

Tremont Comprehensive Plan Update 2023





Photo by Kevin Buck



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Acknowledgments

The Comprehensive Plan Task Force (CPTF) was created in 2020, with its first meeting held in January 2021. Since then, the CPTF has worked diligently to draft background information and distill public comments into the updated goals, policies and strategies to move Tremont toward the vision of the future documented in this plan.

The CPTF would like to thank all of the people who participated in this process, through attendance at meetings, completing surveys, or through conversations with neighbors and friends reflected in comments received.

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Photo by Jordan Colbeth

Introduction

The Select Board approved the charge of the Comprehensive Plan Task Force September 10, 2020. The group was tasked with the responsibility to develop a Comprehensive Plan by soliciting public input, reviewing recommendations, and making final recommendations for Town Meeting.

A Comprehensive Plan is a planning document intended to guide community decision making around policy and land use issues over the next 10 to 20 years. The comprehensive plan planning process is an opportunity for communities to come together and take inventory of current trends and look ahead toward future needs, challenges, and opportunities.

The Comprehensive Plan consists of two main sections; inventory chapters of existing conditions and current town data, and a forward-looking section that contains the vision statement and future land use plan. The inventory chapters encompass a wide range of important topics such as natural resources, recreation, transportation, housing, economy, population, and more, and they are based on local, state, and federal data. The purpose of these chapters is to understand how the town has changed over time, and what future challenges and opportunities might be. Each chapter includes a list of associated goals, strategies, and policies that will dictate how the Plan gets implemented. The forward-looking portion of the plan combines public input and perspectives with the data gathered from the inventory chapters to craft a vision statement and document community values. The vision statement informs the future land use plan and the policies and strategies the Town should consider advancing to move the community toward the established vision of the future.

The comprehensive planning process is often the start of further ongoing conversations around key issues in town. Discussions from the Comprehensive Plan can shape zoning changes, policy decisions, and municipal investment plans. Additionally, a Comprehensive Plan that is consistent with the State's Growth Management Act makes municipalities eligible for State grants and loans and allows municipalities to legally impose a zoning and other growth and land use related ordinances.

In parallel with this planning work, and in response to citizen efforts, Tremont passed a climate resolution, recognizing its status as one of 20 towns in Maine that will be most impacted by the effects of climate change. The resolution celebrated the activities Tremont has already taken to mitigate climate change and build community resilience while also calling upon the town to complete specific steps to shape a more vibrant future. The town is currently working on drafting a Community Resilience Plan, and recommendations coming out of that planning project should work in conjunction with the recommendations contained in this document.

Key Findings

Since the 2011 Comprehensive Plan was adopted, much has changed at the state and national levels. Some of these changes include a growing awareness of climate change impacts on coastal ecosystems and economies, the development of a housing availability and affordability crisis, seemingly annual records set for rising visitation levels to Acadia National Park, and the COVID-19 impacts on public health, the economy, and workforce. Through it all, Tremont remains a small, rural community with a mix of seasonal and year-round residents and a strong economic and cultural connection to the ocean. The town is characterized by magnificent natural landscapes and close-knit waterfront villages. Many of the issues and challenges that Tremont faced in 2011 have been exacerbated by these larger changes impacting the community. Some of those include a lack of housing options important to maintain a year-round community, a vulnerable lobster and fishing industry, water quality issues in Bass Harbor, Seal Cove, and Hodgdon Pond, and a need for safe transportation options along Route 102.

This plan tells the story of past, present, and future Tremont and acknowledges the Tremont's core values in order to chart a direction for the future.

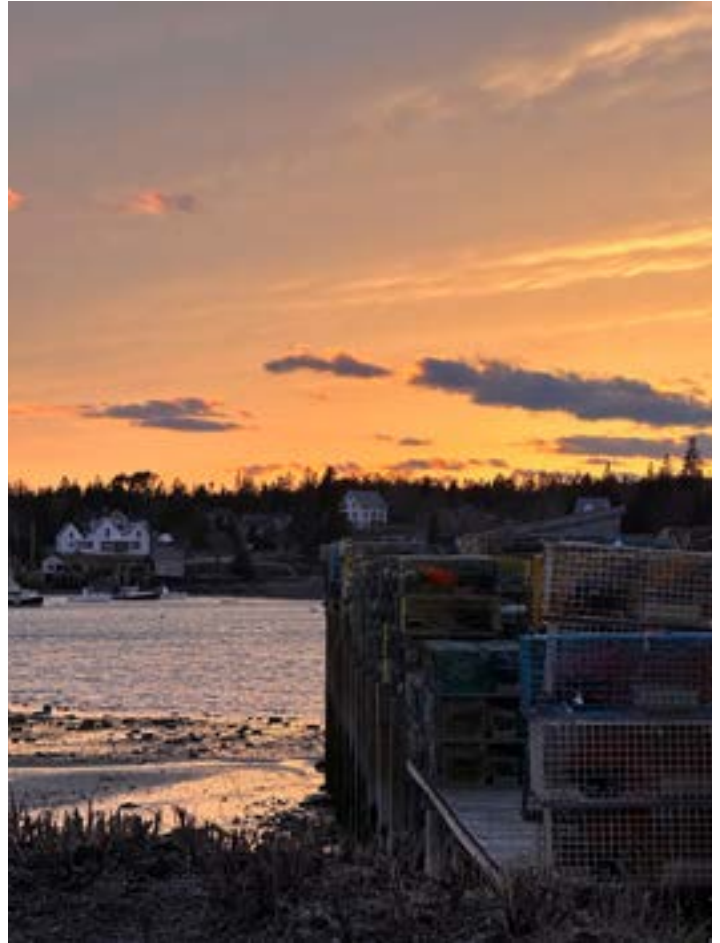


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Prior Planning Work

The 2011 Comprehensive Plan was prepared by the Tremont Comprehensive Planning Task Force. The 2011 Comprehensive Plan vision statement highlights Tremont's small town, coastal historic character. The vision statement from that plan recognizes the need to preserve and enhance the marine and natural resource bases as well as provide for adequate transportation for both pedestrians and vehicular traffic.

The vision statement reads:

Tremont seeks orderly growth while preserving its small town, coastal and historic character, working waterfront, and high quality of life. It promotes a diversified local economy that provides sustainable year-round jobs while also protecting and enhancing its marine resource and natural resource base. It aims to have a transportation system that facilitates the safe movement of both pedestrian and vehicular traffic.

The goals and policies of the 2011 Plan were separated out into targeted Ordinance changes, regional coordination efforts, and continuation of current policies. The town has made progress to implement goals and policies that deal with Ordinance updates. Other goals pertaining to housing needs and safe biking and walking infrastructure are ongoing.



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Priority Action Items

There are many policies recommended in the following pages, and each includes associated strategies under each policy. These policies and strategies are outlined in each of the Inventory Chapters that they pertain to as well as being listed all together in Appendix A. Many of these policies and strategies are required under Maine's Growth Management Act, while others are local priorities.

Based on community input and the work of the CPTF, a few key policies and strategies have risen to the top as the ones related most directly to the community values and vision for the future of Tremont. This section of the plan presents these recommendations grouped together as supporting four goals the town should strive to make progress on each year, rather than leaving a long unprioritized list of items in the appendices to check off over the next ten or more years. By addressing these high priority goals, the Town will be making progress on the most important issues facing Tremont today.

The following is a list of high priority action items that the Select Board, Town Staff, and community at large should work together to address. Some of these ideas are carried forward from requirements of the Growth Management Act. For the most part, these are themes that have come up multiple times throughout the public participation process. These topics should guide the work plan for the next 3-5 years and beyond as the Town works towards long-term goals.

Goal #1:

Promote a diversified local economy that provides for stable and sustainable year-round jobs

Goal #2:

Provide housing options that support a year-round working community, while protecting rural character and small-town Tremont.

Goal #3:

Invest in improved public access to water, conserving natural resources, and climate change resilience.

Goal #4:

Prioritize safe transportation for everyone along Route 102 and support island-wide transit.



Photo by Sarah White



Photo by Kevin Buck

Goal #1:

Promote a diversified local economy that provides for stable and sustainable year-round jobs.

Tremont has been sustained over the years by its tourist and marine based economy. As discussed below in the Economy inventory chapter, Tremont is highly sensitive to the seasonal nature of this economy. Furthermore, local jobs in natural resources and fishing are declining as the more of the town's labor force is made up of white-collar jobs outside of town. The lobster industry faces well documented environmental and regulatory challenges. It is important for Tremont to have a diverse economy that supports both the year-round and seasonal population in order for the community to thrive and sustain in the future. A diverse economy also pertains to the housing goals discussed below.

Policies:

- Support the type of economic development activity the community desires, reflecting the community's role in the region.
- Make a financial commitment to support desired economic development, including needed public improvements.
- Coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.
- Create an Economic Task Force to guide Tremont through economic development changes.

Goal #1:

Action Item	Responsible Party	Timeframe
Assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development.	Proposed Economic Task Force	Short Term
Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development. This includes accommodating appropriate activities associated with the rural economy and home-based occupations in the Rural Areas of Tremont	Proposed Economic Task Force, Planning Board	Short Term
To explore public investments needed to support economic development, such as streetscape, pedestrian, or Island Explorer improvements or small neighborhood wastewater collection and treatment systems, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or Community Resiliency or other grants, bonding, impact fees, etc.)	Proposed Economic Task Force	Short Term
Participate in any regional economic development planning efforts.	Proposed Economic Development Task Force	Short Term



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Goal #2:

Provide housing options that support a year-round community, while protecting rural character and small-town Tremont.

Tremont is not immune to the housing crisis and shortage occurring throughout Maine. As a small coastal community with a large seasonal population, there are limited affordable housing options for year-round residents. The town has seen a large increase in the number of short-term rentals over the last ten years, which is likely a part of the current housing crunch, but not the only reason affordable year-round housing is hard to come by in Tremont. Tremont is an aging community, and older residents have their own housing needs, among which are the ability to downsize within the community, needs for more services and less individual yard and home maintenance, and more. There is also a significant portion of younger people in their 20s and 30s who would like to remain in Tremont and become homeowners eventually. The high cost of housing makes it difficult for the younger generation to remain in Tremont, or to attract new young families that have access to a family home or large plot of land on which to build.

The town can take steps to offer more affordable housing. Tremont's zoning currently encourages larger lot sizes and the town does not have any public sewer and water. Members of the public supported various methods for affordable housing including partnering with the Island Housing Trust, allowing smaller lot sizes or cluster development in certain parts of town, and encouraging diverse housing types, like multifamily housing wherever feasible. As discussed in the Land Use chapter (see Appendix A), over the last seven years, Tremont has issued a total of 34 building permits for single family homes, which is roughly an average of 5 building permits per year. Though Tremont could see some moderate growth over the next 10 years, changes to the built environment will come slowly and incrementally. This means that new housing units will need to be strategically located so that they are mindful of critical natural resources, support Tremont's rural character, and encourage active and social village areas.

Goal #2:

Policies:

- Support a sustainable population, including a diverse range of new residents by 2040.
- Encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.

Action Item	Responsible Party	Timeframe
Partner with the Tremont Housing Authority and Island Housing Trust, Maine Housing Authority, and similar organizations to improve affordable housing options and access for potential residents.	Select Board, Town Staff, THA, IHT, MHA	Short Term
Explore and develop clear zoning and land use policies to encourage a steady housing market development and growth that is in line with the town's vision (see proposed future land use map) and allows for an influx of new year-round residents.	Planning Board, Select Board, Town Staff, newly reconstituted Land Use Ordinance and Zoning Committee, Town Attorney	Short Term
Understand the short-term rental situation in Tremont and work to develop policies with respect to these that are best for Tremont.	Planning Board, Select Board, Town Staff, Town Attorney	Medium Term
Support local gatherings that celebrate our community in various ways (for example, the Polar Plunge, the Ice Fishing Derby, Lobster Boat Races, Oktoberfest, and others.	Select Board, newly created Events Committee, Town Staff	Medium Term
Research advanced septic treatment options for single lots and neighborhood-sized wastewater collection and treatment systems for use within Growth Areas	Planning Board	Medium Term



Photo by Sarah White

Goal #3:

Invest in improved public access to water, conserving natural resources, and climate change resilience.

As a fishing community, the Bass Harbor working waterfront is a central part of Tremont's identity. Besides being a place for homes and local businesses, the working waterfront is also a place for recreation and is the site of critical natural areas and scenic resources such as Bass Harbor Lighthouse. Over the years, the area has faced some problems including water quality issues from aging septic and the town landfill, a lack of public parking spaces, and a vulnerable fishing industry. Members of the public expressed that they want to see targeted efforts and progress made to reinvest in the working waterfront and continue to protect Tremont's critical natural resources. There was also support to grow community events at a public gathering place in the Bernard and Bass Harbor area.

Tremont is highly vulnerable to the impacts of climate change. Those impacts will be felt the greatest around the Bass Harbor working waterfront and within critical natural resources. Such changes could include increased storms and extreme weather events, a changing ocean environment (including ocean acidification and warming waters), loss of biodiversity, and related healthcare impacts as an aging community. It is imperative that the town work with community partners after the adoption of the Community Resilience Plan to ensure adequate protection of important resources now and into the future.

Goal #3:

Policies:

- Build public awareness and understanding of ecosystems throughout Tremont.
- Protect, maintain, and where warranted improve marine habitat and water quality.
- Protect, maintain, and where warranted improve physical and visual public access to Tremont's marine resources for all appropriate uses including fishing, recreation, and tourism.
- Safeguard fisheries industry by supporting efforts to promote safe, effective and cost reasonable approaches.
- Ensure the working waterfront and critical natural resources are protected from the impacts of climate change.

Action Item	Responsible Party	Timeframe
Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	Town Staff, Sustainability Committee	Short Term
Promote a town wide well water quality assessment to ensure safe drinking water	Select Board, Sustainability Committee	Medium Term
Advertise and promote workshops on conservation development and other models for protecting natural resources, ecosystems, and natural resources offered by many in our community (libraries, nonprofit organizations, COA, Friends of Acadia, ANP, Acadia Senior College, schools, etc.)	Town Staff, Sustainability Committee	Short Term
Work with Friends of Acadia to promote their annual Island-wide cleanup day	Sustainability Committee, Town staff	Short Term
Work with partners to identify natural resources vulnerable to climate change.	Sustainability Committee	Short Term
Work with partners to organize educational workshops in town about climate change to better inform the public.	Sustainability Committee	Short Term
Explore partnerships on a regional and industry wide basis to promote safe, reasonable, and cost effective approaches.	Harbor Master	Ongoing



Photo by Jordan Colbeth

Goal #4:

Prioritize safe transportation for everyone along Route 102 and support island-wide transit.

Tremont is a wonderful community to explore on foot or bike. Neighbors often stop to visit while out for a stroll on quiet neighborhood streets like those in Bass Harbor and Bernard. However, these opportunities are limited in other parts of Tremont. There is limited public transportation, with seasonal Island Explorer fixed route bus service recently restarted after being interrupted by the COVID pandemic. The Island Explorer Bus has stops at Bass Harbor Campground, Bass Harbor, Tremont Consolidated School and Bernard, with connection to Main Street in Southwest Harbor and other island destinations from there. Most people drive their own cars to get around town. This can create congestion issues, particularly during the summer with the influx of seasonal residents and tourists visiting popular destinations, such as the Bass Harbor Lighthouse.

Members of the public expressed a need to provide for alternative safer modes of transportation throughout Tremont, but especially within the designated Growth Areas (see Future Land Use Plan). These could take the form of sidewalks, paved shoulders or painted bike lanes on the road, separated bike paths, and bus stop improvements such as upgraded signage and bus shelters. In addition, efforts could be made to improve streetscaping and dark sky compliant streetlights and help with safe vehicle speeds along Route 102 through Bass Harbor and Bernard and the Tremont Consolidated School. Connecting sidewalks between important community destinations, will also encourage residents to walk instead of drive.

Goal #4:

Policies:

- To create a safe bicycle network for recreation and commuting
- To increase bus ridership for residents and visitors

Action Item	Responsible Party	Timeframe
Establish collaborative lines of communication with regional and state efforts to create bike lanes on state roads.	Proposed Bicycle Lane Committee, Select Board, Town Staff	Short Term
Within Maine rules and regulations, work with MaineDOT to ensure sidewalks and bicycle accommodations are incorporated into any Route 102 improvements within identified Growth and Transition Areas.	Proposed Bicycle Lane Task Force, Town Staff, Select Board	Short Term
Promote the use of Town trails; explore accessibility issues for existing and any new trails.	Town Staff, proposed Events Task Force, Southwest Harbor/Tremont Chamber of Commerce, Maine Coast Heritage Trust	Long Term
Partner with Island Explorer, ANP, FOA, as well as major employers, medical service providers, the regional school system, and other municipalities to generate strategies for year-round bus service, including express/limited stop service from Tremont to Bar Harbor, the High School, major on-island employers, or the Trenton Transportation Center.	Town Staff, Select Board, Island Explorer, ANP, FOA, MDI Hospital, MSIRSS, COA, Towns of Mount Desert, Bar Harbor, and Southwest Harbor	Medium Term
Source better parking for town owned marine facilities. This may include redesigning the layout and space use of current town owned property.	Town Staff, Select Board, MDOT, Harbor Committee	Short Term

Public Process

The public process elements of the Plan consisted of a community survey administered by the Town in 2021, a visioning workshop, and a future land use workshop. The consulting team administered an online survey of the future land use workshop for those who were not able to attend in person. Additionally, the consulting team met regularly with the Comprehensive Task Force Committee on the third Thursday of every month. Those meetings were recorded and open to the public.



Future Land Use Workshop, February 2023

Community Survey

The survey was administered online by the Town on December 10, 2021 and received 309 responses. The goal of the survey was to gauge community input on their impression of community life and services in town as well as their opinion on any threats or issues facing Tremont. An analysis of the survey responses is provided in the appendix.

Visioning Workshop

The visioning workshop was conducted in-person at the Town Office October 4, 2022. The workshop was informal and was used to obtain information from the public on attitudes, values, and issues of concern in Tremont to help draft the vision statement for the town. An analysis of the workshop is discussed further in the appendix.

Future Land Use Workshop

The future land use workshop was conducted in-person at the Town Office on February 2, 2023. An online version of the future land use workshop using ArcGIS was created by the consultants and administered by the town for those who were unable to attend the in-person workshop. The goal of the future land use workshop was to gauge community input on where future development should occur and what areas of town should be protected. An analysis of the future land use workshop is discussed in more detail in the appendix.

Vision Statement

A vision statement provides the framework to draft the future land use plan by outlining the community's core values and identity and represents the picture of what residents want their community to look and feel like in the next 10 years and beyond. Through a thorough public process and discussion with committee members, Tremont's vision statement represents a consensus of many different voices throughout the community.

Before drafting the vision statement, it was essential to identify the core values of Tremont that are central to the community's identity. These values are an important part to what it means to live in Tremont. Tremont residents value the quiet rural nature of their community, the Bass Harbor and Bernard working waterfront, and the diverse population that includes a mix of seasonal and year-round residents. Some of the challenges Tremont faces include development pressure, lack of affordable housing for year-round residents, adequate safe transportation options and the impacts of climate change.



Photo by Alexis Dowsland



Photo by Sarah White

Vision Statement

Tremont is a year-round working community that embodies quiet, small town coastal Maine. Tremont is anchored by its working waterfront at Bass Harbor and sense of community found through the school and library. Tremont often serves as a calm and quiet counterpoint to the seasonal hustle and frenetic energy on the rest of Mount Desert Island. Tremont is not immune to the traffic, year-round housing challenges, and seasonal rhythms of the summer tourist season that characterize MDI communities and Acadia National Park. However, Tremont residents prioritize safe transportation for people to walk, bike, and drive in Tremont, take advantage of expanded Island Explorer service, and work to coordinate on regional housing issues.

The town's connection to nature is central to Tremont's economy, quality of life, and rural character. Coastal views and access to natural areas like Tremont's islands, the Algerine Coast, and Bass Harbor Marsh are an important part of what it means to live in Tremont.

Future development and infrastructure decisions will be mindful of natural resources and systems, especially in the face of a changing climate. Tremont residents recognize the changing marine and ocean environment and are adapting to these changes. The ocean is a strong part of the Town's identity, as both a means of earning a livelihood and as a source of recreation and relaxation.

