

Harbor Management Plan

TOWN OF SOUTHWEST HARBOR



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Table of Contents

Introduction

PART 1 OVERVIEW OF SOUTHWEST HARBOR WATERFRONT

- 1.1 Physical Setting
- 1.2 Harbor Facilities and Users
- 1.3 Natural Resources
- 1.4 Surrounding Land Use Districts

PART 2 ISSUES AND RECOMMENDATIONS

- 2.1 Public Access
- 2.2 Mooring Management
- 2.3 Harbor Budget and Facilities Planning
- 2.4 Large Vessels and Cruise Ships

PART 3 APPENDIX

- 3.1 Implementation Chart
- 3.2 Maps

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Introduction

THE TOWN OF SOUTHWEST HARBOR IS INTRINSICALLY LINKED TO THE OCEAN. From its earliest settlements over 250 years ago, the ocean has been the means by which the Town has prospered and grown. Easy accessibility to the ocean has helped the Town become a thriving year-round community as well as a renowned seasonal destination.

While the Town can boast over 12 miles of shoreline within its jurisdiction, the “Inner Harbor” has traditionally been the center of waterfront activity. Water-dependent users such as commercial fishing (sardines, lobster, urchin, scallops, etc.) and boat building have historically dominated the Harbor and the working waterfront. Today, these users share the Harbor with recreational boating, boat services, off-shore island access, summer tourists, Coast Guard ships, and multiple others. The citizens of Southwest Harbor have traditionally made support of the Harbor a top priority through budgeting, land use zoning, and Harbor Ordinance provisions. In 2016 the Board of Selectmen recognized the need to consolidate various harbor related initiatives into one guiding document. To help accomplish that objective, the Board of Selectmen appointed a temporary Harbor Planning Committee with the mandate of developing a management plan for Harbor resources. This committee was comprised of a diverse group of waterfront stakeholders representing a range of different interests.

Purpose of the Plan

The purpose of this Harbor Management Plan is to codify the overarching demands that were discussed during the planning process and to help the Town address, in a coordinated way, the growing demands on Harbor resources. As a particular matter, this document should be considered a work plan and guide for future decisions related to the harbor and waterfront and a way to focus efforts toward those that are identified as highest priorities.

Broadly speaking the Plan has 3 main parts:

- **Part 1** identifies the Harbor resources and provides an overview of the existing conditions within the harbor. This includes overview of the harbor uses and users, public access points, mooring areas, shore side zoning, natural resources and other features.
- **Part 2** documents specific issues that were identified through an analysis of the harbor resources and provides several recommended actions to help address those issues.
- **Part 3** includes several supporting documents including a summary chart of action items and larger versions of maps that are included in Part 1.

Throughout the development of the Harbor Management Plan, the committee has defined and maintained the following overarching principles which have helped to inform and guide the recommended action items:

- Harbor Management activities should be approached with a sense of balance between competing demands within the waterfront – recreational, commercial, etc.
- The harbor is an important resource and the long-term sustainability of the Town is dependent on it.
- Municipal activities need to be coordinated and implementation needs to be consistent.

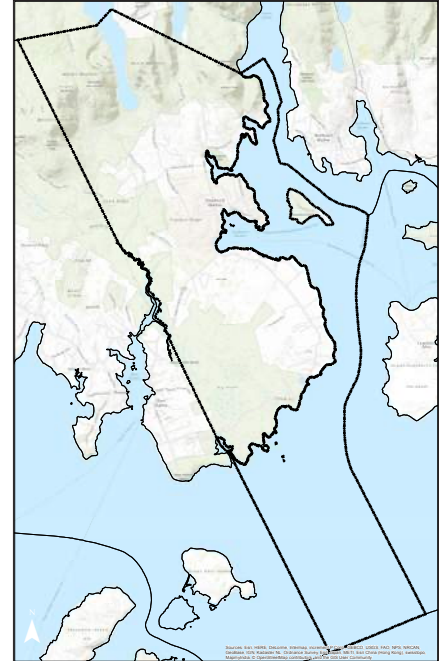
Part 1 - Overview of Southwest Harbor

1.1 Physical Setting

The Town of Southwest Harbor is situated on the southwest entrance to Somes Sound. The entire Town is approximately 8,884 acres with approximately 12.5 miles of shoreline stretching from Valley Cove to Ship Harbor.

Despite the extensive shoreline, waterfront activities are primarily focused in the area referred to as the Inner Harbor and west of Greenings Island toward Norwood Cove. Here there are good sheltered anchorage areas with water depths ranging from 6 feet toward the head of the Inner Harbor and up to 50 feet in anchorage areas closer to Greening Island. Weather from the southeast and southwest has the most effect on these areas.

There are 4 mooring areas – Inner Harbor, Claremont Area, Norwood Cove Area, Greenings and Boathouse cove. Most of the moorings are concentrated in the Inner Harbor. For more information on moorings see Section 2.2 later in this document.



The center of Town surrounds the Inner Harbor with the commercial core located just beyond the western end. Tradition commercial fishing activities, along with other support service (engine repair, marine supplies, fuel) are concentrated at the end of Clark Point Road on the northern side if the Inner Harbor. Here, federally dredged harbor areas offer deep water moorings, many of which are reserved for commercial fishing boats. Traditional boat building activities are located on the southern side of the Harbor along Shore Road. The remaining shoreline area is primarily residential in nature.



1.2 Harbor Facilities and Users

Like most coastal communities, the shoreline in Southwest Harbor supports a range of uses including residential homes, commercial fishing operations (primarily lobster fishing), public facilities, boat building, boat repair and service operations and restaurants. In the water, this diversity is reflected by a mix of commercial fishing vessels, sail boats, power boats, ferry boats, sea kayakers, and other boats large and small.

Commercial Fishing. Commercial fishing has historically been one of the main activities in Southwest Harbor. Today there are approximately 60 commercial fishermen. Most are involved in the lobster industry; however, a few drag for scallops or fish different species depending on the season. The lobster fishing industry in Southwest Harbor was estimated at approximately \$11,214,948 in 2016, an increased value of more than 40% over past 10 years (\$5,182,836 in 2006). Recreational lobster fishing is also popular, with about 60 recreational licenses in Southwest Harbor.

At present, **Beal's Fish Wharf** is the only private wholesale and retail facility in operation in Southwest Harbor. (Beal's also operates a seasonal restaurant on the wharf.) The status of another private facility, **SW Lobster**, located between the Upper and Lower Town docks, is unknown at this time. Commercial fishermen have an additional local opportunity to sell their catch to businesses that buy from trucks parked on a Town wharf, primarily at Manset.

The Harbor Ordinance gives priority to commercial fishing vessels on the north side of the Harbor. This side of the Harbor is better protected throughout the year and has also been dredged as part of a Federal project administered by the Army Corps of Engineers (called a Federal Project Area.) Parking for fishermen is often provided at the Lower Town Dock

Boat Building/Service. In the past, boat building operations dominated the waterfront and although many of these companies have moved their operations inland, the industry nevertheless remains an important component of the marine economy and a major user of harbor resources. In addition, support industries such as boat repair, service and brokerage businesses have become important users of the harbor.

Boat building and service businesses that do not have direct access to the shore rely heavily on public facilities (mainly Manset) to launch and retrieve floats, docks, and boats. There are also several out-of-town boat service companies that depend on public facilities to serve their customers.

Below is an inventory of some of the main waterfront boat building/service related users in the harbor.

- **The Hinckley Company.** The Hinckley Company owns approximately 17 acres on the Manset side of the harbor. While much of their boatbuilding has moved inland to a production facility in Trenton, this iconic company is still an important employer within town. Their boatyard in Southwest Harbor is the hub of their local service and provides a wide variety of activity include launch boats, slip and mooring rentals, fuel, and repair.

- **Downeast Diesel.** Located on the Clark Point Road side of the Harbor, Downeast Diesel is an essential provider of engine services for resident and transient boaters and derives customers from a very large section of the Downeast coast.
- **Southwest Boat.** Also located on the Clark Point Road side of the Harbor, provides dockage, moorings, boat storage, marine railway, and a large capacity crane. It also serves as a base for a transport barge which services the outer islands and other shore-side locations. In addition, the Southwest Boat property is also the location of the US Coast Guard Aids to Navigation Team and the MDI Community Sailing Center, both of which use dock space and shoreside buildings owned by Southwest Boat.
- **Manset Yacht Service and Boat Rental.** Located on the Manset side of the Harbor, Manset Yacht Services and Boat Rental performs boat repair and service and has a small fleet of rental motor boats.
- **Mansell Boat Rental.** Based at the Moorings Inn, rents sailboats and motorboats and provides sailing lessons, principally to summer visitors.
- **Ocean House Boat Storage and Pettegrow Boat Transportation.** Ocean House Boat Storage and Pettegrow Boat Transportation provide transportation, launching, seasonal storage, and service of boats using upland properties. Importantly, these businesses depend upon adequate public access to launching ramps.
- Other recreational boat building businesses include **Ellis Boat** and **Wilbur Yachts** both located in Manset.

