HARBOR ACCESS
ASSESSMENT REPORT
FINAL REPORT

COASTAL ZONE
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C2087

Maine. Coastal Management Program

Architects • Engineers • Planners

Ames Corporation

1 Merchants Plaza • Bangor, Maine 04401

HE554.B37F56 1987

FINAL
HARBOR ACCESS

ASSESSMENT REPORT

December, 1987

Prepared for the

TOWN OF TREMONT
Community Building
P.O. Box 65
Bernard, ME 04612

by

AMES CORPORATION
One Merchants Plaza
Bangor, ME 04401

Financial assistance for preparation of this document was provided by a grant from MAINE'S COASTAL PROGRAM, through funding provided by U.S. Department of Commerce, Office of Ocean & Coastal Resource Management, under the Coastal Zone Management Act of 1972, as amended.

FINAL
HARBOR ACCESS ASSESSMENT REPORT

Project Background

In February 1987 the Town of Tremont selected Ames Corporation to conduct a Harbor Access Assessment and a Strategy and Action Plan for Bass Harbor.

The study is divided into two major categories. The Harbor Access Assessment includes (1) commercial/recreation harbor facilities need and potential demand study; and (2) inventory/map potential public/private harbor access sites and facilities to include structural conditions, relation to harbor activities and environmental contraints/opportunities. The second major category is the Strategy and Action Plan which consists of (1) preparation of preliminary plans of approved access option; (2) development of cost estimates/budget; (3) identification of required Federal, State, or Local development permits; and (4) development of implementation schedule.

On October 22, 1987, a public meeting was held to present the draft report. A copy of public comments can be found in Appendix A.

Project Findings and Recommendations

During the site analysis phase eight (8) potential access sites were investigated. Tables 1, 2 and 3 summarize our findings.

Upon further analysis and discussion with the Special Committee for Harbor Planning and Development (SCHPD), areas 3, 4, and 6 were eliminated from further considerations and five schemes were developed for areas 1, 2, 5, 7, and 8 (see Lotting Plan, Fig. 1) along with cost estimates for each scheme.

After careful review by the SCHPD and Ames Corporation, it is recommended that the Town of Tremont select Scheme 5. The Bibber site would be within the Town's long range goals of providing public access, while protecting the fishing fleet (if private wharfs do not survive). In addition the Gott/Townsend site would provide for recreational boating in an area within easy walking distance to existing Town services.

TABLE 1

TOWN OF TREMONT

HARBOR ACCESS SITE ANALYSIS

Key No.*	Property Owner	1986 Assessed Val.	Remarks.
1.	George & Charlotte Lawson	$ 91,400.00	Existing 20' x 40' wharf; property not presently for sale; narrow access road; close to existing fishing fleet anchorage; no town services.
2.	LaJean Holstein	$109,800.00	Properties not presently for sale; existing houses occupy almost entire lot, narrow access road, summer parking problems; close to existing fishing fleet anchorage; no town services.
	George Trask	$159,000.00	
	Irving and Nancy Silverman	$ 78,900.00	
3.	Galley Cove		
	a. Florence Pettigrove	$ 65,000.00	Extensive dredging and/or fill; good access; properties not presently for sale; no town services.
	b. Robert and Colby Willis	$ 97,900.00	

*See Lotting Plan, Fig. 1

TABLE 2

TOWN OF TREMONT

HARBOR ACCESS SITE ANALYSIS

Key No.*	Property Owner	1986 Assessed Val.	Remarks
4.	Dorothy Wentworth Lynn Dow Lewis & Onalee Hopkins	$ 50,400.00 $ 66,200.00 $112,800.00	Properties not presently for sale; close to increased anchorage area; ice problems; good access; fairly close to town services.
5.	Hazel Gott Warren and Doris Townsend	$ 51,400.00 6,700.00	Properties not presently for sale; ice problems; good access; additional dredging required; close to town services.
6.	Kim Strauss Channing Washburn C. H. Rich Co.	$140,000.00 $ 94,100.00 $ 33,400.00	Property not presently for sale; good access; obtain only an access easement to new facility; ice problems; good access; close to town services.
7.	New England Equipment Rental, Inc.	$246,200.00	Property not presently for sale; potential condo project; existing wharf in very poor condition; wave surge problems; good access; close to town services.

