

WATERFRONT DEVELOPMENT AND
REVILIZATION PROJECT

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WATERFRONT DEVELOPMENT AND REVITALIZATION PROJECT

PRESENTED TO THE PORT COMMITTEE
TOWN OF BOOTHBAY HARBOR

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by

Coastal Enterprises, Inc.
P.O. Box 268 - Middle Street
Wiscasset, Maine 04578

January 31, 1986

"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 and Coastal Resource Management, under the Coastal Zone Management Act of 1972, as amended.



**CAUTION:
WORKING
WATERFRONT**

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EXECUTIVE SUMMARY

WATERFRONT DEVELOPMENT AND REVITALIZATION PROJECT

PRESENTED TO THE PORT COMMITTEE
TOWN OF BOOTHBAY HARBOR

by

Coastal Enterprises, Inc.
P.O. Box 268 - Middle Street
Wiscasset, Maine 04578

February 4, 1986

Funded by the Town of Boothbay Harbor
and State Planning Office
under a Coastal Zone Management Planning Grant



**CAUTION:
WORKING
WATERFRONT**

WATERFRONT DEVELOPMENT AND REVITALIZATION PROJECT

EXECUTIVE SUMMARY

Introduction

The Waterfront Development and Revitalization Project was funded in September 1985 by the Town of Boothbay Harbor and State Planning Office under a Coastal Zone Management Planning Grant. The purpose of the project was to examine the commercial fishing needs in Boothbay Harbor, and to identify ways in which the town might help preserve the industry.

The Town of Boothbay Harbor, with the Port Committee serving as the oversight committee, contracted with Coastal Enterprises, Inc. of Wiscasset for the study. Among the issues reviewed in the report are: the role of municipalities in support of fish piers and facilities; harbor survey, shoreline zoning and related planning issues; East Harbor opportunities for berthing, fuel/ice, pounding, processing, freezing and other marine trade enterprises and recommendations. The analysis also involved three public hearings, meetings with the Selectmen and Port Committee, review of documents and interviews. Following is a summary of the report.

Trends in the Industry

The New England commercial fishing industry has been, since 1976 and the passage of the U.S. Fisheries Conservation and Management Act, a target for public and private investment. Regulation of the coastal fisheries in the 200-mile zone spurred confidence in a revitalized domestic fisheries industry.

Despite some benefits, the New England fishing industry has been hard hit in recent years. Maine landings declined by more than 25 percent between 1980 and 1985. Imports of Canadian fish have also tended to affect the viability of the industry. A number of plants in Rhode Island, Massachusetts and Maine have shut down. Nevertheless, a concentrated effort by the public and private sectors to address Canadian/U.S. trade relations, the opportunities in the U.S. seafood market and economic contribution of the industry are compelling reasons to consider ways to improve its environment.

Municipalities and the Working Waterfront

Throughout coastal U.S., municipalities ranging in size from New York City to Vinalhaven, ME, have taken initiatives to support a "working waterfront". Smaller coastal villages are particularly noteworthy in these endeavors, as the impact of a fishery on the local economy is so evident.

In addition to shoreline zoning ordinances or financing, many municipalities actually acquire a site, develop and manage it. Pier investment is an especially significant role for a municipality, as its cost, like roads or bridges, is prohibitive to the private industry. All municipalities seem to favor leases and concessions to the private sector where possible, and try to operate on a self-sufficient basis.

Municipalities can consider a number of management options. These include management by the selectmen, council or committee of the town; a commission, with semi-independent powers; an authority with full powers; a non-profit corporation under contract; or a private firm. Funding sources for municipalities to achieve their objectives include several federal programs, such as the Economic Development Administration or Farmers Home Administration and the State Department of Transportation, State Planning Office's Community Development Program and others. These programs are a mix of loans or grants. The town can also borrow money with a general obligation bond to finance a project.

Harbor Survey and Shoreline Zoning

Boothbay Harbor's waterfront has always supported a mix of uses, residential, retail, lobstering and the commercial fisheries. However, in recent years, this mix has faded away from the commercial fishing industry. Many communities have responded to the alternative development pressure by planning for waterfronts and adopting strict zoning controls.

Based on interviews and public hearings, community sentiment appears strongly in favor of retaining the commercial fishing industry. The industry also serves as a tourist attraction. The east side of the harbor is within the Eastside Business District, and certain commercial fisheries activity. The town could consider expanding the current zoning ordinances to more clearly protect portions of the area for marine use. Other areas of the harbor could be viewed with a similar aim. For example, non-marine uses could be prohibited within 250 feet of the high water mark or within the business district.

There are potentially three sites on the east side which lend themselves to consideration for fish pier facilities: the property known as Ocean Canyon (Map 16, Lot 21); Catholic Church pier and land area (Map 16, Lot 22); Boothbay Region Fish and Cold Storage (Map 16, Lot 23). These properties could be considered as a unit or individually, depending on their status. Presently, the Boothbay Region Fish and Cold Storage properties may be available for the town to consider options for its protection and development.

BRF&CS Site Specifications, Acquisition & Management

There has been a fish pier on the location for 60 years. In 1978 most of the buildings and the sea end of the wharf were destroyed by fire. The facility was rebuilt to include approximately 25,000 square feet of wharf and 20,000 square feet of land area.

The Coastal Zone Management study team recommends that the town purchase and develop this site to permanently preserve commercial fishing in Boothbay Harbor in a joint venture with Coastal Enterprises, Inc. of Wiscasset, ME. Under this proposal, CEI would:

- 1) lease the land and wharf from the town;
- 2) be granted full ownership of buildings, machinery and equipment;
- 3) further develop the complex for the marine trades industry by leasing or selling opportunities for private sector investment in fuel/ice, retail/wholesale fish market, lobster pound, off-loading, processing/freezing;
- 4) work with the town on subsequent pier design and user guidelines;
- 5) provide necessary management and operate on a self-sufficient basis.

This plan should generate a "working waterfront" facility for the community, provide the town the opportunity to direct the use of its land and wharf, encourage private sector investment, employment and tax revenues.

A three-phase program is envisioned which would use a mixture of private and public sources to raise the required \$1 million, which would be used as follows:

Phase I	Acquisition of Property, Site/Pier Improvements (Remove and rebuild damaged pier)	\$500,000
Phase II	Pier/Site Improvement, Expansion and Equipment (Rebuild and widen pier, dredge)	\$400,000
Phase III	Pier Expansion, Berthing and Ice (Extend pier, add berthing and floats)	\$100,000

Management and development costs included throughout. Phase II and III would be pursued subject to market demands and further analysis, along with private sector commitments.

The following is a recommended schedule of events based on the best information available.

<u>EVENT</u>	<u>DATE</u>
Application for CDBG	February 15, 1986
Application to Other Sources (Coastal Action Grants, DOT, etc.)	Next six months
CDBG Decision	April 26, 1986
Acquire property, establish management agreements	June 1, 1986
Systematically solicit user input to pier and equipment specifications	Start June 1, thereafter as required
Rebuild pier - Phase I	August 15, 1986
Obtain funds to improve South Pier	October 1, 1986
Implement plan for improvements to equipment (Fish, pump, ice capacity, tub dumper, take-out)	As required
Develop and maintain Harbor Access Plan	On-going

Findings and Recommendations

The following outlines the major findings and recommendations of the report presented to the Port Committee:

Findings

1. Boothbay Harbor is the center of a \$12-million-a-year Lincoln County fishing industry. This industry generates \$36 million dollars of additional revenues for the area and state. A commercial fish pier on the east side of the harbor is economically viable if the volume of landings can be maintained;

2. Condominiums and other land uses are severely reducing the number and quality of landing facilities available for commercial fish landing and processing. Current land use regulations are not adequate to resist development pressures over the long term;

3. Four fish piers currently exist on the east side of the harbor. Only one, the BRF&CS, offers an opportunity to the Town of Boothbay Harbor to acquire funds with very little risk if they can be obtained from the state or other sources. Expeditious and decisive action is required to seize this opportunity to obtain the land for the public.

4. An initial plan has been developed for the revitalization of this pier in support of commercial fishing and to preserve public access to the harbor. This plan shows that:

- a. An opportunity exists to improve pier configuration with phased funding and construction;
- b. Facilities are needed by local commercial fishermen and shoreside operators;
- c. Private sector entrepreneurs have expressed an interest in operating on a revitalized pier.

Recommendations

It is recommended that:

1. The Town of Boothbay Harbor attempt to acquire title to the BRF&CS property on Atlantic Avenue to preserve its use in the commercial fishing industry and to establish a base for subsequent phase development and opportunities. This step should be taken in a joint venture with Coastal Enterprises.

2. The pier be rebuilt in phases, along with some site improvements, as funds are available. The south portion of the pier should be widened and rebuilt, managed and maintained with future expansion opportunities as a town wharf for commercial fisheries.

3. The Port Committee should develop and keep up-to-date a plan for public and commercial access to the waterfront. The plan should include provision for consideration of acquisition of additional property for commercial fishing uses;

4. User input should be sought to establish final and future configuration of the pier and facilities to be installed, contingent upon financial arrangements;

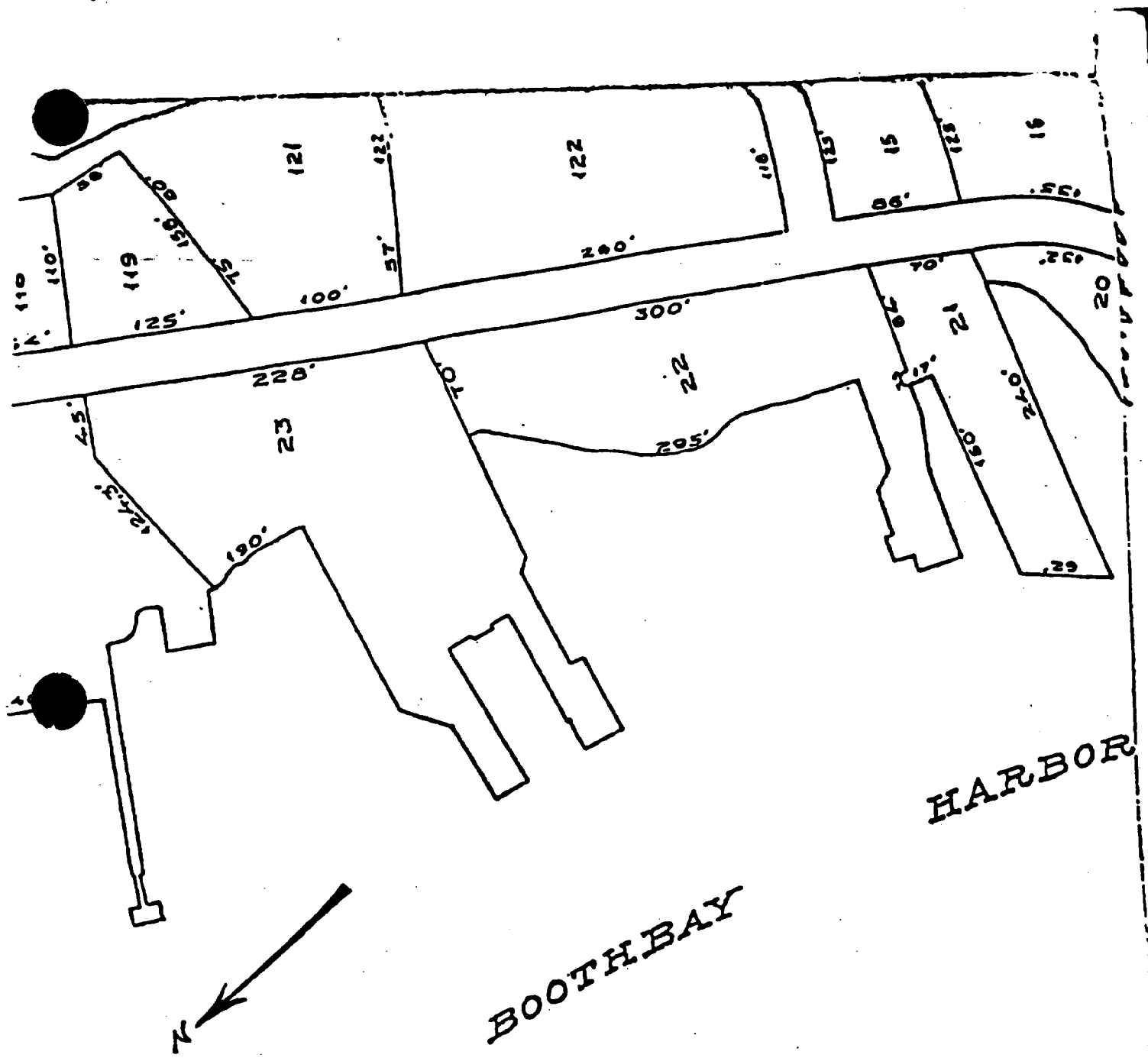
5. When warranted, additional improvements can be made on the following: install a fish pump; improve unloading hoists; upgrade take-out and sort building; a system for piping ice to boats and trucks installed; and more ice-making capacity, when required, as funds permit.

6. A Community Development Block Grant and other sources should be sought to fund acquisition and basic pier site improvements in a joint venture with CEI over the next six months.

Waterfront Development and Revitalization Project

Schedule of Meetings and Events

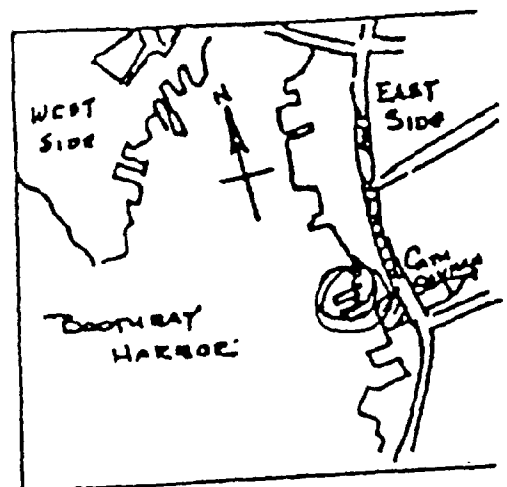
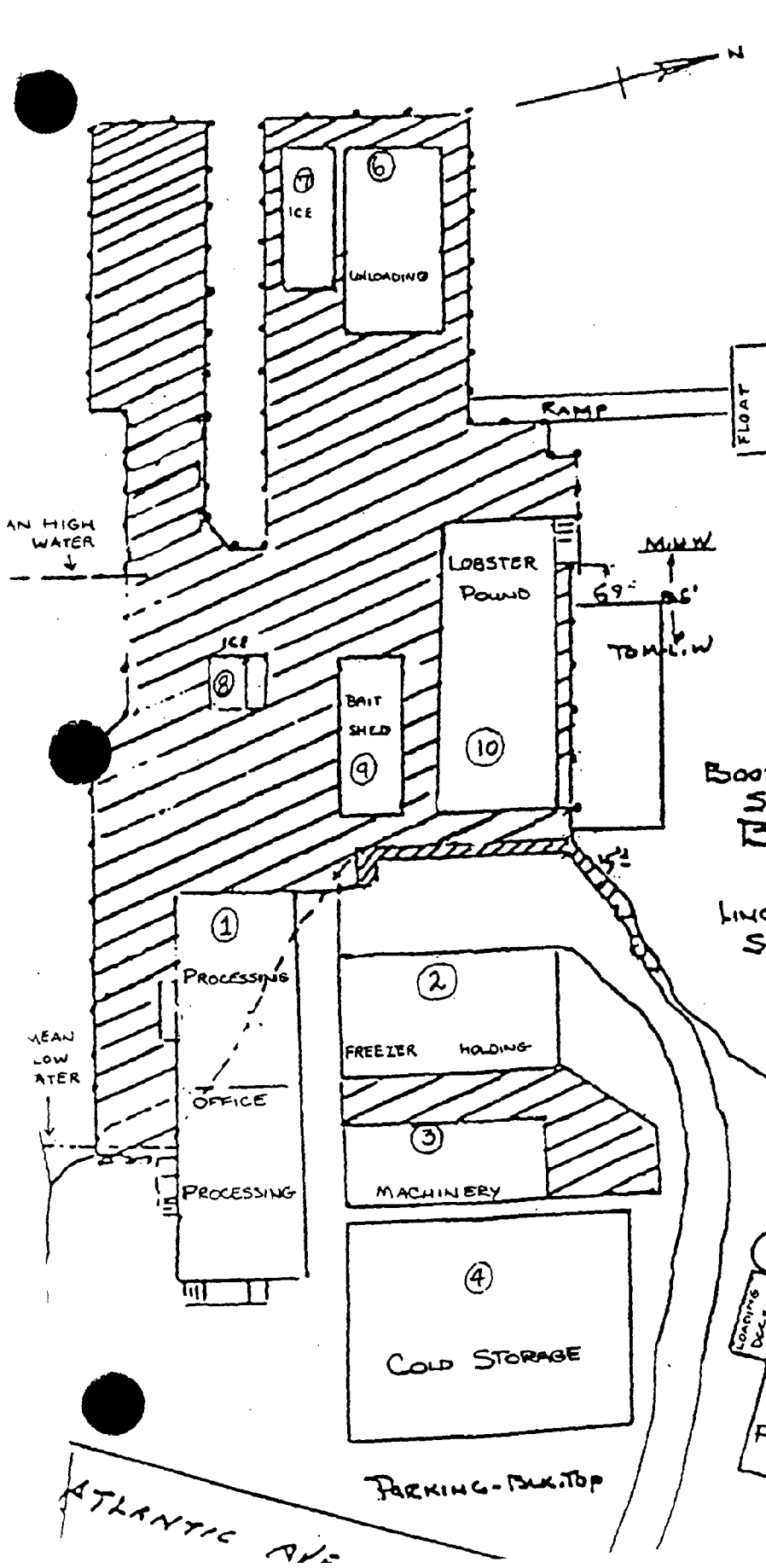
October 29	Public Hearing	Firehouse	Project Purpose and Input
November 22	Public Hearing	DMR	Fishermen Input
November 26	Port Committee	Town Office	Status Update
December 9	Selectmen	Town Office	Status Update
December 10	Chamber of Commerce	Chamber Building	Project Presentation
December 11	Public Hearing	Firehouse	General Public, Port Committee: Preliminary Report
December 12	Rotary	Boothbay Harbor	Project Presentation
January 7	Port Committee	Firehouse	Acquisition Proposal Review
January 13	Selectmen	Town Office	Acquisition Proposal Review
January 27	Planning Board	Town Office	Acquisition Proposal Review: Zoning & Planning Compliances
January 30	Port Committee	Town Office	Review of Draft and Summary
February 4	Public Hearing	Gymnasium	Acquisition Proposal Review



HARBOR

BOOTH BAY

MAP 16
LOT 23



LOCATION MAP - TAKEN FROM THE TOWN OF BOOTHBAY HARBOR MAP. NOT TO SCALE

BOOTHBAY REGION FISH & COLD STORAGE FACILITIES AT BOOTHBAY HARBOR MAINE

LINCOLN CO. SCALE - 1" = 40' 0"
 SEPT. 28, 1981. PLAN BY RAY TEMPLE, C.E.

WATERFRONT DEVELOPMENT AND REVITALIZATION PLAN

I. INTRODUCTION

In September 1985, The Town of Boothbay Harbor was awarded an \$11,044 Coastal Zone Management Planning Grant from the State Planning Office. The town allocated \$2,761 as a local match. The purpose of the Waterfront Development and Revitalization Project was to examine the status of commercial fishing in the Boothbay Harbor region to report the findings and to recommend a course of action for the town and community which would best preserve the industry as a viable economic force in the area.

Specifically, the major goals of the project were to:

1. Develop a comprehensive waterfront development plan with a focus on the east side harbor area, while considering the commercial fishing needs of neighboring communities;
2. Determine viable public/private partnership opportunities which will enhance the development of the commercial fishing industry and related business activities;
3. Examine ways in which commercial fishing access to the waterfront may be ensured;
4. Examine and establish public policy through ordinances which will guide the orderly development and preservation of the waterfront;
5. Establish a clear path to implementing a pier improvement/expansion on the east side and other locations.

The town contracted with Coastal Enterprises, Inc. of Wiscasset to undertake the project. CEI recruited the consulting firms of Maine Tomorrow of Hallowell, and Burbank Planning & Consulting in Brunswick to assist. In addition to a review of land use, municipal roles in pier projects and funding sources for towns, the project focused on the options available to the town on the east side of the harbor, particularly the properties formerly known as the Boothbay Region Fish and Cold Storage. The Port Committee assumed responsibility for oversight of the planning project.

This report is a compendium of the results of that inquiry, which included four public hearings and meetings involving the Port Committee, Selectmen and Planning Board. The project was also presented to members of the Rotary and Chamber of Commerce. In-progress articles appeared in The Boothbay Register, as well as Portland Press Herald and Wiscasset Times (see Appendix, Schedule of Meetings and press). The report contains recommendations for actions aimed at preserving opportunities for commercial fishermen to find a place to operate. A full report is available at the town office for review.