Recreational Boating. Due to its easy and convenient access to other towns and harbors along the coast as well as its protected waters, Southwest Harbor is popular with recreational boaters. There are over 600 moorings within the perimeter of the greater harbor with most of them located within the Inner Harbor. Of those, approximately 75% are recreational boats (both resident and non-resident). There is a wait list for moorings which ranges between 3 and 5 years.

Recreational boaters have various options for slip tie up or mooring rentals. **Great Harbor Marina** at the head of the Harbor currently has 150 slips (both seasonal and transient) and associated shore side amenities such as power, water and pumpout services. **Southwest Boat** and



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the **Hinckley Company** also have slips. Transient moorings are also offered by the Hinckley Company and the Town. The **MDI Community Sailing Center**, currently located at the Southwest Boat property, provides sailing opportunities for recreational boating through its instructional and adult and child sailing programs.

Marine Retail Businesses. A functional harbor needs businesses that can provide supplies and equipment for both fishing and recreational uses. **Hamilton Marine** and **West Marine** fill this need. Additionally, **Acadia Sails** provides sail services including custom design, repair, and construction of sails, dodgers, and other boat canvas needs. The Harbor also claims several restaurants including **Beal's** and the **Claremont Boat House**, which can also accommodate customers arriving by land, boat, or sea.

Dock Construction, Mooring and Barge Services. There are several local businesses that provide dock construction and service moorings. Barge services are used to transport floats, ramps and dock sections to and from construction sites or to service moorings and existing piers. These are essentially upland storage businesses which use launching ramps at the Manset Town Dock and Lower Town Dock. **Chalmers Enterprises**, located off the Seawall Road, **Acadia Fuel**, located next to the Upper Town Dock, and the **Charles Bradley** located off Apple Lane neat the Great Harbor Marina, as well as **Southwest Boat**, provide these services.

Marine Transportation. Due to the proximity of offshore island communities there is a demand for transportation of passengers and materials. The Cranberry Cove Ferry has regularly scheduled seasonal ferry service which picks up passengers at the Upper Town Dock and in Manset. There are several additional unscheduled water taxi services which utilize all the town docks.

Public Facilities. The Town of Southwest Harbor currently has three facilities in the Inner Harbor – the Upper Town Dock, the Lower Town Dock, and the Manset Town Dock. The Town has several rights-of-way that provide access to the shore. These include shore access by way of Lawler Lane, Harbor Avenue, Cable Crossing, and at the end of North Causeway Lane. For more information on the Town facilities and ROW's see Section 2.1. The Town of Cranberry Island owns property in Manset which has a large parking area and dock for island residents to use as mainland access. The Southwest Harbor treatment plant is at the end of Apple Lane.

The **US Coast Guard** operates a Sector Field Office at the end of Clark Point Road. This facility was originally constructed in 1937 and since that time the Coast Guard has been an important member of the waterfront. Coast Guard personnel and their families are also important members of the community. At present, the Southwest Harbor Sector Field Office has approximately 70 personnel. They have five boats ranging from 26 feet to 49 feet, and one 65 foot ship.

1.3 Natural Resources

The Harbor is habitat for many finfish, including mackerel and pollock. These fish provide a food source for other marine animals as well as recreational opportunities for residents and visitors. The Harbor provides nursery habitat for lobsters, crabs, worms, squid, and other invertebrates. The Harbor is, and

will likely continue to be, closed to shellfish harvesting due to land side pollution sources including the Town sewage treatment plant. However, shellfish in the Harbor still reproduce and offspring are carried by tidal currents to surrounding habitat.

Many different bird species use the Harbor as a feeding, nursery, and nesting area. Notably, bald eagles, ospreys, and numerous species of waterfowl use it year-round. It is an important location for wintering arctic ducks and loons and is a favorite observation area in all seasons for people who like to watch these birds. Portions of the Inner Harbor have been identified as important tidal waterfowl and wading bird habitat.

The harbor is an important feeding area for harbor and grey seals and other seals, in the winter, other seals including harp seals. Occasional harbor use by otters and porpoises adds to the many opportunities for wildlife observation. All of these animals feed on (and are sustained by) the natural aquatic life of the Harbor and the discarded lobsters and bait from commercial wharfs.

1.4 Surrounding Land Use Districts

The Land Use Ordinance regulates development within the Town of Southwest Harbor and identifies several zoning districts along the waterfront. Land use within 250 feet of the shoreline is regulated by standards established by the State's Shoreland Zoning Law. These standards are integrated into the Land Use Ordinance.

Following is a summary of the zoning districts that regulate shorefront activities:

Zone A. Zone A is a mixed-use area located around the village center. It touches the shoreline in a small shallow area along the northwest side of the head of the Inner Harbor. Zone A allows more density and a broader range of uses than other zoning districts.

Zone B. Zone B touches the shoreline in an area near the Claremont Hotel. Zone B allows for a mixture of Commercial and residential uses but at lower densities than Zone A.

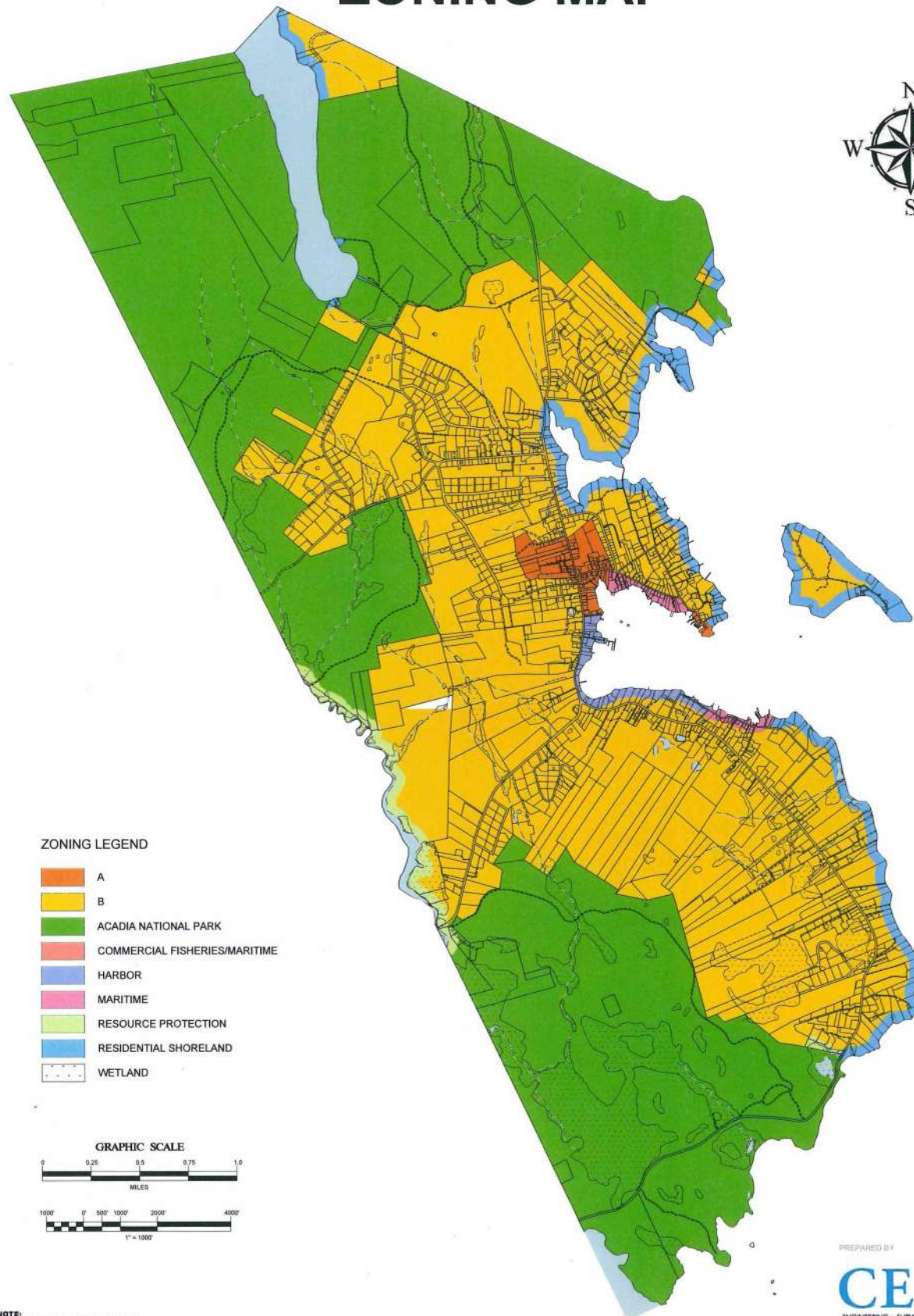
Commercial Fishing/Maritime Activities. The Commercial Fishing/Maritime Activities Zoning District (CFMA) is located on the north side of the Inner Harbor and includes the area around the Coast Guard Station and the Lower Town Dock. The CFMA Zoning District was created to include those uses that primarily relate to traditional commercial fishing industries. Non-maritime related industries, hotels, motels, marinas and new residential uses are prohibited in the CFMA Zone.