Future Land Use Plan

The Future Land Use Plan shows places where Tremont wants to encourage future activity and public and private investment and places that should remain relatively unchanged in the future. The Future Land Use Plan, consisting of the Future land Use map and this narrative, is based on all of the public participation and input received through the course of this plan update. The Future Land Use Plan is sometimes described as “the Vision Statement on a map” in that it is the tying elements of the communities’ values and vision to places on the ground. The purpose of the Future Plan Use Plan is to guide Tremont’s future decisions on zoning, land preservation, public investments, and more toward certain places in town and away from others in order to move closer to the vision of Tremont in the future.

Tremont’s year-round population has remained fairly consistent over time. Since the last Comprehensive Plan in 2011, the Town has seen a spike in the number of seasonal residents and the number of people staying in Tremont at campgrounds or short-term rentals. Additionally, visitation at Acadia National Park is setting new records almost annually in recent years. Together, these factors have increased traffic congestion, reduced affordable housing options for year-round residents, and is starting to change the overall character of the Town, threatening the Town’s identity as the so-called “quietside” of Mount Desert Island. As discussed in the Vision Statement, future development will need to be adequately planned to support both a year-round and seasonal population and be mindful of important natural resources and conserved areas.



Photo by Jordan Colbeth

The Future Land Use Map is a graphical extension of Tremont’s Vision Statement. It is a tool that policy makers and town staff can use to create and update rules for future development and guide public investment. By state statute, the Future Land Use Map shows three areas; Growth Areas, Transition Areas, and Rural Areas.

Growth Areas

Growth Areas are places in Tremont that are suitable for residential and business development. These are places where new development is incentivized and encouraged. These are the places residents

will find energy and activity within town, and may be where the greatest amount of change will occur. The context of growth and change within these areas should be right sized for Tremont, and relative to the size of the community. Changes and new development within Growth areas should respect historic building and development patterns. As a small rural town, the scale and amount of development in Tremont will be much slower compared to surrounding communities on Mount Desert Island. Over the last six years, only 34 building permits have been issued for new single-family homes and 1 building permit was issued for a commercial property (see Existing Land Use Chapter). Growth and development should be balanced to be mindful of natural resources and rural character.

Rural Areas

Rural Areas are places to be protected from the impacts of development. There will still be some amount of new home building within Rural areas, but generally, growth in these areas is limited in order to preserve rural character, scenic views, and natural resources. New commercial activities and home-based occupations must limit impacts to the environmental and surrounding residential uses. These are places where there is likely to be a limited amount of change over the next 10-15 years.

Critical Rural Areas

Critical Rural Areas are identified as those places deserving maximum protection from development. These places may include significant wildlife habitat, scenic areas, vulnerable natural resources, or farm and forest lands.

Transition Areas

Transition Areas are places that are suitable for some amount of new development, but are not where the community will be making investments or changes to policy to focus or incentivize new development. In many places, Transition Areas are not considered rural places, based on the presence of low or medium density residential or business. These are places where some amount of change is anticipated, but not as much as a Growth Area.



Photo by Kevin Buck

Tremont's Future Land Use Areas

The intent is to include compatible business uses in all these areas.

Villages Growth Area

The Villages Growth Area includes the area surrounding the Bass Harbor working waterfront in Bernard and Bass Harbor. It includes the built up residential and business areas around Thurston's Lobster Pound in Bernard to the relatively lightly developed "triangle" at Tremont Road and Harbor Drive that serves as the gateway to Tremont from Southwest Harbor, and on to the State Ferry Terminal in Bass Harbor. The Villages Growth Area will continue to serve as the central hub of economic and social life in town where people will work, meet their daily needs, and gather and socialize. This area will support new and future small businesses such as retail stores, boat yards, marinas, restaurants, offices, and home occupations and mixed-use development. Some new single-family homes could be built around the edges of this area, but to the extent mixed use business and commercial projects and multi-unit residential development can occur in Tremont, they should predominantly be located in this area.



Photo by Alexis Dowsland

Infrastructure for safe walking and biking appropriate to Tremont should be installed along the section of Route 102 within this area and considered for Route 102A to the Bass Harbor Lighthouse. This could include sidewalks, adequate road shoulders, bike lanes, multi-use paths, as well as adequate lighting, benches and streetscaping to make the area more pedestrian friendly and inviting. Tremont currently has no public sewer and water. In order to support the vision of this place as a growth area with mixed-use development, and to support new multifamily and affordable housing, options for a community sized collection and treatment system should be researched. Such a system might include a public water supply and a disposal field on publicly owned property in this area.

This growth area should also be the priority area in Tremont for development of flexible outdoor space and park facilities, to be used for public gatherings, holiday events, community celebrations and other events like outdoor farmers markets.

Kelleytown Growth Area

The Kelleytown Growth Area extends from Route 102 directly north of Rich Boat Yard to the intersection of Route 102 and Seal Cove Road and includes the Kelleytown Road loop. As a Growth Area, this area will have more people, traffic and activity in the future, but the Kelleytown Growth Area will be characterized by primarily residential uses and compatible businesses, as opposed to the Villages Growth Area with more businesses and mixed-use projects. This area will be an appropriate place for a

diverse range of year-round housing options, including small multi-unit projects, mobile homes and tiny homes, two-unit and single-family detached or attached home development on smaller lots and within conservation subdivisions. A multi-use path for both walking and biking should be considered along the length of Kelleytown Road to Route 102 in order to facilitate safe walking.

Route 102 Transition Area

The Route 102 Transition Area connects the Harbor Growth Area with the Kelleytown Growth Area. This area will serve as a transition from predominantly business-oriented growth and predominantly residential oriented growth. This transition area will also serve as an important link between the two growth areas in town, and as such, sidewalks, a multi-use path or other safe biking and walking infrastructure should continue through this transition area. Slower driving speeds should be encouraged as well. This area will continue to see both smaller scale commercial uses and small-scale residential development similar to existing development patterns.

Seal Cove Transition Area

The Seal Cove Transition Area extends from the Seal Cove Auto Museum to the intersection of Route 102 and Cape Road. This area will consist of mostly rural residential development, but will not see the same pedestrian infrastructure investment or lots quite as small as the more growth-focused Kelleytown Growth Area. New residential homes should be located off the dead-end roads that extend off Route 102 and Cape Road, with limited new driveways along Route 102. Limited development in this area could include convenience shopping and other uses focused on pass-by traffic and local needs. Most new residential development in Seal Cove will likely occur lot by lot for single-family homes. Generally, a low level of development consistent with the existing uses in the area is appropriate over the next 10 years.

Rural Area

The majority of Tremont's mainland area along with all Tremont islands has been mapped as Rural Area. Large areas of Tremont are already conserved and protected through the stewardship of Acadia National Park and the Maine Coast Heritage Trust. Rural areas should remain relatively unchanged in the future, with very little new development taking place. New homes and rural business uses in these places should be regulated to be mindful of the existing rural character.

Critical Rural Area

A Critical Rural area is shown in Seal Cove and includes the Seal Cove Picnic area and Robbins Cemetery. This area is largely undeveloped land and has been classified as Critical Rural primarily for the opportunity this land has to serve important connective functions in the future. This land is a portion of an unfragmented habitat of 600+ acres that is adjacent to a developed community facility (Seal Cove boat launch and picnic area), conserved land along the coast and conserved land at the south end of Seal Cove Pond. This unique position could allow this land to serve as an important wildlife corridor as well as a place for trail and path development.



Town of Tremont Future Land Use Map

Data Sources: Town of Tremont, Maine GeoLibrary, College of the Atlantic.

- Tremont Boundary
- Acadia National Park Parkland
- Villages Growth
- Kelleytown Growth
- Transition (Route 102 and Seal Cove)
- Seal Cove Critical Rural
- Rural

The Future Land Use Map is a graphical extension of Tremont's Vision Statement. It is a tool that policy makers and town staff can use to create and update rules for future development and guide public investment. By state statute, the Future Land Use Map shows three areas; Growth Areas, Transition Areas, and Rural Areas.



Map created by the Musson Group with North Star Planning, January 2023 using best available data.



Photo by Kevin Buck

Plan Implementation

The success of a plan is measured by how well it is implemented. The Comprehensive Plan is meant to be a living document and a tool for community decision makers to set policies, target investments, and develop programs that reflect the values and priorities of the Tremont community. This is a document for Boards and Committees and town staff to refer to when making decisions about public investments, future work plans, and policy decisions.

The Comprehensive Plan Task Force Committee recommends that the Comprehensive Task Force Committee is re-tasked after the adoption of the plan to move plan recommendations forward as a Comprehensive Plan Implementation Committee.

Implementation of this plan will happen incrementally over the coming years. Some performance measures will be accomplished in coordination with regional partners, local businesses, organizations, and private landowners.

Performance measures can help the town understand where progress is being made and what areas need more focused attention over time. The performance measures should provide a well-rounded picture of progress made for each of the town's top priorities. The best performance measures will be based on information that is readily available and easily understood. They can also be measured over time to provide useful comparison in the future. The performance metrics listed below should be considered suggestions for the CPTF or implementation committee to choose from and add to. Reporting to the Select Board on implementation progress should be done annually and recorded.

Future Comprehensive Plan Updates

This plan should be updated internally by Town staff in 3-5 years to ensure the information in the inventory chapters is current and to update priority actions for each of the top priorities as progress is made.

Plan updates should involve opportunities for public input and engagement to revisit priorities. Other plan elements such as the Vision Statement will remain consistent unlike the Inventory Chapters and will likely not need to be revisited for 10 years or so. Because of this, an entire plan update within the 10–12-year planning cycling outlined in the state's Growth Management Act could be a much smaller update to check in on the recommendations outlined here, as opposed to a major revision.

Performance Measures

Goal #1: Promote a diversified local economy that provides for stable and sustainable year-round jobs.

- Number of people working remotely from Tremont.
- Ratio of working-class jobs to professional service jobs.
- Number of job trainings.
- Number of sustainability-based jobs, like aquaculture, kelp farming, or renewable energy

Goal #2: Provide housing options that support a year-round community, while protecting rural character and small-town Tremont.

- Ratio of building permits issued in the Rural and Critical Rural Areas compared with the Kelleytown and Village Growth Areas.
- Number of new affordable housing units built, as a percent of all housing units.
- Number of Accessory Dwelling Units built annually.

Goal #3: Invest in improved public access to water and conserving natural resources, climate change resilience.

- Number of educational workshops held on natural resource protection, conservation, and current land use tax programs.
- Number of aging wells upgraded and replaced.
- Total amount of trash picked up on annual clean-up days.
- Number of recreational and commercial moorings available.
- Feet of shoreline protected from private development

Goal #4: Prioritize safe transportation for everyone along Route 102 and support island-wide transit.

- Number of bicycle and pedestrian accidents in town annually, with special attention given to Route 102.
- Local passenger ridership for the Island Explorer
- Feet of new or rebuilt sidewalk constructed on the section of Route 102 in the Growth Area each year.
- Total length of wide road shoulders or dedicated bike lanes constructed on Route 102 in the Growth Area.

Regional Coordination Program

Though the focus of this plan is on Tremont, it is important to consider how the town can partner with other communities on a regional basis to carry out some of the strategies recommended. It is not wholly the responsibility of the town government or elected officials to carry out all of the actions that will result in moving Tremont forward.

Tremont has partnered with other towns on Mount Desert Island on a number of regional issues, including housing, education, transportation and more. About one-third of Tremont's land area is located within Acadia National Park and the park encompasses significant portions other towns on MDI as well. This means that trails and conserved lands cross town boundary lines. Acadia National Park and Friends of Acadia can be important partners on these issues, as well as others like transportation and housing.

Tremont participates in regional coordination efforts and shares some resources with other towns on Mount Desert Island. Tremont shares public services and facilities such as police, fire, and ambulance with other towns via mutual aid agreements. Police protection is provided on a contractual basis with the Hancock County Sheriff's Department. Tremont also participates in the Municipal Review Committee (MRC) for solid waste management within the "League of Towns", which is a collaborative unit of government that serves all the towns on MDI. There are no major hospitals or healthcare facilities in Tremont. Tremont residents are served by Mount Desert Island Community Health Center in Southwest Harbor, Northern Light Health Center in Southwest Harbor, and the larger MDI Hospital in Bar Harbor. In the coming years, Tremont should continue to work with other towns in Mount Desert Island to focus on increasing affordable housing.

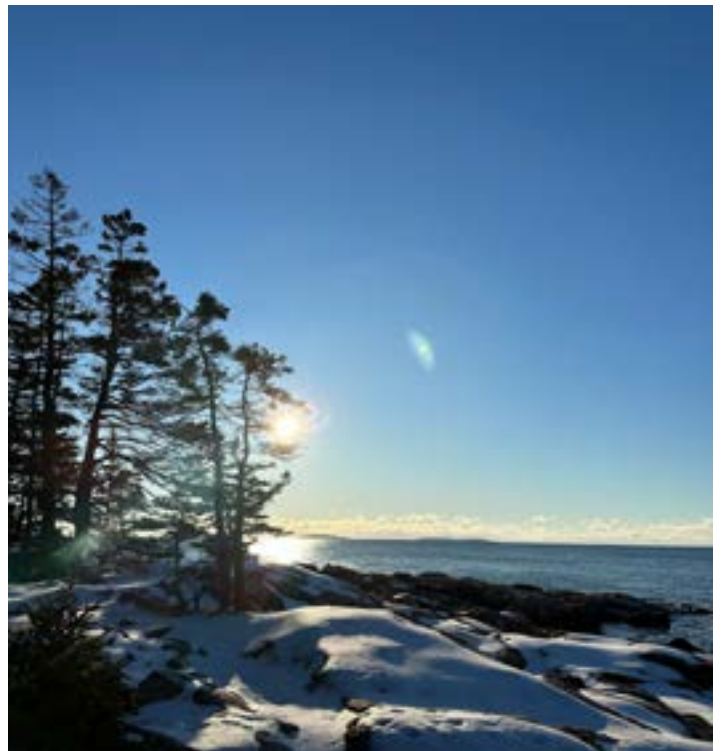


Photo by Jordan Colbeth

Regional Coordination Policies and Strategies from the implementation matrix

Cooperate with neighboring communities and regional/local advocacy groups to protect water resources:

- Participate in local and regional efforts to monitor, protect, and improve water quality.
- Provide educational materials at appropriate locations regarding the importance of maintaining clean water resources.
- To coordinate with neighboring communities and regional and state resource agencies to

protect shared critical natural resources:

- Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.
- Coordinate with neighboring communities and entities such as ANP and MCHT in protecting and supporting shared Critical Natural Resources.
- Partner with ANP, COA, UMO, Maine DEP, and others to identify significant vernal pools throughout Tremont.
- Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.

Coordinate with regional development corporations and surrounding towns as necessary to support desired economic development

- Assign responsibility and provide financial support for economic development activities to the proper entity.
- Participate in regional economic development planning efforts

Encourage and support the efforts of the Tremont Housing Authority and the Island Housing Trust in addressing affordable and workforce housing needs.

- Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.
- Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.
- To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.
- Initiate or actively participate in regional and state transportation efforts.



Photo by Jordan Colbeth

Appendices

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Appendix A: Inventories

Population & Demographics

Analyses

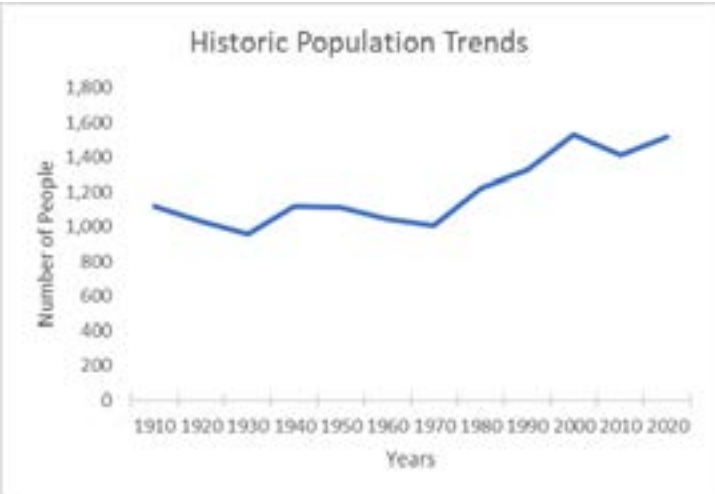
Understanding population growth and trends is essential to planning for the future and ensuring that Tremont has adequate services and resources. This section aims to review population trends and project future population growth.

Population and Demographic Trends

The graph below shows historical population trends for Tremont. After a period of population fluctuation for much of the 20th century, the town saw varying rates of year-round population growth toward the end of the century.

Age Distribution

The population of various age groups changed at different rates between 2010 and 2020.



Most of the population in Tremont falls within the 40 to 59 age group, which comprised 29% of the population in 2020. This is significant since this age group is mostly past the prime child-bearing years. There were more people between the ages of 60 and 74 in Tremont in 2020 than in 2010. The population in this age group increased by about 30% percent. The 5-to-19-year age group, which includes the majority of the school-aged population decreased by about 15% from 2010 to 2020.

Source: Tremont Comprehensive Plan 2010 and U.S. Census ACS-5 Year Estimates, table P1 2010-2020

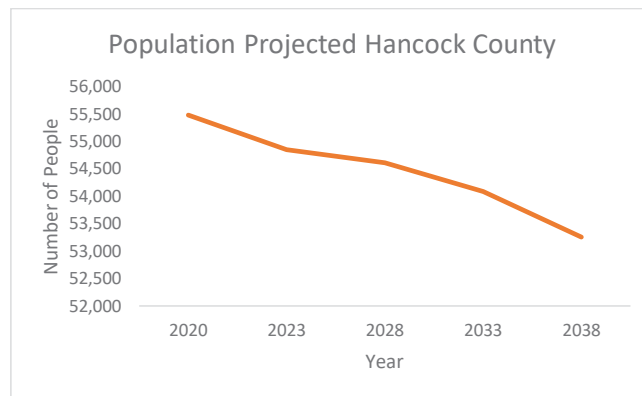


Source: U.S. Census ACS 5-Year Estimates, table S0101

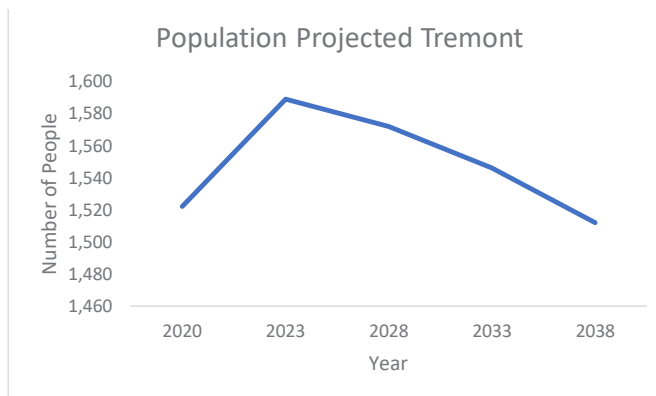
The number of persons aged 75 and older increased by 60% from 2010 to 2020. The town's median age increased from 41.6 in 2000 to 49.8 in 2020. During this same period, the median age for Hancock County as a whole increased from 40.7 to 49.1. Tremont's population is slightly older than that of the entire county.

Population Projections

There is no reliable way to project population for a small town such as Tremont. Some general statistical models can be used, however. The State Planning Office (SPO) has developed year-round population projections for all towns in the state through 2038. The graphs for Hancock County and Tremont are shown below. The state projections show that both the population of Hancock County as a whole and Tremont will likely decrease from 2023 to 2038. It is important to review these projections on a periodic basis to assure that they continue to reflect anticipated trends. Building permit data over the last five years seems to indicate that the population has remained fairly steady. Data on school enrollment, as referenced in the Public Facilities Chapter, shows that Tremont could see an increase in the population of school aged children.



Source: Maine State Economic Demographic Projections



Source: Maine State Economic Demographic Projections

Seasonal Population

It is very difficult to estimate a town's seasonal population. There are several sources of population that affect a town's seasonal fluctuations. First, there are people who reside in seasonal dwellings and their house guests. Second, there are people residing in transient accommodations such as campgrounds, bed and breakfasts and similar lodgings. Third, there are day visitors.

A general estimate of the population residing in seasonal homes can be made by multiplying the total number of second homes by the average household size. While there is no way to estimate the average household size for a second home it can be argued that it is normally larger than that of year-round homes since seasonal homes tend to have more visitors or to be

used by families. Therefore, an average household size of 3.47 persons will be assumed for seasonal homes (compared to 2.23 for year-round homes).