The major findings and recommendations of the project, which call for a concerted effort by the town to preserve a "working waterfront" section of the east side Harbor, come at a unique time. Governor Brennan is introducing to the current Legislative session "An Act to Enhance the Sound Use and Management of Maine's Coastal Resources", designed to sustain traditional maritime uses and public access, and thereby offset alternative

development pressure. The proposed act addresses a preference for water-dependent uses and public access, among other issues, and would empower municipalities to have shoreline zoning ordinances reflect this bias. The Department of Transportation is also updating pier needs among municipalities.

II. TRENDS IN THE FISHING INDUSTRY

The potential value of the Maine fishing industry to the state has commanded attention since passage of the 1976 U.S. Fisheries Conservation and Management Act. As a result of extensive harvesting by foreign fishing fleets throughout the 1970s, the Northeast Atlantic fishery's portion of total U.S. landings had declined by 50 percent. Regulation of the 200-mile offshore zone therefore created an environment that encouraged public and private investment throughout the New England coastal states at all levels of the industry - vessels, technology, piers, processing and freezing facilities.

Maine, accounting for about 30 percent of the New England landings (Massachusetts represents the largest share with over 50 percent), viewed these events with a special sense of opportunity. The development task that lay ahead for Maine's groundfish and other species was to build greater "value-added" and market mechanisms that would favor the Maine landed and processed fish. In 1978, the Maine Department of Transportation, along with the State Planning Office, undertook a comprehensive study of pier needs. Several Maine communities have since benefited from this program. In 1981, the Department of Marine Resources initiated a task force to find ways of stimulating Maine's groundfish marketing. New initiatives taken by communities such as Portland, Boothbay Harbor, Rockland, Vinalhaven and others with investment represented by the private and/or public sector, are evidence of the innovative direction being taken by the Maine fishing industry.

But the New England commercial fishing industry has also undergone intense changes since the excitement of the late 1970s. Despite controls of fish stock, overall domestic landings have dropped by 25 percent over the last few years, while Canadian and other imports have increased. At least 60 percent of Canada's fish, backed by its government subsidies, is marketed in the U.S., or some 600 million pounds in 1984.

The industry in Maine and New England has suffered dramatically. Perhaps a dozen shoreside facilities on Cape Cod, in New Bedford, Point Judith, Gloucester and in Maine have closed. Boats have been forced to operate from increasingly congested harbors. Losses have mounted for the fishermen and for their home communities. Operating costs have skyrocketed, due to the higher cost of energy. Imports have kept prices low so that increased profit margins are not available to offset these additional costs. Many harbors have been so stressed by competition for waterfront space that fishing docks have disappeared, to be replaced by condominiums and other commercial developments.

The economic viability and future of the industry is a question demanding close scrutiny. The International Trade Commission recently imposed a 6.85-percent "countervailing duty" on imported Canadian groundfish and fillets as a result of the trade case filed by the North Atlantic Fisheries

Task Force. Processors and fishermen who filed the charge claim a 20-30 percent duty would be more accurate. This action indicates how serious the problem has become. The full impact of the 1984 World Court decision establishing the maritime boundary in the Gulf of Maine and Georges Bank between the U.S. and Canada has not yet been felt.

There are, however, compelling reasons for support and protection of the industry. Small-scale, diversified fish enterprises are able to respond to varying conditions of supply. Shrimp, for example, a specie which may not be landed in the abundance of the 1965-1976 period, has nevertheless been on the increase since 1981. Shrimp landings have increased from 528 metric tons in 1981 to about 3000 metric tons in 1985 (see Appendix "Commercial Landings of Northern Shrimp").

The Canadian/U.S. trade issues may also work out to the advantage of both nations. The Fishermen's Cooperative Association of Maine has put forth proposals to pursue joint ventures and related business transactions (see Appendix). Further, there are the lucrative domestic market opportunities for fish. Americans annually consume only 13.6 pounds per capita, and with increasing promotion of the nutritional value of fish products, such as in reducing the incidence of heart disease, there is tremendous market potential. Now pending in Congress is the Seafood Marketing Council's Act (H.R. 2935) which, modeled after successful agricultural commodity councils, would charter councils to promote domestic consumption of fish products.

The multiple impact of the value of the industry on a local or state economy (an overall multiplier of \$3 for every \$1 dollar of landed value) is another reason the industry is important to a local or state economy. The high multiplier of benefits of such species as groundfish, herring, lobsters, clams and worms was put forth in a 1979 report entitled "The Economic Impact of Fisheries in the State of Maine" by the Economics Department, University of Maine at Orono, and the Department of Marine Resources. Using this multiple, in 1984, with \$108 million worth of landings, the fisheries contributed about \$400 million (see Appendix, "Fisheries Management and Development").

And finally, of course, is the contribution of a fishery to the quality of life of a local community, indeed even as a tourist attraction. Calculating the economic value of a "working waterfront" on the tourist industry is less scientific, but the attraction seems obvious. The presence of a working fleet in a harbor adds a distinction which pleasure boat harbors cannot afford.

III. MUNICIPALITIES AND THE WORKING WATERFRONT

A. Introduction

Whether a private or public investment, the nature of the industry in a given location must be assessed. Comprehensive and up-to-date analyses undertaken by a municipality will provide it the best base for determining its options to assist the industry. Each municipality will vary, depending on the:

1. types and volumes of fish or shellfish landings;

2. age of the fishermen and vessels;
3. adequacy of shoreside facilities (including market volumes for fuel, ice, berthing, off-loading, etc).;
4. marketing structure and distribution channels;
5. consumer market characteristics.

Related questions are: What is the "competitive edge" for a town like Boothbay Harbor? How will the Portland Fish Exchange affect the economics of the industry? How can the risk of a public investment be minimized, and how can private sector commitments to a project be encouraged?

Coastal municipalities throughout New England (and to a great extent, the U.S.) already have established, or are currently reviewing, their policies and activities to address their roles in the protection and preservation of the commercial fishing industry. Provincetown, MA, for example, is presently engaged in an analysis of its traditional industry, as alternative residential and commercial interests mount. Even Portland, ME, already committed in its Fish Pier Project to the industry, faces zoning ordinance variance requests from developers.

The authors of an article "SOS for the Working Waterfront" (Planning, June 1985) "predict that there will be many a fight over waterfront use in the coming years". Throughout the U.S., literally hundreds of communities face the question whether to view the waterfront as a commodity for the "highest use" or as a community resource; as a piece of real estate to be developed or as a place for jobs and marine enterprises.

B. Select Municipal Initiatives

There are many ways and examples in which municipalities and states can and have stepped in to ensure the preservation and development of working waterfronts. Land use (zoning ordinances) and financial assistance to the private sector (e.g. an Industrial Revenue Board) are two typical avenues available to a town. These are discussed in the next section. A third method is to actually "get involved" in ownership and management of a pier facility.

In Portsmouth, Rye and Hampton, New Hampshire, for instance, the state operates three piers and two marinas with over \$2.5 million invested. Pier operations include berthing, take-out, processing, pounding and other services. Contracts with private entities such as the Portsmouth Fishermen's Co-op, minimizes actual state involvement in the business (see Appendix material on State Pier operations).

The Portsmouth facility, with an investment of \$1.3 million alone, includes the following: 380' commercial pier and float system; berthing for 25-30 vessels; refrigerated bait storage; ice-making and storage; fuel storage and dispensing; administration building. The landing values at Portsmouth are 8.5 million pounds of fish (including lobsters) with an ex-vessel value of \$5.5 million. At Portsmouth, the state contracts with the Portsmouth Fishermen's Co-op to provide fuel, ice and bait. The Co-op also rents space for its operations. Fees from these and other contracts and concessions to the state are used to offset operating costs. Thus the state, except for initial infrastructure investment, tries to operate the facilities on a self-sufficient basis.

The Town of Chatham, MA, on a smaller scale of \$1 million, is an example of an initiative to ensure commercial access and operations on the waterfront. In 1981-82, a volunteer town committee studied the commercial industry needs. This led the town to a Farmers Home Administration loan to acquire land and construct a pier and facilities. The operating cost is between \$20-30,000, with the Fish Pier Manager on the town payroll. The town charges rental fees to two fish buyers on the pier (a minimum rent, or \$.25/box, whichever the greater), and exacts \$.03/gallon for a fuel concession.

Plymouth, MA has undergone an extensive evaluation of the commercial industry needs and long-term objectives regarding its town wharf improvements and surrounding areas. Launched in August 1984, the assessment integrated input from the community, number of vessels, types and design criteria for berthing, unloading station specifications, fuel and ice facility and volumes (e.g. 30-60 ton storage capacity), economies of the project and management issues. The total project involves over \$2.4 million for pier construction, including dredging, site, lighting, curbing, floats, etc., engineering and administration. Proposed financing includes a \$1 million grant request under the state's Community Facilities Improvement Program, and a \$1.3 million bond.

Under the improved pier structure, income from leases or percentages of sales (berthing, recreational charter boats, fuel, ice, restaurant, etc.) would generate sufficient funds to pay expenses of debt, management and maintenance. The management structure, according to an advisory group retained by the town to evaluate the project, should be guided by three criteria:

1. broad public benefit;
2. financial self-sufficiency;
3. professional management.

As with other communities, the question of whether a town should directly manage a public pier, or establish an entity with a degree of independence, is important.

Portland, ME is another familiar example, where the city, along with state and federal sources, has invested over \$10 million for land acquisition and infrastructure improvements (berthing, space for lease to marine trades such as fuel/ice venture, development of a non-profit fish exchange). The project is managed by a Waterfront Committee. Vinalhaven, ME purchased land, improved a pier, constructed and equipped a building for about a million and leased its facilities to a cooperative, the Penobscot Bay Fish & Cold Storage. There is no ongoing "management" role of the facility, except for the responsibility of the Town Manager & Selectmen to monitor the project.

C. Managment

As the examples above illustrate, whether a large undertaking or a modest one, the municipality:

1. Typically acquires and improves the site;
2. Often will invest in additional equipment and buildings (including freezer machinery);
3. Looks to income from fees, rent, etc. under contracts to support and maintain the site on a self-sufficient basis;
4. Has a committee or management arm established specifically to handle the operations.

Management options can range from:

1. Management by the town, its selectmen, committees or administrators;
2. Management by a commission, empowered by the town and with authority delegated to it to operate independently. (A commission would not, however, have the ability to finance major projects);
3. Management by an Authority, which would have the power, subject to a town plan, to conduct the project's affairs, hold the assets, issue bonds and generally proceed with management and development of the properties independent of the town, its budget approval process, real estate transaction, or other required approvals;
4. Management by a private, non-profit corporation which, under a lease or management contract, could carry out the functions of the town. Such an "industrial development corporation" could be privately operated with a membership interested in the project;
- 5) Management by contract with a private firm to control, negotiate and develop the project. This is common for parking garages, housing projects or even sports arenas.

In approaching the management question, the Town of Boothbay Harbor should assess all these factors, including its prior experience, and available resources. Clearly, some ongoing management role, in addition to the role of Coastal Enterprises, Inc., will be necessary if the town selects to proceed with a project.

IV. HARBOR SURVEY AND SHORELINE ZONING

Maine Tomorrow's study under the project was based on interviews with local officials, civic leaders, fishermen and officials from several surrounding communities, information obtained from public meetings, and a review of literature relating to the fishing industry, including town reports, the town's Comprehensive Plan and Zoning Ordinance, property tax records, studies by the Department of Transportation and field observations of property in the harbor area. The term "commercial fish handling facility" is used very generally in this section to refer to land-based facilities serving the fishing industry.

A. Introduction

Boothbay Harbor's waterfront has traditionally supported a mixture of land uses. It contains a number of residential dwellings, but it has also been the focus of the town's tourist industry, supporting a wide range of retail facilities. In addition, Boothbay Harbor has always been a working waterfront, supporting both a lobstering and a commercial fishing industry, not only for local fishermen but for fishermen from outside the community as well.

Part of Boothbay Harbor's attraction to tourists is the fact that it is a working waterfront. However, the land development pressures which have been increasing in southern Maine for decades are beginning to be felt in midcoast Maine. One result of the increase in land development pressure is that prime waterfront property is being purchased for high-density, expensive residential development. Condominium development has already become a reality in Boothbay Harbor. The Signal Point and Sun Spray condominium projects, both approved and either under construction or about to begin, are evidence of the increasing demand for waterfront property in Boothbay Harbor. This demand is quickly eliminating options for other types of land uses, including land-based commercial fish handling facilities and related services to support the commercial fishing industry. Within a few short years, if current trends continue, market forces could permanently squeeze the commercial fishing industry from Boothbay Harbor unless community action is taken to protect this industry.

Many communities in southern Maine have responded to this pressure by planning for the development of their waterfronts and adopting strict zoning controls to implement their plans.

Based on interviews and concerns expressed in public meetings, community sentiment appears strongly in favor of retaining the commercial fishing industry in Boothbay Harbor and, more specifically, facilities to support a commercial fish handling facility and related support services. Community sentiment appears to stem from a desire to retain a traditional industry, to support people employed in the fishing industry, and to retain the commercial fishing industry as a tourist draw.

Local fishermen have also expressed strong support for the continuation of the commercial fishing industry in Boothbay Harbor, as well as deep concern that they may be squeezed out of the harbor if local trends continue. These views reportedly are shared by many of the fishermen from the adjoining Town of Boothbay who rely on the harbor to land their catch.

The existence of a land-based commercial fish handling facility can help ensure that the commercial ground fishing industry remains a vital part of the town's harbor. It therefore makes sense to explore the possible locations for a land-based commercial fish handling facility within the harbor and to examine the land use issues which affect the future of that industry.

B. Planning and Issues

There are a number of considerations and issues that are important to the establishment or preservation of a commercial fish handling facility in Boothbay Harbor and to the long-term growth and development of Boothbay Harbor's waterfront and the community as a whole. These considerations include the following:

1. Necessary/Desirable components of a fish handling facility

A land-based fish handling facility or facilities may include a number of services in order to meet the needs of commercial fishermen. The most obvious facilities and services include an adequate pier, temporary and long-term berthing facilities, take-out stations, adequate parking (for boat owners, crew members and employees who provide support services) ice and fuel. Without such facilities provided at reasonable cost, fishermen may use other more distant fish handling facilities. Other desirable components could include a lobster pound, a chandlery, a fish market and a restaurant, a facility for removing and repairing boats and, if space and market conditions permit, a freezing and cold storage facility.

2. Location

There may be a number of desirable locations throughout the mid-coast area that would support a land-based commercial fish handling facility. However, sites outside of the harbor, or in neighboring communities, have not been examined because of the community's strong desire to have a facility within the harbor area, because of the harbor's long tradition as a fishing base, and because the harbor is centrally located, is well-sheltered and offers a variety of services and conveniences to area fishermen. Unfortunately, there are very few sites within the harbor that could realistically support a fish handling facility.

From a financial standpoint, it is unrealistic to consider converting sites that are currently committed to other uses to a fish handling facility. Therefore, there do not appear to be any suitable sites on the west side of the harbor. The west side is very densely developed with a combination of homes, shops, motels, public uses, tourist facilities and other forms of development. Nor does it appear to be wise to consider existing parking areas, which are in short supply, for fish handling purposes.

In general, it would be desirable to keep commercial fishing facilities in one area, not only to minimize potential conflicts with other types of land uses, but also to more readily accommodate and share related support services.

3. Size

It is unrealistic to think that Boothbay Harbor can support a land-based fish handling facility the size of Portland's. The number of fishermen currently using the harbor is relatively small, and the available sites are not large enough to accommodate extensive facilities. Therefore, the size of the facility will be relatively small, although it should be large enough to accommodate existing needs and potential future growth and expansion.

4. Site Characteristics

A fish handling facility should be located on a site which has adequate water depth, an existing pier or the possibility for the construction of a pier, room for the expansion of both land-based and pier facilities and adequate water frontage. The site should also be in an area where service vehicles would not block traffic and would not aggravate existing traffic problems. In order to minimize the potential for future legal problems with adjacent land uses, high density residential developments such as condominiums should be prohibited from locating near the facility.

5. Design Considerations

Financially, a land-based fish handling facility is very difficult to establish "from scratch". Therefore, existing development and facilities should be used to the maximum extent possible when starting a facility.

6. Relationship to Public Pier Purposes

A fish handling facility can be combined with public pier purposes, such as a facility for pleasure boats or a marina. However, such combinations can be located only on a site large enough to accommodate fish handling facilities, provide adequate room and parking for the marina, pleasure boaters, or other public pier users, and reserve some area for future expansion. Current and future public pier needs of Boothbay Harbor for uses such as recreation and pleasure boating are probably best met on the west side of the harbor, either at the site of the existing town landing or in conjunction with other public parking facilities closer to the footbridge. These public facilities are already in place, and would be the logical areas to accommodate expansion if and when expansion is deemed desirable. A general-purpose public pier on the east side does not appear feasible because of the lack of available sites and lack of parking facilities. The expansion of the town landing facility would appear to make more sense than the location of a public pier at the site of a fish handling facility.

7. Future Land Use Development Patterns

In general, the west side of the harbor should continue to retain its mixture of tourist-related establishments, public facilities, homes and retail outlets. The commercial fishing and lobstering industries should be located primarily on the east side of the harbor. There is a serious shortage of public parking facilities on the east side which should be used as the basis for limiting additional development that generates parking demand unless additional parking is provided, either by the developers of proposed facilities or by the community.

C. Zoning

The east side of the harbor is in the Eastside Business District, subject to the provisions of Article VI-C of the Zoning Ordinance, and to the "Shoreline Zoning" provisions contained in Article VIII of the Zoning Ordinance.

The Eastside Business District is quite permissive in terms of the standards that must be met and the uses that are allowed. There are no minimum land area or street frontage requirements, and front, side and rear yards require only 10 feet. In addition, the Eastside Business District allows, by reference, all of the uses permitted in the Downtown Business and General Residential Districts. Thus, there are few uses that are prohibited on the east side of the harbor. In effect, the east side is wide open for all kinds of development and is susceptible to inappropriate development because there are few standards to guide development other than those contained in the "Shoreline Zoning" provisions of the Zoning Ordinance.

The "Shoreline Zoning" provisions of the Zoning Ordinance apply to all land areas within 250 feet of the normal high water mark of the harbor, and are in the form of an overall district (i.e., the shoreline zoning requirements are in addition to those requirements set forth in the underlying Eastside Business District). The Shoreline Zone contains a setback of 75 feet from the normal high water mark of the harbor for all but a limited number of buildings and structures. Structures which are permitted to be closer than 75 feet include:

"Only buildings or structures associated with marine oriented activities, such as marinas, shipbuilding, fishing, boating, marine transportation, sewage treatment disposal facilities, etc., and in addition, requiring direct access to the water as an operational necessity, shall be permitted below the normal high water mark and/or within the setback areas of the Shoreline Zone, including but not limited to any structure built on, over or abutting a dock, wharf, pier or other structure extending beyond the normal high water mark of a water body, such construction shall be in accordance with the existing construction standards in this area." (Section VIII-C)

Thus, commercial fish handling facilities could be located within the 75 foot setback mark, but condominiums, grocery stores, hardware stores and motels, to name a few, could not. However, these other uses could be located in the zone, provided they are at least 75 feet from the normal high water mark. If the commercial fishing industry is to be protected on the east side, the zoning ordinance will have to be tightened considerably by prohibiting uses which are not marine-oriented and do not require access to the water as an operational necessity. This can be accomplished by:

- 1) prohibiting non-marine uses in the Eastside Business District;
- 2) creating a new commercial fishing zoning for a portion of the east side;
- 3) prohibiting non-marine uses seaward of Atlantic Avenue or within the 250-foot Shoreland Zone for a portion of the east side. While the west side of the harbor was not studied, the possibility of a similar zoning approach should be considered for the protection of facilities serving the commercial fishing industry.

D. Site Options

There are several site options on the east side of the harbor that could be considered for the location of a fish handling facility. These sites are discussed in light of the planning considerations mentioned in the paragraphs above.

1. Fish property adjacent to foot bridge (Tax Map 16, lot 33A)

This is an undeveloped piece of land adjacent to the footbridge which was once used as a marina. Its advantages are that it is undeveloped, it is adjacent to the footbridge and may therefore have some "tourist appeal", and it contains adequate frontage. However, it does not have an existing pier, water depth is inadequate, it is a small site with very limited space for future development and expansion, the harbor area adjacent to the site is limited and, even after dredging, could not accommodate many fishing vessels. Moreover, the property appears to have recently changed hands for the purpose of providing parking and a pier for access to Squirrel Island for the new owners.

2. Ocean Canyon property (Tax Map 16, lot 21)

This property is ideally located in an area containing similar facilities. Other desirable features include the fact that it has adequate water depth and it already has an existing pier and structure. In addition, there may be a potential for leasing some adjacent land from the Catholic Church at some time in the future, although this has not been explored to determine if it would be feasible. Limitations include its small size; by itself it has very little or no room to accommodate a full range of fish handling facilities, parking and future expansion. Moreover, the site may need almost total development in order to function as a fairly complete fish handling facility.