Maritime Activity Zone. The Maritime Activity Zoning District is located on the northern side of the Inner Harbor between the CFMA zone and the A Zone as well as the area along the southern shoreline of the Inner Harbor near the Manset Town Dock and just beyond the Hinckley Company. The Maritime Activity Zoning District was created to permit commercial uses that relate to maritime recreation, commerce and services. Uses in this Zone include Inns and similar accommodations, residential uses (except on the north side of Shore Road), and commercial activities related to maritime use.

Harbor Zone. The Harbor Zone encompasses the shoreland area at the head of the Inner Harbor and along the south side of the Inner Harbor. Residential and maritime commercial uses are permitted.

Residential Shoreline. Most of the coastline in Southwest Harbor that lies outside Acadia National Park is within the Residential Shoreline Zoning District. This land use district prohibits most commercial activities and encourages residential use.

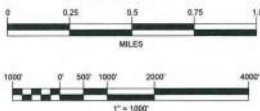
TOWN OF SOUTHWEST HARBOR ZONING MAP



ZONING LEGEND

- A
- B
- ACADIA NATIONAL PARK
- COMMERCIAL FISHERIES/MARITIME
- HARBOR
- MARITIME
- RESOURCE PROTECTION
- RESIDENTIAL SHORELAND
- WETLAND

GRAPHIC SCALE



NOTE:
FOR ASSESSMENT PURPOSES ONLY
NOT TO BE USED FOR CONVEYANCES

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UPDATED: 10/24/2016

Part 2 - Issues and Recommendations

2.1 Public Access

Public access to the water is understood to be both physical access and visual access; the ability to reach the shoreline from upland areas (physical access) and the opportunity to enjoy views and observe the activities taking place on the water (visual access). Physical access often takes the form of boat launches, public piers, and rights-of-way. Visual access takes the form of scenic properties and overlooks where amenities such as benches and picnic tables are often in place to enhance the experience.

In the Town of Southwest Harbor much of the local economy is dependent on access to the water. Commercial fishing, boat building, recreational boating, tourism, and many others depend on access. Providing points of public access, both physical and visual, is a long-standing tradition for the Town and maintaining this tradition is one of the overarching goals of the Harbor Plan.

There are several municipal properties or rights-of-way throughout Southwest Harbor. The three largest are located within the Inner Harbor. The properties provide parking, piers, floats and other structures which facilitate convenient and easy access. Other areas offer less structured and more informal opportunities for water access. Simple paths in these less populated areas provide opportunities for people to get close to nature. Acadia National Park provides several out of the way and low traffic places that afford extensive visual, and sometimes physical, public access. These include Ship Harbor, Wonderland, and Sewall.

Below is a summary of Town owned public access points.

- **Upper Town Dock (Tax Map 4, Lot 14).** The Upper Town Dock is located on Clark Point Road. It provides direct access to the northern side of the Inner Harbor via a fixed pier (50'x16'), two large floats (16'x24') and several finger floats (6'x20'). The property is approximately .70 acres in size with approximately 55 spaces. The floats accommodate 90 dinghies/skiffs. It is located in the Maritime Zoning Zone.

The Upper Town Dock is used throughout the year by fishermen and commercial users. In the summer the capacity of this small space is tested. In addition to commercial users, the facility must accommodate recreational boaters in need of parking, dinghy tie-up, as well as demand from those simply wanting to view the Harbor. Cranberry Cove Ferry passengers, including off-island residents, add to the heavy summer use. Adequate parking can be a problem, especially when vehicles owned by island visitors are parked over an extended period of time. Temporary docking space is also at a premium.



- **Lower Town Dock (Tax Map 4, Lot 33).** The Lower Town Dock is located at the end of Clark Point Road on the northern side of the Inner Harbor. The property is relatively small at approximately .20 acres and is situated in a very active part of the Harbor which includes the adjacent Coast Guard Station, Beal's Lobster Pier, Southwest Boat, Downeast Diesel, Hamilton Marine, and others. The property is developed with a large wharf on fill, 3 floats (16'x24'), and a boat ramp. Public parking on the property includes approximately 30 spaces with another 27 to 30 available down the street along Clark Point Road. It is located in the Commercial Fishery/ Maritime Activity Zone.



The Lower Town Dock is heavily used by fishermen and other commercial users throughout the year. During the summer months users increase with the addition of recreational boat traffic. The site is located along the more protected side of the Harbor. It offers a boat ramp which is short and steep limiting its functionality. The ramp is usable only for approximately 1.5-2 hours on either side of the tide. Access, parking and trailer maneuvering space also contribute to the problems with the ramp. In the busy summer season these problems are exacerbated by the need to accommodate visitors to Beal's, the Coast Guard Station, Hamilton Marine, or MDI Sailing. Temporary docking space is also at a premium.



- **Manset Town Dock (Tax Map 1, Lot 71).** The Manset Town Dock is located on the southern side of the Inner Harbor on Shore Road. This facility has a long fixed pier (190 ft) which is wide enough for commercial vehicle access. There are 4 large floats (16'x24') and 11 finger floats (6'x16'). The property is approximately 15,600 square feet. These are approximately 12 parking spaces.

The Manset Town Dock has a boat ramp which is heavily used due to its accessibility and length. It provides a nearly 8 hour launching window (3-4 hours on either side of high tide). Repair and expansion plans for the fall of 2017 will extend that window making the ramp usable at most times of the day.

The Harbor Masters office is located on the southwestern corner of the dock. Commercial fishermen sell to lobster buyers who by licensees from the Town to use the Manset Town Dock. The Dock is used heavily by commercial boat haulers, barge and ferry services, recreational boaters, sea kayakers and many others.

The Town leases the adjacent parcel, known as the Hook property, for additional parking, access, and float storage. This property is approximately 1 acre and has almost 500 feet of shore frontage along a sand and cobble beach. The site provides an additional 20 parking spaces, affords improved space for vehicles to maneuver, and greatly enhances the functionality of the Manset facility. In October of 2017 the Town voted to authorize the purchase of the Hook property which is a major goal of this report.



- **Cable Crossing Road.** The Town has a right-of-way on Cable Crossing Road leading to a small parking area with beach access. This site was improved to add protection against shoreline erosion and added access via steps to the rocky beach area.



- **Lawler Lane.** There is a public right-of-way at the end of Lawler Lane which leads to the water. There is no parking available and the access is narrow.



- **North Causeway Lane.** There is a public right-of-way at the end of North Causeway Lane which leads to the mouth of Norwood Cove and the causeway.



- **Harbor Ave.** There is a public right-of way at the end of Harbor Ave (off Clark Point Road) which leads to the Inner Harbor.



Public Access - Issues and Action Items

The following issues and recommended action items related to Public Access have been developed:

ISSUE: The lot sizes of the three main town facilities in the Inner Harbor are too small to allow for additional expansion opportunities to meet current and future demand for waterfront access..

- **RECOMMENDED ACTION ITEM:** Acquire the Hook property or secure a long-term lease agreement.

The Manset Town Dock is critical in providing opportunities to access the Harbor on the Manset side for both recreational and commercial activities. The Hook property is an important part of the overall functionality of this facility. As currently used, the Hook property provides space for parking, storage and overall circulation. The site itself also offers direct frontage along the Harbor which is informally used for launching kayaks and smaller boats. The Town should actively seek to acquire the Hook property in order to maintain proper functionality of the Manset facility, to protect public access to this part of the Harbor, and to provide future expansion opportunities to this facility which would benefit the Town as a whole. In October 2017 the Town authorized the purchase of this property and the transaction is currently underway.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Immediate (1 year)

- **RECOMMENDED ACTION ITEM:** Identify and, where feasible, acquire additional land to improve or expand public access opportunities in the Inner Harbor.

Use of the existing Town facilities is in high demand, particularly during the summer boating season. On the Clark Point Road side, parking at the Lower Town Dock is congested due to the multiple uses in the area. The boat ramp, while located in a relatively protected part of the Harbor, is underutilized because of a number of factors which make it impractical or difficult to use. In Manset, the Town Dock property (even with the Hook property) is inadequate. The high demand for parking and the competition between commercial and recreational interests become critical.

Often times, acquiring waterfront property for public access is a matter of opportunity rather than finding the perfect site. While multiple lots with water access might be available at any given time, many of them might not possess the right characteristics for a viable public access point. When considering possible acquisition of properties within the Inner Harbor the following criteria should be considered:

- **Adjacency to existing Town Facilities.** New land acquisition should first be considered with an eye toward expanding existing municipal docks. Properties that offer opportunities to enhance existing facilities should be a priority.

- **Proximity to the dredged portion of the Harbor.** Access to deeper water is a benefit and would help provide more flexibility of future uses
- **Proximity to Downtown.** If a property is closer to the downtown commercial district it could enhance the economic impact of the Harbor by connecting downtown businesses with those visitors who come by water. In addition, parking within walking distance to Town is in demand during the summer season.
- **Overall Lot Size.** The lot size should be large enough to provide multiple parking spaces and safe vehicular circulation.

RESPONSIBILITY:

Harbor Committee
Board of Selectmen

TIMELINE:

Short term (2-3 years)

- **RECOMMENDED ACTION ITEM: Identify and, where feasible, acquire land to provide a public access point to the Claremont mooring area.**

This area offers the opportunity for expansion of moorings, but there is no nearby shore side access point. Long term access to this area would make it more attractive for recreational boaters and help alleviate demand for seasonal mooring space.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Ongoing / Long term (5+ years)

ISSUE: Parking is in high demand at the Lower Town Dock and Manset Town Dock, particularly in the summer.