If the 2.23 persons per household is multiplied by the 239 properties listed as seasonal there would be 533 persons residing in second homes. However, this only includes non-winter properties. There are likely many more seasonal occupants. The peak summer resident population is estimated at around 2,720. This figure combines the estimated 2020 year-round population of 1,563 and the 1,157 seasonal residents. The town's residential population increases by about 79% in the peak summer months. One caution about this estimate is that it assumes that all second homes are occupied by out-of-town residents.

Another indicator of seasonal population is the increase in postal addresses. According to data provided by the three post offices presently serving Tremont, there is a 25 percent increase in postal addresses in the summer, from 791 in the off-season to 988 peak-season. These data include 28 boxes in Bass Harbor that serve Frenchboro.

While the peak summer population cannot be estimated reliably, it is clear that there is a dramatic increase in population during the summer. This increase has major impacts on the town in terms of traffic and strains on some town services and facilities. It is a particular problem for many households which rent on a seasonal basis and cannot find affordable summer rentals.

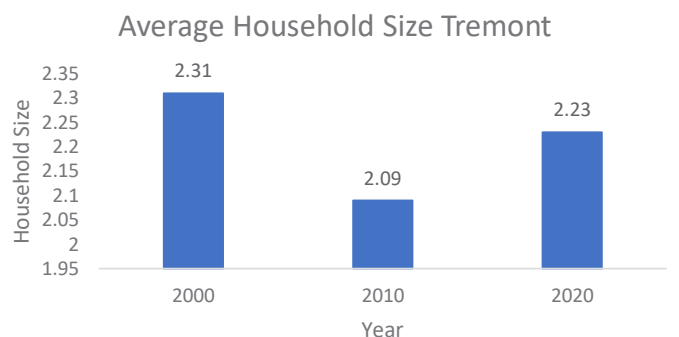
There are also year-round residents who rent their homes to summer visitors during the summer. Some move to a second home. Others may live in a campground or other improvised housing. The high price summer rentals can earn makes renting a year-round dwelling to seasonal renters an attractive option.

Another source of seasonal population is those who occupy transient accommodations such as campgrounds, hotels and bed and breakfasts. According to data compiled by the Tremont comprehensive plan committee, there are approximately 200 total campsites in town and 1 bed and breakfast in town. One campsite was recently approve and has 45 sites. Another has 8 yurts. Bass Harbor campground has 103 campsites and Quietside Campground has 38 campsites. According to airDNA, there are 29 active short-term rentals in town.

Household Composition

The average number of persons per household in Tremont decreased slightly from 2.31 in 2000 to 2.23 in 2020. During this same period, household sizes in Hancock County decreased from 2.31 in 2000 to 2.21 in 2020.

Household sizes are important in determining how many homes will be needed for a given level of population. A smaller household size means that more homes will be needed for a given number of residents.

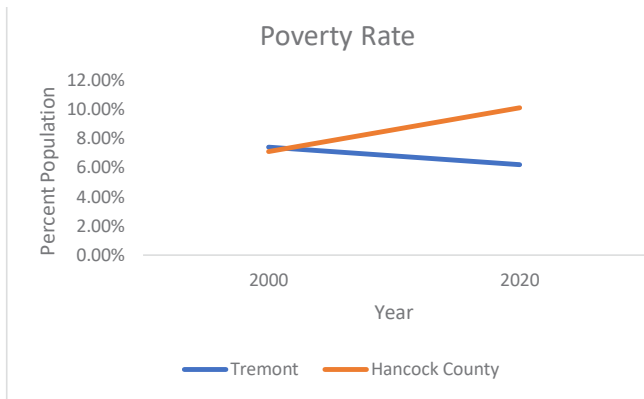


Source: U.S. Census ACS 5-Year Estimates, table S1101

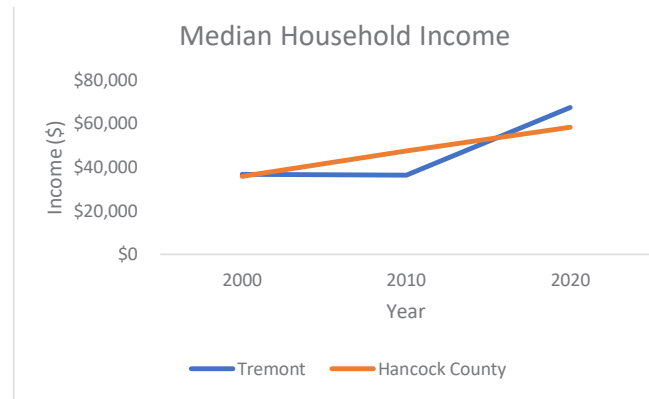
Household Income

In 2000, Tremont's median income was \$36,750, which was about 103% of the county income of \$35,811. In 2020, the median income in Tremont increased to \$67,404 and \$58,345 for Hancock County. The town's median income has kept pace with that of the county.

The 2000 poverty rate in Tremont was 7.4% compared to 7.1% percent for the county. As of 2020, the poverty rate in Tremont decreased to 6.2%, but increased to 10.1% for Hancock County.



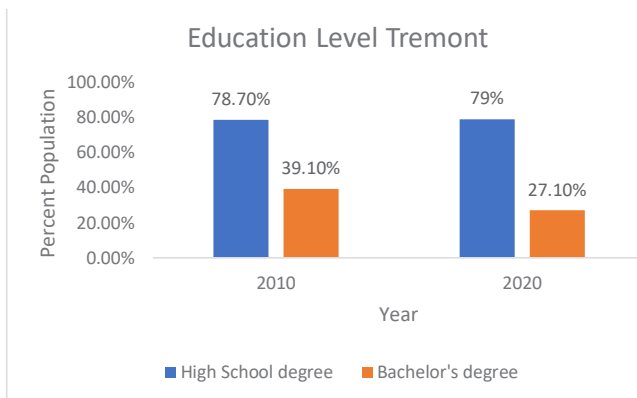
Source: U.S. Census ACS 5-Year Estimates, table S1101



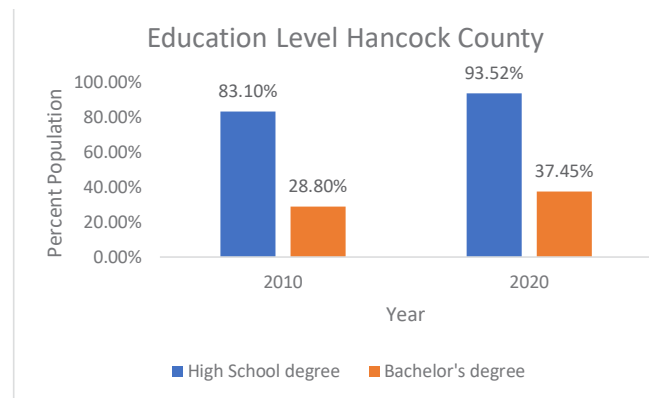
Source: U.S. Census ACS 5-Year Estimates, table S1901

Education

In 2000, 85.4% of Tremont residents had a high school degree and 25.4% had a bachelor's degree. By comparison, Hancock County in 2000 had an 87.8% high school education rate and a 27.1% Bachelor of Arts degree rate. In 2020, 79% of Tremont residents had a high school degree and 27% had a Bachelor's degree. In 2020, Hancock County 93.5% had a high school education and 37.4% had a Bachelor's degree. Educational attainment rates county-wide are somewhat higher than those in Tremont.



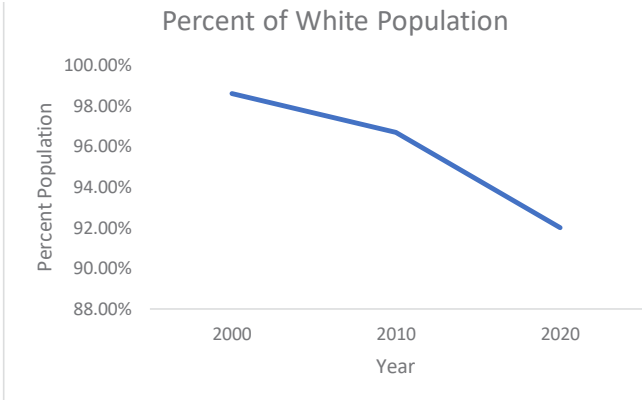
Source: U.S. Census ACS 5-Year Estimates, table S1501



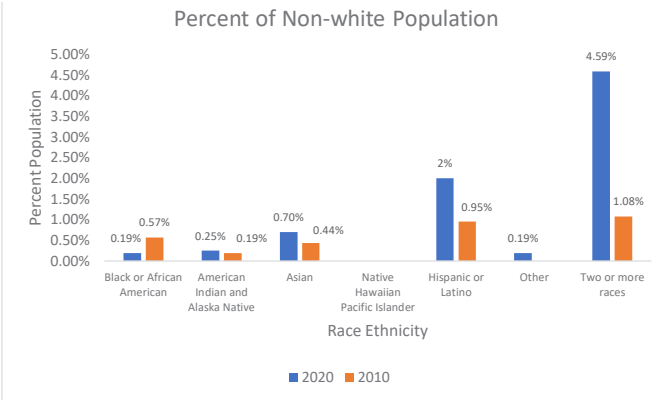
Source: U.S. Census ACS 5-Year Estimates, table S1501

Race and Ethnicity

Racially, the town was 98.6% white in 2000. The white population decreased to 92% as of 2020. In 2020, the non-white population in Tremont was 0.19% Black or African American, 0.25% American Indian and Alaska Native, 0.7% Asian, 2% Hispanic or Latino, and 4.5% two or more races.



Source: U,S, Census ACS 5-Year Estimates, table P2



Source: U,S, Census ACS 5-Year Estimates, table P2

Appendix A: Inventories

Water Resources

Analyses

Tremont is home to half of the Hodgdon Pond watershed, and much of the Seal Cove Pond watershed. There are many small watersheds throughout Tremont as well.

Point Source and Non-point Source Water Pollution

Point source pollutants can be traced to one location such as a factory or treatment plant. A point source of pollution is the sealed, capped landfill located near the solar array.

Non-point source pollution cannot be traced to a single or centralized source. This type of pollution comes from generalized locations like nutrients from failed septic systems, contaminated stormwater runoff from parking lots, roads, and lawns, and road salt. Erosion and sedimentation along roads or from construction activities is also a non-point source pollution. Generally, as a watershed becomes more developed with impervious areas, the greater the possibility for degraded water quality from non-point source pollution. Currently, there are no known non-point sources of pollution into Tremont.

Subdivision development within lake watersheds has been minimal since 1997. There was one six-unit subdivision in the Hodgdon Pond watershed. As of February 2011, three of these lots have been developed. There has been no new subdivision development in the Seal Cove watershed. Both watersheds are largely undeveloped. The phosphorus control standards minimize threats to surface water quality in both watersheds.

Groundwater Resources

The majority of Tremont residents depend on individual wells for their water supply. Most wells are drilled in bedrock. While bedrock fractures may yield high volumes of water, overall bedrock yields vary. There have been many complaints about the quality and quantity of water from wells in Tremont. Coliform bacteria have been reported in some wells in Bass Harbor. There have also been problems with wells in Bernard. Some wells tend to go dry during the summer and many residents have drilled as deep as 400 to 500 feet to find a safe supply of water.

The villages of Seal Cove and West Tremont (to the Clark Point Road) were previously served by the Seal Cove Water District. While most land easements have reverted to their original owners, the district still retains water rights to Seal Cove Pond. Given current federal requirements for the treatment of surface water sources for public systems, it would be very costly to use this source, though it sometimes serves as a water source for the fire department. Most new municipal water systems source their water from deep ground water wells. Given the relatively poor ground water resources of Mount Desert Island, this may prove difficult in Tremont. Even if suitable wells were found, the cost of constructing a year-round water system would be prohibitive. This means that most residents will continue to rely on private wells. Tremont follows

the State and Federal regulations to protect groundwater resources.

Groundwater Quality

The DEP has rated Tremont's ground water as GW-A. This is the highest DEP classification standard for ground water. DEP standards mandate that these waters be of such quality that they can be used for public water supplies. They shall, per DEP standards, be free of radioactive matter or any matter that affects their taste or odor. Here again, these standards may not reflect actual ground water quality.

Threats to Groundwater

Since it takes much longer for ground water to cleanse itself than surface water, it is very important to avoid contaminating ground water. While it is very costly to restore a lake or stream, the cost of cleaning up ground water is usually prohibitive, if it can be redeemed at all. The major threat to ground water in Tremont would appear to be contamination from failing septic systems. There is no sewer system in Tremont and there are many homes on relatively small lots. Some of the septic systems predate Maine's current plumbing code and may not meet today's standards.

Water Resource Protection

Tremont participates in the National Flood Insurance program. This means that it has a flood plain ordinance that regulates development in the floodplain. State records show that the ordinance was recently updated in 2020 to comply with state requirements.

Regional Partnerships

Seal Cove and Hodgdon Pond share their watersheds with Southwest Harbor and Mount Desert. As mentioned above, the watershed areas for both adjoining towns lie within Acadia National Park boundaries. The Mount Desert Island Water Quality Coalition used to monitor water quality on an island-wide basis, but is currently inactive. Hodgdon Pond is presently monitored by Acadia National Park.

Conditions and Trends

Water Quality

The Maine Department of Environmental Protection rates great ponds in terms of their water quality and degree of phosphorus loading. Phosphorus is one of the key factors affecting water quality. While phosphorus is a naturally occurring phenomenon, man-made operations such as timber harvesting and road and home construction increase the amount of phosphorus in a watershed. High levels of phosphorus cause algae to multiply, oxygen levels to fall, fish to die, and water to turn green. A developed area can send as much as ten times the amount of phosphorus into a lake as a forested area.

The water quality categories are based on the water bodies' vulnerability to phosphorus loading. It does not reflect other possible threats to water quality. This rating is derived from many variables such as flushing and growth and development rates. Seal Cove Pond is rated "moderate-sensitive" which is the fourth highest water quality category in the DEP rating system. This represents a decline from the "good" water quality rating reported in the 1997 plan. This means water quality has declined. Hodgdon Pond is also rated "Moderate/Sensitive." Its water

quality has also declined. In 1997, it had a rating of “Moderate/Stable”.

The “F” factor is the DEP phosphorus coefficient for Tremont’s share of a given watershed. The phosphorus coefficient is an indicator of the pond’s capacity to accept phosphorus based on the acreage of the watershed. This coefficient can be used as a planning guide for setting development standards for a given watershed. Model subdivision review standards that use the phosphorus coefficient have been developed by the DEP and have been incorporated into the Tremont subdivision ordinance.

For Seal Cove Pond, DEP estimates that 6 pounds of phosphorus generated from the watershed per year would result in a one part-per-billion (ppb) increase in phosphorus in the pond. This compares to the 15.62 “F” factor reported in the 2011 plan. The more vulnerable Hodgdon Pond generates 8 pounds of phosphorus per year.

Another indicator of water quality is mercury concentration in fish. According to data supplied by the DEP based on 1994 studies, mercury concentrations in Seal Cove Pond fish have been as high as 1.02 parts per million (ppm). In Hodgdon Pond, concentrations reached 3.68 ppm. Since 0.43 ppm is considered a safe level by the State of Maine, these rates are not acceptable. The DEP recommends that women of child-bearing age and children under eight years eat no fish from any lake or pond and that consumption be restricted by all others.

These high rates of mercury contamination are due to atmospheric pollution rather than any local activity. According to a 2006 study by the Harvard School of Public Health Department of Environmental Health, mercury contamination is a serious problem throughout Acadia National Park. While comparable data to 1994 are not readily available, mercury accrues over time and the contamination is likely to be worse today than it was in 1994. The Harvard study stresses that mercury contamination “likely represents a moderate to high risk to biota inhabiting the Park.”

Major Ponds and Lakes	Area (acres)	Perimeter (miles)	Mean depth (feet)	Maximum depth (feet)
Hodgdon Pond	45	2	11	22
Seal Cove Pond	255	5.1	18	44

Source: Maine DEP, Lakes of Maine 2018

Water Resources Data

The Maine Drinking Water Program (DWP) completes an assessment of each public water supply source. The responsibility for protecting water supply sources from contamination falls largely to public water supplies. The protection of public water supplies requires a partnership between water suppliers, state and federal regulators, local land owners, and municipalities.

Public Water Supply Data

Public water systems are defined as those that serve a given number of the general public even if they are not publicly owned. They may be as large as a system serving a neighborhood

or downtown areas or as small one serving a restaurant. These systems are subject to various state regulations and reporting requirements. According to data from the Maine Drinking Water Program, there are six public systems in Tremont. They are summarized in the table below.

Most of the public water systems are transient non-community (NC) systems, which provide water in places such as campgrounds or other places where people do not remain for long periods of time. The DWP has no record of a Source Water Assessment for Hansen's Outpost and Thurston's Lobster Pound. The Tremont Consolidated School is the only place with a non-transient non-community water supply, which are systems that need to supply water to at least 25 people at least 6 months per year. There is a new campground not included in the table that recently opened in Tremont, called Acadia Wilderness Campground.

PSWID#	PWS Name	PWS Type	Comments	Source ID#
ME0000635	AOS 91 Tremont Consolidated School	NTNC		635101
ME0003502	Bass Harbor Campground	NC		3502101
ME0092683	Hansen's Outpost	NC	No SWA	92683101
ME0018564	Quietside Campground & Cabins	NC		18564101
ME0092661	Seafood Ketch Restaurant	NC	No SWA	92661101
ME0021653	Thurston's Lobster Pound	NC		21653101

PWS Key: C=Community, NC=Non-Community, NTNC=Non-Transient, Non-Community

Source: Maine DWP

The "public water supply source water protection area" is defined as the "area that contributes recharge water to a surface water intake or public water supply well." Operators of these systems, per state law, must be notified of land use decisions that could affect the source water protection area. This allows the operators to participate in the municipal decision-making process and helps reduce the risk of contamination to public water supplies.

Well Assessment Data

Maine's groundwater assessments evaluate the contamination risk to each public water supply well. The categories of risk below are based on the type of contaminants in the water supply. Acute contaminants are contaminants that cause consumer illness immediately after consumption and chronic contaminants are those that can pose as health risk if consumed. High risk wells are those with significant chronic potential source of pathogens (PCS) and detection of regulated/unregulated chronic contaminants. Low risk wells are those with fewer significant chronic PCS and no detection of regulated/unregulated chronic contaminants.

It is important to monitor development around the wells that serve these various systems. Particular attention should be paid to those wells with high risk factors.

Well Type	Well ID #	Septic Systems within 300 feet	Overburden Thickness	Existing Risk of Contamination	Future Risk of Contamination
Bedrock well	635101	No	Unknown	Moderate	High
Bedrock well	3502101	No	203 feet	Low	Low
Bedrock well	18564101	No	100 feet	Low	Low
Bedrock well	21653101	Yes	Unknown	Moderate	Moderate

Source: Maine DEP and DPW Drinking Water Data, Fall 2020

Water Bodies Inventory

There are two great ponds in Tremont: Seal Cove Pond and Hodgdon Pond. The watersheds for both ponds include land in Mount Desert and Southwest Harbor, as well as Tremont. An effective pond protection strategy should be based on watershed boundaries since activities anywhere in the drainage area, regardless of town lines, can affect a pond's water quality. In Tremont's case, the drainage areas that lie outside the town boundaries for both watersheds are within Acadia National Park. This means that any watershed protection measures would need to be coordinated with the National Park Service.

Salt Water Quality

The majority of salt water adjacent to Tremont is classified SB. This is the second highest classification in the state's salt water classification system. SB waters are general purpose waters and are managed to attain good water quality. Well-treated discharges of pollution that have ample dilution are allowed. A portion of the area adjacent to Bass Harbor Head is classified SA, which is the highest classification for salt water. SA waters are managed for high water quality with minimum human interference allowed. No direct discharges of pollutants, including those from finfish aquaculture are allowed. These water quality classifications are based on desired state levels of protection. They do not necessarily mean that a given area of water consistently meets these standards.

Threats to Salt Water Quality

Currently, there are 19 licensed overboard discharges (OBD's) in Tremont. While located along various sites along the coast of the mainland and adjoining islands, the largest concentrations of OBD's are located around Bass Harbor. Clam flats in this area are closed to shellfish harvesting due to poor water quality. Water quality problems have also been reported in Bass Harbor Marsh. Apart from the OBD's, there are no point sources of pollution discharging into Tremont's salt water resources.

Monitoring Efforts

Water quality monitoring data for Hodgdon Pond have been collected since 1983. During this period, 2 years of basic chemical information was collected in addition to Secchi Disk Transparencies (SDT). In summary, the water quality of Hodgdon Pond is considered to be average based on measures of SDT, total phosphorus (TP), and Chlorophyll-a (Chla). The potential for nuisance alga blooms on Hodgdon Pond is low.