3. Undeveloped portion of Catholic Church property (Tax Map 16, lot 22)

This is a small site between the Ocean Canyon property and the memorial that is undeveloped except for a small pier and structure. It is large enough to accommodate some parking, it is in an area of similar facilities, and water depth would be suitable for a commercial fish handling facility. However, the property is already leased to someone else and may not be available for many years to come, and the site would need almost total development. From the standpoint of commercial fishing, its best use may be to provide support services to the adjacent properties.

4. Boothbay Region Fish and Cold Storage (Tax Map 16, lot 23)

This is the site of an existing fish handling facility that is currently not operating as designed. Its greatest strength is that a number of fish handling services are already located on the site. In addition, it is in an area of similar facilities; water depth and shore frontage are adequate, and there is room for some parking. Substantial investment in fish handling facilities has already been made at the site and the owners and agent for the properties now available for sale or lease have a strong interest in seeing the property operate as a successful fish handling facility. The disadvantages of this site are that the existing pier is

deteriorated, the property is not large enough to accommodate the full range of facilities that might be desirable, and parking is somewhat limited.

5. Combination of properties

There is a possibility that several sites could be combined, either at the present time or in the future, to create a fish handling facility that overcomes some of the shortcomings that any one facility by itself may have. These combinations include:

a. Boothbay Region Fish and Cold Storage and Catholic Church property
This combination would overcome the parking and future expansion limitations of the existing fish handling facility. However, the properties would not be physically joined, resulting in some operating difficulties.

b. Ocean Canyon and Catholic Church properties. This combination would offset the serious space limitations of the Ocean Canyon property, resulting in room to park and to expand in the future. However, it would still suffer from an almost total lack of existing facilities, requiring extensive development in order to become fully operational.

c. Ocean Canyon and Fish and Cold Storage. This combination would result in some additional capacity for storage and handling. However, parking would still be a problem and development of related services would be seriously limited. In addition, the properties would not be physically joined, resulting in some operational difficulties.

d. Ocean Canyon, Fish and Cold Storage, and Catholic Church properties. These three properties together could provide enough space to meet existing facility needs, including parking, and to provide room for future expansion. However, the properties would not be joined, resulting in some operating inconveniences.

E. Conclusions and Recommendations

Conclusions

Based on a review of planning considerations, existing harbor development and the current and future land use needs of a fish handling facility, the following conclusions appear to be warranted:

1. A fish handling facility is needed if the commercial fishing industry is to be a vital part of the town's waterfront. Fishing boats can operate out of the harbor without such a facility, but cannot be an integral part of the harbor's economy without such a facility. Community sentiment appears to strongly favor the location of a fish handling facility in the harbor.

2. The east side of the harbor is the most feasible area for a commercial fish handling facility. The most feasible area for a fish handling facility is on the harbor's east side in the area encompassing the Ocean Canyon property, the Catholic Church property that is located between the Ocean Canyon facility and the memorial, and the Boothbay Region Fish and

Cold Storage property. While none of the properties in this area may be ideal for a fish handling facility, they are the only choices for it. If market forces preclude the use of this area for fish handling, and result in the conversion of the properties to other uses, the opportunity for establishing a fish handling facility may be lost forever.

3. The Boothbay Region Fish and Cold Storage property is the best location for a fish handling facility. The Boothbay Region Fish and Cold Storage property is the logical site for a fish handling facility primarily because the property is already developed as a fish handling facility and suffers fewer shortcomings than any of the other sites considered. However, future expansion of the facility and/or development of related service facilities will require additional space for parking. The lack of a suitable pier and related berthing and take-out facilities appears to be the biggest shortcoming of the Boothbay Fish and Cold Storage property.

4. A general purpose, public pier does not appear feasible at the Boothbay Region Fish and Cold Storage property. It does not appear feasible at this time to consider establishing a general purpose, public pier, either at the Boothbay Fish and Cold Storage property, or on adjacent lands, primarily because of the lack of adequate parking facilities and the desirability of focusing general purpose, public pier uses on the west side of the harbor. Therefore, community support for a fish handling facility should be aimed at establishing an adequate fish pier and related facilities and services for a fish handling facility.

5. Town support may be needed to assure the success of a commercial fish handling facility. The Town of Boothbay Harbor cannot control the market forces affecting the fishing industry. However, the Town can take effective zoning action to protect land-based commercial fish handling facilities from competing and potentially conflicting land uses. These land uses could otherwise impede or prevent the establishment and operation of a fish handling facility.

The private sector is often unable to establish a fish handling facility because of the large capital costs involved in land acquisition and the construction of a pier and related facilities. As a result, a number of communities in New England have financially assisted the establishment of such facilities without becoming fish handlers or fishermen. The municipal involvement was similar to the public investments made in roads, sewers, industrial parks and community health centers. In addition, there are a number of federal and state programs which can be a source of funds to assist private developers and encourage local involvement in a fish handling facility. The Appendix contains a summary of these programs.

Recommendations

1. The Town of Boothbay Harbor should adopt strict zoning controls to protect fishing interests on the east side of the harbor.

The area encompassed by the Boothbay Region Fish and Cold Storage property, the undeveloped portion of the Catholic Church property, the Ocean Canyon property and the adjacent lobster co-op should be officially designated by the town as the community's commercial fishing zone, and the town's zoning and shoreland ordinances should be amended to exclude all

uses in the immediate area and its vicinity except commercial fishing, lobstering and related uses.

Condominiums or other types of high density residential development may create land use conflicts for a commercial fish handling facility, particularly for the future expansion of such a facility.

2. The Town of Boothbay Harbor should actively support the development of a commercial fish handling facility on the east side of the harbor.

The Town of Boothbay Harbor should play an active role not only in protecting the commercial fishing areas from other forms of land development pressures, but in supporting and promoting the development of a commercial fish handling facility.

Community support and financial involvement may be the only means of ensuring the establishment and operation of a successful fish handling facility.

The town should explore the use of funding sources contained in the Appendix in the establishment of a fish handling facility. The most logical site for the facility is on the Boothbay Region Fish and Cold Storage property.

3. A general purpose, public pier should not be established at the Boothbay Region Fish and Cold Storage property. Town involvement in the fish handling facility at this site should not include the development of a general purpose, public pier. The site is too small to accommodate public parking. The west side of the harbor is a more suitable area for public pier purposes.

V. SITE SPECIFICATION PLAN AND COSTS: BOOTHBAY REGION FISH AND COLD STORAGE PROPERTIES

A. Introduction

The Boothbay Region Fish and Cold Storage is located on the east side of Boothbay Harbor, Maine (Map 16, Lot 23). This is one of the three piers remaining in Boothbay Harbor for the unloading of finfish from commercial fishing boats. This plan describes the options which are available to the town for keeping the present pier available to the commercial fishermen. The location of the existing fish plant is shown on the accompanying map. The plan discusses the historical operations of the BRF&CS, and projections for landings, fishing fleet characteristics and market opportunities. It then describes the option available to the town under an acquisition/pier improvement project, and development/management relationship to Coastal Enterprises, Inc.

B. Business Proposal

1. Summary

The development of the fish pier is estimated to be a \$1 million acquisition, rehabilitation and improvement project which will utilize public monies (essentially federal and state resources) and private capital

(essentially investments by the user community). It is proposed that the town buy the facilities and lease them to Coastal Enterprises, along with ownership rights to the buildings and machinery. CEI will provide the management to develop the project.

The public money will focus on providing a sound pier capable of off-loading and servicing the Maine fishing fleet. Private money will provide most of the facilities on the pier, such as additional ice-making, fish unloading stations and pumps.

This partnership with CEI and the private sector will provide the Town of Boothbay Harbor with ownership and control over the property and its use, employment and an increased tax base. It will provide the fishermen with a facility which is not heavily encumbered with debt. It will provide successful entrepreneurs with a reasonable opportunity to generate income for the local community by servicing the fleet, processing, freezing of fish, pounding, retailing and other marine enterprises.

The project is to be completed in three phases. Phase I is based on a funding level of \$500,000, which is directed toward acquisition and rehabilitation of the pier, as well as necessary improvements. Phase II is funded at \$412,000, which will see improvements and expansion to the pier to accommodate more and larger boats and will add unloading capabilities for groundfish and herring boats. Phase III at \$124,000 would make berthing and additional ice available.

The initial phase of acquisition and minimum rehabilitation is critical to secure the facilities and provide the minimum opportunities for the private sector to operate. Subsequent phases will be pursued as conditions warrant.

2. Historical Perspective

Physical Plant: There has been a fish pier on the location for 60 years. In 1978 most of the buildings and the sea end of the wharf were destroyed by fire. The facility was rebuilt in phases to include approximately 25,000 square feet of wharf and 20,000 square feet of land area. After this renovation, the major buildings included:

Processing	Take-out and Sorting
Lobster Pound	Retail Fish Market
Offices	Ice Making
Frozen Storage	Blast Freezer
Storage	

Operational Results: The facilities experienced consistent losses since inception. Several factors contributed to this. The fishing industry as a whole was under great stress as operating costs were going up, especially for energy. As well, domestic landings declined radically in 1984-85, while foreign imports were keeping the consumer prices of fish low.

The local plant, therefore, felt the burden of a large debt service requirement while the margin on the principal frozen product was painfully small. Concurrently, cash flow constraints required the plant to enter

into some less than satisfactory marketing arrangements which provided cash but not profits. It is noteworthy that in 1982-1983, the plant achieved its highest production and sales volume and, despite poor margins, virtually "broke even". This volume, however, could not be sustained.

Vestiges of the conditions which led to the above financial results remain today, but with significant differences. This summary attempts to identify the posture that the new facility will have to take in order to be successful in the fishing industry as presently construed. The points to be addressed include landings, marketing, fishing fleet characteristics, acquisition and rehabilitation and funding.

3. Projections: Landings, Fishing Fleet and Profit-Oriented Users

The following describes the local industry's characteristics and market directions to ensure a successful pier operation.

Landings: Although it is difficult to predict the landings which will take place at a revitalized fish pier, some indicators are valuable guidance in making this assessment. Finfish and shellfish landings for the past five years for Lincoln County are shown on the attached Table I. Note that 1985 finfish landings with 3.8 million pounds are down 47% compared to the 1982 level of 8.1 million pounds. Lobster landings have been relatively constant, except for shrimp, which has increased sixfold. Official sources do not identify landing sites any more precisely than by county.

A revitalized pier should be able to attract more consistent landings than the historical records indicate. This belief is based on implementing the improvements in facilities, management and marketing indicated below. Boothbay Harbor's location midway between Rockland and Portland should make it an attractive supply source for fuel and supplies. Additional commercial activity in Portland with the fish pier should increase market sources. However, this will also increase the traffic congestion in Portland Harbor, thereby adding to the attraction of Boothbay Harbor.

Fishing Fleet: The landings at Boothbay Harbor are dependent upon the quality of the pier and its management to attract boats. There are 257 commercial fishing boats registered with the tax collectors in the four towns of Boothbay Harbor, Boothbay, Edgcomb and Southport alone, but these are smaller vessels. Two-thirds of these boats are 20 feet or less in length and are used as tenders or for inshore fishing during the summer. The other third includes 23 vessels of 31 to 45 feet and 42 vessels from 21 to 30 feet long. Approximately 1800 commercial fishing licenses are issued in Lincoln County each year (table in Appendix).

Fishermen with larger vessels, 40 feet and more, particularly those in the 70-100 foot range, will be attracted to sell product at the facility if they find that Boothbay Harbor is a convenient, no-hassle place for the boats' crews to conduct business. Thus, with competitive fish buyers/processors on location and a revitalized pier facility, the larger vessels, including transients, should frequent the harbor. The following business conditions will help create that "Welcome Ashore" atmosphere:

- a. Ice and fuel conveniently available in sufficient quantity and quality;

- b. Berthing;
- c. Other fleet services, including purchasing of catch.

Several options for financing the facility are under consideration. All of them will allow these marketing improvements to be implemented.

Profit-Oriented Users: In the past too little attention has been paid to the need for each part of the facility to contribute its share to the profits of the corporation. A profit center cost system did not operate to allow management an opportunity to evaluate the profitability facility on a department by department basis. Under this proposal, private entities selected to operate on a lease or sale basis must demonstrate their previous success as businesses.

4. Cost Analysis

Six options for renovation of the facilities were analyzed for costs and benefits. The three which are the most viable have been combined into a three-phase acquisition and reconstruction program which is described below. The first phase is to perform an absolute minimum of work, spending only enough money to acquire and make the pier safe for use, but with reduced capabilities. The second phase is to rebuild the south side of the wharf, and to improve ice handling. The third phase proposes to make significant berthing improvements to the facility in order to attract additional boats. Each of these phases is discussed in more detail below.

PHASE I: Minimum Expenditure. Site Acquisition, Safety Repairs and Limited Site Improvements

Changes to Physical Plant: Purchase property. Remove collapsed portions of wharf. Eliminate unloading "slot". Replace sufficient piling and deck to allow fork truck operations to unloading stations. Relocate utilities.

Benefits: Requires minimal capital investment. Takes least time to implement. Provides least interference with pier operations. Necessary prelude to follow-on rebuilding. Allows time to obtain user input and to arrange for additional funding.

Drawbacks: This phase does not provide any new incentive for boats to operate from this facility and is not competitive with other facilities.

```

* * * * *
* PHASE I: Preliminary Cost Estimate *
*
* DESCRIPTION SERVICES AVAILABLE *
* * * * *
* Acquire Property Pier operational with *
* Remove Damaged Pier lumping, ice, fuel, *
* Rebuild for Access Only docking, lobster landing *
* Relocate & Upgrade Utilities *
* Repair West Facing *
* Management and Engineering *
*
* BUDGETED COST: $500,000 *
* * * * *

```

PHASE II: Improves pier to better than its 1981 condition. Dredge front of pier. Improve ice storage. Modernize ice handling. Improve take-out building and unloading system. Add fish pump.

Changes to Physical Plant: Replace remaining portions of wharf and widen southward for better truck access. Dredge front to accommodate deeper draft boats. Upgrade take-out building and add improved unloading station. Relocate ice maker. Increase silo capacity. Add ice blower.

Benefits: Makes facility more efficient for unloading and icing boats: Improve access for highway trucks to load fish or ice. Increased water depth. Platform completed to accommodate and attract boats and producers. Provides attractive opportunity for private investors. Investments can be geared to increases of business activities.

Drawbacks: None.

```

* * * * *
* PHASE II: Preliminary Cost Estimate
*
*   DESCRIPTION                               SERVICES AVAILABLE
*   * * * * *
* Rebuild Remainder of Pier                   Improved, deeper
* Dredge Front Face                           docking, ice pumped
* Widen Pier and Improve Access               into boats and trucks,
* Add Ice Blower, Silo                       Improved unloading
* Improve Take-Out Bldg.
* Install Unload Hoist
* Add Fish Pump
*
*                                     BUDGETED COST: $412,000
* * * * *

```

The equipment items are to be installed in response to business demand and the availability of cooperative financing.

PHASE III: Increases capability to handle larger boats. Provide float for general use. Add berthing.

Changes to Physical Plant: Extend wharf to accommodate larger boats. Add 20 tons of icemaking capacity. Add general purpose float. Add berthing.

Benefits: Designed to attract larger boats. Provides shorter turn-around time for all boats. More ice available. Berthing available.

Drawbacks: Requires an increase in landings to support the extra costs.

```

*****
* PHASE III: Preliminary Cost Estimate *
*
*   DESCRIPTION                               SERVICES AVAILABLE *
* *****                                     ***** *
* Extend Wharf                               Improved docking, *
* Add 20 TPD Ice maker                       additional ice, *
* Add Berthing                               service float *
* Add Float for General Use *
*
*                                     BUDGETED COST: $124,000 *
* *****

```

The equipment items are to be installed in response to business demand and the availability of cooperative financing. Plot Plans for the three Phases are attached.

TABLE I

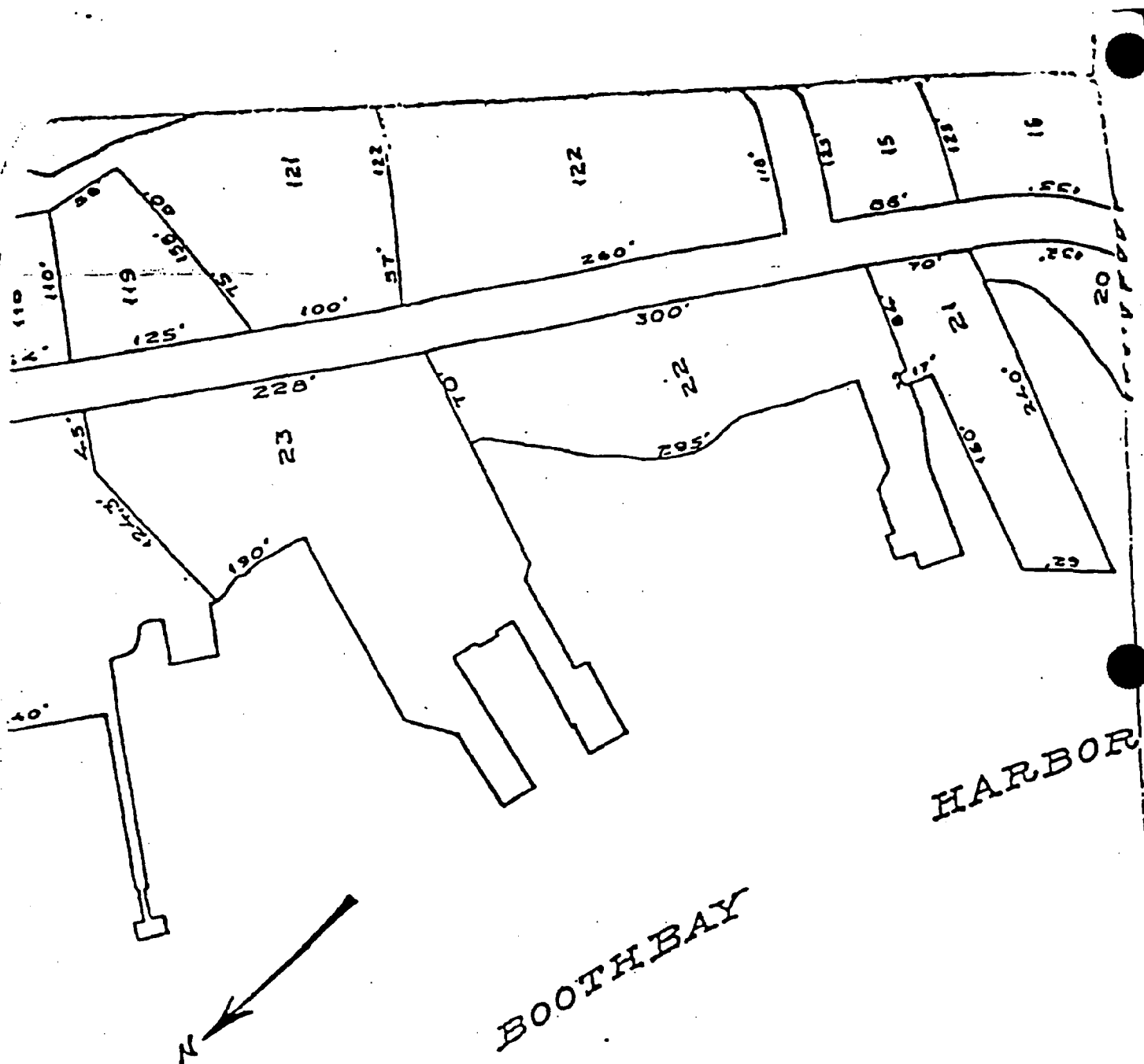
BOOTHBAY FREEZER PLANT UPGRADE
 LANDINGS DATA December 23, 1985
 File: bbupland Disk: Fish
 FINFISH LANDINGS BY YEAR

SPECIE	1981		1982		1983		1984		8 MOS 1985		12 MOS 85 EST	
	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS
COD	582,548	162,961	694,084	189,477	815,001	213,534	1,219,432	334,523	708,002	225,326	708,802	225,326
FLOUNDER	1,804,019	835,310	2,439,234	996,826	2,185,962	966,004	1,689,533	933,009	1,064,123	577,046	1,479,131	807,864
HADDOCK	188,543	50,125	186,517	93,547	224,847	138,505	148,380	95,170	29,625	23,794	33,100	27,125
HAKE	371,906	67,721	366,437	49,480	668,723	66,994	957,071	96,188	385,549	42,542	535,913	60,410
HALIBUT	2,674	4,800	3,699	7,723	391	677	2,306	4,040	743	1,327	1,493	3,331
HERRING	1,250,840	65,254	3,976,280	211,067	1,263,228	65,459	1,552,380	79,234	364,369	20,053	462,749	25,467
MACREL	35,583	11,746	96,925	23,168	13,915	2,850	4,360	767	535	0	556	82
MENHADEN	0	0	0	0	928,000	10,120	0	0	0	0	0	0
PERCH	76,640	16,921	24,256	6,275	120,993	31,574	173,824	38,492	53,497	15,317	61,522	18,074
POLLOCK	59,650	14,330	182,326	32,524	357,033	42,907	419,128	51,975	203,677	22,676	313,663	39,229
SHARK/DOG	3,462	211	120	48	189,606	1,617	0	0	1,273	281	1,451	332
SKATE	36,613	5,599	11,378	2,151	39,953	2,307	26,232	1,547	20,088	867	31,940	1,578
SMORDFISH	0	0	0	0	5,008	12,000	0	0	0	0	0	0
TUNA,BLUE	1,535	2,963	6,085	11,690	3,563	5,495	0	0	0	0	0	0
TUNA,WHITE	0	0	0	0	19,377	41,137	4,718	11,794	0	0	0	0
WHITING	76,480	8,922	123,891	17,375	59,749	8,094	123,325	11,687	30,016	5,348	121,107	13,049
WOLFFISH	17,359	2,849	37,637	4,547	43,380	4,022	67,362	5,330	45,604	4,976	49,252	5,722
SUBTOTAL	4,427,852	1,249,712	8,148,869	1,645,986	6,703,570	1,614,096	6,388,051	1,663,756	2,908,791	939,633	3,000,759	1,227,590