The Town should enforce the existing parking policies, restrictions on parking time limits, overnight parking and issuing of parking permits as a first step in resolving this issue. Parking demand at the Town facilities exceeds capacity, particularly in the summer. At the Lower Town Dock, parking demand is exacerbated by the proximity of the facility to the Coast Guard station and Beal's. At the Upper Town Dock, parking spaces can be used for overnight parking. At the Manset Town Dock, parking demand is worsened by lot size, lack of trailer parking, demand for the boat launch, overnight parking, and off island parking.

- **RECOMMENDED ACTION ITEM: Enforce, and revise as needed, existing parking rules for overnight parking and long-term parking.**

The Town should revisit the parking ordinances for Manset, Upper, and Lower Town Docks. Enforcement of existing parking policies could help in the short term. A review of the rules will help target solutions to those areas most in need and the creation of a parking pass and parking fees may help alleviate some parking issues.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Immediate (1 year)

ISSUE: Waterfront sites are not always accommodating toward people who don't want access to the water itself or to people with disabilities.

Providing a variety of opportunities for all citizens/visitors to access the Harbor through the Town's waterfront facilities is recognized as an important issue. In addition, providing opportunities for the public to have visual access to the harbor is as important as improving physical access. Visual access is especially important for people with disabilities, for children and the elderly, for those who do not own a boat, or for those who simply do not want to be on the water but do want to be able to be near the water.

- **RECOMMENDED ACTION ITEM:** The feasibility and associated costs for improving accessibility should be analyzed when considering improvements to Town waterfront facilities.

When improvements are made to existing facilities (or if new ones are built) consideration should be made to making them as barrier free as possible for people with disabilities. While environmental conditions and economics can limit the options for site accessibility some accommodations could be feasible. In any evaluation or project scoping, the items such as the following should be considered:

- Size and space for approaches and use
- Angle of slope
- Surfaces and textures
- Site furniture for sitting
- Railings at appropriate scale
- Signage

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Ongoing

- **RECOMMENDED ACTION ITEM:** Add benches and/or picnic tables at the Upper Town Dock, Lower Town Dock and Manset in locations that are accessible to people with disabilities.

Locations such as the grassy area by the parking lot at the Upper Town Dock or on the fixed pier at the Lower Town Dock will help achieve this.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Immediate (1 year)

ISSUE: The smaller less formal access points are forgotten and not kept open.

- **RECOMMENDED ACTION ITEM:** Maintaining an active list of public access sites will help with annual budgeting and a better understanding of the Town's rights for public use: current conditions, needs, and budget for maintenance.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Ongoing

- **RECOMMENDED ACTION ITEM:** The Town could seek funding assistance for boundary information on existing Town right-of-way access points.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Ongoing (annually as needed)

2.2 Mooring Management and Anchorage Areas

There are currently 640 moorings within the greater Harbor areas of Town. The following chart provides a summary of mooring types by category of user.

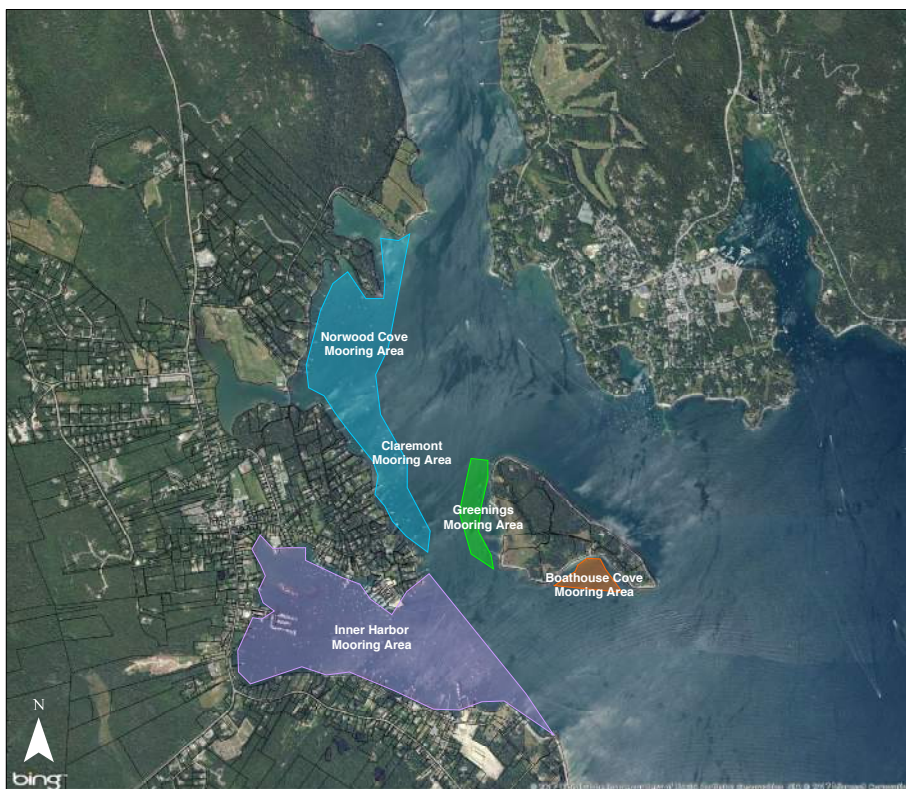
MOORING SUMMARY	
Total Number of Moorings	640*
Residential Moorings	546 (85% of total)
Non-Residential Moorings	94 (15% of total)
Commercial Moorings**	165
Floats	25 (5 are non-resident floats)

* According to the Harbor Master the total number of moorings is an estimate from counting moorings on Google Earth

** Of those there are 3 non-residential commercial moorings

Mooring/Anchorage Areas. The Town has five primary mooring fields - Inner Harbor, Claremont Area, Norwood Cove, Greenings Island, and Boat House Cove. There are 400 moorings in the Inner Harbor (60% of the total number in Town.) There is a lengthy wait list for moorings in the Inner Harbor ranging from 3-5 years on average.

The remaining 240 moorings are primarily concentrated between the Claremont and Norwood Cove areas (estimated 150-180), Greenings Island (25) and Boathouse Cove at Greenings Island (4). Of the 25 floats, 14 are located in the Inner Harbor, 11 are in the Greenings area.



Mooring Management

TOWN MOORING AREAS

Total Moorings - 640 (plus 25 floats)

- 546 Residential Moorings
- 94 Non-Residential Moorings
- 165 Commercial
- 475 Recreational

Inner Harbor:

- 400 moorings (estimated)
- 306 residential/94 non-residential
- 65 commercial fishing
- 14 floats

Claremont/Norwood Cove:

150-180 moorings (estimated)

Greenings:

- 25 moorings
- 11 floats

Boathouse Cove

4 moorings



A portion of the northern side of the Inner Harbor has been dredged. The dredge area is broken into three project areas designated as Area A, B, and C in the Harbor ordinance. The Harbor Ordinance receives these Areas for commercial moorings and provides additional regulations for use. Anchoring in the Inner Harbor is limited to the southeast of Clark Point and North of the designated major fairway. The recommended anchorage is north of the Clark Point Spindle to the Town line at the entrance of Some Sound.



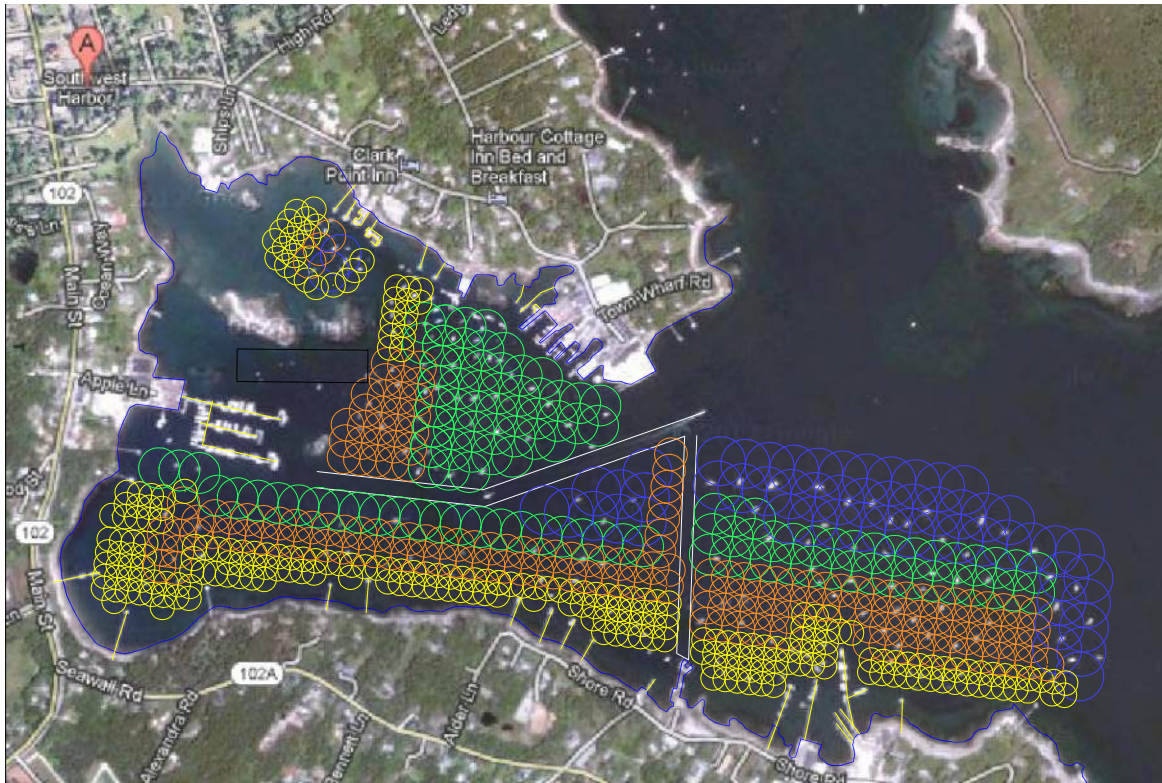
Mooring Management

MOORING AREAS & ANCHORAGES

ISSUE: There is an on-going demand for moorings in the Inner Harbor that exceeds the existing available mooring locations.