Water quality monitoring data for Seal Cove have been collected since 1981. During this period, 10 years of basic chemical information was collected, in addition to Secchi Disk Transparencies (SDT). In summary, the water quality of Seal Cove is considered to be above average, based on measures of SDT, total phosphorus (TP), and Chlorophyll-a (Chla). The potential for nuisance alga blooms on Seal Cove is also low.

Water Protection and Preservation

The public works crew follow best management practices to protect water resources. As mentioned above, the Tremont subdivision ordinance has phosphorus management provisions for lake watersheds. The zoning ordinance has standards for septic waste disposal, erosion and sedimentation and stormwater management. The Land Use, Site Plan, and Subdivision Ordinances have been updated to include more detailed standards around phosphorus management, septic waste disposal and stormwater management. The town does not presently have any specific measures to monitor invasive species. There are no public boat ramps in the Tremont controlled portion of either pond. This means that there are no ramps that the town can monitor.



Town of Tremont Watersheds

Data Sources: Maine GeoLibrary, Maine Department of Environmental Protection.

-  Tremont Boundary
-  Acadia National Park Parkland
-  Islands of Blue Hill-Mount Desert Frontal Drainages
-  Mount Desert Frontal Drainages
-  Somes Sound



Map created by the Musson Group with
North Star Planning, January 2023 using
best available data.



Town of Tremont Scenic Areas

Data Sources: Town of Tremont, Maine GeoLibrary, College of the Atlantic.

- Tremont Scenic Areas
- Tremont Boundary
- Acadia National Park Parkland



NORTH STAR
PLANNING

Map created by the Musson Group with
North Star Planning, January 2023 using
best available data.

Appendix A: Inventories

Natural Resources

Analyses

Critical Natural Resources

The Beginning with Habitat initiative, which is a program coordinated by various agencies including the Maine Department of Inland Fisheries and Wildlife, the Maine Natural Areas Program and the Maine Audubon Society, has mapped key natural resources in Tremont. Some of these resources are subject to state regulation under the Natural Resources Protection Act (NRPA). This act sets standards to protect key natural features such as certain wildlife habitats, wetlands and other water bodies from adverse impacts of development. Some habitats are also subject to protection by the Maine Endangered Species Act (MESA).

Some of these unique habitats in Tremont are listed below:

- Low elevation Balds - location of unique natural wildlife communities
- Seasonal vernal pools - homes to populations of wood frogs and spotted salamanders among other unique flora and fauna that inhabit vernal pools
- Headland between Bass Harbor Light & Ship Harbor - shoreline and intact spruce forest significant wildlife habitat and location of historic and future research
- Bass Harbor Marsh - largest salt marsh on MDI and is a unique habitat for rare plants and animals such as the Horned Pondweed and Least Bitterns
- Cedar swamps near Western Mountain Road and Seal Cove Road - some of the park's oldest trees and significant forested wetlands
- Bernard Mountain and adjacent areas - habitat consisting of mature/late successional spruce forests
- Seal Cove Brook/fishway - areas for sea-run fish including alewife
- Seal Cove Pond
- Ships & Barges Ledge - habitat for Purple Sandpipers, a species of conservation need
- Little Gott Island - habitat for Harlequin Ducks, a threatened species
- Bar Island - seabird nesting island just south of Tinker Island

Threatened and Endangered Wildlife

The Least Bittern is an endangered bird species, and has been observed nesting adjacent to Bass Harbor Marsh as it prefers fresh or brackish marsh habitat. This species is also threatened by poor water quality as well as loss of marsh habitat. Nelson's sharp-tailed sparrows-an uncommon species in Maine-are also regular breeders in Bass Harbor Marsh and in other smaller salt marshes around the periphery of Mount Desert Island. Bass Harbor Marsh hosts the only documented occurrence of Big Bluet in Maine. This species is a damselfly of special concern in Maine. The special concern rating refers to any species of fish or wildlife that does not meet the criteria as endangered or threatened but is particularly vulnerable and could easily become a threatened, endangered, or extirpated species.

The area around Bass Harbor Head has been mapped as harlequin duck wintering habitat. Harlequin ducks are listed as a Threatened species in Maine. These small sea diving ducks are found on both the Atlantic and Pacific Oceans. The smaller Atlantic population breeds in eastern Canada and north and a small population of about 1,800 birds winters along the coast of Maine. Hunting of this species is strictly prohibited.

Purple sandpipers, a species Agreement on which the Conservation of African-Eurasian Migratory Waterbirds (AEWA) applies, can be found on Ships & Barges Ledge. This small island provides an ideal feeding ground for this late winter migrant, as they search for arthropods, molluscs and a small amount of plant material. The Conservation of African-Eurasian Migratory Waterbirds protects birds who migrate between European and African nations, evidence that this small shorebird travels far and wide.

Protecting these species helps maintain the unique, biodiverse ecosystems in Tremont. One of the greatest dangers comes from inquisitive human onlookers who try to access critical habitats such as the Bass Harbor Marsh by kayak or canoe.

Rare Natural Plant Communities

There are areas of Three-toothed Cinquefoil that grow in a unique habitat called a Low Elevation Bald, which is classified as a rare natural community. It consists of patches of blueberry lichens, low herbs and bare rock. It is a typical habitat of smooth sandwort, a rare species. Since it generally occurs on summits that offer scenic views, it is an area often frequented by hikers. It is threatened primarily by pedestrian and ATV traffic. Damage can be minimized if hikers stay on designated trails.

There are two areas of Low Elevation Streamshore Ecosystems. This ecosystem is a group of communities directly influenced by the open water portion of a stream. It includes vegetated aquatic communities as well as emergent and bordering communities. Vegetation types found in these ecosystems include northern white cedar swamp, sensitive fern swamp, silver maple floodplain forest and alder floodplain.

Bass Harbor Marsh is a particularly valuable ecosystem. According to the Maine Natural Areas Program, it is "an exemplary streamshore ecosystem that shows a graduation from mixed saltmarsh to brackish tidal marsh to freshwater shrub marsh further upstream. It is an important component of Tremont's natural resource base.

There is an area of Horned Pondweed, a rare plant of special concern, in Bass Harbor Marsh. The habitat for this plant is fresh, brackish or alkaline waters and stream edges. It is ranked by the Maine Department of Conservation as S-2, or imperiled in Maine “because of rarity or vulnerability to further decline.” The S-2 ranking means that there are six to 20 occurrences in the state or that other factors make it vulnerable to further decline. One specific threat to this plant is degradation of marsh and estuary habitat from adjacent land uses. Given water quality issues in Bass Harbor Marsh, (see the Water Resources chapter) the health of this plant community needs to be monitored carefully.

Sea lavender has been noted in some of the town’s coves. Painted trillium has been found in the town’s woodlands. Lady slippers have been found among the rock ledges. Lady’s tresses orchid has been found along pond edges. Marsh marigold has been found in swampy woods. A detailed survey could reveal other rare or endangered plant species or unusual natural features.

Although some of these resources are protected by the state and federal laws, town ordinances and regulations presently offer limited protection for wildlife and rare plant areas.

Significant Wildlife Habitat

Mitchell Cove is classified under the NRPA as a Shorebird Area. These areas are coastal staging areas that provide feeding habitat such as tidal mud flats or roosting habitat such as sand bars or sand spits for migrating shorebirds. It is considered Significant Wildlife Habitat under the NRPA and thus protected by that act. It is also largely protected by local zoning since it is zoned Resource Protection. Other Significant Wildlife Habitat include Seabird Nesting Islands, which are islands, ledges or a portion thereof in tidal waters. These islands include Ship, Bar, Goose Cove, Barge East and Barge West. These sites have documented cases of nesting seabirds or suitable habitat for endangered species. All these islands, with the exception of a portion of Bar Island, are in public ownership which provides an additional level of protection.

Other Significant Wildlife Habitat include large areas of Tidal Waterfowl/Wading Bird habitat. These are breeding, migrating/staging or wintering areas for coastal waterfowl. They are also breeding, feeding, loafing, migrating or roosting areas for coastal wading birds. Habitats include aquatic beds, eelgrass, emergent wetlands, mudflats, seaweed communities and reefs. These areas are also protected by the NRPA.

Tremont has many shorebird nesting, feeding and staging sites as well as three known seal haul-out areas. Such haul-out sites are necessary for the survival of adults and young seals. Whelping sites are normally used year-to-year by the same breeding females. Direct access to high-quality feeding areas and lack of human disturbance are important characteristics of seal haul-out areas.

Shellfish growing areas abound in the coves of Tremont, such as Hodgdon Cove, Somes Cove, Sawyer Cove, Upper Seal Cove, Goose Gove, Duck Cove, Mitchell Cove, and Bass Harbor. It is vital to conserve these habitats to maintain shellfish in their ecological niche, as well as preserving the local shellfish economy.

Vernal pools are another Significant Wildlife Habitat. Vernal pools are seasonal wetlands that fill with water in the fall, winter and spring. They generally dry up in the summer and are

determined by the number and type of pool breeding amphibian egg masses and the presence of fairy shrimp. The seasonal nature of vernal pools limits predatory fish from becoming established making them an important breeding habitat for a variety of amphibians including rare, threatened and endangered species. Amphibians are an important part of the food chain and help to sustain many other species of wildlife. Although vernal pools are common, they are also vulnerable to changes in forest habitats from timber harvesting, road building, and clearing for forests for residential development.

Inland habitats areas include deer wintering areas, which are forested areas used by deer to avoid deep snow and cold. These areas consist of dense softwood canopies interspersed with mixed stands of both hardwood and softwoods. These are considered Significant Wildlife Habitat and are protected by the NRPA. Deer population in Tremont has fluctuated over the years. There have been issues regarding vehicle-deer collisions, deer damage to gardens and trees, and sickness spread to humans by deer ticks.

Freshwater Fisheries Concerns

Both Seal Cove and Hodgdon Ponds historically have had wild brook trout species. According to the MDIFW, these populations still exist in one unnamed tributary on the east side of Seal Cove Pond near the public access point as well as in some Bass Harbor Marsh tributaries. It is possible that brook trout populations survive in other streams that flow into the ocean. Warming water temperatures and drought conditions are effecting fish populations in these waters. The extent of populations is not known since not all these streams have been surveyed by MDIFW. Local observers maintain that the populations are likely to occur primarily in streams under Park jurisdiction since most streams under town jurisdiction are too seasonally shallow to accommodate a trout population.

The high concentrations of mercury, which are discussed in the Water Resources chapter, occur at the highest rate in the illegally introduced fish with the longest life spans. Mercury accumulates in fish over time and the introduced species may live as long as 20 years. Brook trout have a relatively short lifespan and less chance to accumulate mercury.

MDIFW will generally not restock indigenous species in ponds where these species serve as prey for introduced species. There was a local effort to stock brook trout but that species was apparently eliminated by the predatory species. (For saltwater fisheries information see the Marine Resources chapter). MDIFW stocks brown trout annually into Seal Cove Pond. Brown trout can tolerate the poorer mid-summer water quality and compete well with non-indigenous warm-water species now present, such as smallmouth bass and chain pickerel.

Natural Features

Tremont's natural resources are best viewed in the context of Mount Desert Island as a whole. According to the Maine Natural Areas Program, MDI is at the transition zone from the southwestern portions of the Maine coast and the Downeast coast. The former shares many characteristics with the Atlantic coast south of Maine. The Downeast coast has more in common with the Canadian Maritimes. This transition is unique among the Maine coast. The southern characteristics include pitch pine woodlands. The more boreal elements include headlands with roseroot and beachhead iris, or rocky woodlands with patchy black spruce and heaths. Much of the region is characterized by spruce-fir forests in various stages of post-disturbance

succession.

Tremont is part of the Acadia West/East Focus Area. Focus areas of statewide ecological significance contain unusually rich concentrations of at-risk species and habitats. Focus areas are non-regulatory, but are intended to draw attention to the exceptional natural landscape conditions that result in the convergence of multiple resource occurrences and provide momentum to municipalities, land trusts and others focused on strategic approaches to conservation.

Bass Harbor Marsh is a particularly valuable ecosystem. According to the Maine Natural Areas Program, it is “an exemplary streamshore ecosystem” that shows a graduation from mixed saltmarsh to brackish tidal marsh to freshwater shrub marsh further upstream. It is an important component of Tremont’s natural resource base.

The town also has several islands that serve as seal haul-out areas. Such sites are necessary for the survival of adults and young seals. Whelping sites are normally used year-to-year by the same breeding females. Direct access to high-quality feeding areas and lack of human disturbance are important characteristics of seal haul-out areas.

Shoreland Zoning Standards

Natural resources are also protected by certain state and federal standards. For example, the state-mandated shoreland zoning standards regulate activities within the 250-foot of the ocean, lakes, ponds, rivers, and streams. Tremont’s shoreland zoning standards are consistent with the state.

Natural Resource Protection

Approximately one-third of the town’s total land area lies within Acadia National Park (3,353 acres out of a total of 12,266 acres). This land is protected from development and its management is the responsibility of the National Park Service. There is also land held under conservation easements as well as land for community gardening held by the Maine Coast Heritage Trust, such as the Kelley Farm (for details on easements, see the Recreation chapter).

Current protective measures have not been successful in avoiding water quality problems such as those occurring in Bass Harbor Marsh. The health of Bass Harbor Marsh is threatened by glossy buckthorn, an invasive species. Acadia National Park recently received \$400,000 in federal funds to aid in eradication efforts. Park officials are working with Wabanaki tribal members to sustainably harvest sweetgrass, a plant that thrives in the marsh and can be used for basketmaking.

Another concern is the existence of undeveloped block connectors. Undeveloped block connectors are locations of wildlife crossings; places where wildlife travel regularly across roads as they move across their territory within the less developed lands of Tremont. For example, there is an undeveloped block connector on Route 102 where it parallels Hodgdon Pond’s southernmost end, and Seal Cove Pond’s northernmost end. There are similar riparian block connectors along Route 102 adjacent to Murphy Swamp, along with two others on Kellytown Road (see Beginning with Habitat Undeveloped Habitat Blocks & Connectors and Conserved Lands Tremont map).

There is also the risk of unintentional damage to other natural features through ongoing development. Tremont's land use and subdivision ordinances could be strengthened to require more detailed identification of natural features (such as those available from the Beginning with Habitat Program) when applications for development are submitted to the planning board. This would allow the planning board to assure that steps are taken to minimize damage to key natural resources. These steps could include, but are not limited to, adjusting the location of a structure's footprint, reducing road length and retaining more natural vegetation on a building site.

Regional Cooperation

Tremont follows State and Federal regulations and requirements to protect critical natural resources. Tremont has worked with the Maine Coast Heritage Trust and Acadia National Park to undertake restoration efforts in Seal Cove Brook to allow alewife fish to migrate back to Seal Cove Pond. These efforts include rebuilding two natural dams between the ocean and Seal Cove Pond, to facilitate alewife migration upstream, as well as collecting data on number of returning alewives each spring.

Conditions and Trends

Endangered and Threatened Species

Maine's Endangered Species Act protects essential wildlife habitats, which are areas currently or historically providing physical or biological features essential to the conservation of an endangered or threatened species and which may require species management. The following is a list of currently endangered or threatened species in Tremont. Endangered species are rare and in danger of being lost from the state in the foreseeable future. Threatened species are rare and could become endangered. Special Concern species are rare in Maine, but are not sufficiently rare to be considered Threatened or Endangered. The Least bittern (*Ixobrychus exilis*) is the only documented species listed as Endangered in Tremont. The Least bittern has been historically documented in Maine since 1863 and has been found at 32 sites across York, Cumberland, Oxford, Androscoggin, Sagadahoc, Kennebec, Lincoln, southern Somerset, southern Penobscot, Waldo, Hancock, and Washington counties. They are found typically along wet meadows or shrub marshes. Between 1998 and 2009, Maine wildlife survey efforts noted 9 species at 8 wetlands.

Latin Name	Common Name	Status
<i>Ixobrychus exilis</i>	Least bittern	Endangered
<i>Enallagma durum</i>	Big bluet	Special Concern
<i>Histrionicus histrionicus</i>	Harlequin duck	Threatened
<i>Calidris maritima</i>	Purple sandpiper	Conservation Need
<i>Zannichellia palustris</i>	Horned pondweed	Least Concern

Source: Beginning with Habitat Program, 2020

Rare Plants

The rarity of plant species in Maine has been established through a rigorous process of historical research, field surveys, and evaluation by professional and amateur botanists and ecologists. The Beginning with Habitat Program provides a list of native vascular plant species in Maine whose populations within the state are highly vulnerable to loss, including species determined to be endangered. Most of the rare plant species in Tremont are Endangered.

Latin Name	Common Name	Current Status
<i>Adiantum viridimontanum</i>	Green Mountain maidenhair fern	Endangered
<i>Aletris farinosa</i>	Unicorn root	Endangered
<i>Boechera laevigata</i>	Smooth rockcress	Endangered
<i>Bolboschoenus robustus</i>	Saltmarsh bulrush	Threatened
<i>Calamagrostis pickeringii</i>	Pickering's reed bent-grass	Endangered
<i>Cardamine bellidifolia</i>	Alpine bitter-cress	Potentially extirpated
<i>Carex granularis</i>	Meadow Sedge	Endangered
<i>Chenopodium foggii</i>	Fogg's goosefoot	Endangered
<i>Cyperus houghtonii</i>	Houghton's flatsedge	Endangered
<i>Dicentra canadensis</i>	Squirrel corn	Endangered
<i>Euphrasia oakesii</i>	Oakes' eyebright	Endangered
<i>Isoetes riparia</i> var. <i>canadensis</i>	Shore quillwort	Endangered
<i>Lycopodiella appressa</i>	Southern bog-clubmoss	Endangered
<i>Ophioglossum pusillum</i>	Adder's tongue fern	Endangered
<i>Salicornia bigelovii</i>	Dwarf glasswort	Threatened
<i>Saxifraga cespitosa</i>	Tufted Saxifrage	Endangered
<i>Symphyotrichum subulatum</i>	Small salt-marsh aster	Endangered
<i>Thalictrum venulosum</i>	Boundary meadow-rue	Endangered

Source: Beginning with Habitat Program, 2020



Town of Tremont Significant Habitat Areas

Data Sources: Maine GeoLibrary, Maine Department of Environmental Protection.

- | | |
|---|---|
| Tremont Boundary | Tidal Waterfowl and Wading Bird Habitat |
| Acadia National Park Parkland | Eelgrass Gain in Density 1997-2010 |
| Maine Shorebird Areas | Eelgrass Gain in Extent 1997-2010 |
| Endangered, Threatened & Special Concern Wildlife Habitat | Eelgrass Loss in Density 1997-2010 |
| Inland Waterfowl and Wading Bird Habitat | Eelgrass Loss in Extent 1997-2010 |
| Significant Vernal Pools | Eelgrass No Change |
| Maine Deer Wintering Areas | |



Map created by the Musson Group with
North Star Planning, January 2023 using
best available data.

Appendix A: Inventories

Marine Resources

Analyses

An understanding of marine resources is an essential element of a comprehensive plan for any coastal community in Maine. It is particularly important in the case of Tremont since so many of its residents depend on marine resources for a living.

Marine Employment

Marine resource-based jobs have been an important part of Tremont's economy and its traditional way of life. The town's marine resources and its marine-related facilities face several threats. The lobster fishery is very vulnerable and subject to decline. The other fishing sectors are already very limited. The public access points to salt water are overcrowded and parking is inadequate. Current mooring areas are overcrowded and there is a long waiting list for moorings.

Tremont has had a marine resource-based economy throughout its history, with activities and facilities changing as the economy and resources have changed. At various times, the town has hosted a summer whaling industry, sardine canneries, and a cold storage plant. The town also once had a clam factory and a salted fish operation. The centers of fishing activity and water-dependent uses are in the villages of Bass Harbor, and Bernard, and Seal Cove which offer a mixture of commercial and recreational boating facilities.

Marine Licenses

In 2009, the marine economy focused on lobsters, crabs, shrimps, scallops, and sea urchins. In 2009 there were 95 lobster and crab licenses issued in Tremont, with lobster fishing accounting for the majority of those license.

More recent data shows an increase in the number of commercial fishing crew licenses, lobster and crab class III licenses, and non-commercial licenses issued to those who fish out of Tremont's waters. In total, 166 licenses were issued in 2019. This data does not include the town address of the license holder.