*See Location Plan, Fig. 1

TABLE 3

TOWN OF TREMONT

HARBOR ACCESS SITE ANALYSIS

Key No.*	Property Owner	1986 Assessed Val.	Remarks
8.	William Bibber	$163,200.00	Property not presently for sale; close to existing fishing anchorage; no town services.

*See Lotting Plan, Fig. 1

POTENTIAL DEMAND/FACILITIES NEEDS

A. COMMERCIAL FISHING ACTIVITIES

In 1984 there were one hundred forty (140) licensed commercial fishermen in Tremont. (Source: Department of Marine Resources) Of the total number of commercial fishermen, one hundred twenty-three (123) or eighty-eight (88) percent held lobster licenses. In 1986 one hundred fourteen (114) licenses were issued of which seventy-three (73) were lobster and crab. (Source: Department of Marine Resources) This number represents sixty-four (64) percent of the total licenses issued or a twenty-four (24) percent decrease since 1984. In addition the total number of licenses issued decreased nineteen percent (19%). A breakdown of the number of licensed lobstermen and other fishermen in Tremont is provided below:

COMMERCIAL FISHERMEN IN TREMONT

Year	Licensed Lobstermen	Other Lobstermen	Total Fishermen
1984	123	17	140
1986	73	41	114

The present number of fishing (commercial) boats moored in Bass Harbor is approximately seventy-five (75). We were unable to determine how many of the seventy-five (75) fishing boats actively fish.

In terms of potential demand, we believe constructing a new public landing will not bring new fishing boats into Bass Harbor. There are too many other economic problems which govern the number of boats engaged in fishing activities. However, we do feel a public landing in Bass harbor will enable Tremont to maintain its existing commercial fishing fleet.

Facilities required for the fishing fleet include a wharf for off-loading equipment or catch, a boat ramp, a dry dock and/or slips for temporary repairs, vehicle parking and electrical service.

B. RECREATIONAL BOATING

As of November 1986 approximately one hundred seventy-five (175) recreational boats were moored in the Tremont area. (Source: Inland Fisheries and Wildlife)

In a recent market study prepared for Bucksport by Market Decisions, Inc. it was stated that Hancock County had a total of

7,383 boats registered in 1985, of which 2,222 were recreational boats 15' or greater in length. Of the 2,222 recreational craft, 16% were sailboats and 84% were power boats. Assuming the same percentage holds true for Tremont, then of the 175 recreational boats, 28 would be sailboats and 147 would be power boats. It is interesting to note that most sailboats remain in the water during the entire season, while power boats are split between trailering and seasonal mooring.

The Bucksport study indicated that boat ownership in Maine is growing at an average rate of 0.9% per year and that demographic features of age, income and occupation tend to favor growth in boat ownership.

Assuming a 1% per year growth rate for seasonal mooring requirements, the additional 30 moorings proposed by Bass Harbor should be sufficient for the forseeable future. However, another potential source of demand would be transient boaters who might seek accommodations for short periods. Although exact numbers of transients boaters are difficult to project, it is likely that transients will be more evident along open coastline areas such as Bass Harbor.

All indications point to increased recreational boating demands. A community such as Bass Harbor can provide facilities for these boaters as well as the commercial fishing fleet. Facilities, such as a boat ramp, floats, electrical service, and auto parking can be phased based on available local, state and federal monies.

POTENTIAL HARBOR ACCESS SITES

A. GENERAL

Five schemes were developed which considered separate recreational and commercial facilities as well as combined facilities. Conceptual designs and cost estimates were prepared for each scheme. Cost estimates do not include property acquisitions. All schemes, whether separate commercial and recreational or combined commercial and recreational, contain the same facilities: (wharf, boat ramp, floats, bulkhead, auto parking, etc.)

B. SCHEME 1

This alternative proposes recreational boating be developed on the Holstein, Trask and Silverman property with a separate commercial fishing facility to occupy the Lawson property (See Fig. 2).

Although this alternative is the least expensive to develop ($1,303,904.00) recreational boaters would be located in an area with poor roadway access and no services (restaurants, stores, etc.).