The Town has a sketch plan showing a new mooring layout for the Inner Harbor. This sketch shows a potential capacity of up to 570 moorings broken down as follows:

BOAT SIZE (FT)	# OF MOORINGS	OFF SETS (FT)	REPRESENTATIVE COLOR
20-29	218	75	Yellow
30-39	184	100	Orange
40-49	114	125	Green
50+	54	150	Blue



- **RECOMMENDED ACTION ITEM:** Implement a mooring plan for the Inner Harbor to increase the number of moorings.

The Harbor Committee should review the existing sketch plan for moorings in the Inner Harbor and revise it as necessary to achieve an acceptable increase in the number of moorings within the Inner Harbor. Once a viable plan has been developed, the Harbor Committee should propose an implementation plan which takes into consideration such things as: timing and phasing (given available shore side capacity), project costs, options for paying costs, and policies on replacing tackle.

RESPONSIBILITY:

Harbor Master
Harbor Committee
Board of Selectmen

TIMELINE:

Immediate (1 year) – revised plan
Short Term (2-3 years) – implementation plan

ISSUE: Maintaining accurate information of all 600 moorings is difficult under existing systems.

- **RECOMMENDED ACTION ITEM:** Update the existing mooring database with information such as boat size, location and mooring number along with a map of mooring locations within the Inner Harbor.

RESPONSIBILITY:

Harbor Master

TIMELINE:

Immediate (1 year)

- **RECOMMENDED ACTION ITEM:** Purchase and activate an on-line mooring management database.

Several Towns along the coast have been using similar systems which allow owners and mooring inspectors easier access to mooring data. Mooring fees could be increased by a small amount to absorb any administrative fees for an online mooring service.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Immediate (1 year)

ISSUE: Existing Moorings within the Inner Harbor remain unused despite demand for moorings.

- **RECOMMENDED ACTION ITEM:** Require that existing moorings be used.

The Harbor Master should review and track mooring use in the Inner Harbor each season and the Town should support the enforcement of the Harbor Ordinance which requires moorings to be used. If the Harbor Master can reassign unused mooring locations it will help meet demand for space.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Immediate (1 year)

ISSUE: There are other areas where moorings could be sited but they lack convenient and practical shoreside access.

- **RECOMMENDED ACTION ITEM:** Continue to explore options for providing shoreside access closer to the Claremont and Norwood Cove mooring areas.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Ongoing / Long term (5+ years)

2.3 Harbor Budget and Facilities Planning

Planning for ways that the Town's Harbor facilities can meet existing and future demands is an important focus of this Harbor Management process. Budgeting goes hand in hand with this discussion since provisions for improvement, maintenance, capital projects, and equipment purchases are often made during annual budget discussions. In many Towns, the Harbor Budget is also closely tied to revenue generated by the harbor.

The Harbor Budget for FY2017/18 is \$104,227 which is a slight decrease from the FY 2016/17. The harbor budget includes expenses for salaries and benefits along with lease fees for the Hook property and maintenance expenses for docks, floats and the Harbor Master boat. Revenues for FY 2017/18 are projected to be approximately \$87,600, a small increase from the FY 2016/17 revenue calculation of \$83,800. This puts a gap between revenues and potential expenses at about 15%.

2016 Harbor Fees		
	RESIDENT	NONRESIDENT
Mooring	\$70	\$140 (includes 1 skiff sticker)
Lobster Car or Float	\$70	\$140 (includes 1 skiff sticker)
Mooring – ACOE Permits	\$100	\$200
Dinghy Float Use	\$10	\$20
Lobster Buyer Truck	\$5,000	\$5,000
Dock-Ramp Permit – Over 120 Uses*	\$800	\$1,600
Dock-Ramp Permit – 120 to 50 Uses*	\$400	\$800
Dock-Ramp Permit – Less than 40 Uses*	\$200	\$400
One-time Commercial Pier Transfer**	\$50	\$100
Hoist Fee / Fisherman Permits***	\$300	\$600
Upper Town Dock Ferry Permits	\$1,500	\$1,500
Ramp Launch	\$5	\$10
Kayak Outfitter	\$400	\$800
Float Lease	\$2,300	\$2,300
Hoist Fee (Per Day)	\$25 per day	
Town-owned Mooring Rental	\$25 per night	

(*) Include commercial use of both boat ramps and transfer of equipment and or tackle from pier. Does not include commercial fisherman, or lobster buying truck.

(**) Per use fee to commercial operators who want to transfer equipment, tackle, or any other goods or services from any town dock. This fee does not apply to commercial fishermen.

(***) Commercial operators must have a hoist permit to sell or transfer any commercial landings regardless of whether the hoist is used or not. A permit is not needed to leave lobster traps on a town dock. However, traps can only be on the dock for 24 hours.

ISSUE: The Harbor budget runs at a deficit.

- **RECOMMENDED ACTION ITEM:** Annually review harbor fees to determine if any adjustments are required.

Comparison of Commercial Truck Fees (2016/17)

Southwest Harbor	\$5,000.00
Tremont	\$5,000.00
Stonington	\$4,000.00

Mooring Fees (Resident/Non-Resident)

Southwest Harbor	\$70.00/\$140.00
Rockland	\$70.00/\$140.00
Bar Harbor (Inner)	\$45.00/\$90.00
Tremont	\$40

Mooring Rental Fees

Southwest Harbor	\$25.00/night
Rockland	\$30.00/day
Bar Harbor	\$35.00/day
Mount Desert	\$25.00-\$55.00/day

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Ongoing

- **RECOMMENDED ACTION ITEM:** Set goals for a balanced harbor budget.

RESPONSIBILITY:

Harbor Master
Warrant Committee
Board of Selectmen

TIMELINE:

Immediate / Ongoing

- **RECOMMENDED ACTION ITEM:** Capital improvement planning for Harbor facilities should be a permanent part of the Harbor budget. A provision for setting funds aside for the purchase of land – which would improve access in a significant way – would be an important step toward an endowment type of plan for the long term success of the Harbor.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Ongoing

ISSUE: Demand for access is high and each existing Town facility is heavily used by multiple waterfront stakeholders. However, the availability of land for new waterfront access sites is scarce and the cost of purchase and development can be prohibitive.

- **RECOMMENDED ACTION ITEM:** The Town should explore ways to maximize use of the existing facilities as part of the overall strategy to improve access and functionality. Projects at each facility include:

LOWER TOWN DOCK

Add dingy tie up and dock space by reconfiguring the floats at the lower town dock. The attached plan is one option.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Immediate (1 year)

Switch out the electric hoists for larger capacity hydraulic hoists. Which will better meet the needs of the commercial users who regularly have loads too heavy for the exiting hoists. With decreased wear and tear from normal use, larger capacity hoists would likely be more cost effective in the long term.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Short-term (2-3 year)

The boat ramp at the Lower Town Dock is short and steep. Because of this, it is only usable for a short time on either side of the tide. The Town should consider adding length and decreasing the slop of the ramp to make it more usable throughout the tide cycle.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Medium-term (3-5 year)

Add benches for the public to view the harbor and activities.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Immediate (1 year)

UPPER TOWN DOCK

With close proximity to downtown, the Upper Town Dock has the potential to serve additional boaters including those who want more direct walking access to downtown businesses. The Town should explore implementing new configurations of the floats at the Upper Town Dock that would expand available frontage within the littoral boundaries. The planning process would need to carefully consider the impacts to nearby commercial fishing floats.

RESPONSIBILITY:

Harbor Master
Harbor Committee
Board of Selectmen

TIMELINE:

Short-term (2-3 year)

The parking area at the Upper Town dock could help with trailer parking demand on the Clark Point Road side. Parking policy should be adjusted to encourage this.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Short-term (2-3 year)

Add benches/picnic tables and green space for the public to view the Harbor and activities. The small overlook next to the pump station at the Lower Town Dock is one possibility for a bench location.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Immediate (1 year)

MANSET TOWN DOCK

Construct a new Harbor Master's Office within close proximity to the water to maximize the Harbor Master's access and to help the Harbor Mater maintain better visibility of the Harbor.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Medium-term (3-5 year)

Switch out the electric hoists for larger capacity hydraulic hoists. Which will better meet the needs of the commercial users who regularly have loads too heavy for the exiting hoists. With decreased wear and tear from normal use, larger capacity hoists would likely be more cost effective in the long term.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Short-term (2-3 year)

Add benches/picnic tables and green space for the public to view the harbor and activities.