License Type	2009	2019
Commercial Fishing Crew (CFC)	8	32
Commercial Fishing Single (CFS)	7	9
Lobster/Crab +70 (LCO)	7	0
Lobster/Crab Apprentice (LA)	0	0
Lobster/Crab Class 1 (LC1)	16	12
Lobster/Crab Class 2 (LC2)	53	36
Lobster/Crab Class 2 +70 (LC2O)	0	0
Lobster/Crab Class 3 (LC3)	6	35
Lobster/Crab Class 3 +70 (LC3O)	0	0
Lobster/Crab Non-Commercial (LNC)	13	23
Lobster/Crab Student (LCS)	0	0
Scallop Dragger (SD)	13	10
Scallop Non-Commercial (NCS)	5	9
Scallop Diver (SDI)	1	0
Sea Urchin Diver (SUH)	1	0

Source: Maine DMR

The table below shows the commercial fishing licenses that were issued in 2022 provided by the Harbormaster. In total there were 203 licenses issued as of 2022. A majority of those licenses were for residents living in Bass Harbor.

License Type	Bass Harbor	Bernard	Seal Cove	Total
Commercial Fishing Crew (CFC)	14	8	6	28
Commercial Fishing Single (CFS)	3	3	2	8
Lobster/Crab +70 (LCO)	1	0	0	1
Lobster/Crab Apprentice (LA)	0	1	2	3
Lobster/Crab Class 1 (LC1)	4	3	4	11
Lobster/Crab Class 2 (LC2)	16	11	5	32
Lobster/Crab Class 2 +70 (LC2O)	3	2	1	6
Lobster/Crab Class 3 (LC3)	15	13	11	39
Lobster/Crab 3 +70 (LC3O)	0	1	0	1

Lobster/Crab Non-Commercial (LNC)	7	9	9	25
Lobster/Crab Student (LCS)	13	10	9	32
Scallop Dragger (SD)	6	2	2	10
Scallop Non-Commercial (NCS)	3	2	2	7
Total	85	65	53	203

Source: Tremont Harbormaster

There were two aquaculture leases located in Tremont waters in 2009. As of 2019, there was one aquaculture lease. Most of the clam flats in Tremont have been closed due to contamination as a result of pollution.

Over time, there has been a gradual conversion of marine-related operations into other uses. The high demand for residential shorefront property has priced many lobster docks and similar operations out of the local market. This trend has made it difficult to maintain the infrastructure (such as lobster tanks and bait storage facilities) necessary to support marine businesses.

Water Dependent Uses

Water-dependent uses are defined as those uses that would require direct access to coastal waters and cannot be located away from these waters. These would include fishing operations, piers, lobster pounds, and the like. Circulating salt water is required for the live holding of lobsters and urchins.

Water-dependent sites in Tremont include the facility formerly housing Morris Yachts, the MDOT Bass Harbor Ferry Terminal, the Bass Harbor town landing and the town wharf, and the Seal Cove boat ramp. Other sites in Bass Harbor include C.H. Rich Company, Little Island Marine, the former Bass Harbor Boat property, and the F.W. Thurston Company. There is also a tour boat operation out of Little Island Marine. In addition to these major sites, there are at least 20 privately-owned docks around Bass Harbor and there are others elsewhere in town.

Local Zoning

Tremont has state mandated zoning in place to protect coastal and shoreline resources within 250-feet of the high tide line in the form of Resource Protection Shoreland Zone and Limited Residential Shoreland Zone districts. In some locations, these shoreland zoning regulations extend beyond the state mandated distance from the water. These areas include Seal Cove and Lopaus Point. Additionally, the town has other shoreland zones that are less restrictive in recognition of the need for more intense uses associated with working waterfronts and heavy recreational usage. The Harbor Zone is generally within 250-feet of the high tide line in Goose, Duck, and Bass Harbors, though this zone extends beyond the mandated 250-feet in each of these locations. The Commercial Fishery/Maritime Activity Shoreland Zone is found in the Bass Harbor area, in the areas around Thurston's, the state ferry terminal, and properties with other such intensive uses. See the zoning map attached in the Existing Land Use Inventory Chapter.

Tremont has a Harbor Ordinance which regulates the use of moorings, public landings, boat ramps, harbor channels and related properties. The Ordinance was amended July 14, 2020. The Harbor Shoreland Zone is a district in the Town Ordinance with its own set of land use standards, setbacks, lot sizes, and shore frontage.

Tremont has a Harbor Committee, which is appointed by the Select Board and consists of seven members. The Harbor Committee recommends plans for development and policy for Tremont's harbors. Appointed Harbor Committee members must have substantial familiarity with harbors and activities within harbors in Tremont. People who want to place moorings must first obtain written permission from the Harbormaster. The Harbormaster designates mooring space and approves or disapproves specific individual mooring locations.

Conditions and Trends

Public Access

There are three public access points in town: the Bernard Pier (9,883 feet long), the Bernard ramp and the Seal Cove ramp (5,382 feet long). All three access points also have an associated area of floats. These facilities face several inadequacies. Parking is inadequate particularly at the Bernard lot and the Bass Harbor Ferry Terminal. There is also severe overcrowding at the wharves.

A related problem is moorings. The current number of moorings is inadequate. The mooring plans were designed for 28 to 32 vessels. The average size of the vessels has increased since the design was developed. This means that the mooring area is now overcrowded. According to the Harbor Management Plan for Southwest Harbor from 2017, there is a lengthy wait for moorings in the Inner Harbor ranging from 3 to 5 years on average. As of 2022, there are roughly 50 people on the waitlist. Additionally, those on the waitlist have to pay an annual fee of \$10 to the Town to maintain their position on the waitlist.

In 2009, the town received state and federal permitting to dredge Bass Harbor and expand the mooring area. This project was completed between Fall 2010 and Winter 2012.

Facilities

The town wharf is located at 20 Rice Road. The Town is in the beginning stages of planning improvements to the existing Harbormaster building. The old wharf house is in need of removal and will likely be replaced with the Harbormaster building.




Scenic Resources

Tremont has a number of scenic resources located throughout town. The most popular ones include Seal Cove, the Algerine coast, and the Bass Harbor Lighthouse. The Bass Harbor Lighthouse and Algerine coast, which stretches from Pretty Marsh to the Seal Cove town dock are owned by Acadia National Park. Most of the properties along Seal Cove, with the exception of the public boat launch, are privately owned.



Town of Tremont Public Access Points to Water

Data Sources: Town of Tremont, Maine GeoLibrary, College of the Atlantic.

-  Tremont Public Access Points to Water
-  Tremont Boundary
-  Acadia National Park Parkland



Map created by the Musson Group with North Star Planning, January 2023 using best available data.

Appendix A: Inventories

Agriculture & Forest Resources

Analyses

Apart from some small-scale hobby farms, there is very little agricultural activity in Tremont. Commercial forestry is also limited. Only 36 timber harvests were reported to the Maine Forest Service between 2007 and 2017. There have been some cases of clear cutting of timber in residential subdivisions. There was very little farmland in Tremont in 2011. About 80 percent of the town was forested. Only 170 acres of this amount was held in tree growth taxation.

Forest Resources

One source of information on Tremont's forest resources is data on land held under the Tree Growth Taxation Act. This classification is similar to the Farm and Open Space Act in that owner of forested parcels meeting certain conditions may have their property assessed as forest land rather than for its potential developed value.

Recent trends in tree growth are shown in the table below. The amount held in tree growth fluctuated between 2009 and 2020. There was, however, far less land (170 acres) held between 2009 and 2013 than between 2014 and 2020.

Tree Growth Parcels

Year	Number of Parcels	Softwood Acres	Mixed-wood Acres	Hardwood Acres	Total
2009	12	125	33	13	170
2010	12	119	52	0	170
2011	12	120	51	0	170
2012	12	120	51	0	170
2013	12	120	51	0	170
2014	13	245	52	11	307
2015	15	292	64	13	368
2016	12	104	63	0	167
2017	14	266	185	1	452
2018	16	361	100	37	498
2019	16	361	100	37	498

Source: Municipal Valuation Return Statistical Summary, Maine Bureau of Taxation Property Tax Division, Part III (2009-2020)

2020	15	234	108	17	359
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Agricultural Resources

Farmland in Tremont is very limited, the town is not in an area with rich agricultural soils. Given the higher price that land can command for other uses, there are few economic incentives for a farmer to remain in business. By definition, farmland is open, cleared, and usually well drained, making it physically suited for house lots and other developed uses.

Tremont had no acres of farmland held under the Farm and Open Space Act between 2009 and 2020 and had not had any land held under this classification since 2002. This act allows owners of farmland property tax breaks for parcels over five contiguous acres provided that certain conditions are met such as a minimum farm-derived income. Normally, qualifying farmers with a long-term commitment to farming would participate in this program. Local observers note that there is a small vegetable farm at the north end of Cape Road and one across from Chummy Rich's boat shop that sells plants and produce. Several people also sell eggs from the roadside.

Farm and Open Space Taxation Parcels

Year	Farmland		Open Space Land	
	Number of Parcels	Acres	Number of Parcels	Acres
2009	0	0	14	469
2010	0	0	22	591
2011	0	0	24	596
2012	0	0	28	773
2013	0	0	28	641
2014	0	0	27	576
2015	0	0	24	527
2016	0	0	24	581
2017	0	0	27	574
2018	0	0	27	574

Source: Municipal Valuation Return Statistical Summary, Maine Bureau of Taxation Property Tax Division, Part IV

Forest and Agriculture Management

While there are no direct provisions in the town's land use ordinances to protect farm and forest land from development, there are several measures that facilitate their protection. First, the tree growth tax classification offers at least temporary protection. Over the long term, there is no guarantee that land not be withdrawn from this classification and sold for development. Second, there are shoreland zoning standards for timber harvesting. Third, the subdivision ordinance gives the planning board the authority to require that up to ten percent of the overall area of a subdivision be reserved as common open space. It is possible through cluster subdivision standards to reduce individual lot sizes and increase commonly held open space without changing the overall density of a subdivision. Details are available in the town's land use ordinance.

As mentioned above, there have been cases of clear cutting of lots in residential subdivisions. This may indicate the need for additional measures to protect forest resources. There are, however, standards within the two lake watersheds.

Farming is a very minor land use in Tremont. Forestry is also likely to remain a minor operation. The high demand for residential land means that more forest land is likely to be converted to house lots. Some subdivisions have been developed with almost complete clearing of trees from the lots.

Conditions and Trends

Timber Harvesting

Timber harvesting trends are shown in the table below. These data represent timber harvests that are subject to state reporting. As seen, there were only 36 harvests reported between 2007 and 2017. This is a relatively low volume of harvest when compared to many Maine towns.

Timber Harvesting Trends

Year	Selection Harvest Acres	Shelterwood Harvest Acres	Clearcut Harvest Acres	Change of Land Use, Acres	Number of Timber Harvests
2007	40	10	0	0	4
2008	35	0	0	5	4
2009	47	0	0	1	8
2010	40	0	0	1	6
2011	4	0	0	0	5
2012	22	0	0	0	2
2013-2017	140	0	10	0	7
Totals	328	10	10	7	36

Source: Maine Forest Service year-end landowner reports

Farms

There are no commercial agriculture farms currently in Tremont. There are several agricultural farms in Bar Harbor and Mount Desert. Those include the Beech Hill Farm, Peggy Rockefeller Farm, Triple Chick Farm, Sweet Pea Farm among others.

Farmers' Markets

The closest farmers' market to Tremont is the Southwest Harbor Farmers' Market which operates from late June through Columbus Day every Friday 9:00am-12:30pm. There is a local online farmer's market called Farm Drop, which is available to anyone on MDI.

Community Forest and Street Trees

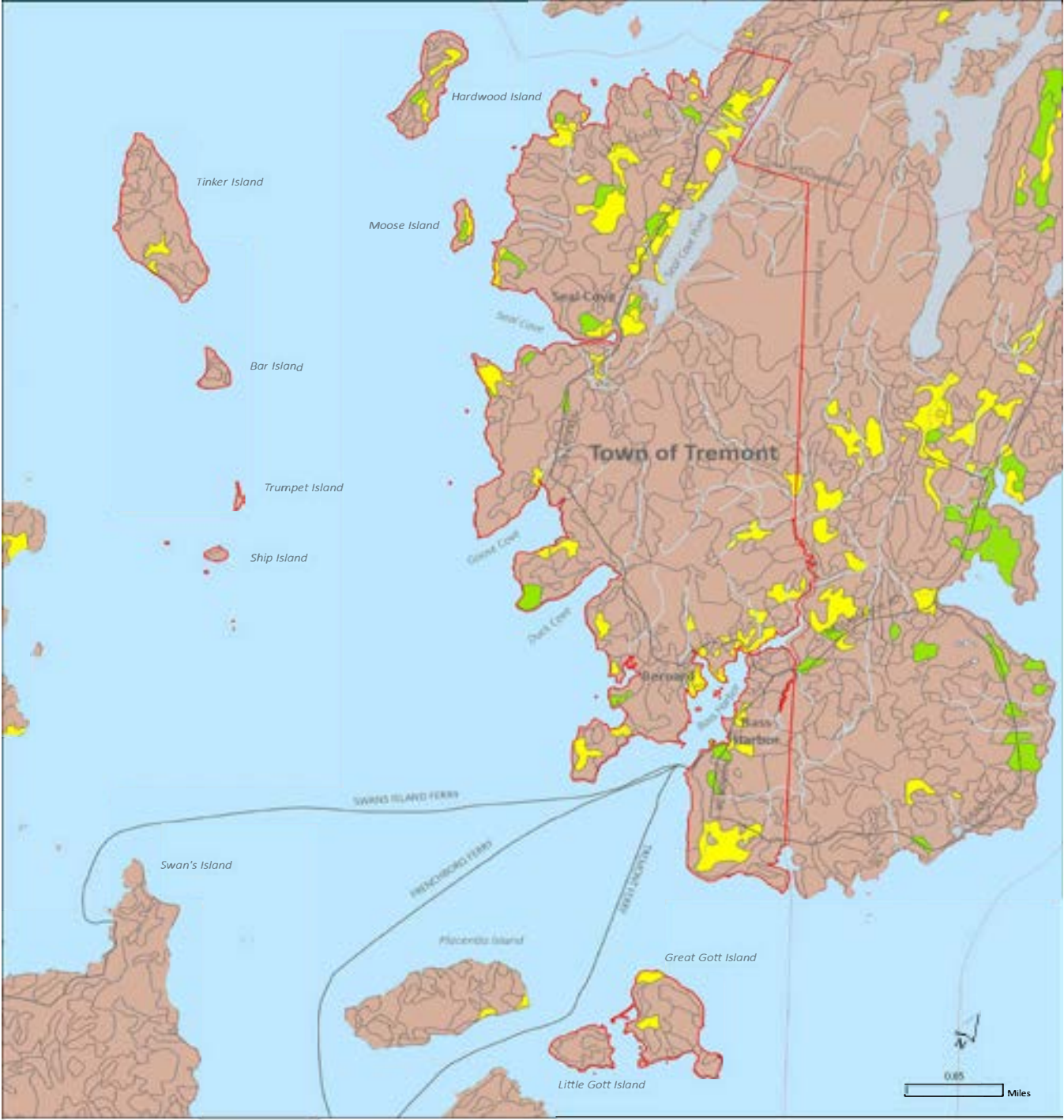
There are currently 20 towns and cities in Maine that are recognized as street tree communities. This means that these towns have a tree board or department, a community tree ordinance, and a community forestry program. Tremont is not currently recognized as a street tree community according to the list.

Community Gardens

The Kelley Farm Preserve, which is a 10-acre saltwater farm, was purchased by the Maine Coast Heritage Trust in 2014. As of 2018, the preserve has a community garden. The preserve has two approximately 3,000 square foot gardens. Each garden has room for 10 plots, five on each side with a path down the middle. The plots have recently been expanded. The extra rows are dedicated to children to learn about gardening through the Bass Harbor Library programming. Each plot has its own variety of plants, including flowers, corn, dill tomatoes, kale, swiss chard, onions, squash, beans, and basil. The apple orchard on the farm grounds has also been renovated with over 10 apple trees.

Community Supported Agriculture

Tremont does not have any Community Supported (CSA) farms. The closest CSA is the Beech Hill Farm located at Mount Desert. Beech Hill Farm is a certified organic farm on a 73-acre property. The farm stand is open Tuesday-Saturday between 9am-4pm. Bar Harbor Farm located at 115 Gilbert Farm Road which is 20 minutes north. The Bar Harbor Farm is another CSA that grows over 60 varieties of organic vegetables for restaurants, markets and 150 households on Mount Desert Island.



Town of Tremont Prime Farmland and Farmland of Statewide Importance

Data Sources: Maine GeoLibrary, USDA Natural Resources Conservation Service (NRCS).

- Tremont Boundary
- All areas are prime farmland
- Farmland of statewide importance
- Not prime farmland



Map created by the Musson Group with North Star Planning, January 2023 using best available data.



Town of Tremont Topography

Data Sources: Town of Tremont, Maine GeoLibrary, College of the Atlantic.

- Tremont Boundary
- Tremont 2ft Contours
- Acadia National Park parkland



NORTH STAR
PLANNING

Map created by the Musson Group with
North Star Planning, January 2023 using
best available data.

Appendix A: Inventories

Recreation

Analyses

There are significant public open spaces in Tremont that offer places to recreate outdoors, including access to the shore. Some of these properties are focused more on conservation and outdoor recreation such as hiking, swimming or cycling. These open spaces are held in various ownerships including municipal, Acadia National Park and the Maine Coast Heritage Trust.

An example of a municipal hiking trail is the town-maintained, Alfred E. Butler Memorial Trail, adjacent to the town office and named in honor of the first chair of the Tremont Recreation Committee. More hiking trails exist at Bass Harbor Lighthouse and within the western side of Acadia National Park. Also in Acadia National Park, is Seal Cove Road, a gravel road suited to cyclists. An example of a swimming area is the Seal Cove Pond access area on the eastern side of the pond, also within the boundaries of ANP. Salt water swimmers or waders can find access at various points along the Tremont municipal shoreline, such as Back Beach, Seal Cove Picnic Area and the Algerine Coast.

Facilities Assessment

Tremont does not have a formal Recreation Department and as such has limited recreation programming and facilities of its own. One indoor recreation facility is the community building attached to the Tremont Consolidated School, available to residents during after-school hours for pick-up basketball games or community activities. Other recreational needs are met through the use of nearby community facilities on Mount Desert Island, such as the Harbor House Fitness and Child Care facility or the Causeway Golf Course, both in nearby Southwest Harbor. Supported in part by town funds, the Harbor House, which includes a converted school building and newer multi-use facility, provides services for all ages, ranging from pre-school childcare to programs for the elderly. The golf course requires individuals to pay for membership.

Municipal recreation areas include the Back Beach and the Algerine Coast Picnic Area. There is also a baseball/soccer field, which is owned by the school. The Community Building, which is used by the school as a gym, is also available after school hours to be used by residents for recreation activities or events.

Adequacy of Resources

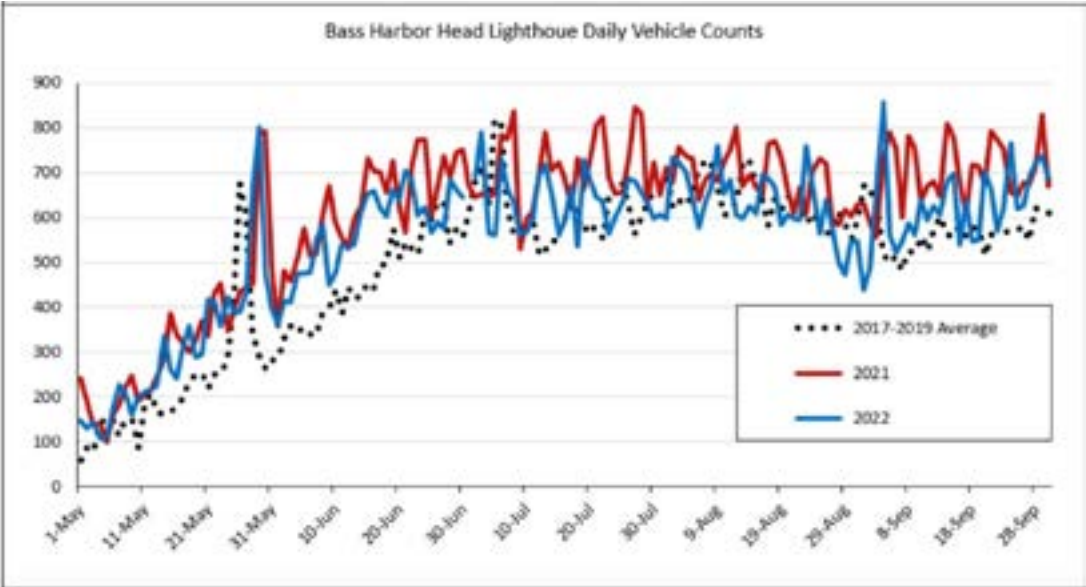
One challenge facing the town is providing adequate recreational programs for youth in a time when the number of school-age children is decreasing. There is also likely to be greater need for programs for senior citizens.