CONSTRUCTION COST ESTIMATE

DATE PREPARED 9-28-87 | SHEET | OF

PROJECT: Tremont Harbor Access Study

LOCATION: Bass Harbor, ME

ARCHITECT ENGINEER: AMES CORPORATION

BASIS FOR ESTIMATE
- [x] CODE A (NO DESIGN COMPLETED)
- [ ] CODE B (PRELIMINARY DESIGN)
- [ ] CODE C (FINAL DESIGN)
- [ ] OTHER (SPECIFY) _____

DEPARTMENT: | ESTIMATOR: CWS | CHECKED BY: PTC

SUBJECT: Holstein, Trask, Silverman

		QUANTITY		MATERIAL		LABOR		TOTAL COST
		NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
1.1	Boat Ramp and Parking at							
	end of Steamboat Lane,							
	Lots 17-36, 17-37 & 17-38							
1.	Excavation & Backfill	3000	CY	$8.50	$25,500.			$ 25,500.
2.	Demolition of Buildings	3	EA	$5000.	15,000.			15,000.
3.	Landscaping		LS		20,000.			20,000.
4.	Paved Parking Lot	4300	SY	$ 5.00	21,500.			21,500.
5.	Pile Supported Pier	6000	SF	$ 60.	$360,000.			$360,000.
6.	Access Ramp		LS		$ 4,000.			4,000.
7.	Floats	1400	SF	$ 30.	42,000.			42,000.
8.	Concrete Boat Ramp		LS		8,500.			8,500.
	Subtotal							$496,500.
	Contractor O & P		15%					$ 74,475.
	Subtotal							$570,975.
	Contingency		10%					$ 57,098.
	Subtotal							$628,073.
	Engineering & Permitting		10%					$ 62,807.
	NOTE: Does not include							
	cost to purchase property							$690,880

CONSTRUCTION COST ESTIMATE

DATE PREPARED 9-28-87 | SHEET | OF

PROJECT Tremont Harbor Access Study

LOCATION Bass Harbor, Maine

ARCHITECT ENGINEER AMES CORPORATION

BASIS FOR ESTIMATE
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- [ ] OTHER (SPECIFY) ____

DEPARTMENT | ESTIMATOR CWS | CHECKED BY PCT

SUBJECT Lawson

		QUANTITY		MATERIAL		LABOR		TOTAL COST
		NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
12	Fishing Fleet Access on Lot 17-25							
1.	Excavation & Backfill	1500	CY	$ 8.50	$ 12,750.			$ 12,750.
2.	Demolition of Structures		LS		$ 10,000.			$ 10,000.
3.	Clearing & Grubbing	1	Acre	$ 3800.	3800.			3,800.
4.	Landscaping		LS		20,000.			20,000.
5.	Pile Supported Pier	6000	SF	60.	360,000.			360,000.
6.	Access Ramp		LS		4,000.			4,000.
7.	Floats	1000	SF	30.	30,000.			30,000.
	Subtotal							440,550.
	Contractor O & P		15%					66,083.
	Subtotal							506,632.
	Contingency		10%					50,663.
	Subtotal							557,295.
	Engineering & Permitting		10%					55,729.
	NOTE: Does not include cost to purchase property							$ 613,024.

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C. SCHEME 2

This alternative (See Fig. 3) proposes a commercial fishing facility be developed on the Lawson property and a separate recreational boating facility be developed on the Gott and Townsend properties. Although the recreational boating is located near the appropriate services (restaurants, stores, etc.), the additional dredging and fill required to locate the recreational boating in this area results in the second most costly of all the options ($3,208,735).

CONSTRUCTION COST ESTIMATE

DATE PREPARED 9-28-87 | SHEET | OF

PROJECT Tremont Harbor Access Study

LOCATION Bass Harbor, Maine

ARCHITECT ENGINEER AMES CORPORATION

BASIS FOR ESTIMATE
- [x] CODE A (NO DESIGN COMPLETED)
- [ ] CODE B (PRELIMINARY DESIGN)
- [ ] CODE C (FINAL DESIGN)
- [ ] OTHER (SPECIFY) ____

DEPARTMENT | ESTIMATOR CWS | CHECKED BY PCT

SUBJECT Lawson	QUANTITY NO. UNITS	QUANTITY UNIT MEAS.	MATERIAL PER UNIT	MATERIAL TOTAL	LABOR PER UNIT	LABOR TOTAL	TOTAL COST
2.1 Fishing Fleet Access							
on Lot 17-25							
1. Excavation & Backfill	1500	CY	$ 8.50	$ 12,750.			$ 12,750.
2. Demolition of Structures		LS		$ 10,000.			$ 10,000.
3. Clearing & Grubbing	1	Acre	$ 3800.	3800.			3,800.
4. Landscaping		LS		20,000.			20,000.
5. Pile Supported Pier	6000	SF	60.	360,000.			360,000.
6. Access Ramp		LS		4,000.			4,000.
7. Floats	1000	SF	30.	30,000.			30,000.
Subtotal							440,550.
Contractor O & P		15%					66,083.
Subtotal							506,632.
Contingency		10%					50,663.
Subtotal							557,295.
Engineering & Permitting		10%					55,729.
NOTE: Does not include	ost						
cost to purchase property							$ 613,024.