RESPONSIBILITY:

Harbor Master
Board of Selectmen

TIMELINE:

Immediate (1 year)

- **RECOMMENDED ACTION ITEM: If Hook Property is acquired, review site plan to enhance the functionality of the Manset Town Facility (with Hook).** If the Town is able to acquire the hook property, the Town should undertake a site planning process which would focus on circulation, parking, and additional opportunities for pier construction and launching. This master plan can be implemented over time.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Immediate (1 year) of acquisition

2.4 Large Vessels and Cruise Ships

The coast of Maine has a long history of accommodating large vessels. Places like Portland, Seaside, and Eastport support large commercial shipping vessels while other harbors with quaint villages like Camden, Boothbay Harbor, and Rockland can attract large schooners and private yachts. More recently, several Maine harbors have seen a rise in stops from cruise ships of various sizes. Bar Harbor and Portland remain the top destinations, but other harbors such as Kennebunkport, Rockland, Boothbay Harbor and Belfast have had regular cruise ship visits from early May to October.

While Southwest Harbor is no stranger to large vessels—the 128-foot Victory Chimes often anchors off Southwest Harbor and several 100 ft. plus private yachts vessels can be accommodated at Dysart’s Marina—it has not had any cruise ships or many ships over the 130-foot range. The waterside and land side impacts need to be understood in more detail and addressed appropriately. Some of the areas that should be considered are:

- **Docking Facilities.** The Towns existing waterfront facilities are already at capacity as noted earlier in this study. Loading and offloading of large ship tenders, especially those with the capacity for multiple passengers, would add to the capacity issues. Passengers need restrooms. Busses need pick up/drop off areas. Temporary docking space would be needed. Fueling and provisioning may also be required. Upgrades would be needed at any of the Town facilities to accommodate these demands. On the private side, impacts from providing these services should be considered in any future permit applications. Existing facilities should return to the Planning Board as a change of use if these services are provided.
- **Road Capacity.** Like many coastal communities, the summertime population in Southwest Harbor has increased dramatically due to tourism and seasonal housing. This has led to a rise in traffic congestion on Main Street and associated intersections at Clark Point Road and Herrick Road. Due to the nature of the road system, Main Street is a major connector road and provides the only access to the village. In the village core, traffic is slowed and sometimes stopped when vehicles enter and exit on street parking spaces. Under current conditions one could argue that traffic congestion threatens to undermine the small town feel of Southwest Harbor and creates dangerous conditions for drivers and pedestrians. Any increase in traffic associated with passenger movement from large ships would have the potential to exacerbate the congestion and decrease the level of service of the road even farther.
- **Emergency Planning/Preparedness.** The Town does not have a plan in place for any emergency on a large vessel or cruise ship. This could include environmental emergency such as a fuel leak or an evacuation plan in the event something happens to the ship.
- **Loss of Fishing Gear.** The waters around Southwest Harbor are heavily fished and there are no designated channels for large vessels. Therefore, large vessels can cause a significant amount of damage or loss of gear when they travel through or anchor in the area.

- **Environmental Impacts.** Environmental impacts of large vessels such as cruise ships (water quality, air, natural resources, habitat) are not fully understood. Environmental impacts can also impact economic development as our pristine coastline is a major factor in our economy.
- **Current Competing Uses.** Southwest Harbor is already a busy waterfront. Existing uses include recreational motor and sailing boats, sailing instruction, commercial fishing, kayaking, and other activities (many of which are small boat related). These current uses might not be compatible with certain types of large vessels.
- **RECOMMENDED ACTION ITEM: Undertake a more detailed capacity analysis to objectively assess the qualitative and quantitative impacts of cruise ship tourism.**

This might include an assessment of the potential environmental impacts and the potential economic costs of that impact, an analysis of the existing transportation infrastructure and evaluation of the capacity of the Town to deal with emergency responsiveness to potential cruise ship emergencies (including environmental, fire, health).

RESPONSIBILITY:

Harbor Master
Harbor Committee
Board of Selectmen

TIMELINE:

Immediate (1 year)

- **RECOMMENDED ACTION ITEM: Identify the size vessel that can reasonably be accommodated in Southwest Harbor and define what is meant by a Cruise Ship and Large Vessel.**

RESPONSIBILITY:

Harbor Master
Harbor Committee
Board of Selectmen

TIMELINE:

Immediate (1 year)
*Less 3-6 months preferred

- **RECOMMENDED ACTION ITEM: Undertake an education process to help the public and leadership understand the issues around cruise ships and large vessels.**

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Ongoing

- **RECOMMENDED ACTION ITEM:** Identify any regulatory needs that would be required to safely support a cruise ship if they were allowed – size or passenger limits, vehicular circulation plans, restrooms, etc.

RESPONSIBILITY:

Harbor Master
Harbor Committee
Planning Board
Board of Selectmen

TIMELINE:

Immediate (1 year)
*3 to 6 months to meet timeline of moratorium

- **RECOMMENDED ACTION ITEM:** Identify areas on a map where the largest vessels can anchor and include this in the Harbor Ordinance and note the vessel size limits of these anchorage areas.

RESPONSIBILITY:

Harbor Master
Harbor Committee

TIMELINE:

Short-term (2-3 years)

- **RECOMMENDED ACTION ITEM:** Seek planning assistance to help general ordinance changes and legal assistance to review any proposed changes.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Immediate (1 year)

- **RECOMMENDED ACTION ITEM:** Explore the possibility of a joint regulatory approach with other nearby communities to address cruise ships and large vessels. Include Coast Guard.

RESPONSIBILITY:

Board of Selectmen

TIMELINE:

Immediate (1 year)

3.1 Implementation Chart

ISSUE: Public Access		
Action	Responsibility	Timeline
Acquire Hook Property	Board of Selectmen	Immediate (1 yr)
Board of Selectmen	Board of Selectmen	Short Term (2-3 yrs)
Immediate (1 yr)	Board of Selectmen	Long Term (5+ yrs)

ISSUE: Parking		
Action	Responsibility	Timeline
Enforce and Improve Existing Parking Rules	Board of Selectmen	Immediate (1 yr)

ISSUE: Accessibility		
Action	Responsibility	Timeline
Integrate accessibility planning (costs/feasibility) into waterfront improvement projects	Board of Selectmen	Ongoing
Install benches/tables at Town facilities	Board of Selectmen	Immediate (1 yr)

ISSUE: Town ROW's		
Action	Responsibility	Timeline
Maintain list of ROW's with conditions and budget needs	Board of Selectmen	Ongoing
Seek grant funding for ROW surveys as needed	Board of Selectmen	Ongoing

ISSUE: Mooring Demand		
Action	Responsibility	Timeline
Implement new mooring plan	Harbor Committee/ Harbor Master/Board of Selectmen	Revision to existing plan – Immediate (1 yr)
Update mooring database	Harbor Master	Implement plan – Short Term (2-3 yrs)
Purchase online mooring management software	Harbor Master/Board of Selectmen	Immediate (1 yr)
Require unused moorings to be reassigned	Harbor Master	Immediate (1 yr)
Explore shoreside access location for Claremont and Norwood Cove areas	Board of Selectmen	