Water Body Access

A more immediate concern is the high demand for existing public access points to salt water. During summer months year-round residents compete with seasonal residents and tourists for space at these public access points. As is discussed in the Marine Resources chapter, parking is a particular problem. The two public salt water access points in Tremont are Bass Harbor and Seal Cove. There is also access via Anne’s Point and Back Beach. There is a small freshwater access site to Seal Cove Pond on the MCHT site known as the Heath Mill Landing. Near these sites, parking continues to be a particular problem.

Bass Harbor Lighthouse Access

The Bass Harbor Lighthouse is a unique site owned by Acadia National Park. It sits on the southernmost point of Mount Desert Island in Bass Harbor, at the end of an out-and-back access road that ends in a small parking lot by the lighthouse. This iconic historical, coastal building is a great draw for tourists. Due to increasing visitation counts, the current parking access is inadequate. Acadia National Park is assessing how to better meet visitation demands during peak tourist seasons. Data of daily vehicle counts is shown in the graph below.



Source: John Kelley Acadia National Park

Land Acquisitions and Open Space

Open space is a concept related to recreation, which is important for a community. Open space is land which contributes to the character of the community or a neighborhood merely by being undeveloped. Such open spaces serve conservation purposes as well as places for less structured or programed recreational opportunities. Younger adult members of the community have expressed a need for one or more centrally-located municipal open space as gathering places for purposes like a community park, or farmer’s market. These future areas might exist near the Bass Harbor waterfront.

Description	Acreage
-------------	---------

Kelly Farm Preserve	10
Great Gott Island	59
Mitchell Marsh	35
Tinker Island	235
Total	339

Source: Maine Coast Heritage Trust 2020

There is no local land trust that serves Tremont, but that may be in part due to the presence of large blocks of land owned and permanently protected by Acadia National Park and the active work of the Maine Coast Heritage Trust (MCHT). MCHT is a statewide organization based in Topsham with the mission to conserve and steward Maines coastal lands and islands for their scenic beauty, ecological value, outdoor recreational opportunities, and contribution to community well-being. Parcels owned by MCHT are shown in the table above.

Due to the presence of Acadia National Park and other permanently protected open space parcels, Tremont has a significant portfolio of conserved open spaces. There is the risk of incompatible development occurring adjacent to protected open space and scenic views. Examples of incompatible development could include, but are not limited to, excessive removal of trees and other natural vegetation during land clearing and construction involving large areas of impervious surface and building heights that obstruct views.

Trail Inventory

As mentioned above, Tremont has one trail, the Alfred Butler Memorial Trail. This 0.5-mile trail is located next to the Tremont town office and is currently maintained by the town. The trail circles the town's solar panels and the marsh. The majority of walking trails in Tremont are located within Acadia National Park (3.3 miles) and Maine Coast Heritage Trust (1.5 miles).

Four (4) Acadia National Park trails cross into Tremont either wholly or partially. These are from north to south and include Great Notch Trail, West Ledge Trail, Bernard Mountain Trail, and Bass Harbor Light Trail. There is also one Acadia National Park swim and boat ramp on the east side of Seal Cove Pond at the end of Western Mountain Road.

Great Notch Trail begins on the Long Pond Fire Road on Tremont's northern boundary, near Pine Hill. The first 0.8 miles of this uphill trail traverses Tremont from west to east before crossing the Tremont boundary into Mount Desert.

West Ledge Trail begins on Western Mountain Road and heads east to meet the north and south Bernard Mountain Trails. This uphill trail encompasses beautiful views of the ocean, islands, and the Blue Hill Peninsula to the west.

The Bernard Mountain Trail connects from the West Ledge Trail. The northern trail within Tremont is 0.7 miles and the southern trail is 0.8 miles, totaling 1.5 miles.

The Bass Harbor Lighthouse trail is a brief 0.1 mile trail down the beautiful rugged rocks just southeast of the lighthouse. This trail offers a breath-taking view looking back at the lighthouse

and is a popular place for photographs.

Two Maine Coast Heritage Trust trails are located in Tremont. Those include the Kelley Farm Preserve Trails and the Great Gotts Island Trail, totaling approximately 1.5 miles of Trails.

Kelley Farm Preserve is a 10-acre saltwater farm in the village of Bernard. The property is almost entirely open fields which slope gently down to Cousins Creek, a tidal inlet in upper Bass Harbor. Currently it is a community garden space as well as criss-crossed with 0.5 miles of walking and hiking trails.

Great Gotts Island is an island that lies south of the Bass Harbor Lighthouse near the entrance to Blue Hill Bay. Predominantly forested with conifers, the preserve's shoreline consists of granite ledge, cobble/sand beaches and mudflats. The 59-acre preserve was donated in 1992 to Maine Coast Heritage Trust and was historically made famous by native daughter Ruth Moore, author of well-known novels including 'The Weir', 'Spoonhandle', and 'Speak to the Winds'. The preserve encompasses approximately 1/5th of the island area and must be accessed by private boat in order to hike the 1-mile trail around its perimeter.

Conditions and Trends

Recreation Data Set

All of the recreational facilities that exist in Tremont are in good condition and are adequately accessible for the public. Tremont does not have skate parks, ice skating rinks, roller skating rinks, a YMCA, or a private fitness facility. Other nearby towns on Mount Desert Island have these amenities, like Southwest Harbor, Northeast Harbor, and Bar Harbor. The Tremont Community Building contains a gym for recreational activities.

Other recreational activities, opportunities or locations in town include Lobster Boat Races, Oktoberfest, Ruth Moore Day at the Library, Seal Cove Auto Museum, and the Historical Society building.



Town of Tremont Trails

Data Sources: Town of Tremont, Maine GeoLibrary, College of the Atlantic.

- Tremont Boundary
- Acadia National Park Parkland
- Acadia National Park Trails
- Town of Tremont Trails



Map created by the Musson Group with North Star Planning, January 2023 using best available data.



Town of Tremont Publicly Used Open Spaces

Data Sources: Town of Tremont, Maine GeoLibrary, College of the Atlantic.

- Other Public Open Spaces (Town, MCHT)
- Tremont Boundary
- Acadia National Park Parkland



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Appendix A: Inventories

Economy

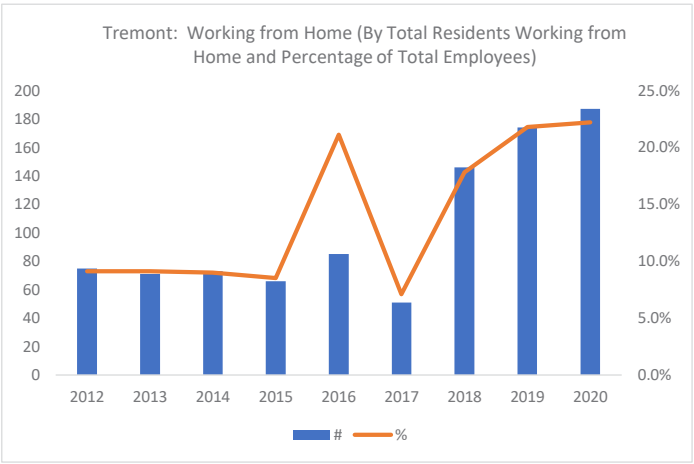
Analyses

Tremont has historically been known as a fishing community and over the years has become more of a tourist-oriented community. Tremont is located on the southwestern side of Mount Desert Island, which is referred to as being on the “quiet” or “back” side as it is on the opposite side of the busiest and more commercial section of Mount Desert Island. According to the U.S. Census, in 2020 there were 961 people in the labor force, accounting for about 72% of the population. Most employers in Tremont have fewer than 10 employees. Like many communities in Maine, Tremont is experiencing a decline in younger families and an increase in the older population. Job growth in Tremont is increasing. Jobs in Tremont have increased by 0.8%. At the same time, the cost of living is 14% higher. Tremont’s economy tends to increase during the summer months when tourists visit.

Labor Force

Worldwide, labor has been impacted by the COVID-19 pandemic, as workplaces and work arrangements have quickly had to adapt to remote working and distributed workforce environments. Even prior to the pandemic, however, Tremont had begun to see shifts in the number of people working from home, as demonstrated in the chart below.

Following COVID, the State has seen an increase in residents who have continued to work from home. In Tremont, there has been an increasing trend of more people (and a higher percentage of total employed residents) working from home. This accelerated after 2017. From 2017 to 2020, the total number of employed Tremont residents working from home increased from 51 to 187, corresponding with an increase in the percent of total Tremont employed residents working at home from 7.1% to 22.2%.



Source: U.S. Census ACS 5-Year Estimates, table DP03

Employment

This table below tracks the change in work categories for employed Tremont residents between 2010 and 2020. The data shows overall growth (24.9%) in employed residents aged 16 and over. However, there were sharp declines in agriculture, forestry, fishing, hunting and mining (-21.7%), construction (-46.1%), and manufacturing (-41.7%). The largest rates of growth were seen in transportation, warehousing and utilities (130%), educational services, healthcare and social assistance (72.7%), Services (excluding public administration) (100%), and public administration (420%).

This reflects a general shift that occurred throughout the economy, away from a labor-based “blue collar” workforce, and towards “white collar” jobs that favor educational attainment and technical skills, service and customer/client interaction. Public administration, education and healthcare continue to be the largest employment sectors in Maine.

As noted above, the sectors that employ the highest number of people in Tremont are healthcare/social assistance and retail. This is a shift from 2010, when construction and agriculture (including forestry, fishing and mining) employed the highest number.

Tremont saw more growth compared to Hancock County, increasing by nearly 25% while the county grew only negligibly (0.1%). The growth was driven by 230% increase in healthcare and social assistance jobs. Construction jobs reduced by almost half in Tremont, but were only 28.9% down in Hancock County. This is the most significant loss in jobs in Tremont over this time.

Label	Hancock County, Maine 2010		Hancock County, Maine 2020				Tremont, Maine 2010		Tremont town, Maine 2020			
	Estimate	Percent	Estimate	Percent	Total Change	Percent Change	Estimate	Percent	Estimate	Percent	Total Change	Percent Change
Civilian employed population 16 years and over	27,995		28,029		34	0.1%	727		908		181	24.9%
Agriculture, forestry, fishing and hunting, and mining:	1,342	4.8%	1,906	6.8%	564	42.0%	106	14.6%	83	9.1%	-23	-21.7%
Agriculture, forestry, fishing and hunting	1,336	4.8%	1,882	6.7%	546	40.9%	106	14.6%	83	9.1%	-23	-21.7%
Mining, quarrying, and oil and gas extraction	6	0.0%	24	0.1%	18	300.0%	0	0.0%	0	0.0%	0	
Construction	2,999	10.7%	2,133	7.6%	-866	-28.9%	104	14.3%	56	6.2%	-48	-46.2%
Manufacturing	2,177	7.8%	1,574	5.6%	-603	-27.7%	24	3.3%	14	1.5%	-10	-41.7%
Wholesale trade	414	1.5%	539	1.9%	125	30.2%	7	1.0%	0	0.0%	-7	-100.0%
Retail trade	3,430	12.3%	3,219	11.5%	-211	-6.2%	91	12.5%	112	12.3%	21	23.1%
Transportation and warehousing, and utilities:	919	3.3%	1,081	3.9%	162	17.6%	10	1.4%	23	2.5%	13	130.0%
Transportation and warehousing	742	2.7%	849	3.0%	107	14.4%	10	1.4%	9	1.0%	-1	-10.0%
Utilities	177	0.6%	232	0.8%	55	31.1%	0	0.0%	14	1.5%	14	
Information	627	2.2%	346	1.2%	-281	-44.8%	24	3.3%	22	2.4%	-2	-8.3%
Finance and insurance, and real estate and rental and leasing:	1,385	4.9%	1,228	4.4%	-157	-11.3%	44	6.1%	66	7.3%	22	50.0%
Finance and insurance	871	3.1%	766	2.7%	-105	-12.1%	30	4.1%	63	6.9%	33	110.0%
Real estate and rental and leasing	514	1.8%	462	1.6%	-52	-10.1%	14	1.9%	3	0.3%	-11	-78.6%
Professional, scientific, and management, and administrative and management services:	2,781	9.9%	3,734	13.3%	953	34.3%	88	12.1%	123	13.5%	35	39.8%
Professional, scientific, and technical services	1,959	7.0%	2,743	9.8%	784	40.0%	39	5.4%	89	9.8%	50	128.2%
Management of companies and enterprises	0	0.0%	3	0.0%	3		0	0.0%	0	0.0%	0	
Administrative and support and waste management services	822	2.9%	988	3.5%	166	20.2%	49	6.7%	34	3.7%	-15	-30.6%
Educational services, and health care and social assistance:	7,325	26.2%	7,349	26.2%	24	0.3%	113	15.5%	179	19.7%	66	58.4%
Educational services	2,842	10.2%	3,067	10.9%	225	7.9%	74	10.2%	50	5.5%	-24	-32.4%
Health care and social assistance	4,483	16.0%	4,282	15.3%	-201	-4.5%	39	5.4%	129	14.2%	90	230.8%
Arts, entertainment, recreation, accommodation and food services:	2,388	8.5%	2,524	9.0%	136	5.7%	66	9.1%	114	12.6%	48	72.7%
Arts, entertainment, and recreation	631	2.3%	675	2.4%	44	7.0%	27	3.7%	37	4.1%	10	37.0%
Accommodation and food services	1,757	6.3%	1,849	6.6%	92	5.2%	39	5.4%	77	8.5%	38	97.4%
Other services, except public administration	1,413	5.0%	1,532	5.5%	119	8.4%	45	6.2%	90	9.9%	45	100.0%
Public administration	795	2.8%	864	3.1%	69	8.7%	5	0.7%	26	2.9%	21	420.0%

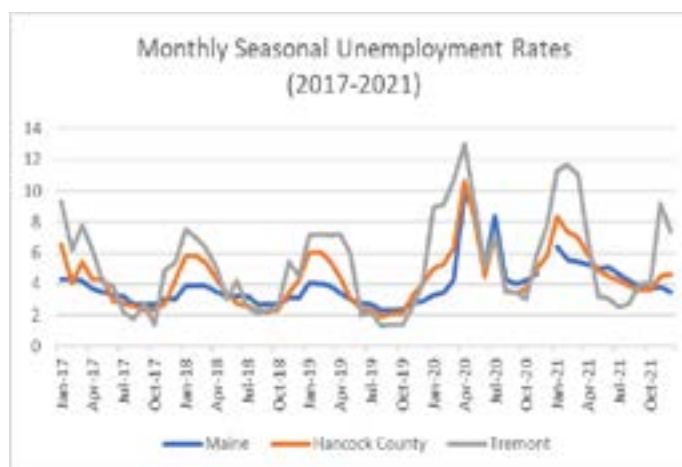
Source: U.S. Census ACS 5-Year Estimates, table DP03

Unemployment

Individuals in the labor force are classified as unemployed if they do not have a job, are actively looking for work, and are currently unavailable to work. Unemployment rates have been higher in Tremont (compared to Hancock County and Maine) during periods of recession and job loss, but lower in periods of low unemployment. The chart below shows that Tremont’s unemployment rises and falls are generally steeper and thus more drastic than Hancock County and Maine.

The unemployment rate in Tremont is also affected by seasonal changes, as it spikes above Maine and Hancock County in the winter, and tends to drop below these larger jurisdictions in the summer months.

In April 2020, the first wave of COVID-19 disruption hit the economy. That month, Tremont unemployment rate climbed to its highest point in the charted time period, at 13%. The town typically sees its lowest unemployment rates in the third quarter of each year (July – September) where, pre-COVID, it remained between 1.5 and 2.5%. This clearly shows periods of greater employment opportunities during Maine’s tourism-heavy months and demonstrates reliance on the tourism economy for these additional jobs.



Source: Maine.gov Unemployment and Labor Force

Economic Development

The Southwest Harbor and Tremont Chamber of Commerce pursues economic development goals in town. Tremont does not have any economic development plans and does not have any defined priorities for economic development.

The town’s zoning favors a mix of uses in its “Residential-Business” zone. This district allows “all uses” subject only to “lot, structure, performance and conversion standards.” This unique district occupies much of the area in town between the shore and waterfront lots and the higher elevation areas south of Seal Cove Pond. Many small, local service businesses are scattered among residences in these districts. It is not uncommon to see a bakery, art studio, restaurant, B&B or small retail store in these neighborhoods.

To establish its working waterfront, the town has both a “Harbor Shoreland” zone and a “Commercial Fishery/Maritime Activity” zone. These zones allow all maritime commercial uses, as well as non-maritime commercial uses, but non-maritime uses are limited in size and scope. The “commercial fishery/Maritime Activity” zone also allows “all functionally water-dependent industry.”

These are the only districts that allow commercial or industrial development. However, the Residential-Business zone is large, occupying most of the inland property south of Seal Cove.

The town lacks a traditional downtown/Main Street or central commercial business district. Main Street/Route 102 in Southwest Harbor is the traditional downtown, but is no longer within the political boundaries of Tremont since the division of Tremont and Southwest Harbor into two separate towns in 1905. There is a cluster of businesses at “The Triangle” –the intersection of Route 102, 102A and Flat Iron Road. These include a gas station/convenience store, seafood, auto repair and sales, and restaurants. The Tremont Town Office is also located in this area.

Home Occupations

Tremont’s Land-Use Ordinance contains a list of regulations and performance standards around Home Occupations. In Tremont, Home Occupations are limited to those uses which may be conducted within a residential structure or on the property without substantially changing the appearance or condition of the residence or property. A Home Occupation must be carried out by a member of the family residing on the property and cannot have more than two employees.

Tremont faces several regional economic development challenges. The dependence of the labor force on self-employment and the many small-scale enterprises means that the price of health insurance is a major problem. High speed internet service is available in only a portion of the town. There is very limited vacant land suitable for manufacturing use. Perhaps the biggest challenge is the cost of housing, which makes it difficult for employers to find employees living in the area. The cost of housing is discussed at greater length in the Housing chapter of the plan.

These economic development issues have been addressed in MDI-wide planning endeavors by groups such as the MDI League of Towns and MDI Tomorrow. Tremont is also served by the Eastern Maine Development Corporation and is included in that organization’s general planning documents such as the Comprehensive Economic Development Strategy (CEDS). The CEDS identifies the housing, transportation and internet issues on a six-county basis that also affect Tremont.

Civic Events

Tremont has a number of civic events and town facilities that draw people to town. Those include the Octoberfest, Lobster boat racing, the beer festival, Seal Cove auto-museum, and historic society.

Tourism

Tourism is a large part of the local economy, as evidenced by the seasonal employment patterns illustrated above. That said, Tremont is more insulated from the direct impacts of tourism that are evident in other parts of Mount Desert Island. Tremont has become a place for people to

stay while they visit Acadia National Park.

Tourism in Tremont has increased over the last few years. This is evident by the number of short-term rentals, airbnb's, and campgrounds. The town is looking to promote tourism, but in a strategic way so that temporary housing options do not drive the year-round population away. In response to the increase in tourism, the town recently adopted more restrictive standards around campgrounds requiring a minimum of 10,000 square feet per campsite and limiting individual developments to no more than 45 sites. These standards replaced the less restrictive standards that required a minimum of 5,000 square feet per campsite and a setback of 50 feet.

There are restaurant and lodging businesses that capitalize on being located on the quiet side of MDI, but there is a major tourist draw in the Bass Harbor Head Light facility that is part of Acadia National Park. Traffic to the Light can be significant in the peak season.

Public Facilities

Future economic development will be limited by the fact that Tremont does not have public water or sewer. There are engineered septic systems and community scale treatment systems that might be viable options for any larger or high demand water user, or such a system may be an option in the future for existing homes and businesses in areas where groundwater or surface water quality is a concern.

Tremont has broadband for telecommunication services, which is essential to support the high number of people who work remotely out of their homes. This service is available through Spectrum and consists of some broadband in areas of town. This service is not adequate for foreseeable needs. Broadband is not adequate in several areas of town including Seal Cove and areas of Bass Harbor. The Select Board has recently established a Broadband Committee to work on possible broadband expansion efforts.