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CONSTRUCTION COST ESTIMATE

DATE PREPARED 9-28-87 | SHEET | OF

PROJECT: Tremont Harbor Access Study

LOCATION: Bass Harbor, Maine

ARCHITECT ENGINEER: AMES CORPORATION

BASIS FOR ESTIMATE:
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- [ ] CODE C (FINAL DESIGN)
- [ ] OTHER (SPECIFY) ____

DEPARTMENT | ESTIMATOR: CWS | CHECKED BY: PCT

SUBJECT: Gott/Townsend	QUANTITY NO. UNITS	QUANTITY UNIT MEAS.	MATERIAL PER UNIT	MATERIAL TOTAL	LABOR PER UNIT	LABOR TOTAL	TOTAL COST
2.2 Boat Ramp, Access and							
parking; recreational							
only; lots 12-16 and 13-18							
1. Excavation & Backfill	2300	CY	$ 8.50	$ 19,550.			$ 19,550.
(Gravel Borrow)							
2. Common Fill	45,000	CY	4.00	180,000.			180,000.
3. Dredge Excavation	45,000	CY	5.00	225,000.			225,000.
4. Demolition of Structures		LS		10,000.			10,000.
5. Landscaping		LS		20,000.			20,000.
6. Granite Bulkhead	3,000	CY	$ 450	1,350,000			1,350,000.
7. Pile Fenders	50	EA	300	15,000			15,000.
8. Access Ramp		LS		4,000			4,000.
9. Floats	1500	SF	30	45,000			45,000.
10. Boat Ramp		LS		8,500			8,500.
11. Paved Parking	4500	SY	5	22,500			22,500.
Subtotal							$1,899,950.
Contractor O&P		15%					$ 284,992.
Subtotal							$2,184,942.
Contingency		10%					$ 218,494.
							2,403,436.
Engineering & Permitting		8%					$ 192,275.
NOTE: Does not include							
cost to purchase property							
							$2,595,711.

D. SCHEME 3

This alternative (See Fig. 4) proposes a combined recreational and commercial facility located on the Gott and Townsend properties. The economic benefit of a single facility can be seen by saving approximately $100,000 over Scheme 2, however the ice build up in this cove would make it difficult, if not impossible, for the fishing fleet to utilize this facility during the winter.

CONSTRUCTION COST ESTIMATE

DATE PREPARED 9-28-87 | SHEET | OF

PROJECT: Tremont Harbor Access Study

LOCATION: Bass Harbor, Maine

ARCHITECT ENGINEER: AMES CORPORATION

BASIS FOR ESTIMATE:
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- [ ] CODE B (PRELIMINARY DESIGN)
- [ ] CODE C (FINAL DESIGN)
- [ ] OTHER (SPECIFY) ____

DEPARTMENT | ESTIMATOR: CWS | CHECKED BY: PCT

SUBJECT: Gott/Townsend	QUANTITY NO. UNITS	QUANTITY UNIT MEAS.	MATERIAL PER UNIT	MATERIAL TOTAL	LABOR PER UNIT	LABOR TOTAL	TOTAL COST
3.1 Boat ramp, access and							
parking; recreational and							
fishing, lots 12-7 & 13-8							
1. Excavation and backfill	3600	CY	$ 8.50	$ 30,600.			$ 30,600.
(Gravel Borrow)							
2. Common Fill	58,000	CY	4.00	232,000.			232,000.
3. Dredge Excavation	51,000	CY	5.00	255,000.			255,000.
4. Demolition of Structures		LS		10,000.			10,000.
5. Landscaping		LS		20,000.			20,000.
6. Granite Bulkhead	3600	CY	450.	1,620,000.			1,620,000.
7. Pile Fenders	60	EA	300.	18,000.			18,000.
8. Access Ramp		LS		4,000.			4,000.
9. Floats	1500	SF	30.	45,000.			45,000.
10. Boat Ramp		LS		8,500.			8,500.
11. Paved Parking	7200	SY	5.00	36,000.			36,000.
Subtotal							$ 2,279,100.
Contractor O & P		15%					$ 341,865.
Subtotal							$ 2,620,965.
Contingency		10%					$ 262,096.
Subtotal							$ 2,883,061.
Engineering & Permitting		8%					$ 230,665.
							$ 3,113,706.