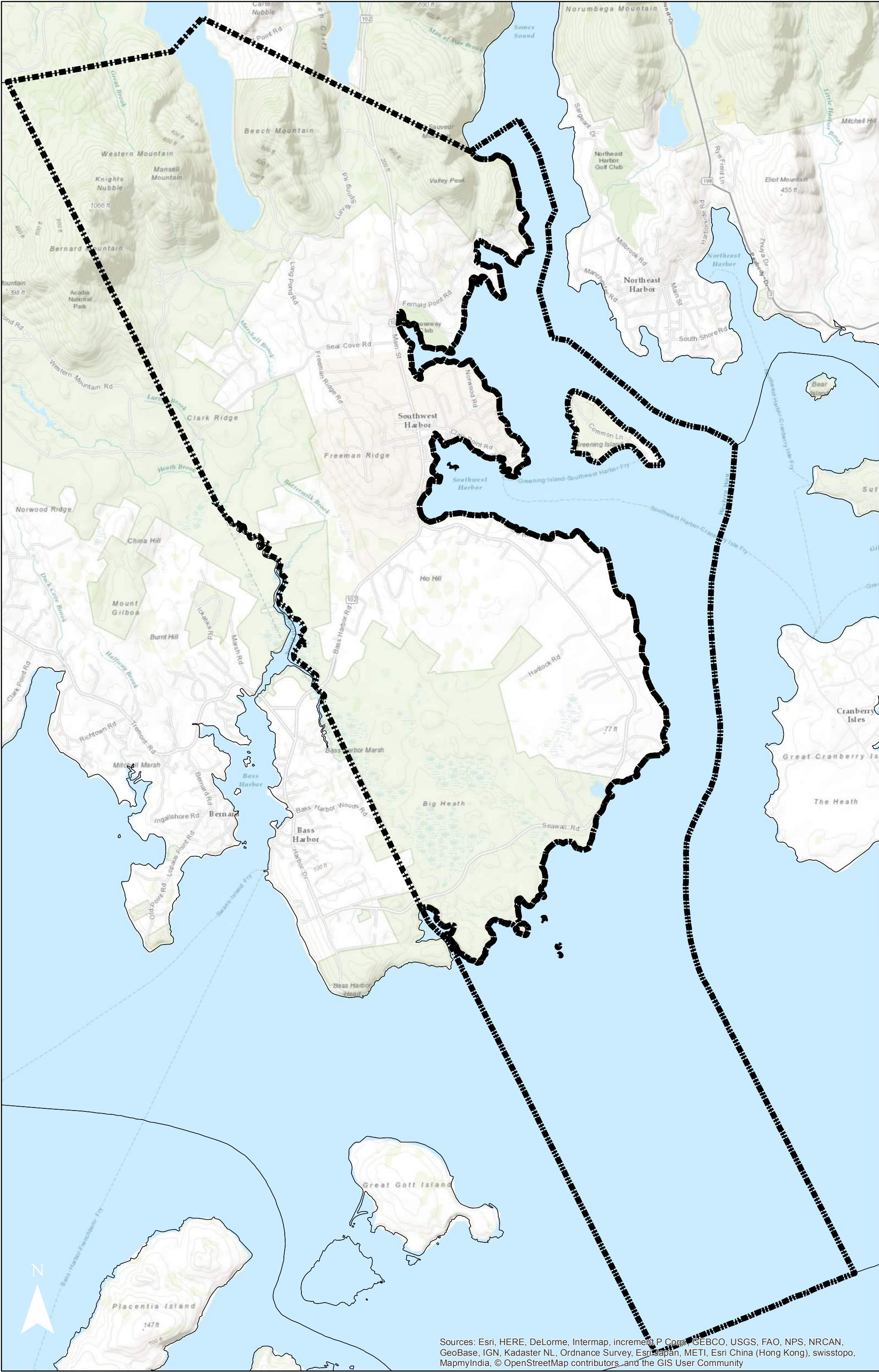
ISSUE: Harbor Budget		
Action	Responsibility	Timeline
Adjust Harbor Budget Annually	Harbor Master/Board of Selectmen	Ongoing
Set goals for a balanced budget	Harbor Master/Board of Selectmen	Immediate (1 yr)/ Ongoing
Capital Improvement Planning yearly	Harbor Master/Board of Selectmen	Ongoing
Integrate land purchases into CIP	Harbor Master/Board of Selectmen	Immediate (1 yr)/ Ongoing

ISSUE: High Demand for Town Facilities		
Action	Responsibility	Timeline
Lower Town Dock		
More dinghy tie-up space	Harbor Master/Board of Selectmen	Immediate (1 yr)
Switch to hydraulic hoists	Harbor Master	Short Term (2-3 yrs)
Improve boat ramp	Harbor Master/Board of Selectmen	Medium Term (3-5 yrs)
Add Benches	Harbor Master/Board of Selectmen	Immediate (1 yr)
Upper Town Dock		
Implement new float configuration	Harbor Master/Board of Selectmen	Short Term (2-3 yrs)
Explore trailered parking options	Harbor Master	Short Term (2-3 yrs)
Add benches and tables	Harbor Master/Board of Selectmen	Immediate (1 yr)
Manset Town Dock		
Construct new Harbor Master Office	Board of Selectmen	Medium Term (3-5 yrs)
Switch to hydraulic hoists	Harbor Master	Short Term (2-3 yrs)
Add benches and tables	Harbor Master/Board of Selectmen	Immediate (1 yr)
Review site plan to improve/maximize use of Hook property	Selectmen	Immediate (1 yr)

ISSUE: Large Vessels and Cruise Ships		
Action	Responsibility	Timeline
Capacity Study	Board of Selectmen	Immediate (1 yr)
Identify appropriate vessel size for Southwest Harbor	Harbor Committee/ Harbor Master	Immediate (1 yr)

Community educational process on cruise ships and large vessels	Board of Selectmen	Immediate (1yr)
Identify regulatory needs and create ordinance language	Harbor Committee/ Planning Board	Immediate (1yr)
Map anchorage areas for large ships	Harbor Committee	Short Term (2-3 yrs)
Retain planning and legal assistance for this issue	Board of Selectmen	Immediate (1 yr)
Explore joint regulatory approaches	Board of Selectmen	Immediate (1 yr)

3.2 Maps



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Mooring Management

TOWN MOORING AREAS

Total Moorings - 640 (plus 25 floats)

- 546 Residential Moorings
- 94 Non-Residential Moorings
- 165 Commercial
- 475 Recreational

Inner Harbor:

- 400 moorings (estimated)
- 306 residential/94 non-residential
 - 65 commercial fishing
- 14 floats

Claremont/Norwood Cove:
150-180 moorings (estimated)