Tax Increment Finance Districts

Tremont does not have any Tax Increment Finance Districts.

Conditions and Trends

Background

Tremont has historically been known as a fishing community. Business gradually moved to Bernard and to Bass Harbor.

Economic Development Plans

Tremont does not have any economic development plans from the last five years.

Commuting Patterns

More than 45% of employees who commute to work by vehicle (non-public transportation) work within 15 minutes of their home. In that timeframe, residents can commute to work in Southwest Harbor or Mount Desert. This data also includes Tremont residents who also work in town. An Inflow/Outflow analysis shows that there are 76 employees live and work in town, but that Tremont is overall an exporter of workers, with 387 Tremont residents leaving town for employment, and only 161 non-residents coming into town for their employment. The economic outlook in Tremont is challenging and employees cannot afford to live in town. Within 30 minute

commute time, Tremont residents can reach jobs in the towns of Bar Harbor and Trenton. Within 45 minutes, Tremont residents can commute to jobs in Lamoine, Ellsworth and Trenton.



Source: U.S. Census “On the Map”

This map below shows the locations of jobs for Tremont residents. The small white dots represent 1-4 jobs, and they are mostly concentrated to the north, in Southwest Harbor, Bar Harbor, Trenton, Ellsworth and Hancock. The larger blue dots represent 4-9 jobs, which are solely located in Tremont.



Source: U.S. Census “On the Map”

This supports the assumptions from the chart of commute times above, since a high concentration of jobs are located on Mount Desert Island, and a smaller concentration located in communities further inland (i.e.: Ellsworth), with fewer job opportunities in between. The map notes a concentration of jobs also on Swans Island, which is accessible directly by ferry from Bass Harbor. This commute is not reflected in the chart above, as it only applies to car/truck travel time.

Major Employers

Tremont does not have any major employers, which are defined as any businesses that employ at least 50 or more employees. There are a number of small businesses and employers in Tremont. Those include Thurston’s Lobster Pound, Seafood Ketch Restaurant, Hansen’s Outpost, Tremont Consolidated School, and AC Parsons Landscaping.

Appendix A: Inventories

Public Facilities

Analyses

This chapter provides an overview of Town facilities that are not discussed in the Recreation chapter. The objective is to outline changes since the 2011 Comprehensive Plan that provide context to current municipal buildings and facilities.

Municipal Services

Fire and Police

Tremont is the only town on Mount Desert Island that does not have its own police department. Police protection is provided on a contractual basis with the Hancock County Sheriff's Department. Tremont also has police protection outside of those coverage hours. In 2019, Tremont voted to stay with county law enforcement coverage rather than have Southwest Harbor's Police Department cover their town.

Police response times for calls are highly variable and depend on the nature of the call. Current police protection arrangements do not meet town needs. Police staff are contracted for 45 hours a week and many fail to meet the number of hours. The 45 hours of coverage is exclusive for coverage within the town. Coverage at other times comes from the Sheriff's Office or the State Police depending on when the call happens and the nature of the call.

The Tremont Volunteer Fire Department was incorporated in 1949 by a private group of volunteers and currently consists of 21 active members, which is 7 less members than 2009. The department initially relied on various fund-raising projects for its income but now is supported by the Town with an annual budget of approximately \$130,000. The department has a fleet of 5 engines, a cold water rescue boat and a Crew cab pickup which are kept in two fire houses, one in each end of town. Through mutual aid agreements, the department may also assist other towns on the island, including Southwest Harbor, Mount Desert, and Bar Harbor, as well as Acadia National Park. The fire department faces several staffing challenges. It is difficult for volunteer to devote the entire weekend needed for out-of-town training sessions. It is also hard to find volunteers to do vehicle maintenance, inspections, and routine paperwork. This could be improved if the department were able to hire more part-time people to perform these tasks.

There are two fire stations in town; the Bass Harbor station located at 227 Harbor Drive and the Seal Cove station located at 930 Tremont Road. The primary station is located in Bass Harbor. The Bass Harbor station has five bays and rooms for gear, an office, kitchen, and bathrooms. The Seal Cove station has two apparatus bays and room for shelving and gear.

Ambulance service is provided by the non-profit Southwest Harbor-Tremont Nursing Services, Inc. (operating as the Southwest Harbor-Tremont Ambulance Service). In 2022, ambulance

services had over 500 calls. While the former is their incorporated name, their operating name is officially the Ambulance Service name. The ambulance service is financed through donations, interest and dividends, health insurance reimbursements, and fiscal support from the towns of Tremont and Southwest Harbor. The primary ambulance and office reside within the Town of Southwest Harbor's municipal building. The second ambulance is housed at the Southwest Harbor Fire Department. Both buildings are inspected by the Town of Southwest Harbor and meet standards for current use.

The service is staffed 24/7 and has one full time Service Chief and approximately 20 per diem crew. This includes drivers and licensed EMS providers. The service responds to approximately 450 calls per year, with an average of one-third of the responses within Tremont and two-thirds within Southwest Harbor. The service also supports mutual aid response to Bar Harbor, Mount Desert, and Swans Island. The average response time from notification to on scene is 11 minutes, below the national average of 14 minutes for rural jurisdictions.

Both ambulances are equipped to the Advanced Life Support (Paramedic) level and are active in service. The service has a new ambulance on order with an estimated delivery date of June 2023 to replace the aging 2009 ambulance. The service has also begun the development and order process to replace the 2016 ambulance.

The service is always looking to grow its base of per diem drivers and providers. Although the space is adequate for one provider on duty, it does not have sufficient sleeping quarters, kitchen facilities, or storage to expand operations. The service is exploring options for building renovations, development, and collaboration with partner agencies.

Unit Type	Specifications	Year
Tanker 2	3,600 gal vacuum pump tanker	2005
Engine 6	1,250 gal Class A pumper with a 1,250 gal pump	1996
Freightliner		2020
Kubota ATV		2016
Engine 4	E-One rescue style top-mount 1,100 gal Class A pumper/ tanker with a 1,500 gal pump	2012
Engine 3	E-One Mini-pumper/ Rescue 300 gal Class A with 1,250 pump	2012
Utility 1	Ford 350 Crew Cab	2012
Rescue Boat	14 foot Polar Craft with Honda 15 hp outboard	unknown

Source: Town Website

Schools

K-8 education is provided by the Tremont Consolidated School. The school has an enrollment of 118 students as of 2022. The school presently meets all state accreditation standards. The school is too small and expansion plans are underway.

Tremont student enrollment has generally fluctuated between 2010 and 2015. Total enrollment peaked in 2016. Since 2019, enrollment has been steadily declining. However, according to the Mount Desert Island Regional School System report from 2019, total school enrollment in Tremont is projected to increase through 2029.

Year	K-8	9-12	Total
2009	133	72	205
2010	127	62	189
2011	111	72	183
2012	120	64	184
2013	109	69	178
2014	115	66	181
2015	113	64	177
2016	127	68	195
2017	131	62	193
2018	125	64	189
2019	125	62	187

Source: Mount Desert Island Regional School System Enrollment Analysis Projections, 2019

Partnerships

Police, fire, and ambulance services are shared with neighboring communities via memorandums of understanding and mutual aid agreements. Tremont participates in the Municipal Review Committee (MRC) for solid waste management within the “League of Towns”, which is a collaborative unit of government that serves all the towns on MDI. Resource consolidation efforts have been discussed, but the town has a long way to go before this happens.

Public Sewer and Water

Tremont does not have a public water or sewer system. The community relies on private wells and private septic systems for wastewater and water supply needs. Lack of public sewer and water is a constraint on potential growth and development options, including the development of affordable housing, since lot sizes tend to be quite large.

Stormwater Management

Tremont’s stormwater management facilities include road ditches and culverts. Tremont does not have a wastewater treatment plan. Due to increasing severity of storms as a result of climate change, it may be necessary to replace smaller culverts with larger and more substantial ones to allow for adequate storm water flow.

Wastewater Disposal

Tremont has a Wastewater Disposal Ordinance that provides specifications for waste disposal and ensures compliance with the State. Septic waste is pumped by a private contractor at the owner's expense and arrangements. There is concern around septic waste because some septic systems in town predate Maine's plumbing code.

Solid Waste

Solid waste is currently being handled by Eastern Maine Recycling (EMR) of Southwest Harbor. The EMR contract is negotiated by the Acadia Disposal District (ADD). The ADD is a quasi-municipal, non-profit corporation owned by the towns of Cranberry Isles, Mount Desert, Southwest Harbor, Trenton, and Tremont. Its purpose is to coordinate solid-waste disposal and recycling for the member towns and to reduce the cost of solid waste disposal.

There is no municipal trash collection in Tremont. Household waste, construction debris, tires, metal, brush, white goods go to the EMR Transfer station. There is no fee to dispose of trash at this facility. Residents are responsible to either bring it there or hire a private trash hauler. Residents can participate in the recycling program by bringing their recyclables to EMR. Recyclables can be dropped off at EMR.

The town budgeted approximately \$217,062 in fiscal year 2021-2022 to recycle or dispose of approximately 1,260 tons of solid waste. The majority of Tremont's waste is hauled by EMR to the Penobscot Energy Recovery Company's (PERC's) incinerator in Orrington. Casella Waste Systems recycles or processes newspaper, cardboard, mixed paper, plastic, and glass and steel containers at its site. There is also a wood-chipping operation and composting facility at EMR.

Tremont is a member of the MRC, which has used the Coastal Resources of Maine plant for disposal, which closed in 2020. The plant will be restarted soon. Currently, the town disposes of waste at PERC. The cost of disposal could be reduced through increased recycling and other measures such as home composting. A proposed ADD-operated transfer and recycling center could also significantly reduce disposal costs.

Energy Infrastructure

Grid provided electricity is fed to town residents from two directions. The majority of the town has its power feed through Southwest Harbor. A small percentage of residents from approximately the north end of the Cape Road to the Mount Desert town line along route 102 get their electricity through Somesville along the Pretty Marsh Road. There are no major power substations or utility scale electrical generation in town. Tremont continues to be a state leader in clean energy per capita and all electricity generated in town is from Photovoltaics (Solar Energy).

Electricity for Tremont's municipal buildings (town office, grade school, public works building, library, Harbormaster building) is provided by a 150kW solar array on the town's discontinued, capped landfill. There are also many privately owned photovoltaic arrays distributed around town adding clean power to the grid.

Casco Bay Advisors, LLC has provided the town with a broadband report January 2023. The town is currently exploring the idea of pursuing broadband coverage. It will cost approximately

\$3,012,262 to expand high speed internet coverage. Currently, approximately 82% of the town is served by Spectrum hybrid fiber/coax infrastructure. Spectrum does not serve those areas in the northern part of town at Seal Cove and on Dix Point and Dodge Point Road.

Healthcare Facilities

Tremont residents are served by the Mount Desert Island Community Health Center in Southwest Harbor (run by MDI Hospital in Bar Harbor), Northern Light Health Center also in Southwest Harbor, and the larger MDI Hospital in Bar Harbor. As mentioned in the Population section of the plan, Tremont's elderly population is increasing at a faster rate than the population at large. This means that more health care services are needed for the elderly.

The services that currently exist for assisted living and elderly care in Tremont include the Southwest Harbor-Tremont Nursing Service (operating locally as the Southwest Harbor-Tremont Ambulance Service), Mount Desert Nursing Association, and Hospice of Hancock County. The Southwest Harbor-Tremont Ambulance Service recognizes a need for home-based care for this population and is discussing how this care can best be provided in the community.

Libraries

Tremont is served by the Bass Harbor Memorial Public Library. It is the only municipal library on Mount Desert Island, (others on MDI are 501 – C – 3 nonprofits). The original part of the building was built in 1922 and expanded in 1987. Using grant funds, some restoration work was completed in 2009. The library underwent significant renovation, improvements and added an addition in 2020, funded by private donations. It modernized WiFi, improved digital access, added a new main entrance and proper circulation desk. A dedicated children's room was part of this renovation. There are now four computer work-stations available for public use.

The library and staff are overseen by a nine-member volunteer Board of Trustees. The Trustees report to the Selectboard through the Town Manager.

Following the 2020 renovations the size of the Library is 2,100 square feet.

Overall, the facility is adequate in terms of its size, patronage and condition, however the small lot on which the Library sits restricts further expansion. Library Trustees routinely explore options to reconfigure the current floor plan of the facility to maximize use and efficiency, including improvements to the work/storage room. A longer term wish is to enlarge the backroom and the work/storage room. Parking is limited to six spaces on the library property.

In 2021, the Library collection is about 9,000 books and related media. Circulation was 1,403 volumes in 2021, up from 1,015 volumes in 2007. The library has a Maine collection that consists of both fiction and non-fiction. It also has VHS, DVD and audio titles. E-books are available for download.

The library is open Tuesday and Wednesday from 10:00 AM to 5:00 PM, Thursdays from 10:00 AM to 8:00 PM, and Saturdays from 10:00 AM to 2:00 PM. These hours are marginally adequate and the Trustees plan to expand operating hours in FY24 assuming finances allow. Paid staff consists of one part-time director, one part-time assistant librarian and several substitutes, both paid and volunteer.

Special services include a story hour for children an annual art camp and a gardening program (collaboratively with MCHT at the Kelley Farm Garden). Each summer Tremont native and author Ruth Moore is celebrated with a variety of activities including guided trips to her place of birth on Gotts Island. Regular adult programs include readings, book signings, slide presentations and lectures. The Trustees would like to expand services for both children and adults. Library staff and trustees have cultivated strong connections with the Maine State Library system and Interlibrary loan services are provided through the Bangor Public Library. The library does not provide its own books through interlibrary loan.

A long-range plan for the library was developed in 2015 and is now being updated. They are also in the process of evaluating old books and archival material.

Town Offices

The current Tremont town office was built in 2006. It is a two-story 40 by 60-foot structure in good condition. In 2019, LED lighting was installed and new flooring and heat pumps will be installed as well. Rooms include the town manager's office (182 square feet) and offices for the clerk/bookkeeper and assessor/CEO (208 square feet and 240 square feet respectively). There is also a 720-square-foot cashier/service area, a primary meeting room (2,400 square feet) and a secondary meeting room (720 square feet). Essential records are stored in a 210-square-foot fireproof vault. These rooms are all in prime condition.

There are a total of seven Town staff employees (3 full time in Public Works and 1 full time Harbormaster). There are 3 full time Town Office employees and 2 part time employees. Town employees include the Town Manager, Clerk, Bookkeeper, Deputy Clerk, Code Enforcement and Assessor/CEO. The Registrar of Voters, Health Officer and Emergency Management Director are all part-time and generally do not work out of the town office. The assessor is contracted and the clerk is the registrar as well. The Health Officer, Animal Control Officer, and Emergency Management Director are annual stipend positions.

Facility Investments

The town is planning a small expansion to the Public Works Garage and has also made plans to replace the Harbormaster's office.

Capital Improvements

Below is a list of capital improvement projects from fiscal year 2021.

Capital Improvement Projects	Balance
Fire Equipment Reserve	\$18,422
Town Truck Reserve	\$182,805
State Road Program	\$2,842
Road Improvement Program	\$76,350
Sidewalks	\$33,538
Town Equipment Reserve	\$9,665
Library Capital Improvement	\$3,813
Wharf Capital Improvement	\$15,158

School Bus	\$75,243
Town Office Reserve	\$45,600

Source: Town of Tremont



Town of Tremont Municipal Facilities

Data Sources: Town of Tremont, Maine GeoLibrary, College of the Atlantic.

- Tremont Public Facilities
- Tremont Boundary
- Acadia National Park Parkland



NORTHSTAR
PLANNING GROUP

Map created by the Musson Group with
North Star Planning, January 2023 using
best available data.

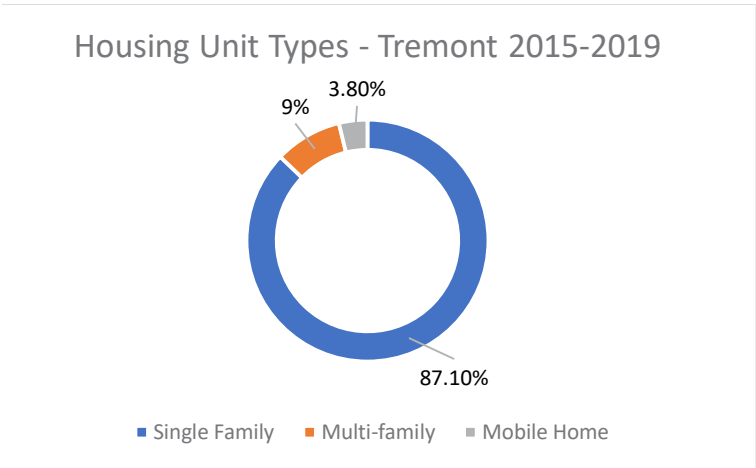
Appendix A: Inventories

Housing

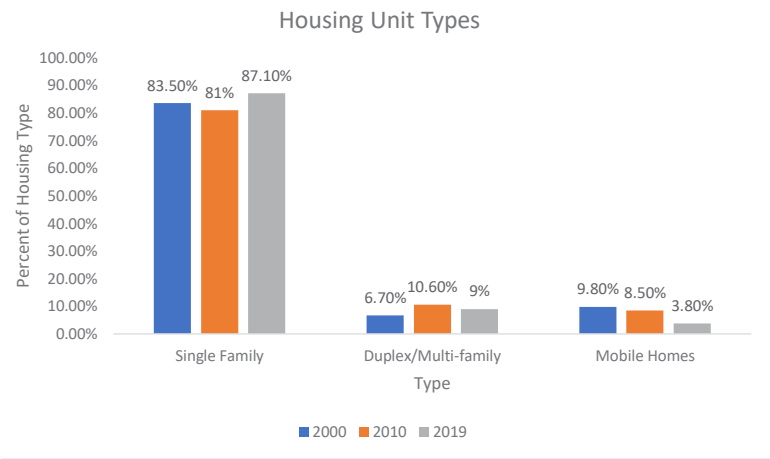
Analyses

Housing Stock

There was an approximately 1% increase in the total number of dwelling units in Tremont between 2010 and 2020. As of 2020, there were 681 dwelling units in Tremont reported by the U.S. Census. The number of year-round units decreased by about 7% (78 units) between 2010 and 2019. There was a nearly 30% increase (101 units) in the number of second homes. According to data from Maine State Housing Authority, in 2019, 41% of the homes in town were seasonally occupied and 54% were year-round. In 2010 about 32% of the homes were seasonal and 58% were year-round. The other percentage of homes were either vacant for rent or vacant for sale. Seasonal homes remain an important part of the housing stock.



Source: Maine State Housing Authority



Source: Maine State Housing Authority

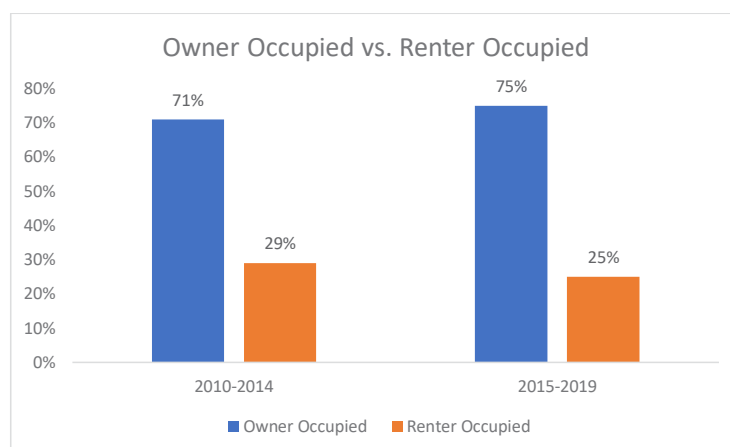
The table shows the breakdown among various housing types. A majority of the housing units in Tremont are single family detached. There was a 7.5% increase in the number of single-family homes and a 15% decrease in the number of duplexes and multi-family homes between 2010 and 2019. The U.S. Census data show that there was a decrease in the number of mobile homes.

Housing Type	2010	2021
Single family	74.6%	86.3%
Multi family	9.9%	9.7%
Mobile Homes	15.4%	4%

Source: U.S. Census ACS 5-Year Estimates, table S1101

Housing Occupancy

In 2020, about 40% of year-round homes were owner occupied and 11% were renter-occupied. This was less than the percentage of renter-occupied units in Hancock County as a whole (21%). The number of rental units in Tremont decreased by 28% between 2010 and 2020. These figures do not include summer rentals.