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E. SCHEME 4

This alternative (See Fig. 5) proposes a combined recreational and commercial facility at the old Underwood Plant Site. Although estimated development costs ($3,074,171) are less than Scheme 2 and 3, this site potentially has the highest land acquisition costs. In addition, major renovation to the existing wharf is required.

This option is the most centrally located of all others. All services are located within easy walking distance.

CONSTRUCTION COST ESTIMATE

DATE PREPARED 9-28-87 | SHEET | OF

PROJECT: Tremont Harbor Access Study

LOCATION: Bass Harbor, Maine

ARCHITECT ENGINEER: AMES CORPORATION

BASIS FOR ESTIMATE:
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- [ ] CODE B (PRELIMINARY DESIGN)
- [ ] CODE C (FINAL DESIGN)
- [ ] OTHER (SPECIFY) ____

DEPARTMENT | ESTIMATOR: AMR | CHECKED BY: GRB

SUBJECT: Underwood	QUANTITY		MATERIAL		LABOR		TOTAL COST
	NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
4.1 Underwood Site							
1 Excavation & Backfill	500	CY	$ 8.50	$ 4,250.			$ 4,250.
2 Demolition of Building	1	LS	5,000	5,000.			5,000.
3 Demolish portion of							
Existing Pier	1	LS	10,000	10,000			10,000.
4 Reconstruct Exist.Pier	14,900	SF	35	521,500			521,000.
5 Pile Supported Pier Add.	13,500	SF	60	810,000			810,000.
6 Granite Bulkhead	1,200	CY	450	540,000			540,000.
7 Pile Fenders	50	EA	300	15,000			15,000.
8 Access Ramp	1	LS	6,000	6,000.			6,000.
9 Floats	8800	SF	30	264,000.			264,000.
10 Concrete Boat Ramp	1	LS	8500	8,500.			8,500.
11 Landscaping	1	LS	20,000	20,000.			20,000.
12 Paved parking Lot	1000	SY	5.	5,000.			5,000.
Subtotal							$ 2,209,250.
Contractor O & P							$ 331,388.
Subtotal							$ 2,540,638.
Contingency							$ 254,064.
Subtotal							$ 2,794,701.
Engineering &							
Permitting							$ 279,470.
NOTE: Does not include							
cost to purchase							
property							$ 3,074,171.

F. SCHEME 5

This alternative proposes a commercial fishing facility be developed between the Bibber and Lawson sites and a separate recreational boating facility be developed between the Gott and Townsend properties. Although these sites accomplish the separation of commercial and recreational boaters, this alternative is the most costly to develop ($4,341,487).

CONSTRUCTION COST ESTIMATE

DATE PREPARED 12-10-87 | SHEET | OF

PROJECT: Tremont Harbor Access Study

LOCATION: Bass Harbor, Maine

ARCHITECT ENGINEER: AMES CORPORATION

BASIS FOR ESTIMATE
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- ☐ CODE B (PRELIMINARY DESIGN)
- ☐ CODE C (FINAL DESIGN)
- ☐ OTHER (SPECIFY) _____

DEPARTMENT | ESTIMATOR: AMR | CHECKED BY

SUBJECT: Bibber	QUANTITY NO. UNITS	QUANTITY UNIT MEAS.	MATERIAL PER UNIT	MATERIAL TOTAL	LABOR PER UNIT	LABOR TOTAL	TOTAL COST
5.1 Bibber Site							
1. Excavation & Backfill	1500	CY	8.50	11,970			$ 11,970.
(gravel borrow)							
2. Pile supported pier	1500	SF	60	90,000			90,000.
addition							
3. Granite Bulkhead	1742	CY	450	783,900			783,900.
4. Pile Fenders	50	EA	300	15,000			15,000.
5. Access Ramp	2	LS	6000	12,000			12,000.
6. Floats	9900	SF	30	297,000			297,000.
7. Boat Ramp	1	LS		8,500			8,500.
8. Paved Parking	550	SY	5	2,730			2,730.
9. Landscaping	1	LS		20,000			20,000.
10. Road Construction	1	LS		13,500			13,500.
SUBTOTAL							$1,254,600.
Contractor O & P			15%				188,190
SUBTOTAL							$1,442,790.
Contingency			10%				144,279.
SUBTOTAL							$1,587,069.
Engineering & Permitting			10%				158,707.
NOTE: Does not include cost to purchase property							
TOTAL							$1,745,776.