Greenings:
25 moorings
11 floats

Boathouse Cove
4 moorings



MOORING AREAS & ANCHORAGES



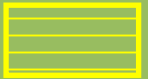


Channels and Anchorages

INNER HARBOR

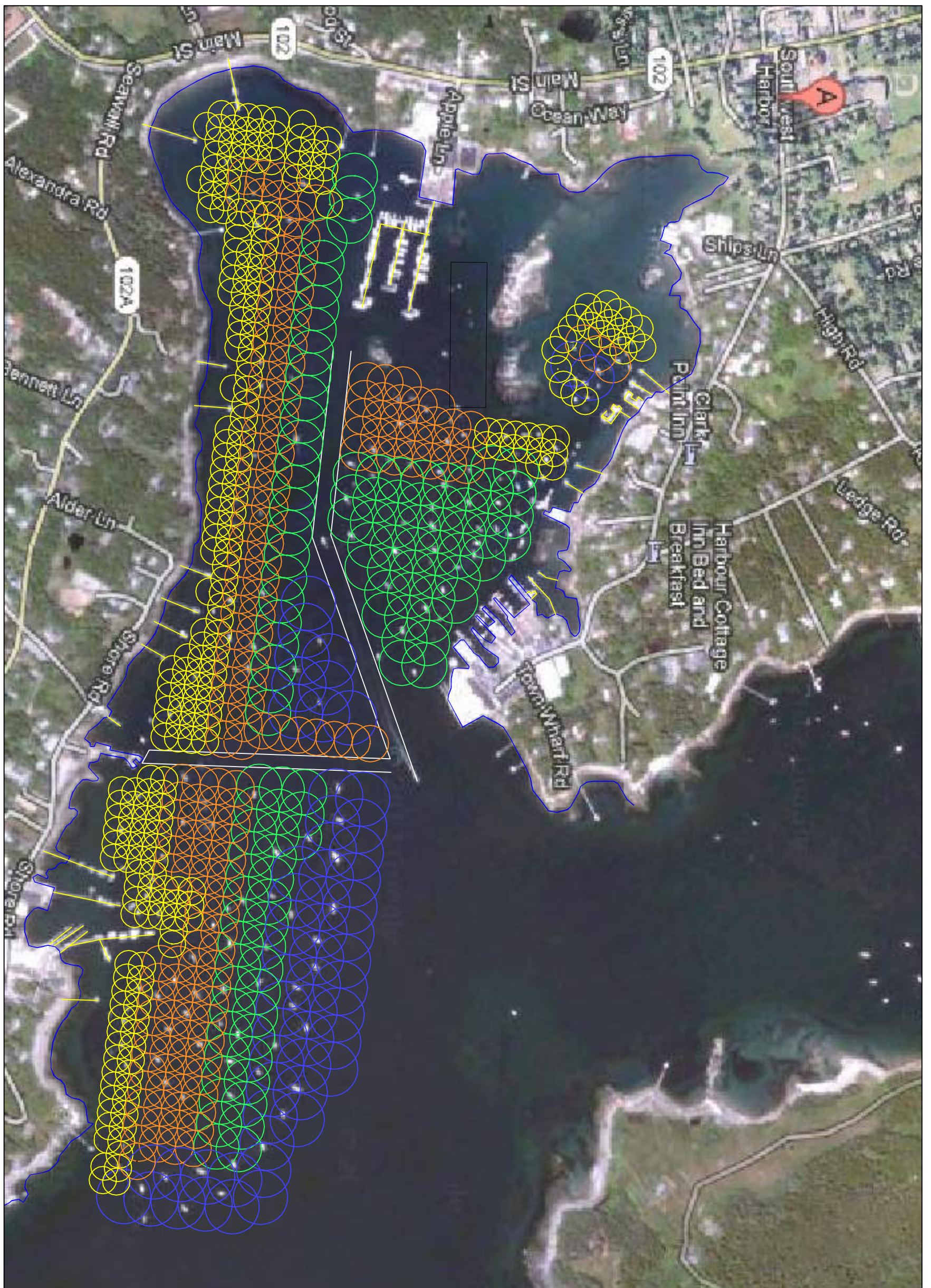


Anchorage Area



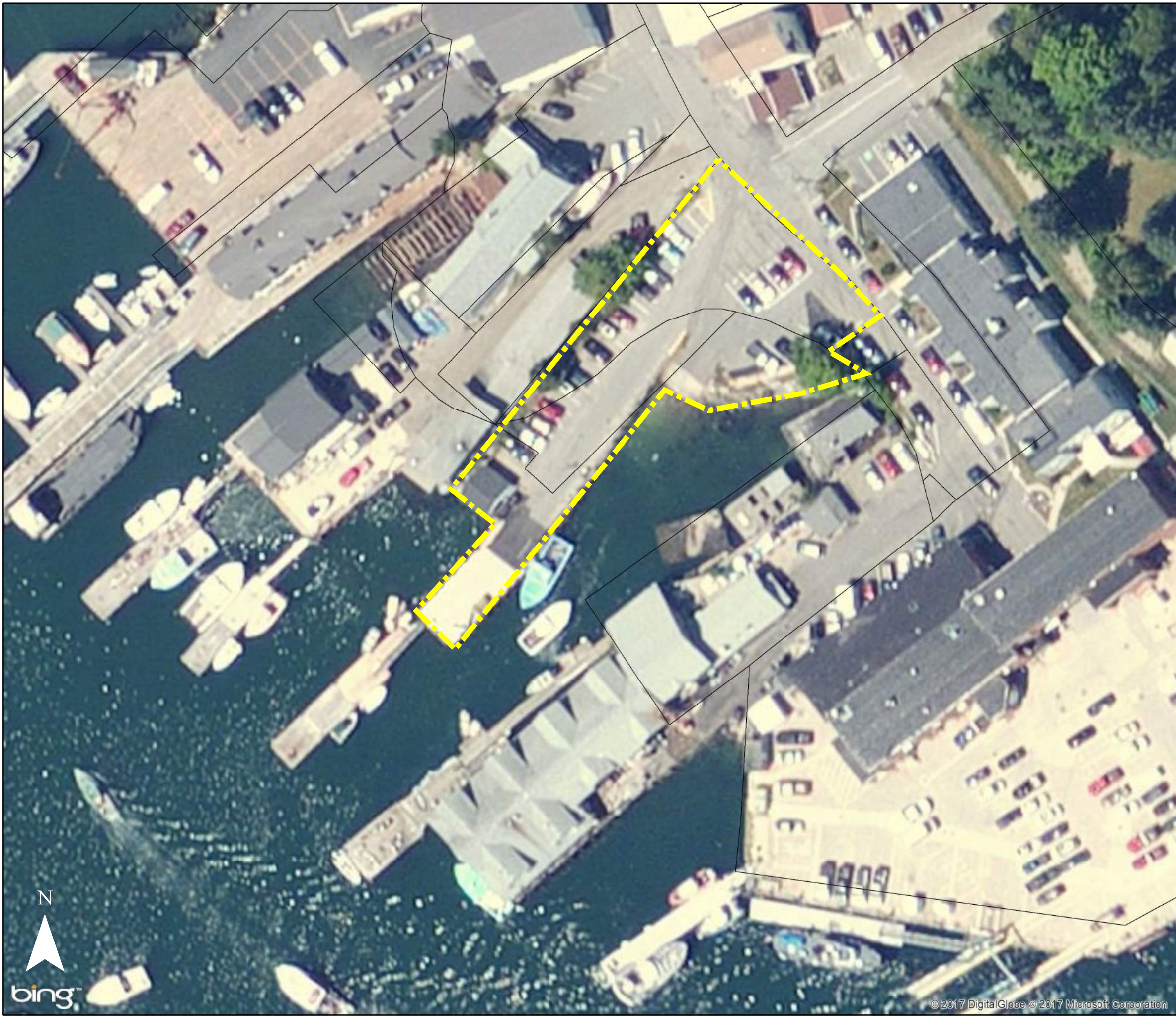
Channel Location





**SOUTHWEST HARBOR
SCHEMATIC MOORING PLAN
FOR PLANNING PURPOSES
SOUTHWEST HARBOR**

MAINE[illegible]



*Existing Public Access
Facilities*

**LOWER TOWN
DOCK**

Location
Clark Point Road

Lot Size
.20 Acres

Dock/Floats:
3 - 16' x 24 floats
Boat Ramp

Existing Uses
Commercial, Ferry Service,
Recreational

Capacity
30 Parking Spaces, plus another 30
nearby
25 dingies with additional finger
floats





Existing Public Access Facilities

UPPER TOWN DOCK

Location
Clark Point Road

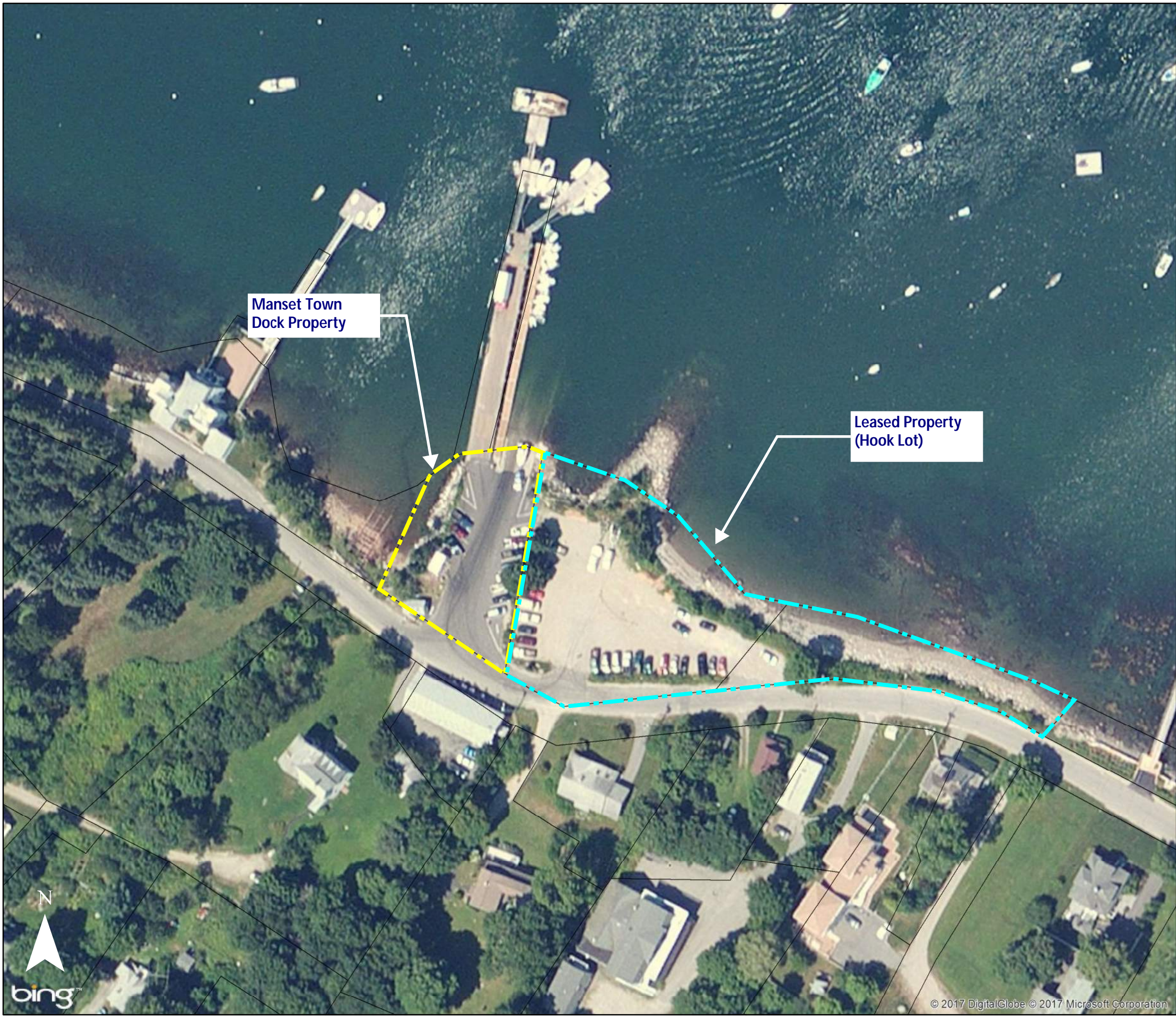
Lot Size
.70 Acres

Dock/Floats:
50'x16' fixed pier
8 - 6'x20' finger floats
2 - 16' x 24 floats

Existing Uses
Commercial, Ferry Service,
Recreational

Capacity
55 Parking Spaces
90 dingies with additional finger floats





Existing Public Access Facilities

MANSET TOWN DOCK

Location
Shore Road

Lot Size
.3 Acres

Dock/Floats:
11 - 6'x16' dinghy floats
4 - 16' x 24' floats
190' fixed pier

Existing Uses
Commercial, Recreational

Capacity
12 Parking Spaces (+20 with adjacent leased land)



Existing Public Access Facilities

Inner Harbor ROWs





*Existing Public Access
Facilities*

**Cable Crossing
Road ROW**