SPECIES	1981		1982		1983		1984		8 MOS 1985		12 MOS 85 EST	
	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS
OTHER	942,742	101,400	750,915	112,938	568,277	99,570	279,857	87,928	46,263	40,996	10,948	67,728
FIRFISH	5,370,594	1,351,120	8,099,784	1,750,844	7,351,847	1,713,666	6,667,900	1,751,676	2,954,964	980,629	3,011,707	1,295,318
TOTAL												

SPECIE	1981		1982		1983		1984		8 MOS 1985		12 MOS 85 EST	
	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS
CRAB	1,475	264	17,073	3,333	11,612	2,322	137,098	25,517	34,932	7,990	39,949	9,362
LOBSTER	2,263,994	4,414,315	2,410,734	4,992,894	2,719,334	6,066,982	3,004,309	7,506,168	1,501,167	3,310,095	2,693,839	5,535,050
SHRIMP	352,592	200,247	535,058	330,533	934,500	680,653	2,329,071	1,106,536	2,212,536	994,083	2,533,746	1,113,525
SCALLOP	59,596	247,057	49,292	202,283	43,407	257,184	12,079	74,102	6,584	37,709	15,856	90,431
SUBTOTAL	2,677,657	4,941,883	3,012,157	5,520,963	3,708,853	7,007,141	5,483,437	8,712,323	3,755,219	4,357,877	5,283,390	6,749,160
OTHER	1,352,012	2,443,001	980,911	1,722,793	940,406	1,027,112	1,552,200	3,070,243	1,607,149	2,305,336	2,553,759	3,429,397
SHELLFISH												
TOTAL	4,029,669	7,385,764	3,993,068	7,251,756	4,649,339	8,034,253	7,035,725	11,790,566	5,442,368	6,743,213	7,637,148	10,178,565

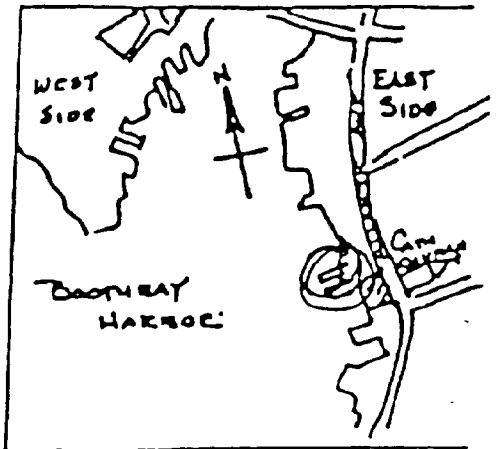
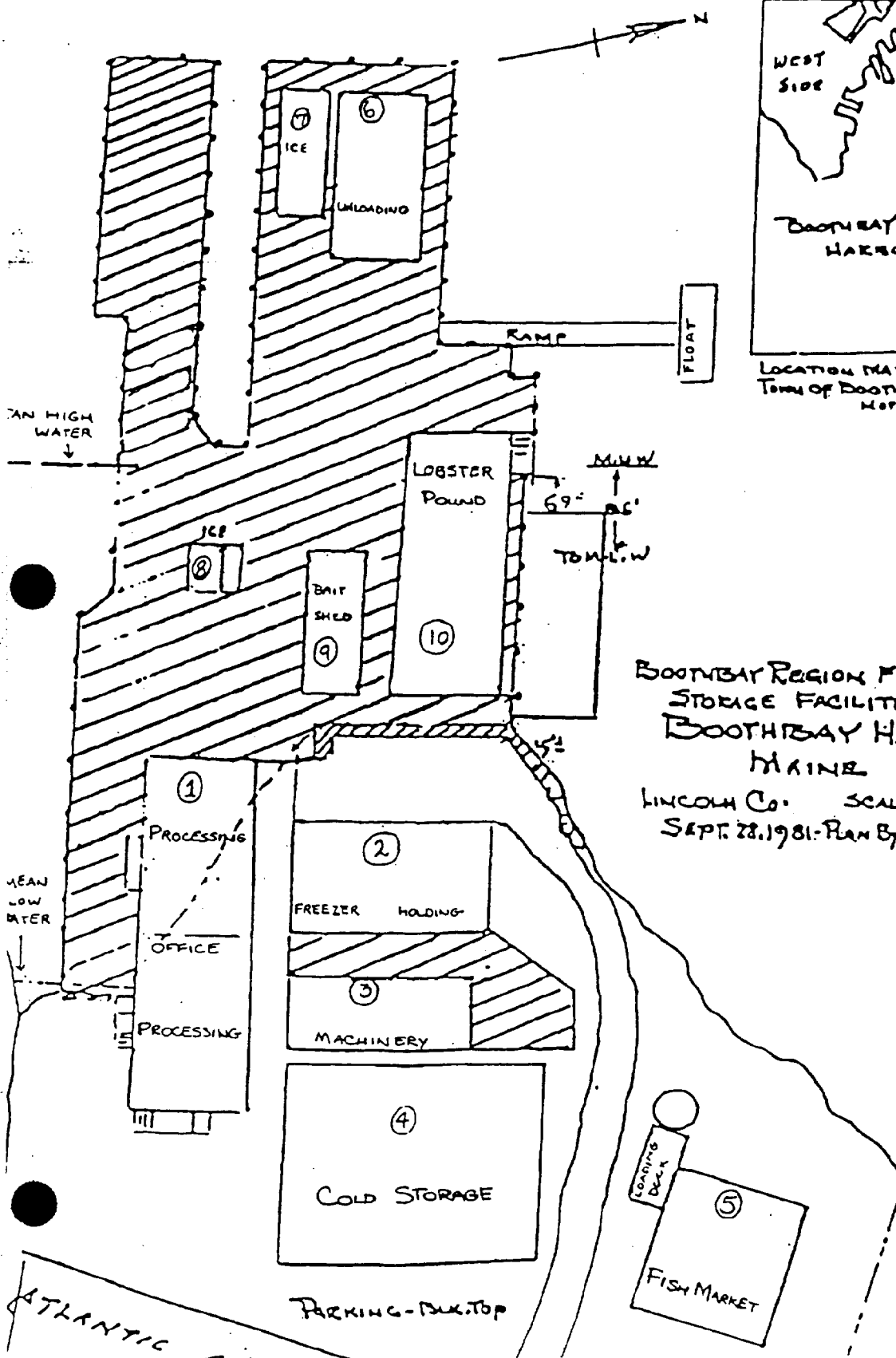
ALL FISH	1981		1982		1983		1984		8 MOS 1985		12 MOS 85 EST	
	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS	POUNDS	DOLLARS
TOTAL	9,400,263	0,736,884	12,892,852	9,010,600	12,001,186	10,547,919	13,703,633	13,542,242	0,397,332	7,723,042	11,448,056	11,473,003



HARBOR

BOOTHBAY

MAP 16
LOT 23



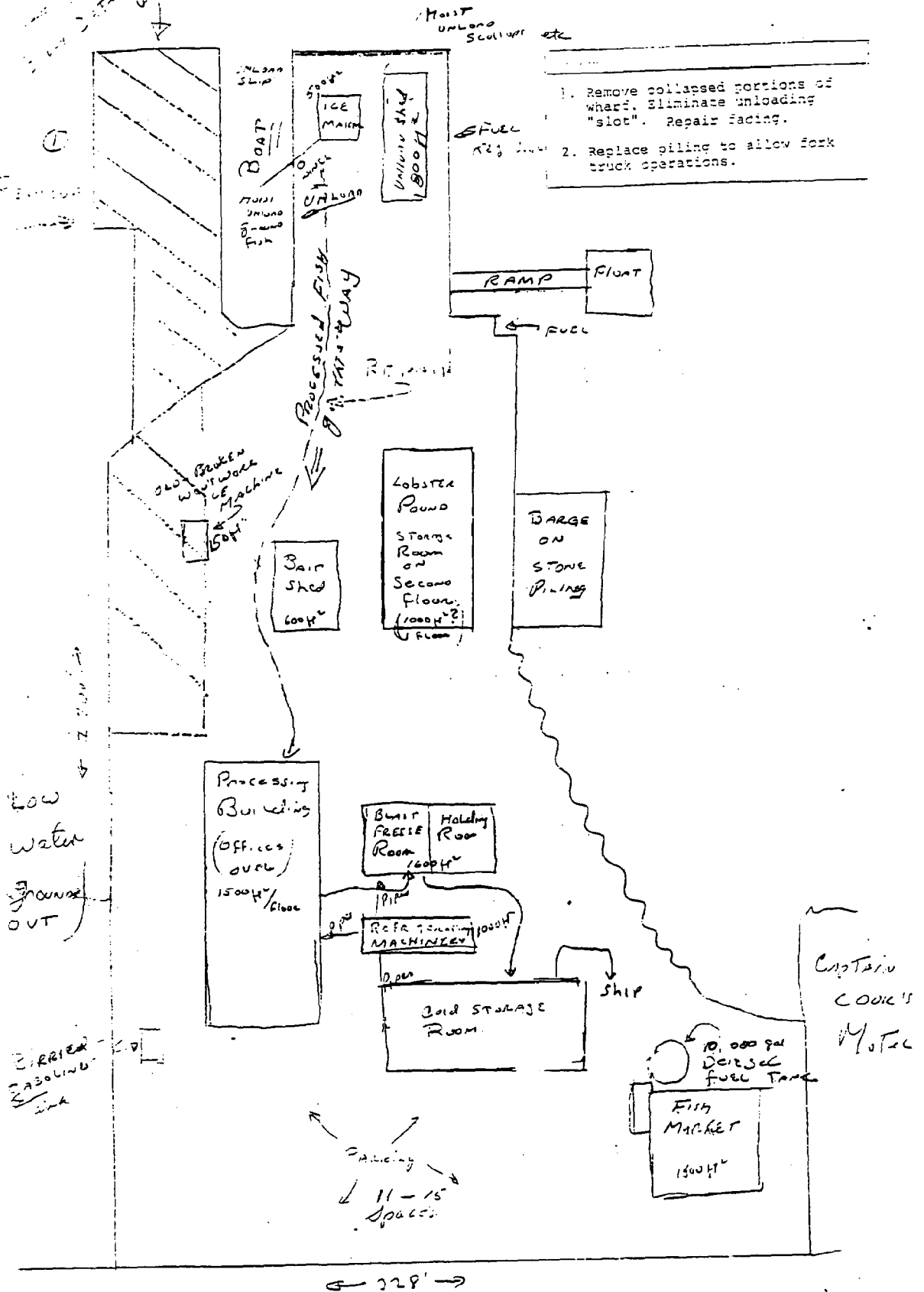
LOCATION MAP - TAKEN FROM THE TOWN OF BOOTHBAY HARBOR MAP. NOT TO SCALE

BOOTHBAY REGION FISH & COLD STORAGE FACILITIES AT BOOTHBAY HARBOR MAINE

LINCOLN Co. SCALE - 1" = 40' 0"
 SEPT. 28, 1981. PLAN BY RAY TEMPLE, C.E.

Boothbay Harbor

Ebb → floor



1. Remove collapsed portions of wharf. Eliminate unloading "slot". Repair facing.
2. Replace piling to allow fork truck operations.

← 228' →

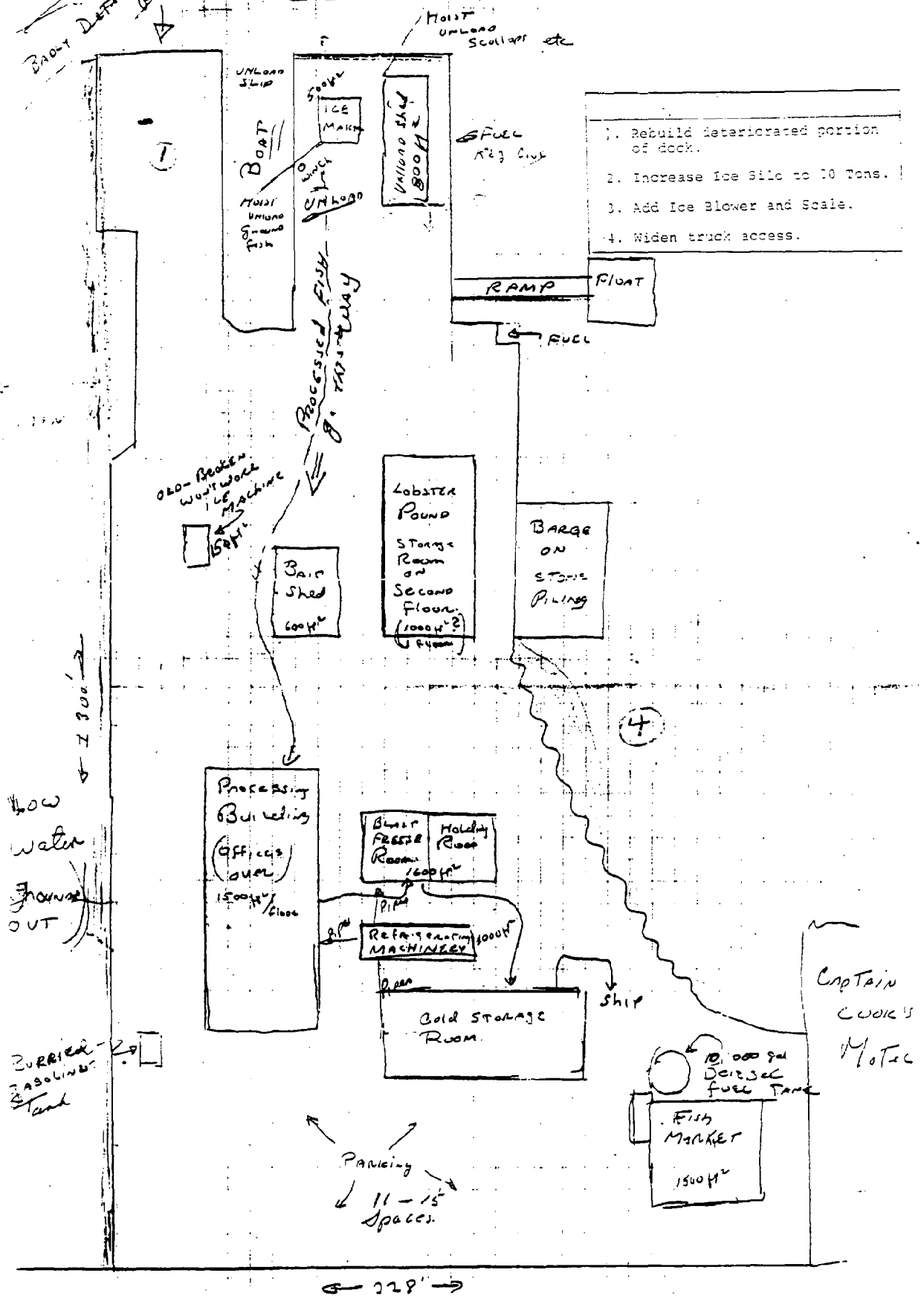
→ NOT TO SCALE ←

JAB
8/28/85

BAOY DEFENSES
PEN

Boothbay Harbor

Ebb → 1000



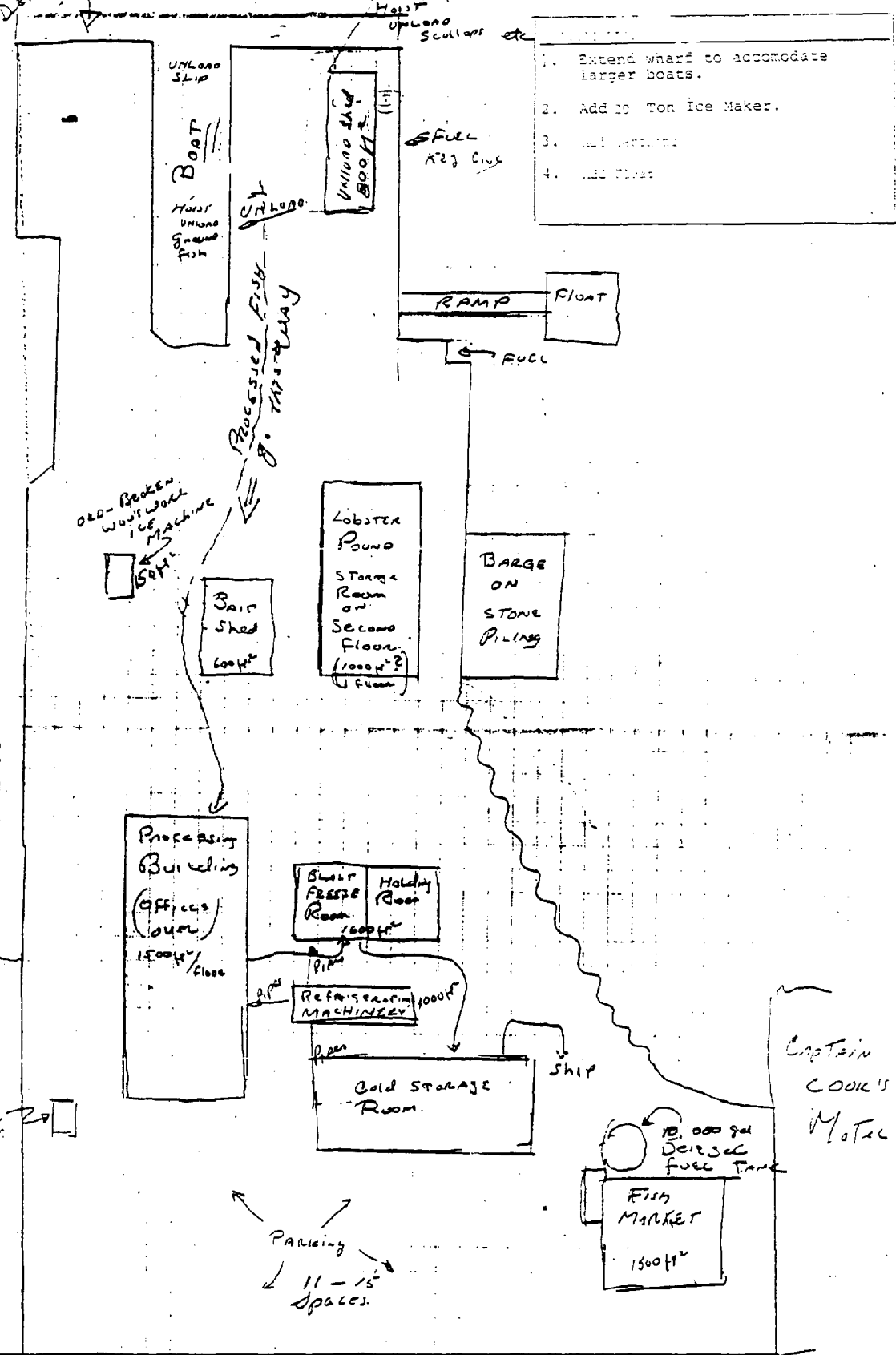
1. Rebuild deteriorated portion of dock.
2. Increase Ice Silo to 10 Tons.
3. Add Ice Blower and Scale.
4. Widen truck access.

→ NOT TO SCALE ← JAB 8/21/85

Boothbay Harbor

flow
Ebb

Boat DEFENSED
Pier



1. Extend wharf to accommodate larger boats.
2. Add 20 Ton Ice Maker.
3. Add ...
4. Add ...

low water ground OUT

Buried Gasoline Tank

Parking
11-15 Spaces

← 229 →

5. Management

The objective of the management plan is to describe a suitable way to ensure that the facility will have a long-term future of service to the commercial fishing community in Boothbay Harbor. Adequate management requires as a minimum that planning, organizing, leading and controlling are accomplished in a timely manner.

The management plan is intended to give the Town of Boothbay Harbor control over the facility, to provide the town with income to more than offset any expenses, and to minimize the demands on the town for close supervision of the facility by turning over this responsibility to Coastal Enterprises. CEI would be leased the land and pier for "99 years", and granted the "development rights" or ownership to all surface buildings, equipment and machinery to manage and sell or lease to the private sector for commercial fisheries uses, e.g. fuel/ice, retail, lobsters, processing and freezing, etc.