CONSTRUCTION COST ESTIMATE

DATE PREPARED 9-28-87 | SHEET | OF

PROJECT: Tremont Harbor Access Study

LOCATION: Bass Harbor, Maine

ARCHITECT ENGINEER: AMES CORPORATION

BASIS FOR ESTIMATE:
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- [ ] CODE C (FINAL DESIGN)
- [ ] OTHER (SPECIFY) ____

DEPARTMENT | ESTIMATOR: CWS | CHECKED BY: PCT

SUBJECT: Gott/Townsend

		QUANTITY		MATERIAL		LABOR		TOTAL COST
		NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
5.2	Boat Ramp, Access and							
	parking; recreational							
	only; lots 12-16 and 13-18							
1	Excavation & Backfill	2300	CY	$ 8.50	$ 19,550.			$ 19,550.
	(Gravel Borrow)							
2	Common Fill	45,000	CY	4.00	180,000.			180,000.
3	Dredge Excavation	45,000	CY	5.00	225,000.			225,000.
4	Demolition of Structures		LS		10,000.			10,000.
5	Landscaping		LS		20,000.			20,000.
6	Granite Bulkhead	3,000	CY	$ 450	1,350,000			1,350,000.
7	Pile Fenders	50	EA	300	15,000			15,000.
8	Access Ramp		LS		4,000			4,000.
9	Floats	1500	SF	30	45,000			45,000.
10	Boat Ramp		LS		8,500			8,500.
11	Paved Parking	4500	SY	5	22,500			22,500.
	Subtotal							$1,899,950.
	Contractor O&P		15%					$ 284,992.
	Subtotal							$2,184,942.
	Contingency		10%					$ 218,494.
								2,403,436.
	Engineering & Permitting		8%					$ 192,275.
	NOTE: Does not include							
	cost to purchase property							
								$2,595,711.

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APPENDIX

Public Meeting
Draft Harbor Access
& Waterfront Land Use Reports
Tremont Community Building
October 22, 1987
7:00 P.M.

Present: Special Committee members Fay Lawson, Tom Goodwin, Jim Harper, Haywood May, Tom McAfee and John Brown, Greg Beswick from Ames Engineering and approx. 55 members of the public.

Fay Lawson gave a brief introduction and history of the Planning Grant Committee and its goals - finding a solution to obtaining harbor access and land use regulations which would guarantee the access.

Greg Beswick was introduced and described the sites which have been studied and narrowed it down to four (4) possibilities. Approximate costs were given, not including purchase of the real estate itself. His preferred option was #4, the site of the old Underwood plant.

The meeting was then opened to questions and comments from the public.

Dick Black: West side of Harbor would be best due to better protection, ice etc. Underwood factory a very poor location and too much money.
Art Paine: Cost seems too high on all options.
Henry Wilensky-Lanford: Why couldn't land use zoning protect the wharfs from a change of use.
Dick Black: Doesn't feel taxes could ever pay for such a large project. The availability of grant money was explained by Tom Goodwin but Mr. Black still felt costs would be prohibitively high.
Norman Nadel: Doesn't like any of the options and the one Mr. Beswick favors is definitely the worst. Thinks the Town should seek a second opinion.

A general feeling among the public that money was a big problem.

After a 10 minute break John Brown gave a brief history of the Shoreland Zoning Ordinance. Within the next 4 months the Planning Board will have a proposal for changes in the present Ordinance. Responses from the recent survey show a strong desire for zoning.

Kim Strauss: If a 50' setback is proposed he does not feel it is enough. Needs to be much more. Favors 'neighborhood' type zoning.
Betsey Tracey: Concerned about water supply and quality in already built up areas.
Stan Grierson: Doesn't feel he can impress enough the seriousness of a water problem. Tremont is unique in that it is almost entirely ledge.

A hand vote was taken on the 4 options. Of the approx. 55 people only 5 voted. One for option #1, one for option #2 and three for option #3.

A vote was then taken to see if people were interested in any kind of harbor access. Unanimous yes vote.

Kim Strauss feels site just North of C.H. Rich Company was dismissed too soon. Would like to see it studied further.

Meeting was over at 9:05 P.M.

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