast

COASTAL ENTERPRISES, INC.

Working Waterfront Loan Fund

Coastal Enterprises, Inc., a nonprofit economic development organization, manages a Working Waterfront Loan Fund that provides low-cost financing for dredging, pier maintenance, repairs and environmental upgrades. The fund offers loans to private pier and wharf operations that provide marine services and to commercial fishing, aquaculture, boat repair and boat-building operations. Some loans are made for acquiring real estate or access rights. The Working Waterfront Loan Fund promotes economic development in coastal communities by offering low-interest loans to fishing and marine-related businesses; forging strategic partnerships with local banks to stimulate waterfront investments; providing interim financing to acquire development rights; and offering direct technical assistance. Loans are made at fixed, below-market rates for 5- to 15-year terms in amounts ranging from \$10,000 to \$200,000.

For more information, contact:

Hugh Cowperthwaite,
(207) 772-5356,
hsc@ceimaine.org.
www.ceimaine.org/fisheries/workingwater.htm

WORKING WATERFRONT ACCESS PROTECTION PROGRAM (WWAPP)

Passage of the Land for Maine's Future (LMF) Bond in November of 2005 established a unique working-waterfront protection program, funded at the level of \$2 million for projects that protect strategically significant working waterfront properties. With the first round of allocations made and significant properties that support Maine's fisheries protected, the WWAPP is currently looking towards future bond packages to keep money available to protect this valuable resource.

For more information contact:

WWAPP
c/o Department of Marine Resources
21 State House Station
Augusta, ME 04333-0021 (207) 624-6550
<http://www.wwapp.org/index.cfm>

SUNRISE COUNTY ECONOMIC COUNCIL

Downeast Coastal Access Initiative

Project mission: To assist Downeast coastal communities in resolving working-waterfront access issues, including infrastructure-related issues. **How:** By working with communities in Downeast Maine collectively and individually to address waterfront access issues, particularly those involving access for commercial fishing. The council collects and analyzes data about coastal waterfront access, both public and private, that benefits commercial fishermen. It identifies potential and actual conflicts among waterfront users. It assists communities in devising ways to retain or enhance commercial fishing access. It provides technical assistance to Downeast coastal communities on waterfront initiatives. It facilitates dialogues among communities for cooperative waterfront initiatives and provides a link to federal, state and regional resources for waterfront communities pursuing waterfront access projects.

For more information contact:

Jennifer Peters,
207-255-0983
www.sunrisecounty.org

MAINE STATE PLANNING OFFICE

Maine Coastal Program

The Maine Coastal Program works with local citizens and leaders to sustain working waterfronts, offering technical support, workshops and resources. Its Web pages describe some of the local and state tools that can be used to preserve and enhance working waterfronts. The information on them will be updated and expanded over time.

For more information contact Jim Connors
207-287-8938
jim.connors@maine.gov
www.state.me.us/spo/mcp/wwi/community_ actions.php

MAINE DEPARTMENT OF MARINE RESOURCES

The DMR seeks to conserve and develop marine and estuarine resources, promote and develop coastal fishing industries and administer and enforce the regulations needed to protect marine resources.

21 State House Station
Augusta, ME 04333-0021
207-624-6550

MAINE HARBORMASTERS ASSOCIATION

The association promotes training of harbor-masters and encourages effective and uniform harbor management.

For more information, visit:
www.maineharbormasters.org

MAINE LOBSTERMEN'S ASSOCIATION

The MLA works to protect the lobster resource and the associated traditions and way of life. Founded on the principles of unity and cooperation, the MLA was formed by lobstermen to empower Maine's lobster industry by speaking with a united voice.

1 High Street, Suite 5
Kennebunk, Maine 04043
207-985-4544

MAINE MARINE TRADES ASSOCIATION

The marine-related businesses in the association (such as boat yards, boatbuilders, marinas, sailmakers, yacht brokers and marine product wholesalers) seek to promote and protect Maine's marine businesses and its marine environment.

P.O. Box 3551
Portland, Maine 04104-3551
207-773-8725

MAINE AQUACULTURE ASSOCIATION

MAA seeks to promote aquaculture, promote programs that preserve access for marine-dependent uses (particularly food production); and to provide information concerning technical advances to its constituents.

P.O. Box 148
Hallowell, ME 04347
207-622-0136

MAINE SEA GRANT

Maine Sea Grant works extensively with diverse partners to address Maine's growing waterfront access needs. Through forums, workshops and conferences, publications, inventories, and facilitation, their outreach program provides information and tools for protecting coastal access.

Natalie Springuel
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<http://www.seagrant.umaine.edu/extension/coastcom/coastacc.htm>

Working-Waterfront Resources - Publications

WORKING WATERFRONT/INTER-ISLAND NEWS

Published monthly by the Island Institute in Rockland, is available free in coastal communities or by contacting the Island Institute at 594-9209 or online at www.workingwaterfront.com.

MAINE HARBORMASTER'S MANUAL

This notebook contains relevant statutory and technical information for harbormasters concerning harbor management, mooring placement, etc. For a copy or more information, please contact the Maine Harbor Masters Association at 207-781-7317.

PRESERVING COMMERCIAL FISHING ACCESS: A STUDY OF WORKING WATERFRONTS IN 25 MAINE COMMUNITIES

This report, prepared by Coastal Enterprises, Inc., offers towns guidance in their work to support continued commercial fishing access, illustrating the variety of tools being used. Available online or by calling 207-287-1486.

PATHS AND PIERS: A STUDY OF COMMERCIAL FISHING ACCESS IN DOWNEAST MAINE COASTAL COMMUNITIES

This companion study to the one above was completed by the Sunrise County Economic Council for the Maine Coastal Program. For more information contact Jennifer Peters 207-255-0983.

THE RIGHT TACK: CHARTING YOUR HARBOR'S FUTURE

This Maine Coastal Program guidebook explains how to establish harbor committees, write effective harbor ordinances, and protect prime sites for water-dependent uses. Portions of the book are outdated, but it remains a useful guide for improving harbor management. Contact MCP 207-287-1486 for a copy.

THE WATERFRONT CONSTRUCTION HANDBOOK: GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF WATERFRONT FACILITIES

This guide, published by the Maine Coastal Program in 1997, provides the technical information needed to design and construct environmentally appropriate piers, wharves, bulkheads, seawalls, ramps, gangways, floats and related landslide facilities. It is intended as a reference book for municipal officials, private waterfront landowners and others who need information about waterfront design, construction, and related permitting. Contact MCP at 207-287-1486 for a copy.

CONTRIBUTION OF WORKING WATERFRONTS TO THE MAINE ECONOMY

In this report economist Charles Colgan explores the economic impact of Maine's working-waterfront activities, showing that protecting our working-waterfront is smart economic development. Colgan compares the economic contribution of coastal residential construction and working waterfront activities, finding that the working waterfront contributes anywhere from \$15 million to \$168 million more per year to our gross state product than does coastal residential construction. This report is available through CEI, www.ceimaine.org, 207-772-5356.

SAVING WORKING WATERFRONTS: MAPPING THE MAINE COAST'S ECONOMIC FUTURE

This report, published by the Island Institute, provides information on legislative programs supporting working waterfronts which the public voted to approve in November 2005, and introduces preliminary findings from the statewide waterfront access mapping study. For more information contact the Island Institute.



ISLAND INSTITUTE

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