The Town of Boothbay Harbor would retain direct management for the south face of the pier for commercial uses, and be in a position to expand the pier as funds and demand necessitate. The town would operate such a pier in cooperation with CEI and management assistance, on a self-sufficient basis.

Under this proposal, there will be two parts in the management process. During the first developmental stage, which involves town acquisition and initial pier rehabilitation, CEI will handle all aspects of the town's obligations, including the rebuilding program. In the second part, CEI will also develop and manage the operation under a lease arrangement with the town, and with full ownership of the various facilities, exclusive of the land and pier.

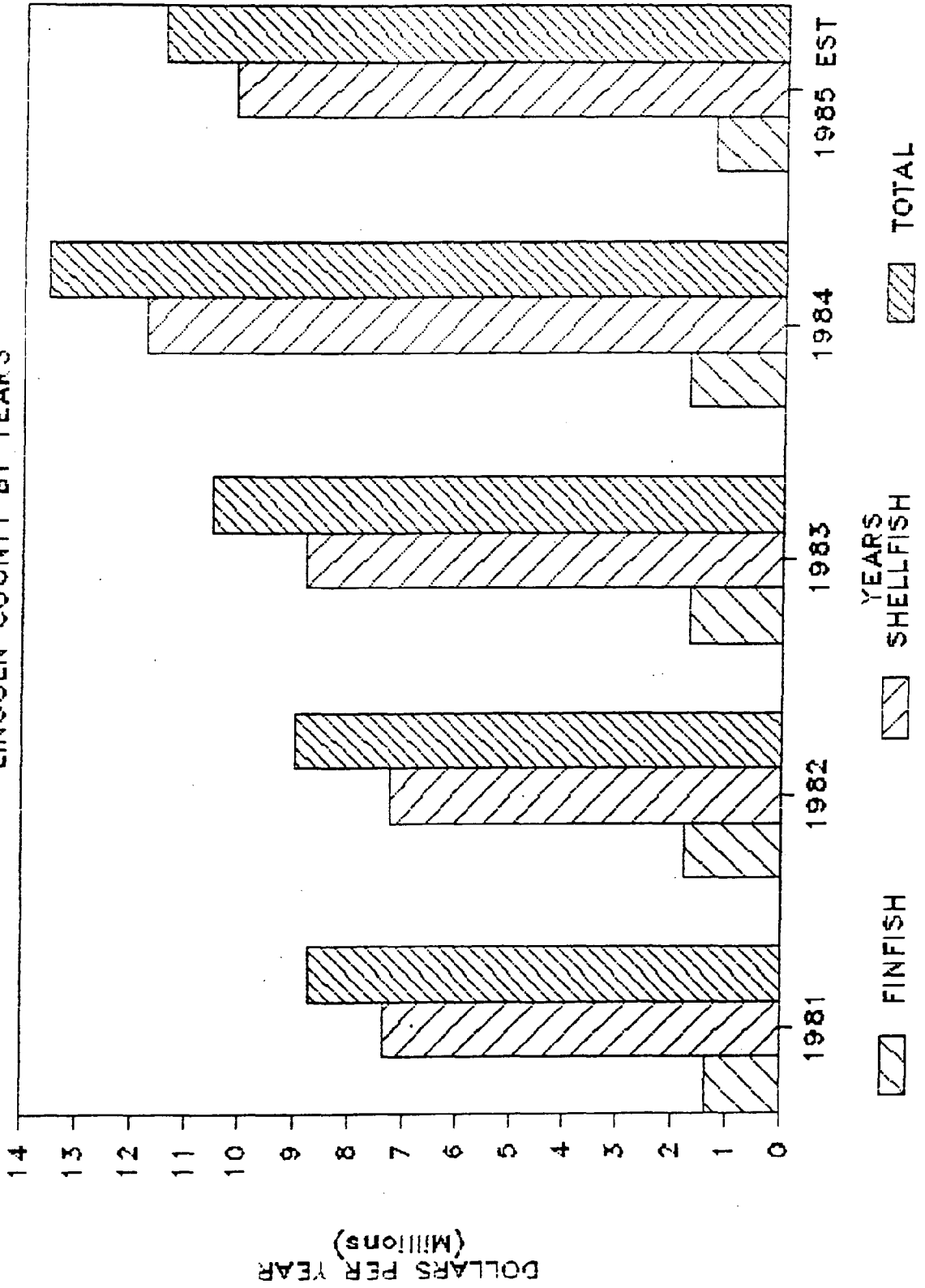
CEI will therefore arrange the fund raising, develop specifications, supervise construction work, negotiate contracts for future occupants and work with the town on future options. CEI would arrange to provide the engineering, clerk of the works, accounting, secretarial and business negotiating expertise to set the fish pier up in business. The town would establish the Port Committee as an overseeing body. The costs of management would come from the monies raised for the project, including any costs that the town may incur in subsequent developments.

6. Marketing

To an unknown extent, the landings at Boothbay Harbor have been limited by the ability of the various dock managers to profitably sell all the products landed. It is very likely that a significant increase in landings would be possible if more favorable marketing arrangements could be made for the fishermen. These arrangements have been identified and are the basis for the financial projections of this business plan and final tenant selections. At public meetings in Boothbay Harbor during the past three months, the fishermen have consistently identified better marketing arrangements as crucial to success of any facility. Ice and fuel must also be available in sufficient quantities.

DOLLAR VALUE OF LANDINGS

LINCOLN COUNTY BY YEARS



Traditionally, the dollar value of landings has been more stable than the pounds landed, reflecting the action of supply and demand on the price. The bar graph on the next page depicts the dollar value of the landings in Lincoln County for the past 4 years.

This business plan is unique in that it incorporates a practical understanding of criteria to improve the market for the products brought to the facility. Potential tenants would be evaluated on their abilities with respect to the following:

- a. A diversified specie purchase base so that more fishermen will be able to sell product at the facility.
- b. Quality assurance program to attract higher selling prices for boats which wish to participate.
- c. Documentation procedures to minimize disputes with the boats or with the markets.
- d. Marketing and management abilities to perform the traditional marketing duties, including anticipating changes, creating new markets, predicting catch changes, recruiting additional boats and other marketing duties.

VI. FINDINGS AND RECOMMENDATIONS

The following outlines the major findings and recommendations of the report presented to the Port Committee:

Findings

1. Boothbay Harbor is the center of a \$12-million-a-year fishing industry. This industry generates \$36 million dollars of additional revenues for the area. A commercial fish pier in the East Harbor is economically viable if the volume of landings can be maintained.

2. Condominiums and other land uses are severely reducing the number and quality of landing facilities available for commercial fish landing and processing. Current land use regulations are not adequate to resist development pressures over the long term.

3. Four fish piers currently exist on the east side of the harbor. Only one, the BRF&CS, offers an opportunity to the Town of Boothbay Harbor to acquire funds with very little risk if they can be obtained from the state or other sources. Expeditious and decisive action is required to seize this opportunity to obtain the land for the public.

4. A Plan has been developed for the revitalization of this pier in support of commercial fishing and to preserve public access to the harbor. This plan shows that:

- a. An opportunity exists to improve pier configuration with phased funding and construction;

- b. Facilities are needed by local commercial fishermen and shoreside operators;
- c. Private sector entrepreneurs have expressed an interest in operating on a revitalized pier.

Recommendations

1. The Town of Boothbay Harbor should attempt to acquire title to the BRF&CS property on Atlantic Avenue to preserve its use in the commercial fishing industry and to establish a base for subsequent phase development and opportunities. This step should be taken in a joint venture with Coastal Enterprises.

2. The pier should be rebuilt in planned phases, along with some site improvements, with emphasis on Phase I, as funds are available. The south portion of the pier should be widened and rebuilt, managed and maintained with future expansion opportunities as a town wharf for commercial fisheries.

3. A system for piping ice to boats and trucks should be installed, and, when required, ice-making capacity should be added as funds permit.

4. The Port Committee should develop and keep up-to-date a plan for public and commercial access to the waterfront. The plan should include provision for acquisition and/or development of additional property and pier space for the commercial fishing industry.

5. User input should be sought to establish final and future configuration of the pier and facilities to be installed, contingent upon financial arrangements.

6. When warranted, additional improvements can be made, such as installing a fish pump; improving unloading hoists; and upgrading take-out and sort building.

7. It is recommended that a Community Development Block Grant and other sources (such as the Department of Transportation and/or State Planning Office's Coastal Action Grant) be sought to fund acquisition and basic pier site improvements in a joint venture with CEI. Deadline for the CDBG is February 15, 1986.

APPENDIX

Schedule of Meetings

Press Articles

Governor's Coastal Development Proposal

DOT Waterfront and Pier Rehabilitation Planning Study

"New England Groundfish Stocks in Trouble", National Fishermen, Feb. 1985

"Maine Fisheries Cooperative Association", Commercial Fisheries News, Nov. 1985

"Commercial Landings of Northern Shrimp", Atlantic States Marine Fisheries

Task Force Report

Fishing Licenses Issued by Marine Resources - 1981, 1982, 1983

"Fisheries Management and Development", Vol. IV, D.M.R.

An Introduction to New Hampshire State Fish Pier Operations

Funding Alternatives for Boothbay Harbor

Community Development Block Grant: Letter of Intent, Planning Board Review,
Public Hearing Notice

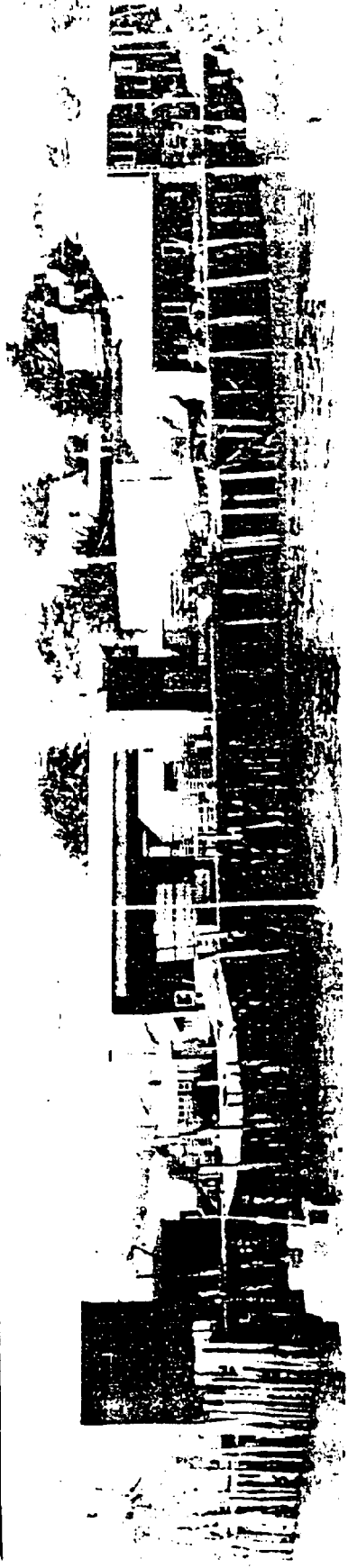
Letter to Commissioner Connors, DOT

Letter from Boothbay Harbor Chamber of Commerce

Waterfront Development and Revitalization Project

Schedule of Meetings and Events

October 29	Public Hearing	Firehouse	Project Purpose and Input
November 22	Public Hearing	DMR	Fishermen Input
November 26	Port Committee	Town Office	Status Update
December 9	Selectmen	Town Office	Status Update
December 10	Chamber of Commerce	Chamber Building	Project Presentation
December 11	Public Hearing	Firehouse	General Public, Port Committee: Preliminary Report
December 12	Rotary	Boothbay Harbor	Project Presentation
January 7	Port Committee	Firehouse	Acquisition Proposal Review
January 13	Selectmen	Town Office	Acquisition Proposal Review
January 27	Planning Board	Town Office	Acquisition Proposal Review: Zoning & Planning Compliances
January 30	Port Committee	Town Office	Review of Draft and Summary
February 4	Public Hearing	Gymnasium	Acquisition Proposal Review



Fish Processing Facilities Available for Sale or Lease.

NOV 89

FISH PROCESSING & FREEZING

- Frozen storage building
- Two blast freezers
- Processing room

LOBSTER HOLDING & MARKETING

- Unloading building
- Pound with 24 fiberglass tanks
- Cooking facilities

FISH UNLOADING STATION

- Sorting building
- Hoists

VESSEL SERVICES

- 10 Ton ice maker
- Fuel
- Berthing

RETAIL OUTLETS

- Fish market
- Restaurant potential
- Chandlery

SUPPORT

- Office space
- Parking

*Atlantic Avenue
Location: Boothbay Harbor, Maine*

*Contact: Ronald L. Phillips or James A. Burbank
CEI Management Co. Inc.
PO Box 268, Wiscasset, Maine 04578
(207) 882-7554*



Boothbay Region Fish and Cold Storage facility on the east side of Boothbay Harbor which will be one of the sites under consideration for waterfront redevelopment and revitalization.

Harbor Awarded \$11,044 Waterfront Planning Grant

"Dumfriesco for beauty and interest for pride. Had it not been for conflict, Boothbay would have died."

— Bristol fisherman quoted in grant application.

The Town of Boothbay Harbor has been awarded a Maine Coastal Program Planning Grant of \$11,044 to undertake waterfront development and revitalization planning.

Voters will be asked at next Monday's special town meeting to appropriate \$1300 from the local excise tax toward the local matching funds for the project.

Coastal Enterprises, Inc., acting as project manager, is expected to come up with the other half of the local match for a total of \$13,000 to be spent on the preservation of the commercial fishing industry in Boothbay Harbor, particularly the East side.

Funding will be used to accomplish the following objectives, according to the grant application:

— Develop a comprehensive waterfront development plan with a focus on the East side, while considering the commercial fishing needs of neighboring communities;

— Determine viable public/private partnerships which will enhance the development of the commercial fishing industry and related business activities;

— Examine ways in which commercial fishing access to the waterfront may be ensured;

— Examine and establish public policy through ordinances which will guide the orderly development and preservation of the waterfront;

— Establish a clear path to implementing a pier improvement/expansion on the East side and other locations.

"The entire future of the East side of the harbor is in question at this point due to real estate speculation and development."

In describing the immediate need for the project, CEI wrote: "The entire future of the East side of the harbor is in question at this point due to real estate speculation and development. It is conceivable that these

properties will be lost to the fishing industry if intervention does not occur in a timely fashion."

The work plan calls for final, approved plans for waterfront preservation and pier management by the end of December. CEI will work with the Board of Selectmen, the Town Manager and the Port Advisory Committee during the next three months.

Planning will consider development of an improved fish pier at the site of the Boothbay Region Fish & Cold Storage facility. CEI is the management company now in charge of the facility.

The final phase of the project will include cost estimates and engineering designs for

the rehabilitation of the East side pier.

Extensive public participation is planned to include the general public, local officials, members of the commercial fishing industry and local business people.

CEI, a non profit corporation in Wisconsin, is the management firm in charge of the Boothbay Region Fish & Cold Storage facility. Operating with a staff of seven, CEI has since 1979 raised over \$6 million in capital, invested over \$1 million in 35 businesses and promoted small scale ventures.

The State Planning Office informed the town of the grant award in a letter from Executive Director Dick Horringer dated September 19.

Tenants Sought By CEI For Boothbay Region Fish Facility

Coastal Enterprises, Inc., Management Company, which is solely responsible for the affairs of Boothbay Region Fish and Cold Storage, said this week that Boothbay Seafoods Inc. which has been leasing the facility, has moved from the premises, and the property has been secured, except for Helen's Fish Market, which will remain open.

Boothbay Seafoods, Inc. is reportedly unloading its boats at the nearby Green Baydock.

Tom Phillips, president of CEI, said that letters have been mailed to a number of business and individuals who have expressed an interest in leasing a portion of the property at Boothbay Region Fish and

welcome. The dock facility includes an ice machine, lobster holding tanks, a fish processing building, freezers, fuel tanks, and other related fishing industry services.

If following a survey of Boothbay Harbor's waterfront needs, it becomes apparent that the Boothbay Region Fish property is the local choice for fish pier development, it is possible these leasing portions of the overall fish business at Boothbay Region Fish at the time could remain, but under different ownership, Phillips said.

CEI is currently seeking the overall tenant for several individual interests, so that the property can be fully utilized and serve the

Meeting explores fishery salvation

By ANNA HOYT
Lincoln County Bureau

BOOTHBAY HARBOR — The turnout was light for a meeting this week between the Boothbay Harbor Port Committee, Coastal Enterprises Inc. and area fishermen, but the goal of the effort remains strong — the town should continue moving forward to help preserve its fishing industry.

The third such meeting held this fall, this week's meeting covered zoning and how the town could improve its ordinances to preserve the fishing industry, according to CEI President Ronald Phillips.

A Boston resident spoke of the role municipalities and pointed out that the town's alternative pressures on the waterfront were not at all unique.

The meeting also touched on the town's future role and how facilities on the harbor's east side could be improved, in areas such as docking and berthing.

The town can assist in preserving the industry through direct acquisition, working with CEI, which owns the freezer plant on the east side, and other options, said Phillips.

The town has already signed a letter of intent to the State Planning Office to apply for a community development block grant that might provide partial funding for a fish pier currently under study by the town.

The block grant application, which is due in February, will involve additional community input, said Phillips. The complicated application should show the proposal as part of an overall community strategy.

In late January, CEI will complete a report to be submitted to the Port Committee and Selectmen.

Presently, CEI has three short-term leases at its freezer plant, formerly Boothbay Region Fish and Cold Storage. The fish market remains and has been joined by United Fish of Portland, which uses dock space to purchase groundfish, and ABC Seafood of New York City, which supplies shrimp to Japan, will open operations at the site shortly.

Portland Press
12-14-85

Fishermen Express Ideas On Dock Needs, Services

Area fishermen, meeting with Coastal Enterprises representatives Friday night to discuss present and future needs for their industry in Boothbay Harbor, were told that the Region Fish and Cold Storage property

may be leased "very soon" to two separate dealers, one interested in buying shrimp by the middle of December, and another around the first of the month to purchase groundfish. Both will be short-term leases, according to Ron Phillips and Jim Burbank of CEI, while the long-term future of the property is being assessed.

Burbank asked for fishermen's input on what services should be offered if the old "freezer" property is converted to a public pier.

Must shared the feeling that several take-out stations, where boats could conveniently unload their groundfish and sell to their own dealer, would make the most sense. There was support for attempting to resurrect the original permit to extend the pier by 75 feet, and square it off across the front, eliminating the "jog" that exists now.

Rather than attempt to purchase a new, larger ice machine, it was recommended that the plant freeze block ice, utilizing its own freezer space, and then buy a portable crushing machine that could be taken to the edge of the dock and "chuted" aboard vessels. This method was considered to be more cost-effective, to produce a better

product, and to be easier to determine the amount of ice a particular vessel has purchased.

A fish pump was recommended for the northern corner of the pier, capable of pumping herring, mackerel, pogies and some other smaller species, with a take-out station for this purpose.

Removing the culling shed on the end of the dock, as well as the ice machine, and making more dock room was suggested, as well as improving access to the docks from the street by large trucks, which have found it difficult to maneuver and turn around on the dock. It was also suggested that the processing building be demolished, since the underpinning needs replacing as does that entire side of the dock from the street to the end of the pier.

Changing the lobster buying floats to the opposite side of the dock was also raised as a possibility, as was trying to add more floats and dolphins along that side of the dock to accommodate the berthing of lobster boats.

Moving a barge which has been secured alongside the northern side and building a retaining wall, and also moving the fish market building from the property in order to provide more space for the fishing operation were proposed Friday night.

Burbank explained to the small number of fishermen, who had come out for the meeting despite the treacherous driving, that CEI has been retained by the town, through a grant made possible with both local and state monies, to assess the needs of the fishing industry and to come up with a proposal, as well as a method of funding their recommendations. He said that selectmen have until December 15 to decide if they want to apply for a major engineering plan, and by February 1 would have to apply as a town for any grant monies for such a project.

Asked how long CEI and SBA anticipate "treading water" on any action on disposal of the old freezer property, Burbank said until April 1, although an extension is possible if it appears the property has the potential to serve the town in the future. He said CEI is working now to see if the town and Port Committee can be a partner in coming up with a long-term solution to local fishing industry needs.

Boothbay Harbor Files Letter Of Intent For Community Block Grant For Pier

32-284-250-202 12/17/65

Boothbay Harbor selectmen last week sent a letter to the State Planning Office expressing their intent to apply for a Community Development Block Grant for pier development before the February 15 deadline.

At a public hearing December 11 to outline latest developments in the Fisheries Planning Project, Ronald Phillips of Coastal Enterprises, Inc., told members of the Port Committee, selectmen, and interested community members that the letter of intent in no way commits the town to follow through with an actual application for grant monies for fish pier development, but that such a letter must be on file prior to December 15 for the town to be considered should it wish to take such action in the next two months.

If the town does apply for a grant, it would be considered along with a number of other similar projects throughout the state, only a few of which will likely be funded.

James Faye, President of Port Development Associates of Boston, who attended the December 11 meeting, stressed how valuable waterfront property has become, and how commercial fishing businesses, traditionally not profitable, are being sold to other interests at an alarming rate.

He said that most towns have some type of public docking facilities, and that those who don't are now working toward such a goal to assure access for their fishing fleets.

Faye told the group that fishing is a risky business, and must be approached with caution, but at the same time must not be lost because of lack of effort to survive.

He related the problems Provincetown, Massachusetts is encountering, with its

tourist development putting the squeeze on the 45 fishermen homeported there.

He noted that fishermen here are very young men compared with those in many other parts, and urged those encouraging pier development to first identify who their fishermen are, the types of boats they fish and their particular requirements, and the shore-side support services such as ice, fuel, repairs, railroads, etc. which they require.

Noting the chain in the industry which includes the primary wholesaler, secondary wholesaler, distributor and consumer, he told the committee to study which area the town could become involved in, and to recognize which links in the chain were not within their control. He called shore-side support, the town's key input area.

Optimistic about Portland's planned fish auction, he urged local officials to watch it very closely, and predicted that it would mean more and more fishermen would be sending their own fish via truck to Portland where their own man would then sell them. He said it could represent a very positive step for Boothbay Harbor.

Asked why it hadn't been economically feasible for fish to be processed in a town where they were landed, Faye said that there is no question jobs are lost when fish aren't processed locally, but said that processing should be approached cautiously, since a buyer won't stay with any local dealer who can't guarantee him the supply of fish he needs - something difficult to guarantee in a small fishing port such as Boothbay Harbor.

Faye suggested the town consider zoning which would restrict certain areas of the harbor to fishing interests to prohibit the construction of condominiums, motels,

restaurants and other tourist-related businesses, and also pointed out how some of these projects can be enticed to provide services for fishermen when they are granted permission to build in a community.

Reviewing the concept of a town becoming involved in possibly owning a public pier, Faye pointed out that towns are often financially linked to a number of unusual interests, such as public beaches, airports, and any other enterprise which is considered important to its overall welfare.

Jim Burbank of Coastal Enterprises, Inc. reviewed the past history of the Boothbay Region Fish and Cold Storage property on Atlantic Avenue, which is currently being considered as the most logical spot for a public pier since so many of the needed services have been offered there in the past. He outlined several options the study committee is investigating: repairing what's there (mainly, restoring the dock); extending the dock further out into the harbor to accommodate more vessels and adding a larger ice machine; and enlarging and expanding the plant, its building, and services. He said they are studying carefully the cost versus the benefits of a larger ice machine, fish pump, more sophisticated fish unloading methods, sorting, and added freezing equipment, what will earn its keep and what won't. Burbank said that he hopes to have a chart giving all of these comparisons at an upcoming meeting.

Faye reviewed the types of public pier facilities in some other ports, and, using Gloucester as an example, cited the number of developments there to support commercial fishing, dating back to the 1800's when the city first built a state pier with federal monies.

Later, they supported an urban renewal project and when they found it wasn't accomplishing what they had hoped for fishermen, they got financing to head the project in that direction. They combined a public park with added docking facilities for boats, then got federal funding for a public landing and spacious parking area which is used annually for their special St. Peter's fiesta to celebrate the fishing industry. They have added marinas for smaller commercial fishing boats, complete with take-out stations, public walkways and storage areas for lobster gear, and have successfully combined retail complexes with added dockage and services for their commercial fishing fleet.

Faye said that the small town of Marshfield, which has only about a half a dozen draggers and 40 lobstermen, as well as a good-sized sport fishing fleet, is working on a new town pier. He also noted that Rockland has plans for a public pier, to supplement the large privately owned fish plants in the city.

Selectmen, the Port Committee, CEI and planners studying the fish pier concept in Boothbay Harbor will be holding more meetings in the weeks to come to bring the public up to date on progress and to gather input.

Fishermen call for new facility to build business

By ANNA HOYT
Lincoln County Bureau

BOOTHBAY HARBOR — A new fish pier with sufficient vessel facilities might be able to draw back fishermen who have been driven out of the harbor.

Several fishermen who commented at a meeting of Coastal Enterprises Inc. and the town port committee Tuesday night said a new pier would have more demand for dockage than it could handle.

If the harbor had sufficient facilities, it could attract the larger dragger vessels from other ports for services.

A lot of fishermen have been pushed out of harbors by condominiums and have not been relocated, said Rusty Court. Looking into the future, there will be less harbor space for fishing as motels take more.

About 25 people attended the meeting, which encouraged comments on the feasibility of building a pier at the former Boothbay Fish and Cold Storage site on the harbor's east side and how such a pier could enhance and develop the area's commercial fishing industry. The possibility of the town buying the property and leasing it out is being considered in the study.

A CEI executive, who manages the cold storage building while the corporation undergoes dissolution proceedings, asked fishermen if any of their businesses would be jeopardized if the fish pier were not built.

Others would do as Butch Brewer, who said he spent most of the year in Gloucester, Mass., because of the lack of places to tie up his boat.

Stan Coffin said that without the pier more fishermen would sell their fish in Portland and Rockland.

Mary Brewer suggested the pier study include the number of Boothbay Harbor fishermen who port elsewhere, but would be here if they had a choice.

Rockland and Portland, at about three hours' distance, are near enough for many fishing supplies. Dale Bates said. But boat space is needed in Boothbay Harbor and services such as fuel and ice.

Facilities are needed here, said Butch Brewer. He suggested the pier study committee look at tie-up systems used in Portsmouth and Gloucester and keep dock space open for transit boats.

"Right now, I don't know where we'd tie up if we came back to Boothbay."

A key to drawing the larger vessels into Boothbay Harbor would

be implementing an ice blower system to get ice directly from the ice house to the boat, said Court, who added that expecting crews to shovel pond ice on board is "archaic." That is why a lot of boats left, he said.

"There's no getting around it," said Bates, if the harbor wants to attract the larger boats it must provide the necessary services. Otherwise, it is worthwhile to go the distance to Rockland or Portland.

Those present did not seem to think accessibility of the pier site would be a problem, despite the harbor congestion in the summer, if moorings were arranged properly.

Most also agreed that the cold storage, or "freezer," was about the only location left for such a pier. McKown Point was suggested as was Signal Point, but hitches were noted at both locations.

McKown Point is zoned special residential and a condominium project is planned for Signal Point. "When that goes up, you can bet it won't be harmonious between the lobster fleet and the millionaires," said Court.

"I'm left with the impression this is the Alamo," said John Melrose, a consultant with Maine Tomorrow. "You guys are left (to fight for) this one little space."

With competing demands for harbor space between fishing and condominiums, the town needs to decide what direction the community wants to go in and reflect that while it rewrites its comprehensive plan, said Melrose.

In other comments at the meeting, Phillips explained that town involvement would be limited to leasing the space out and would not be involved in operation of the business.

Buddy Brackett noted that the freezer had a chance from the community to make it once and failed. A lot of local stockholders in the freezer will think twice before putting more money into it through the town.

CEI and the Port Committee will hold another public meeting 7:30 p.m. Dec. 3 to discuss development of some of the ideas presented Tuesday night. Meanwhile, the group will investigate possible ways to implement the ideas and study suggested systems.

A final meeting will be held before Dec. 15, when the town must write a letter to the State Planning Office of intent to apply for a Federal Community Development Block Grant to help fund the pier.

PPH Oct 31, 1985

A Public Pier: It Makes Good Sense

The Wiscasset Newspaper 1-30-81

Why should we? This is a question which some Boothbay Harbor residents may ask next Tuesday evening, when the town outlines its plans to apply for a \$500,000 Community Development Block Grant to acquire the former Boothbay Region Fish and Cold Storage property (the "freezer") on the harbor's east side to serve as a public pier.

Under the current proposal, the town would acquire the property through negotiations with the Small Business Administration, the major mortgageholder, and would use whatever funds still available after the purchase to improve the pier itself. Coastal Enterprises of Wiscasset, the second mortgageholder, would have development rights on the pier - in other words, it could sell or lease out the buildings on the wharf to various private businessmen interested in operating from the facility - i.e., an ice service, lobster business, or whatever seemed to be a profit-maker to the individual businessman.

The plan has been outlined for selectmen, the port committee, planning board, fishermen, the Chamber of Commerce and the general public at a number of informational meetings in recent weeks.

Boothbay Harbor's intent in applying for this grant is to preserve a portion of the waterfront for fishermen, both today and tomorrow. As it was so aptly put at one of the hearings, "we provide public roads when needed to serve businesses, and for the fishermen, access to the water is their 'road'."

The town doesn't want to go into the fish business; it only wants to have a pier available where they can tie up, load and unload, and get services. Any development on the dock will be in the hands of private business people.

It became apparent last fall that commercial fish docks might disappear completely when several things happened: Boothbay Region Fish and Cold Storage closed its doors; Ocean Canyon's owner applied for a permit to build condominiums; Liberty Group began getting the needed permits to build a marina at their dock at the old Sample property, where new condominiums are now under construction.

The truth of the matter is, those in the fish business

can't afford to compete with private developers for valuable waterfront property. The margin of profit is too small.

Many communities all along the eastern seaboard are discovering that the only way to assure access to fishermen is to have a public pier. Nearby Portland is a perfect example of what development is doing to the industry. The fishing boats are shuttled from one dock to another as large-scale building projects are announced, and many of them fear they'll soon find themselves with no place to go. After all, every dock has some potential for a developer looking to pick up property directly on the harbor.

The "freezer" property is a valuable piece of property, too, and with the money tied up in it, both the SBA and CEI could easily sell it to non-fishing interests in order to get some of their money back.

Both, however, have shown continued support for keeping it in the fishing industry by giving one extension after another in order to avoid seeing it sold.

If the state does give Boothbay Harbor a grant to negotiate to acquire the property from SBA, and CEI is given the developmental rights for the businesses on the pier itself, we feel everyone will gain, although selfishly, our main interest is seeing Boothbay Harbor remain a fishing community.

We don't look on this acquisition as "subsidizing the fishermen," as one opponent suggested. We feel that the town owning waterfront property makes good sense. In fact, we'd like to see them own a lot more, so that the public will always be assured access to the water, and won't have to buy a condominium or rent a motel unit on the water if they want to see the harbor, or get to it.

Many communities own public beaches because it makes sense to their overall economy. We think it makes good sense for Boothbay Harbor to own a public pier.

We encourage all of you to attend Tuesday night's hearing to listen to the proposal to apply for grant money. Ask questions. Make comments. There's a lot at stake here.

Mary Brewer

Portland Press Herald

Monday, February 3, 1986—PAGE 15

Public asked to comment on pier plan

By ANNA HOYT
Lincoln County Bureau

BOOTHBAY HARBOR — Application plans for a Community Development Block Grant to transform the former Boothbay Region Fish and Cold Storage building into a public fish pier will be outlined at a hearing at 7 p.m. Tuesday.

Citizen comments are requested at the meeting to demonstrate support for establishing a public pier for commercial fishing.

Hearings late last year indicated that fishermen felt a need for a pier and were concerned about commercial development on the waterfront squeezing the fishing industry out of Boothbay Harbor.

The town is seeking \$500,000 to buy the freezer plant, which is owned by the Small Business Administration and Coastal Enterprises Inc. of Wiscasset, a non-profit corporation that aims to help develop small business on the coast.

CEI and the town propose converting the freezer plant into a public fishing pier, which would provide fishermen a space in the harbor to tie up and conduct their business. The town would buy the property and make as many pier improvements as possible.

With funds from a Coastal Zone Management planning grant, the town and CEI have been studying the feasibility of a public pier, needs of the commercial fishing industry and what role the town might play in preserving the industry.

If the Community Development Block Grant were awarded to Boothbay Harbor, a town vote would be required before it could be accepted.

The town has signed a letter of intent to apply for the grant with the State Planning Office and the application is due by Feb. 15. Grants will be awarded in April.

GOVERNOR'S COASTAL DEVELOPMENT PLAN

An ACT to Enhance the Sound Use and Management of Maine's Coastal Resources

submitted to the 112th Legislature

PROBLEM - The Maine coast is home to nearly half of the State's population and sixty percent of our industry. Today it is experiencing unprecedented growth and development which, if not managed wisely, pose a significant threat to the quality of Maine life and irreparable damage to Maine's coastal resources.

LEGISLATIVE POLICY GOALS - The legislation sets forth nine policy goals to guide coastal resource management and development, including:

- (1) **Port and Harbor Development.** Promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation, and recreation.
- (2) **Marine Resource Management.** 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.
- (3) **Shoreline Management and Access.** 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.
- (4) **Hazard Area Development.** 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.
- (5) **State and Local Cooperative Management.** Encourage and support cooperative State and municipal management of coastal resources.
- (6) **Scenic and Natural Areas Protection.** 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.
- (7) **Recreation and Tourism.** Expand the opportunities for outdoor recreation, and encourage appropriate coastal tourist activities and development.
- (8) **Water Quality.** Restore and maintain the quality of our fresh, marine, and estuarine waters to allow for the broadest possible diversity of public and private uses.
- (9) **Air Quality.** 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.

The legislation then describes a series of amendments to existing State laws and programs necessary to accomplish four immediate objectives:

1. Shoreline Access - To protect and improve public access to the coast, the amendments would:

- o Protect accessways to the shoreline from the adverse effects of subdivision.
- o Allow municipalities to exact public access rights in coastal subdivisions.

2. Hazard Areas Management - To improve management of growth and development in areas prone to flooding, the amendments would:

- o Strengthen construction standards in flood-prone areas.
- o Establish a federal/state/local cost sharing system to replace public facilities damaged in flood disasters.
- o Prohibit use of new State funds on thirty-one coastal barrier sites.
- o Protect undeveloped floodways and low lying coastal shorelands from inappropriate development.

3. Water-Dependent Uses - To support and give preference to water-dependent uses that require shorefront locations, the amendments would:

- o Allow municipalities to zone portions of their waterfront solely for water-dependent uses.

4. Natural Areas Protection - To improve the protection of significant natural areas, the amendments would:

- o Provide for the identification and designation of exceptional State natural or cultural features.

The legislation also establishes a Maine Shoreline Access Protection Fund to support municipal and State acquisition of shoreland areas for public uses.

People interested in learning more about this legislation are encouraged to contact the Maine State Planning Office, 184 State Street, Augusta, Maine 04333 (207) 289-3251

January, 1986

Coastal Bond Initiatives

Submitted to the 112th Legislature

1. **Maine Shoreline Access Fund (Department of Conservation)** -- This fund will provide \$5 million for state and local acquisition and development of public access areas along the coast. One-half of these funds will be available to municipalities. The fund will ensure that as our coastline becomes more heavily developed, opportunities to get to the coast for both commercial (eg., clamming and worming) and recreation activities are not lost.
2. **Waterfront and Pier Rehabilitation Program (Department of Transportation)** -- This will provide \$4 million to coastal communities for fish pier and other commercial waterfront improvements. The funds will be targeted to Maine's medium-sized and smaller ports that cannot compete as favorably as the larger ports for Federal funds. A needs study conducted by the Department will help determine the projects to be funded. More than \$10 million in matching Federal funds are expected to supplement the State funds.
3. **Marine Laboratory Development (Department of Marine Resources)** -- This will provide \$565,000 to the Department of Marine Resources Laboratory in Boothbay Harbor. Improvements will increase the State's research ability and enhance management of the fishery, as well as address public health and pathological concerns related to the seafood industry.

• A WATERFRONT AND PIER REHABILITATION PROGRAM

PLANNING STUDY

Maine Department of Transportation - Division of Ports
and Marine Transportation
Robert D. Elder, Director
State House Station #16
Augusta, Maine 04330
Tel. 207 289-2841

1.0 Project Description & Background

Interest has been expressed by communities such as Saco, South Portland, Portland, Southwest Harbor, Machiasport, Cutler, Vinalhaven, etc. and user groups in a continuing program of public investment in constructing and upgrading marine facilities to protect and expand their working waterfronts.

The goals and objectives of this program are to provide infrastructure improvement incentives to retain and create jobs in indigenous fishing and commercial marine industries, and leverage both private and public capital investments.

In order to identify interests and prioritize the projects needed to respond to them, it is proposed to perform necessary planning and engineering work in the form of a needs study. This work will be similar in concept to the work which was undertaken for the original Fish Pier Program in 1979, the "Fish Pier Needs Study." This planning effort will analyze the demand for such facilities, current conditions, and identify eligible projects for funding. It will also set the final program guidelines. Existing facilities would be eligible for inclusion in this program so long as the proposed improvements are directly related to the operation and improvement of the pier.

The need for this study and program is best expressed by a recent letter to the Department from a coastal municipality which pointed out that the many medium-sized and smaller ports on the coast have been largely missed by both state and federal efforts aimed at improving Maine facilities.

The proposed study will accomplish several tasks identified in the coastal priorities statement. It will evaluate the current and future infrastructure needs; it will evaluate ways to assist municipalities in managing water dependent users on waterfronts, increase opportunities for public access, and will examine the feasibility of redeveloping/rehabilitating Maine's pier facilities.

The study will also improve coastal management by creating a benchmark which can be used for development of future policy which relates to state infrastructure decisions. The study will also be able to measure the impact of the first fish pier program.

This study will also have the positive benefit of providing a foundation for a program that will actually build many more of the projects for which the Coastal Program has previously funded preliminary designs, concept studies, etc.

Recently the Coastal Program funded the Greater Portland Council of Governments' Berthing Study, (Aug., 1983) which recognized the immediate need for improving waterfront facilities in its final recommendations:

- 1) Encourage regional public and private support for a statewide pier improvement program targeted at commercial berthing.
- 2) Update berthing inventory and projections in order to monitor berthing supply and demands.
- 3) Encourage the development of policies in the local, regional, state and federal governments which preserve existing berthing and recognize piers and wharves as a critical economic waterfront resource.

A program such as this is the type of statewide infrastructure improvement effort which leads to economic development and job creation in indigenous industries. This kind of program will also benefit the many small businesses which operate on the Maine Coast in the maritime industry.

2.0 Statement of Work

2.1 Inventory and Review of Existing Conditions

Starting in June, 1985, the MDOT will start to inventory piers and wharves along the Maine Coast. This work will largely be accomplished with existing staff supplemented by an intern. The last complete inventory of this nature conducted by a state agency was done by MDOT in 1979.

The original inventory data was also collected by a team of field investigators employed by the Maine Department of Transportation. In this new inventory, data sources will include municipal records, direct interviews with port facility operators and users in addition to interviews with municipal officials. (See Appendix B.) This data will be further supplemented by a series of meetings conducted by the Department of Transportation and its consultant with inventory port communities later in the fall.

Substantial use will be made of the Sea and Coastal Chart series for the Coast of Maine and the U. S. Coast Pilot I, Atlantic Coast Eastport to Cape Cod which are publications of the U. S. Department of Commerce National Oceanic and Atmospheric Administration, National Ocean Survey.

The data collected for each of the individual ports will be presented in a systematic way. This includes a general description of the harbor facilities such as the location, harbor characteristics, pilotage, navigational aids, channels, anchorages, breakwaters and obstructions. Also to be included is a description of the existing harbor facilities and the present and perceived future needs. The facilities will be identified on a map for each location which also identifies highway and, where available, rail access to the port.

Products Expected - Updated Inventory - 2 Volumes and Maps.

2.2 Needs Study

During the final part of this inventory, the MDOT proposes to contract with a consulting/engineering firm familiar with the Maine Coast to have them perform five basic tasks:

- 2.21 Assist the Department in evaluating the current use of and investment in the original fish pier projects as they relate to current waterfront developments..
- 2.22 Conduct a series of meetings with coastal municipalities and MDOT to evaluate proposed projects and perform schematic engineering and cost benefit analysis of their proposed projects.
- 2.23 Assist the Department in defining evaluation criteria for the final program.

- 2.24 Make final recommendations on the following:
- a. Specific infrastructure needs and pier projects
 - b. The feasibility and costs of redeveloping/
rehabilitating Maine's pier facilities.

Products Expected: Final Report.

3.0 Conclusions and Recommendations

Following receipt and acceptance of the final consultant report, the Department will publish the final program guidelines and request proposals from municipalities formally submitting their projects. Based on criteria identified in the needs study, a series of projects will be selected and presented to the Governor, Legislature, and the general public as a package subject to approval of a referendum and bond issue.

4.0 Timing

The inventory of facilities will commence in June of 1985 and continue through September.

The needs study will commence in August and be concluded in October. Project selection will be made in November and December.

Final recommendations will be available at the beginning of January, 1986.

One Man's Opinion

New England's groundfish stocks are in big trouble

The following piece appeared recently in the fall newsletter of the Massachusetts Division of Marine Fisheries. It is reprinted here by permission of the author, who is the director of that agency. Ed.

"Where's the Fish?"

By Phil Coates

Although our modification of the popular slogan referring to another foodstuff may be viewed as humorous by some, the current fish abundance situation off New England is hardly a laughing matter. Preliminary National Marine Fisheries statistics (through Oct. 12) reveal that New England landings are down 25 million lbs. from last year.

Every major port with the exception of

Pt. Judith, R.I. (thanks to whiting and butterfish there) is landing less fish than last year. New Bedford, the leading port dollar-wise in the nation in 1983, is almost nine million lbs. behind last year's figures. Gloucester is eight million lbs. behind last year.

Although stronger prices in 1984 will likely reduce the economic impact on fishermen somewhat, the fact remains that New England processors will have less domestic product to market unless the catch undergoes a dramatic upswing in the next few months.

Every important species except pollock (up 14%) and whiting (up 18%) is down in landings from '83. Landings of the three key groundfish species — haddock, cod and

yellowtail flounder, the focus of so much management the past eight years — are well behind last year's figures.

Haddock are the subject of great concern since stock recoverability has just not occurred since the Russians overfished the abundant 1963 year class in 1965. To date, haddock landings are down 16% over 1965. Yellowtail flounder, our most important commercial flatfish, is down an alarming 44% in total landings.

Surveys conducted by state and federal scientists confirm the downward trend in groundfish landings, and their data indicate that prospects for future recruitment also appear poor at this juncture.

What is the cause of this downward trend? Can it be passed off merely as a temporary anomaly due to changes in water temperatures or changes in normal fish distribution patterns due to some other environmental quirk? Or is it, as some fishermen are quick to claim, the cycle wherein fish abundance waxes and wanes for reasons presently unknown?

We think not. Since the mid-'70s we have watched the New England fleet resurgence, initially with great enthusiasm, as old wooden side trawlers were replaced with steel stern trawlers. We have watched the marine electronics revolution where, in 10 years, 1/2-mile positional accuracy has been replaced by 10-meter positional accuracy.

We have watched trawl technology develop to the point where modern otter trawls, when towed with adequate horsepower, can virtually climb mountains. We have watched the growth of the gillnet fleet, the Scottish seiners and the pair trawlers. We have watched the significant influx of large and small vessels from ports as far away as Texas, all concentrating their efforts on a limited number of species.

The conclusion is obvious, despite industry protestations to the contrary. It is evident that we have the capacity to greatly overfish the important New England fish stocks. People still say that we will never match the fishing power that was exhibited by the foreigners in their heyday. Let's not forget the foreigners conducted their fishery on a diverse and abundant array of pelagic and demersal stocks that included mackerel, squid, herring and the hakes.

Admittedly, we don't yet, on a vessel-to-vessel basis, match the power of a Soviet Super-Atlantic trawler or a West German or Japanese catcher/processor, but we're getting there. We are getting there rapidly and, if our capability is all added up, it's a safe wager that the New England fleet more than matches the fishing power of the foreigners in their best years. Most significantly, that effort is being concentrated on the ocean bottom on a relatively limited number of species.

We may well be at the point where our fishing fleet has the capacity to reduce the stocks faster than the scientists can estimate those reductions, a fascinating but obviously disturbing notion. Don't forget that assessments are based on surveys conducted

six to 12 months earlier, and that's sufficient time for a lot of fish to come over the rail.

Many of you are aware of the efforts of the New England Fishery Management Council to develop a management plan for the variety of demersal and pelagic species that are taken in the bottom trawl, gillnet and longline fisheries. This plan, several years in development, is an attempt to protect traditional fishing practices and enhance the potential for rebuilding several key New England species, namely, redfish in the Gulf of Maine, haddock on Georges Bank and yellowtail flounder on Georges Bank and in southern New England.

At its September meeting, the council rejected the proposed plan by a narrow margin. Interestingly enough, opponents of the plan comprised an unlikely coalition of council members ranging from those who felt the plan did not go far enough in conserving stocks to those who felt the plan went too far and would devastate the industry.

The council met again on Oct. 10 and, following presentations outlining the poor status of the stocks and after significant discussion and debate, approved the final drafting of a more stringent plan for submission to NMFS. It is apparent that council members recognize the major priority must be the rebuilding and maintenance of viable stocks. At the same time, they recognize that this may be at the expense, albeit unknown at this point, of the user groups. Attempting to balance these two alternatives, particularly in the face of declining stocks, is a difficult and frustrating task, to say the least.

Unfortunately, the recent World Court settlement of the U.S./Canadian boundary dispute may hinder timely implementation of the Multispecies Plan, since the boundary line splits certain fish stocks on Georges, including cod and haddock. Agreement with the Canadians that stock rebuilding is essential may be difficult to achieve in the short term for a number of reasons. Lack of agreement should not postpone plan implementation, however since the majority of stocks are still on the U.S. side of the line.

In conclusion, the rebuilding of key New England fish stocks must be the number one priority of the Northeastern U.S. fish managers. If the current decline in key fish stocks is not turned around, then New England will lose its pre-eminent place in the nation's fresh fish market.

Most important, however, is the need for planners to look beyond the near future and begin to develop strategies to deal with balancing fishing power against stock resurgence. If this isn't done, we may like be in the same situation 10 years from now with highly efficient fleets that have little to harvest.

There is little doubt that the current situation has caught many people by surprise — including scientists, managers and to some extent, the fishermen. There will be no excuse next time.

Maine Fishermen's Cooperative Assoc

group proposes a business relationship

This proposal is a suggestion for a new approach to dealing with Canada. Things have changed since the last time we were in negotiations with Canada: the treaty is long gone; the World Court has drawn its line, and a countervailing duty petition has been filed on groundfish that stands an excellent chance of producing a duty.

It is time to look at the relationship with Canada as a business relationship. It is time to ask whether we could change the way we relate to the Canadian fishing industry to benefit both our fishing industries.

We catch virtually the same species. And we sell to virtually the same market. But the border, and the differences in our political and social systems have created unfairness and antagonism. We need to discuss, fisherman to fisherman, and processor to processor, ways to create a fair trade relationship that will produce greater opportunities

from the fish there is to catch, broader markets, and better prices for the products of both industries.

This can't be done overnight. In the short run, all the current conditions will dominate, including our strong support for the countervailing duty as a way to ensure that Canada does not have an artificial competitive advantage.

But the way to start is to look at specific arrangements - for catching fish in each others' waters, for buying and selling fish in each others' markets. Each specific suggestion should be looked at as a business proposal between major competitors: is an arrangement possible that is of mutual benefit to both sides?

We present this proposal as the basis for discussion.

Jim Sallsbury
Maine Fishermen's Cooperative Association

A PROPOSAL

The Maine Fishermen's Cooperative Association proposes that representatives of the fishing industries of New England and Atlantic Canada meet to discuss the following:

1. Steps that can be taken on either side of the border to equalize access to each other's markets. These discussions should include such specific items as the terms of Canadian access to the Portland, Boston and New Bedford auctions; creation of similar market facilities in Atlantic Canada, and reciprocal access for the New England industry to Canadian markets. We suggest that two principles guide our discussions about the market:

* (a) Changes on either side of the border should be accomplished in such a way as to maintain the competitive position of each industry; and

* (b) Overall, the objective of such changes should be the improvement of the efficiency of the entire Northwest Atlantic fisheries market.

2. Steps that can be taken with regard to access to resources. Specifically, we suggest discussing:

- 1) joint harvesting and marketing arrangements between US and Canadian industries;
- 2) instances in which unilateral granting of access might occur without harm to the other party, and
- 3) instances in which the unilateral granting of access may be beneficial to the overall ability of the two industries to supply their final markets. We suggest the following principles guide discussions of access:

* (a) Access should be granted under the principle of surplus resources usually employed by both countries;

* (b) Access agreements should be worked out for as long a period as possible to avoid introducing instability in the harvesting sector of either industry; and

* (c) Access agreements should operate to improve the overall ability of both industries to supply final markets.

3. Steps that can be taken to equalize the competitive advantages that occur because of government programs. We see the countervailing duty petition as the means to equalize competitive advantage in the short run. In the long run, however, discussions should aim toward the mutual, balanced phase-out of tariffs and subsidies. We suggest that the principle that should guide such discussions is that a more efficient and competitive Northwest Atlantic fisheries market will more than substitute for the employment.

income and other objectives of government programs.

4. Steps that can be taken to cooperatively develop and broaden the North American and foreign markets. These discussions should include, first, the steps that must be taken to enhance our joint ability to deliver higher quality product on a more regular basis and, second, steps that can be taken to promote demand.

5. Finally, we suggest that these discussions take place among members of the industries of the two countries, although we do not rule out the presence of government or other advisors each industry might choose to employ.

Table 1. Commercial landings (metric tons) of northern shrimp in the western Gulf of Maine by state, 1958 - 1985.

Year	Maine	New Hampshire	Massachusetts	Total
1958	2.3	-	0.0	2.3
1959	5.4	-	2.3	7.7
1960	40.4	-	0.5	40.9
1961	30.4	-	0.5	30.9
1962	159.7	-	16.3	176.0
1963	244.0	-	10.4	254.4
1964	419.4	-	3.1	422.5
1965	947.0	-	8.0	955.0
1966	1,737.8	18.1	10.5	1,766.4
1967	3,141.1	20.0	10.0	3,171.1
1968	6,515.0	43.1	51.9	6,610.0
1969	10,992.9	58.1	1,772.9	12,823.8
1970	7,712.8	54.4	2,902.1	10,669.5
1971	8,354.7	50.8	2,723.8	11,129.4
1972	7,515.6	74.8	3,504.5	11,094.9
1973	5,476.7	59.9	3,868.2	9,404.8
1974	4,430.7	36.7	3,477.3	7,944.7
1975	3,177.0	29.5	2,080.2	5,286.7
1976	617.2	7.3	397.8	1,022.3
1977	148.0	2.3	236.9	387.2
1978	-	-	-	-
1979	32.9	2.3	451.3	486.5
1980	69.5	5.4	256.9	331.8
1981	528.6	4.5	538.1	1,071.2
1982	883.2 (853.3) ¹	32.8 (22.3)	658.5 (655.3)	1,574.0 (1,530.9)
1983	1,029.0 (892.5)	36.5 (46.2)	508.0 (460.1)	1,573.5 (1,398.8)
1984	2,564.1 (2,394.9)	96.8 (30.7)	565.2 (525.1)	3,226.1 (2,950.7)
1985 ²	2,610.7 (2,946.4)	149.5 (216.5)	876.3 (968.0)	3,630.5 (4,130.9)

¹ Numbers in paranthesis are computed on a seasonal basis, e.g. 1983 includes December 1982 but does not include December 1983.

² Preliminary

Source: Atlantic States Marine Fisheries Commission, Northeast Shrimp Technical Committee, November 6, 1985

1982 FISHING LICENSES ISSUED BY MAINE DEPT. OF MARINE RESOURCES.
 TOTALS FOR EACH TYPE OF LICENSE BY COUNTY AND TOWN.

LICENSES 1982

STATE=ME COUNTY=LINCOLN

TOWN	TYPE	CFISH(C)	CFISH(S)	SHELFISH	LOB-CRAB	WORMS	SCALLOPS	SEA MOSS	TOTAL
ALNA		0	0	7	4	3	0	0	14
BOOTHBAY		13	9	10	181	27	9	0	249
BOOTHBAY HARBOR		13	5	5	126	8	4	0	161
BREMEN		5	1	20	61	0	2	0	89
BRISTOL		24	17	29	171	1	13	0	255
CHAMBERLAIN		0	0	0	1	0	0	0	1
DAMARISCOTTA		3	2	9	21	0	3	0	38
DRESDEN		2	2	3	1	30	0	0	38
EDGECOMB		4	5	8	25	12	2	0	56
JEFFERSON		0	0	10	4	0	0	0	14
MONHEGAN FLT		5	1	0	30	0	0	0	36

9:12 TUESDAY, JANUARY 11,

1982 FISHING LICENSES ISSUED BY MAINE DEPT. OF MARINE RESOURCES.
 TOTALS FOR EACH TYPE OF LICENSE BY COUNTY AND TOWN.

STATE=ME COUNTY=LINCOLN

TOWN	TYPE	CFISH(C)	CFISH(S)	SHELFISH	LOB-CRAB	WORMS	SCALLOPS	SEA MOSS	TOTAL
NEWCASTLE		0	1	15	11	6	0	1	34
NOBLEBORO		2	3	16	12	1	0	0	34
SO BRISTOL		14	4	18	94	1	10	0	141
SOMERVILLE		0	0	2	0	0	0	0	2
SOUTHFORT		7	1	2	69	1	0	0	80
WALDOBORO		1	3	178	98	2	3	1	286
WESTPORT		1	1	0	5	2	0	0	9
WESTPORT ISLAND		4	0	3	31	6	1	0	45
WHITEFIELD		2	0	7	1	16	0	0	26
WISCASSET		5	3	19	20	67	5	0	119
TOTAL		105	58	361	966	183	52	2	1727

FISHERIES MANAGEMENT AND DEVELOPMENT

COMPLETION REPORT
to the State Planning Office
for the Period October 1, 1978-September 30, 1979

VOLUME IV

Element E: The Economic Impact of Fisheries in
the State of Maine

Maine Department of Marine Resources
Fisheries Research Laboratory
West Boothbay Harbor, Maine 04575
Tel. (207) 633-5572

Edited by: C. J. Walton
Project Manager: V. C. Anthony

The difference in the magnitudes of the multipliers of various industries is explained by the extent to which their inputs are produced within the State. By and large the impact of the fisheries on the state's economy tends to be much stronger per dollar of output than most other industries. This reflects the fact that the inputs purchased by the fisheries are, to a greater extent than for the most other industries, produced in Maine.

From the point of view of state development policy, these results suggest that expansion of fish harvesting and processing activity will tend to advance economic opportunities more than other types of industrial expansion. Beyond just creating jobs and incomes for people directly participating in the processing or harvesting of fish, the expansion of fish harvesting and processing enhances the economic environment for industries which support processing and harvesting. Thus more jobs become available in industries which already exist in Maine. Of course, biological constraints and/or the current level of economic exploitation of a fishery may act to block further expansion for some species. For example, the lobster fishery has already been extensively developed in Maine with a large number of participants.

Table E-2
Maine State Expenditure Multipliers
For Nine Fishing Industries

<u>Industry</u>	<u>Direct</u>	<u>Indirect</u>	<u>Income Induced</u>	<u>Total</u>
Harvesting				
Groundfish	1.00	.98	1.41	3.39
Worm	1.00	.81	1.51	3.32
Lobster*	1.00	.86	1.42	3.28
Herring**	1.00	.64	1.50	3.14
Clam	1.00	.43	1.53	2.96
Processing				
Groundfish	1.00	1.48	1.35	3.83
Clam/worm	1.00	1.08	1.61	3.69
Lobster*	1.00	1.01	1.14	3.16
Herring**	1.00	.66	1.27	2.93

* Includes crabs and scallops
 ** Includes Menhaden



NEW HAMPSHIRE DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT
BUREAU OF MARINE SERVICES

KENNARD H. LANG
CHIEF

AN INTRODUCTION TO NEW HAMPSHIRE STATE FISH PIERS

Structured under the Office of the Commissioner, New Hampshire Department of Resources and Economic Development, the Bureau of Marine Services is a service agency to the New Hampshire fishing and recreational boating industries through its management and operation of the three State Fish Piers and two State Marinas.

The physical plant under jurisdiction of the Bureau includes the following:

Portsmouth: 380 ft. Commercial Fishing Pier and Float System
Refrigerated Bait Storage Facility
Ice Making and Storage Facility
Administration Building
Gasoline and Diesel Storage and Dispensing System

Total investment at Portsmouth is \$1,300,000.00

Rye: 85 ft. Commercial Fishing Pier and Float System
Gasoline and Diesel Storage and Dispensing System
Administration Building
100 ft. Recreational Boating Dock Facility
Launching Ramp

Total investment at Rye Harbor is \$400,000.00

Hampton: 350 ft. Commercial Fish Pier and Float System
65 ft. Recreational Boating Dock Facility
Administration Building
Launching Ramp

Total investment at Hampton Harbor is \$700,000.00

The Bureau is responsible for the collection of the following fees:

1. Pier Berthing and Usage at Portsmouth Commercial Fish Pier
2. Pier Usage at Rye and Hampton Commercial Fish Piers.
3. Parking and Boat Launching at Rye and Hampton Marinas.
4. Contract Usage by Party Fishing Vessels at Rye and Hampton Marinas
5. Contract Usage by Portsmouth Fishermen's Co-op at Portsmouth Commercial Fish Pier
6. Snack Bar and Lobster Pound Lease at Rye Marina.

The following services are provided by the Bureau:

1. Berthing for 25-30 commercial fishing vessels at Portsmouth Commercial Fish Pier.
2. Service pier space for loading and unloading purposes for approximately 80 commercial fishing vessels at Portsmouth, Rye and Hampton Commercial Fish Piers.
3. Under contract with Portsmouth Fishermens' Co-op, a sales concession provides bait, fuel and ice to the industry at Portsmouth.
4. State operated sales concession provides fuel service at Rye.
5. Launching ramps and dock systems are managed and maintained for recreational boating at Rye and Hampton.
6. Dock systems provided for three major party boat companies operating under State contracts at Rye and Hampton Marinas.
7. Service maintenance provided for all equipment incidental to operation of piers.
8. Continuous monitoring of quality of services and planning and implementation of improvements.

Data pertinent to Pier operations by the Bureau:

		<u>Finfish</u>	<u>Lobsters</u>
Annual Catch Landings:	Portsmouth	8,000,000 lbs.	500,000 lbs.
	Rye	3,000,000 lbs.	100,000 lbs.
	Hampton	<u>4,000,000 lbs.</u>	<u>100,000 lbs.</u>
		15,000,000 lbs.	700,000 lbs.
Landed Catch Value:	Portsmouth	\$4,000,000	\$1,500,000
	Rye	1,500,000	225,000
	Hampton	<u>2,000,000</u>	<u>225,000</u>
		\$7,500,000	\$1,950,000

State Marina Party Boat Passengers: Approximately 40,000 per season.
(Rye and Hampton)

Launchings at State Marina boat ramps: 2500 per season.
(Rye and Hampton)

STATE OF NEW HAMPSHIRE
DEPARTMENT OF RESOURCES AND ECONOMIC DEVELOPMENT
PORTSMOUTH STATE FISH PIER

Fee Schedule

1. Outside Berth - \$12.50 per foot (LOA) per year.

Berthing fees include pier usage.

2. Inside Berth - \$625.00 per year per slip.

Finger floats and designated portions of parallel floats.

Berthing fees include pier usage.

3. Permanent Usage:

In-State - \$125.00 per year

Out-of-State - \$200.00 per year - Vessels under 55 ft.
\$500.00 per year - Vessels 55 ft. and over.

Includes use of hoists, electrical outlets, fresh water.

Transient Fees

1. Transient Usage:

In-State - \$12.50 per day.

Out-of-State - \$25.00 per day - Vessels under 55 ft.
\$50.00 per day - Vessels 55 ft. and over.

Four (4) hour grace period for tie-ups before fee is charged.

Includes use of hoists, electrical outlets, fresh water.

2. Transient Berth, Outside - \$1.25 per foot (LOA) per month - includes pier usage.
3. Transient Berth, Inside - \$56.00 per month - includes usage.

FUNDING ALTERNATIVES FOR
BOOTHBAY HARBOR
FISH FACILITY

Funds for acquiring, rehabilitating or constructing facilities for the support of a commercial fishing industry may be available from a number of public and private sources. The Town of Boothbay Harbor has several options with respect to funding sources which may be enlisted into the effort to revitalize the Town's fishing industry.

The source of funding and the terms under which it may apply to a commercial fishing facility in Boothbay Harbor will depend on whether the facility is publicly or privately owned, the amount of money necessary and the use to which it would be put. The chart at the end of this Appendix summarizes the characteristics of thirteen funding alternatives.

A threshold question will be whether or not the Town would have title to the facility. If it is to be publicly-owned, grants for its development may be available through the State-administered Small Cities Community Development Block Grant (CDBG) program or the Economic Development Administration. While the CDBG grant does not require any matching funds, the more community involvement that is demonstrated, the more likely the grant application is to be successful. The EDA grant program requires a local contribution of 20 - 50 percent depending on the economic health of the community as determined by EDA.

Once a community receives a grant from one of these sources it can in turn sub-grant to a private entity provided that there is a showing that jobs will actually be created. In the case of EDA the private entity must be a non-profit organization.

Small grants (\$20,000 - 50,000) for physical improvements to water dependent uses, including facilities to support a commercial fishing fleet, are available to towns on a 50 - 50 matching basis through the Coastal Zone Management program administered by the State Planning Office.

All of these programs require that the activity for which the funds are given be part of a larger economic development plan for the community. These are competitive grant programs. The plan, actions which have been taken to implement it and strategies for its further implementation are all considered in making these awards.

The Maine Department of Transportation has developed a proposal for a bond issue to provide money for the development of commercial piers. Maximum grants for \$500,000 would be matched by a local contribution of 20 percent. Money would only be available for publicly owned commercial fish piers. The DOT proposal has not yet been presented to the Legislature. If it is successful in this session it will be presented to the voters for approval later in the year.

Two other programs involve grants to towns for public purposes. The Urban Development Action Grants and the smaller,

state-funded Development Fund grants are made to towns which then lend the money to private developers on terms which are negotiated to provide an incentive to invest in the community. When the loan is repaid the proceeds remain in the community to be used for further economic development activities. One of the most important factors in a successful UD AG application is a showing that the project will not succeed but for UDAG funding.

Several other loan programs are available to support fish pier and related development when a community wishes to support the efforts of a private developer. One of the most popular of these mechanisms, the Industrial Revenue Bond (IRB), has been subject to several changes in Federal law which have affected its administration at the State level. Proposed amendments to the federal tax law have made the amount and terms of available tax exempt IRBs uncertain. However, the program has been useful in the development of large-scale (usually at least \$800,000) projects. It offers very favorable interest rates to the developer (65 - 75 percent of the prime interest rate). The advantage to the community is that its entire involvement is in preparing for and issuing the bond; no municipal guaranty is necessary. The authority to issue an IRB must be obtained from the Finance Authority of Maine within the limits available to the State under federal law.

The Economic Development Administration also has loans available. Towns may borrow up to 100 percent of the cost of a project but only to serve an area of severe economic distress.

Loans for up to 75 percent of the cost of a project are available to private developers involved in projects to encourage economic development.

The Small Business Administration - 503 is a loan program available to private developers who are willing to make an investment in a community's economic development. The town's role is to support the developer's application. Up to \$500,000 is available to the developer at 1 to 3 percent below market value. The loan proceeds may be used to cover a maximum of 40 percent of the cost of the fixed assets.

Financing for a commercial fishing facility in Boothbay Harbor may be available from more conventional sources. Bank loans may be available depending on the viability of the project and the credit worthiness of the developer. If the Town agrees to guaranty the loan, a lower interest rate will probably be available to the developer. Another option is for the developer to finance the project and lease it back to the town to operate and ultimately to acquire.

Another method of jointly financing a project is through the tax-increment financing mechanism. Tax increment financing is relatively new to Maine. It allows a town to make improvements in a designated economic development district and to recover that capital outlay by an increased property tax on properties the value of which is increased by the development. The increased valuation does not affect the town's valuation for state purposes and the beneficiaries of the development are only taxed under this program until the cost of the improvements is re-paid. At that

point, the properties are re-valued and the new valuation of the property is added to the tax rolls and treated like that of any other commercial property. The program has the advantage of allowing the town to make the investment, usually with the proceeds of a tax-free municipal bond and to assess the principal and interest against those properties which benefit from the investment without adversely affecting other tax payers in the short run. There are limits on the amount of tax increment financing available by county and statewide. The program is administered by the State Development Office.

Although any of these options may be available, some are mutually exclusive and most are competitive. Generally, participation must be part of an overall economic development strategy and applications must show how this activity fits into the community's goals and objectives. Boothbay Harbor is fortunate to be going through a comprehensive planning process which should clarify some of these goals. Community commitment, which will be shown by other actions taken by the community which are consistent with the purposes of the present proposal, will generally be favorably considered. A community's financial commitment may also be necessary and will nearly always be a strong point in an application.

Technical assistance for participating in these programs is often available through the agency which administers them, private consultants, a regional economic development agency, such as Coastal Enterprises, Inc. and banks and other lenders and investors.

FUNDING ALTERNATIVES FOR BOOTHBAY HARBOR FISH PIER

Funding Source	Amt. Available	Terms	Eligible Owner/Operator	Eligible Purposes	Town Role	Action Needed	Special Conditions
Community Development Block Grant (CDBG)	\$ 100,000 - 500,000 per year; max. 2 yrs. (50,000 to private developer)	Grant for 100% of cost awarded to Town which awards to developer	Public or private	Acquisition, development, rehabilitation	Obtain grant and oversee development	Letter of intent by Dec. 15	1. Town commitment (plan, infrastructure) needed 2. Jobs must actually be created
Economic Development Adm. (EDA)	\$ 200,000 - 1,000,000	Grant (20-50% match required)	Town or authorized non-profit (CEI)	Acquisition and development of land/improvements for public purpose	Acquire pier or authorize CEI	Meeting w/EDA-Augusta	1. Prefer economically distressed area 2. Development must be part of plan 3. Must create private sector jobs
ME Dept. of Transportation (DOT) Proposed Pier Development Program	up to \$ 500,000	Grant for 80% of cost (existing pier eligible as local match)	Town	Construction, rehabilitation, dredging	Acquire pier & develop		DOT must fund program through bond issue in 1986
Coastal Zone Management	\$ 20,000 - 50,000	Grant - 50% of cost	Town	Physical improvements to a water-dependent use	Own facility	Plan and permits for improvement application due in early spring	Must be part of a plan
Lease-Purchase	Negotiated	Usually lease over period of years (20) and purchased upon last lease pymt.	Private developer leases to Town	Any property	Lease until purchase; then own and manage	Locate developer	
Tax Increment Financing	up to \$5M	Town investment recovered thru property tax	Town (C.O. Bond pays for development); may sell to private sector	Acquisition of land construction or repair of structures	Issue bond	Design development program and plan; designate district	Must be within State limit of \$15 million and County limit of \$5 million per year
Industrial Revenue Bond	up to \$10M (usually more than \$800,000)	Tax exempt bond interest rate 65-75% of prime	Private sector	Land, improvements for docks, piers, wharves used for transport of cargo or people and are publically owned	Issue bond (but not guarantee)	Retain bond counsel and Town Pass Inducement Resolution	1. Considerable up front costs associated with bond counsel 2. Federal tax exemption uncertain

Funding Source	Ant. Availabl:	Terms	Eligible Owner/Operator	Eligible Purposes	Town Role	Action Needed	Special Conditions
Development Fund/ State Planning Office	\$ 100,000 maximum	Grant from St. to Town; loan from Town to de- veloper; max. 40% of cost	Private sector	Any part of total physical devel- opment plan	Issue bond	Locate developer	
UDAG	minimum \$ 100,000	Grant from State to Town; loan from Town to dev- eloper; 25% of total project cost	Private sector including non- profit organi- zation	Private development of facility to pro- duce private sector jobs in areas of economic distress; prefer no land in- vestment	Apply for Grant and service loan	Locate developer	1. Job creation or retention must be demonstrated 2. Town returns loan or makes additional loan
Bank Loan to Developer with Town Guarantee	Depends on project and borrower	Lower interest rate because of Town guarantee	Private sector	Any, depending on banks requirements	Guarantee loan	Locate developer	1. Must be an eligible com- munity 2. Must create jobs at a low cost; job ratio 3. Private investment is essential
EDA	75% of cost	Loan	Private sector	Private expansion or development to en- courage economic development	None	Private developer must be located	
EDA	up to 100%	Loan	Town	Public works	Same as for EDA grant	Contact EDA	Must be in area of severe economic distress
SBA/503	up to \$500,000	Loan at 1-3% below market interest rate; up to 40% of fixed asset cost	Private sector	Fixed assets, prefer no land investment	None, except in-kind support	Locate developer	

December 12, 1985

Mark Adelson
Community Development Program Mgr.
State Planning Office
SHS #38
Augusta, Maine 04333

Re: 1986 Community Revitalization Letter of Intent

Dear Mr. Adelson:

The Town of Boothbay Harbor hereby states its intention to apply for a 1986 Community Revitalization Grant from the Maine Small Cities Community Development Block Grant Program.

The Town is currently completing a Coastal Zone Management Plan focused on the preservation of the area's commercial fishing industry. Preliminary findings, based on work in progress, and three public hearings, suggest that potentially the Town can play a vital role in preservation and development of the industry.

The Town has identified a problem of inadequate waterfront and pier space to support significant berthing, off-loading and related commercial activities, such as the provision of ice and fuel, fish processing, and wholesale/retail operations. One location exists in the harbor - that of the site of the former Boothbay Region Fish and Cold Storage - where there appears to be an opportunity to assist in the development of marine trade activities as described.

The proposed application, for approximately \$500,000. will consist of several uses of funds, including: site and pier expansion, improved access for trucks, and additional facilities to support the fishing fleet. The Town anticipates that such actions will enhance the private sector's ability to pursue various fisheries ventures. It is also possible that the grant application may involve a second year, "second phase" request for related purposes.

Thank you for your consideration.

Sincerely,

Donald Wotton, First Selectman

Malcolm Hunter, Town Manager



"VACATIONLAND"

Boothbay Harbor, Maine

PLANNING BOARD

January 30, 1986

Selectmen
Town of Boothbay Harbor
Boothbay Harbor, Maine 04538

Re: CDBG

Gentlemen:

This is to advise you that, in conformance to the Community Development Block Grant requirements, the Planning Board has reviewed the proposed application.

This review took place on Monday, January 27, 1986. The Planning Board was unanimous in its findings that: 1. The proposed application is consistent with the Comprehensive Plan; and 2. It is in compliance with zoning ordinances governing the East Side Business District which are restricted to "marine uses".

Since the Town's Comprehensive Plan is being updated, the Planning Board agreed that definitions of issues surrounding the plan should be incorporated in the application. Certainly, one of these issues is the importance of the fishing industry to the community.

Finally, the Planning Board is prepared to impart its review findings to the general public at the Public Hearing on February 4, 1986.

Sincerely,

John G. Wilson

John G. Wilson, Chairman

DRAFT

PUBLIC HEARING NOTICE

There will be a public hearing on Tuesday, February 4, 1986 at 7:00 PM in the gymnasium, Boothbay Region ~~High~~ School regarding the application of the Town of Boothbay Harbor for

COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS

A summary copy of the Town of Boothbay Harbor's community development plan and application is available for review and comment at the meeting. The Town of Boothbay Harbor has not previously been the recipient of Maine Small Cities CDBG funds. The Town will, through its Port Committee, receive and maintain all written and oral comments and consider such remarks for incorporation in its proposal.

The State CDBG process is competitive. The maximum grant amount that can be requested is \$500,000 for a 1-year project and \$1,000,000 for a 2-year project. The Town is requesting \$500,000 in this application. Eligible activities for funding with CDBG assistance include acquisition, relocation, site clearance, site preparation, rehabilitation of residential and commercial structures, public works improvements and administration. The Town's project includes the following proposed activities:

Acquisition of the Boothbay Region Fish and Cold Storage facilities; site and pier improvements in joint venture with Coastal Enterprises, Inc. private sector development of marine trade enterprises and related activities (such as fuel/ice, retail/wholesale of various fish species, freezing and processing, take-out and berthing) to support and preserve the commercial fishing industry in Boothbay Harbor.

The property, ^{Map 16, 23} Plot ~~22~~, located on the eastern side of the harbor, is bounded by: Atlantic Avenue to the east, municipally-owned Fishermen's Memorial to the south and Cap'n Fish's Motel and Marina on the north.

Opportunity will be given at the public hearing to receive comments from low and moderate income persons or representatives of low and moderate income persons, groups or organizations. Opportunity will also be given to discuss the Planning Board's comments regarding conformity with the Town's Comprehensive Plan and Zoning Ordinance, and findings of the Port Committee Fish Pier Planning Project.

ATTEST:

Town Clerk

OFFICE Of The TOWN MANAGER

15 McKown Street

Boothbay Harbor, Maine 04538

• 207 — 633-367.



January 30, 1986

Commissioner Dana Conners
Dept. of Transportation
D. O. T. Office Building
Augusta, Me. 04333

Dear Commissioner:

As you know, the Town of Boothbay Harbor has been undergoing a review of its commercial fishing industry, including pier needs. A planning project for this purpose was funded under the Coastal Zone Management Planning grant program last September. Results will be presented at a February 4 Public Hearing. Coastal Enterprises is involved with the Town in this effort, and Ron Philips, President, has had previous communication with you and Bob Elder.

The attached article and Public Hearing notice spells out that the Town is considering acquiring the properties known as the Boothbay Region Fish and Cold Storage. Specifications are also included.

Should the Town go forward with this, there would be strong interest in benefitting from DOT pier funds, including assistance in engineering. The Town is presently considering an application to the Community Development Block Grant program, due February 15, for acquisition and initial repairs to the wharf. DOT funds would be looked at for a second phase rebuilding of a section of the pier (South face) and expansion pier size and demand to be determined.

I would appreciate a letter from you indicating the potential application of your proposed pier improvement program, the amount of funds available, and the appropriateness of the Town of Boothbay Harbor project to the coastal initiatives now being pursued by the Governor. Your letter will be incorporated in the Town's Community Development Block Grant to evidence a potential complimentary resource.

Thank you for your assistance.

Sincerely,

Malcolm L. Hunter
Town Manager

MLH/p

cc: Rob Elder, DOT
Ron Phillips, CEI



THE BOOTHBAY HARBOR REGION
"The Boating Capitol of New England"
CHAMBER OF COMMERCE
Box 356 Boothbay Harbor Maine 04538

Telephones:
Information Office (207)633-2353
Executive Office (207)633-4232

January 14, 1986

Mr. James Burbank
% Coastal Enterprises Inc.
Rundlette - Page Block
Wiscasset, Maine 04578


Dear Jim:

Many thanks for the programs you presented before the Chamber and the Rotary Club.

The subject of preserving the fishing industry and its associated heritage in the Boothbay Region seems to be drawing attention. I appreciate your interest in getting the message to the public.

Thanks again.

Very Truly Yours,


Elliott F. Smith
Executive Director

BOOTHBAY REGION FISH

AND

COLD STORAGE

SITE SPECIFICATIONS

DESCRIPTION

The property is located in the Town of Boothbay Harbor, Maine, on the east side of the harbor on Atlantic Avenue. It abuts the Fishermen's Memorial Park to the south and a motel and marine railway to the north. The property is zoned for "marine uses". Boothbay Harbor is a traditional fishing center in midcoast Maine. In recent years, the region has become an attractive tourist area. The property represents an important resource to service the region's fishing industry with a range of options, including ice, fuel, take-out stations, processing for wholesale markets (shrimp, herring, groundfish, lobster, etc.) and retail commercial activities.

The subject property is identified by the Boothbay Harbor Assessor as Lot 23, Map 16. The Lot consists of approximately 50,000 sq. feet of land and pier, with 228' on Atlantic Avenue and 190' along the shore. The harbor is well-sheltered and has berthing for 5-7 small to medium sized fishing vessels (35-55'); two off-loading stations can handle 9 1/2' low tide and 13' high tide draft.

The facility was previously used as a multi-faceted wholesale/retail fish processing and cold storage facility, and is currently in operation for similar uses. All buildings were constructed and machinery acquired within the last six years.

Lincoln County finfish landings for 1984 were 6.7 million pounds and 7 million pounds of shellfish. Figures do not include "over-the-road" product.

Site development potential includes: site improvement (relocation and/or removal of some existing buildings and repair of portions of existing dock); pier expansion (additional 25,000 square feet potential).

BOOTHBAY REGION FISH AND COLD STORAGE PROPERTY

Land: Approximately 50,000 sq. ft. of land and dock located on the east side of Boothbay Harbor. Abuts Fishermen's Memorial Park to south and motel and marine railway to north.

Building #1 - Processing/Office Space (30' x 96'): Wood frame, one and two story structure. First floor has 2880 sq.ft. divided into 30' x 31' cutting and processing room; 16' x 30' loading area; 30' x 49' herring, shrimp and other production area. Second floor divided into 17'6" x 12' reception/office area; two 12' x 10'6" office; 17'6" x 26' conference/locker room; and 11'3" x 26' storage space.

Building #2 - Freezer and Holding (55' x 34'): Steel frame structure with 4" urethane insulation in walls and roof. 1870 sq.ft. divided into two 18'9" x 16' blast rooms and 33' x 34' holding room. Blast freezers have 15-25,000 lb. freezing capacity per 24 hours.

Building #3 - Machinery (50' x 20'): Wood frame, two-story structure open from floor to roof. Three ammonia compressors for blast and cold storage units.

Building #4 - Cold Storage (70' x 55'): Steel frame, two-story building with 8" of styrofoam insulation in the walls and roof. 40,000 plus cubic feet of cold storage space. Loading platform for tractor trailer and smaller trucks.

Building #5 - Fish Market (Holding temperature 20F) (35' x 40'): Single-story, wood frame structure with large deck on south side for loading and unloading. 1400 sq.ft. divided into 15'6" x 34' showroom, 24' x 34' workroom, 9' x 11'6" storage room and walk-in freezer and walk-in cooler.

Building #6 - Unloading (18' x 45'): Single-story, wood frame dockside structure with overhead garage doors at both ends and undivided interior.

Building #7 - Ice House - West (14' x 34'): Two-story wood frame dockside structure: first floor 10-ton capacity for ice storage; second floor contains ice machinery. Completely insulated.

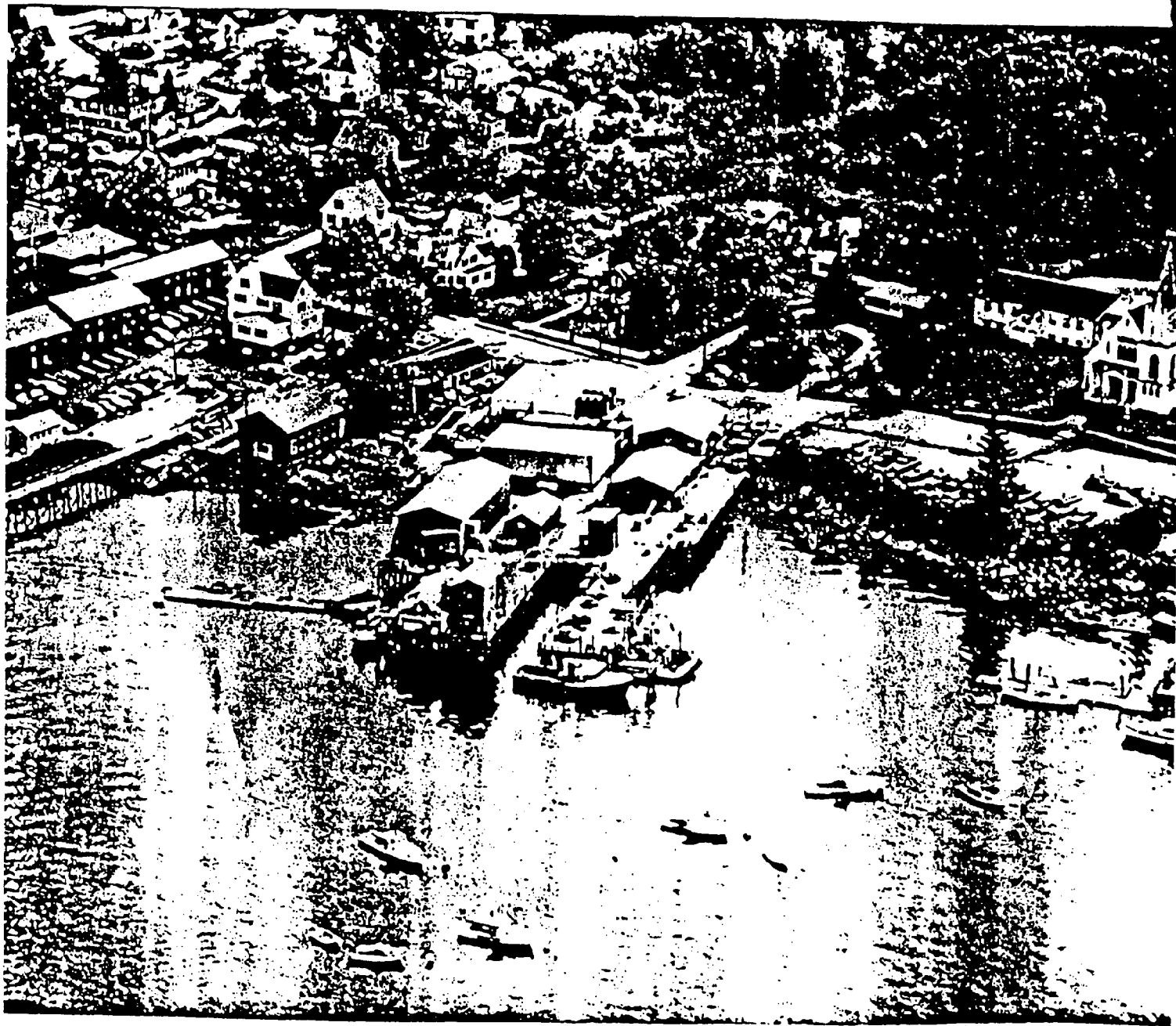
Building #8 - Ice House - East (10'8" x 11"): Two-story, insulated wood frame building with 4' x 11" addition for storage. First floor is storage area; second floor is completely open. Not operational.

Building #9 - Bait Shed (16' x 38'5"): Single-story, wood frame storage shed with one large open room.

Building #10 - Lobster Pound (30' x 72'): Wood frame, two-story building with overhead garage door at each end. First floor is one large open room with 12' x 8'5" office at east end. 24 fiberglass holding tanks with 14,000 to 20,000 lb. capacity. Second floor divided into two storage rooms.

Yard: Black-top parking with 15-space area extending along road frontage of property.

Other: Includes municipal sewer and water, electric hot water heat, 220V 3-phase service in fish market; 440V 3-phase service in freezer and processing buildings.



NOAA COASTAL SERVICES CENTER LIBRARY



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