Source: Maine State Housing Authority

Housing Projections

It is possible to estimate the number of year-round homes that will be built by dividing the projected household population by the projected household size. The Population chapter projected a year-round population of 1,512 for Tremont by 2038. Given a projected household population of 1,512 divided by the household size of 2.23, there would be a total of 678 year-round occupied dwelling units in town by 2038. This would represent a 0.4% decrease from the 681 occupied units reported in the 2020 U.S. Census.

There are some factors that may lead to even more homes being built. First, household sizes are likely to decrease as the population ages. Second, some homes may be vacant for at least part of the year; the projections are for occupied units only. They do not reflect anticipated construction in seasonal homes or vacant year-round units. For planning purposes, seasonal

homes and year-round vacant homes are projected to increase at a 36% rate between 2000 and 2020.

In 2019, the median monthly, year-round rent in Tremont was \$916, which was 111% of the \$818 median for Hancock County. Rents have been increasing throughout Hancock County. Short-term seasonal rents are considerably higher. There is further discussion of rents in the section on affordable housing.

In 2020 the median home value in Tremont was \$272,900 compared to \$216,700 for Hancock County. Home values are higher in Tremont than the county. Housing prices, including more recent data are discussed further in this section on affordable housing. Overall values may be somewhat skewed by very high value waterfront properties.

Housing Affordability

Under the state's comprehensive planning process, towns must assess their affordable housing needs. This involves comparing housing prices to household incomes and determining if there are sufficient opportunities for home purchase and rentals. The Maine State Housing Authority (MSHA) has data on housing prices.

MSHA uses an affordable housing index to compare median household incomes to median sale prices. An index of 1.00 or more indicates that incomes are sufficient to purchase the median-priced home. MSHA data indicate that the affordable housing index in Tremont for those of median income in 2021 (\$63,393) was 0.69. This compares to 0.95 in 2020, 0.90 in 2019 and 0.80 in 2018. This data shows that those earning the median income in Tremont cannot afford the median home price. The median income has increased at a faster rate than the median sales price. The median income increased from \$36,354 in 2010 to \$67,404 in 2020, an increase of 85 percent. During the same period, the median sales price increased by 26 percent (from \$215,600 to \$272,900).

There have been further changes in the housing market between 2010 and 2020. The median household sales price for the greater Ellsworth area, which includes Tremont, in 2010 was \$182,700 compared to \$170,800 in 2020. The nation-wide decrease in housing prices has had at least some impact on the regional housing market.

To provide a current snapshot, according to the Swan Real Estate Agency, the Tremont average home price in 2020, 2021, and 2022, located inland, was the following (in the same order): \$279,617.33, \$379,629.17, and \$451,975.00. The average home price in each of these years, located on the water was the following: \$1,285,022.40, \$837,659.00, and \$1,363,722.22. These do not reflect the amount of land, square footage, nor house condition etc. of these properties.

Housing affordability is even more of a problem for those earning less than a median income, MSHA data indicate that there were 519 households unable to afford the median home in Tremont in 2021. There were also only 6 affordable homes sold and 83% of homes were unattainable in 2021.

A rental unit is considered affordable if it costs no more than 30% of a household's income. According to data from the American Community Survey, in 2019, 47.2% of renter-occupied housing units paid less than 30% of their income on housing costs and 30.9% paid more than

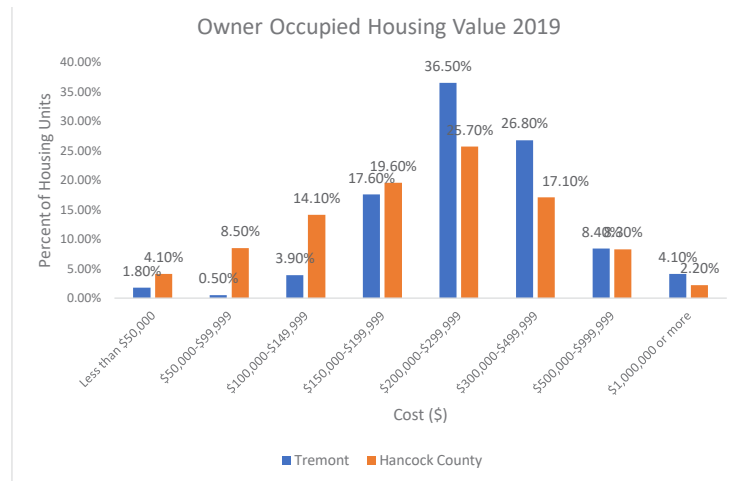
30% of their income on housing costs. On the other hand, 70% of owner-occupied housing units paid less than 30% of their income on housing costs and 30% paid more than 30% of their income on housing costs. According to data from MSHA (Maine State Housing Authority), the average 2020 monthly rent for a two-bedroom apartment in the greater Ellsworth area was \$894 and \$1,388 (with utilities), which would require an annual income of \$55,517.

Though this data might indicate that renter and owner-occupied homes are becoming more affordable in Tremont, more information is needed to make this conclusion, especially since a reported 519 households (76%) were unable to afford the median home.

Data for 2009 indicate that the average monthly rent in Tremont for a two-bedroom apartment was \$862. MSHA reports that an affordable rent would have been \$819 based on an annual income of \$34,465. This resulted in a rental affordability index of 0.95.

Housing Issues

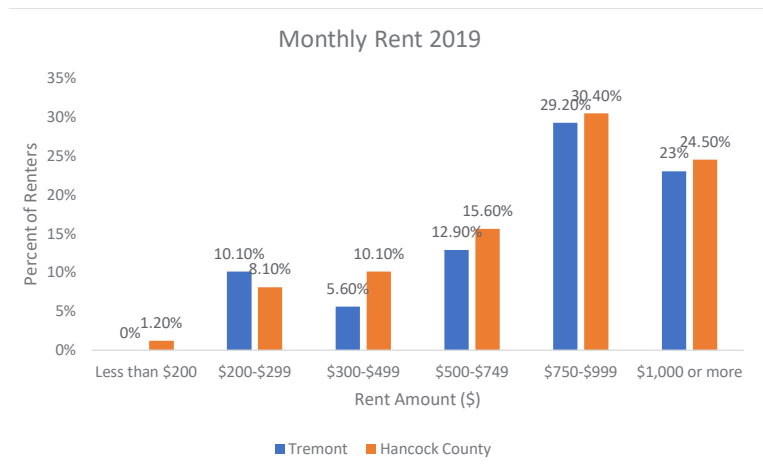
Tremont, like most communities, on the coast of Maine, faces a challenge in finding a balance between offering opportunities for renters and first-time homebuyers and preserving its small-town character. The lack of public water and sewer, limited ground water resources and high land prices limit affordable housing opportunities. There have, however, been successful efforts elsewhere on Mount Desert Island to create quality affordable units, such as Ripples Road Mount Desert and Jones Marsh Bar Harbor.



Source: U.S. Census ACS 5-Year Estimates, table S2503

Substandard Housing

According to the US Census Bureau, substandard housing is defined as the lack of complete bathroom and/or kitchen facilities. As of 2020, only 0.4% of housing units in Tremont are considered substandard. The percentage of substandard housing units has generally remained quite low since 2010 (less than 3%) and does not appear to be a major housing concern.



Source: Maine State Housing Authority

Seasonal Housing

Seasonal homes in Tremont are being converted from year-round use. This impacts the town's affordable housing needs and diminishes a strong year-round community.

Low Income and Senior Housing

Tremont currently has 23 subsidized housing units. Additional low income and senior housing is needed to meet the needs of the community. This will likely be met both locally and regionally.

Conditions and Trends

Regional Housing Coalitions

The Island Housing Trust (IHT) works to promote affordable workforce housing for communities on Mount Desert Island. Since 2003, the Island Housing Trust has completed 46 homeownership projects serving 137 adults and children on Mount Desert Island. The goals of the organization are to support efforts by public and private individuals and organizations to create year-round affordable housing for the working population, promote public and private partnerships that result in the creation of both rental and home ownership opportunities that enable the year-round workforce to live on Mount Desert Island, and to work with other public and private partners to ensure workforce housing remains viable and affordable in the future. According to the IHT annual report from 2020, 8 Crockett Point in Tremont was a home that was successfully resold and kept affordable through the help of IHT.

Local Regulations

Land use regulations in Tremont require a minimum lot size of 40,000 square feet for zones where residential uses are the primary use allowed. Due to lack of public water and sewer, smaller lot sizes are not feasible. Town regulations do not presently appear to be a factor in discouraging the construction of affordable housing. If the town were to enact more restrictive land use regulations, it may want to assure that there are also zoning provisions that facilitate the construction of affordable housing.

Appendix A: Inventories

Historic & Archaeological Resources

Analyses

It is important to understand the human history of Tremont as a town that embodies quiet small-town, coastal Maine. This chapter focuses on the foundation of a thriving community, sustaining itself through changing times.

Historic Patterns of Settlement

A significant portion of historic and archaeological resources is composed of Native American sites. Native Americans first arrived in Maine 15,000 years ago following deglaciation. The closest evidence for these Paleo-Indians comes from Graham Lake north of Ellsworth. For the next 6,000 years, native peoples lived in Maine, but very few remains have been located in coastal areas. This scarcity of remains is probably due to the sinking coastline and subsequent erosion of sites. A few isolated objects from this early time period have been found by clambers and divers as close as Newberry Neck on the Blue Hill Peninsula, which lies just west of Mount Desert Island, but no habitation sites have been discovered.

Beginning 5,000 years ago, natives of the Maine Maritime Archaic (also known as the Red Paint People), lived along Maine's coast, including Mt. Desert Island and nearby off-shore islands. Evidence for this culture is found in the form of slate bayonets, fishing weights, gouges for woodworking, distinctive spear points, graves lined with red ochre and numerous other artifacts.

The Red Paint People were replaced approximately 3,800 years ago by people of the Susquehanna Tradition, who moved into Maine from the Susquehanna River Valley. The Ceramic Period began approximately 2,800 years ago and continued until European contact and the beginning of the historic period. Native peoples lived on Mount Desert Island at different times of the year during this prehistoric period. Some sites were occupied in the winter, some in summer, and some year-round.

Gotts Island was first occupied by Indians about 4,000 years ago. This occupation continued until the initial European settlement of the island in the late 17th century, and possibly for a century thereafter. Indian families living on the island were hunters and gatherers. They lived and traveled in small bands, following migratory, seasonal cycles fishing, hunting and gathering wild plant foods. Current research indicates that they generally lived on the island from late fall until early spring. They lived there during warmer seasons in very late prehistoric and historic times. From the early European explorations of the 15th and 16th centuries until several years after the end of the French and Indian wars, title to the region was contested by both the French and English. A 1787 settlement gave Englishman John Bernard a claim to the western side of Mount Desert Island.

In 1789 the entire island was incorporated as the town of Mount Desert. Tremont, originally called Mansel, was incorporated as a separate town in 1848; the name was changed to Tremont in August 1848. Southwest Harbor, initially part of Tremont, was incorporated as a separate town in 1905. The name Tremont comes from the shortened French derivation of “trois monts”, meaning three mountains, referring to the three western mountain peaks of Acadia National Park.

Tremont grew rapidly from the time of its early colonization until the late 1800’s. Economic activity was closely tied to the natural resources available. Fishing, which was an important part of the area’s economy and land use patterns in pre-historic time, continued to be an important aspect of Tremont’s economy throughout the centuries. With the rise and fall in availability of different fish species, various fish processing facilities have opened and closed throughout the years.

Lumbering has also played an important role. Boat building was an important economic activity in Tremont in the 1800’s, with over 60 ships built. Some were used for fishing locally and off the Grand Banks. Other ships were used in the coastal trade, transporting local products such as lumber, fish, ice and granite to southern markets and returning with staples from the south.

Employment and population began to decline in the early 1900’s, due in part to changes in transportation that opened up new industry and settlement opportunities in interior portions of the country. Lumbering, shipbuilding, and the coastal carrying trade decreased greatly in importance, with only fishing remaining active.

Tourism has affected the town, but to a lesser extent than other MDI towns. Tourist accommodations and other tourist-related businesses have played a role since the mid-1800’s, when the “rusticators” first were attracted to the area. These businesses continue to exist as an integral part of Tremont’s economic base today.

Historic Structures

While Tremont has many buildings of historic value, only 5 were listed on the National Register of Historic Places as of 2020. These were Bass Harbor Head Light Station, Dix Family Stable, Moore-Mayo House, Bass Harbor memorial Library and Old Red Store. The MHPC recommends that a comprehensive above-ground survey be conducted in order to identify other properties that may be eligible for nomination to the National Register. Listing on the National Register does not restrict what owners may do to their property. It does, however, offer some protection against removal of properties involving state or federal funded activities. For example, if a proposed state project (such as a highway expansion) involved the removal of a listed building, alternative locations would have to be considered before the building was removed. If a building’s owner alters the building in a manner inconsistent with its historic character, it may no longer be eligible for listing on the National Register.

Historic Preservation

The subdivision ordinance contains a statement that if the proposed development contains any identified historical or archaeological features, that these areas be protected by suitable covenants or management plans. This statement does not provide the planning board with detailed guidelines on how to protect these features. A related issue, as discussed above, is

that only partial survey work of historic and pre-historic features has been done in town.

There is an historical society in town. The Tremont Historical Society is dedicated to the preservation of the history of the towns of Tremont and Southwest Harbor and the adjacent islands. It preserves historical materials related to the towns and their residents, historical documents, photographs, and artifacts. It maintains a room at the Bernard library addition and holds its meetings there. The society has a twelve-member board of directors and about 200 members from around the country.

The society operates the Country Store Museum in Bass Harbor. The museum houses a variety of artifacts such as tools, kitchen utensils, antique clothing, boat models, spinning wheel, large antique coffee grinder and a medical kit. It also houses 19th century store items including a scale, tins, brass measuring containers, country store type wood stove and a 19th century post office front from inland Maine. There is a research room that contains documents about town history, a nearly complete collection of Tremont annual reports, old maps, old photos and computerized genealogies of local families.

Conditions and Trends

Historic Preservation Commission Data

Tremont's known historic archaeological sites are listed in the table below. As seen, these include farmsteads, shipwrecks and cemeteries. While there has been substantial survey work of historic and pre-historic resources done within the Acadia National Park portion of Tremont, more survey work is needed outside the park boundaries. Future fieldwork could focus on agricultural, residential and industrial sites relating to the earliest Euro-American settlement beginning in the 1760's.

Site Number	Site Name	Site Type	Periods of Significance
ME436-001	Wilmerding	Norse petroglyph, forgery	c. 1978-1980
ME436-002	Excalibur # 1	British artifact finds, sword	c. 1760
ME436-003	Petit Plaisance	Settlement French settlement	1688
ME436-004	"Wreath"	American wreck, schooner	July 11, 1888
ME436-005	Jonathan Norwood House	American farmstead	Early 19th century
ME436-006	Kelly Cemetery	American cemetery	Mid-19th to 20th century
ME436-007	Samuel Norwood Farmstead	American domestic	Mid to late 19th century
ME436-008	George M. Kelly Farmstead	Anglo-American farmstead	Mid to late 19th century
ME436-009	Nahum B. Kelly Farmstead	Anglo-American farmstead	Mid to late 19th century
ME436-010	L. Reed Farmstead	Anglo-American farmstead	Mid-19th to mid-20th century
ME436-011	O. Norwood Farmstead	Anglo-American farmstead	Mid-late 19th century
ME436-012	Dodge Farmstead	Anglo-American farmstead	Mid-late 19th century
ME436-013	Rich Farmstead	Anglo-American farmstead	Mid-late 19th century
ME436-014	"Matilda"	American wreck, schooner	1828-1857
ME436-015	Bass Harbor Dam	Anglo-American dam	1760's-late 19th century

ME436-016	J & M Manchester cellar	Anglo-American domestic	Mid-19th to early 20th century
ME436-017	"Constitution"	American wreck, schooner	1869
ME436-018	"Gertrude"	American wreck, gas screw	1889-1913
ME436-019	"Lena Maud"	American wreck, gas screw	1884-1913
ME436-020	"Pearl"	British wreck, schooner	1898
ME436-021	Pine Hill Picnic Area	American recreational area	1930's-1960's
ME436-022	Mary Norwood Grave	American burial	1845
ME436-023	Tinker Cemetery	Anglo-American cemetery	1839-1853
ME436-024	Everett Robinson Inscription	Anglo-American petro-glyph	Late 18th-early 19th century
ME436-025	William Fly (?) Dwelling	Anglo-American domestic	c. 1810
ME436-026	Tinker Island animal pens?	Anglo-American animal pens	Late 19th century
ME436-027	Evangeline	American wreck, schooner	March 1889
ME436-028	Seal Cove Wreck	Wreck, unidentified	Late 1800's?

Source: Maine Historic Preservation Commission, October, 2020

Threats to Historic Resources

The 2011 Comprehensive Plan stated that a major threat is that sites of value could be unknowingly damaged since there has been incomplete mapping of the town. The town could support efforts to complete mapping of historical and pre-historical resources. It may also want to strengthen its land use and subdivision ordinance provisions that protect these resources.

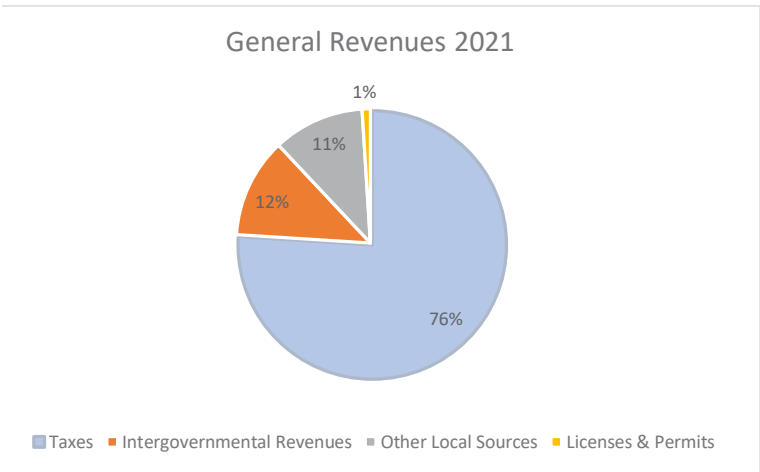
Historic properties are also under threat from climate change. MHPC has established a webpage and GIS mapping database to assist towns with planning for the effects of climate change on historic properties and cultural resources through process identification, adaption, resiliency and mitigation. For Tremont those properties potentially vulnerable to sea level rise in the near future include Bass Harbor Memorial Library, and Dix Family Stable due to their location along the coast. Those sites are all listed under the National Register of Historic Places.

Appendix A: Inventories

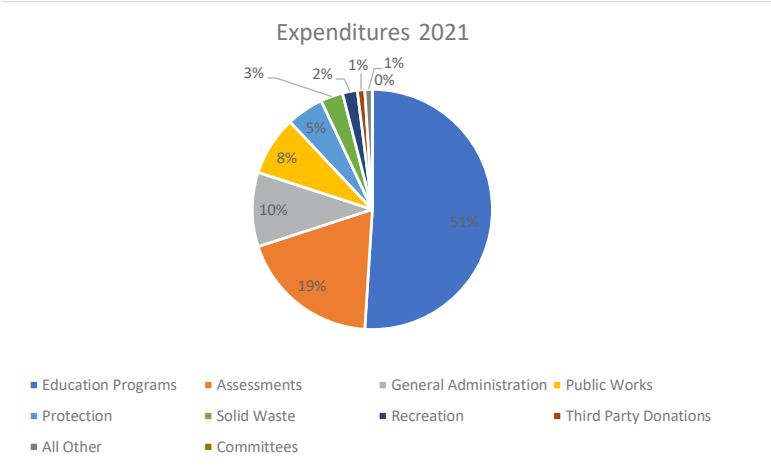
Fiscal Capacity

Revenues

Tremont’s 2021 revenues were \$7,784,460, 76% of which was generated through property taxes. Like most Maine communities, Tremont is heavily dependent on property taxes for municipal function. However, 76% is the lowest percentage share of total revenues over the last 5 years. The town’s 2021 intergovernmental revenues increased sharply in 2021 to \$971,572 after being between \$130,000 and \$175,000 for the previous five years. This caused a shift in tax burden in 2021.



Source: Tremont Financial Statements 2017-2021



Source: Tremont Financial Statements 2017-2021

Expenditures and Budget

Tremont's total expenditures have increased slightly each year for the previous five years, increasing by 19.1% between 2017 and 2021. The largest expenditure, consistently is Education Programs, which have increased by 29.2% over that same period. The second largest category is Assessments. Together, Assessment and Education Programs made up 70% of all Tremont's expenditures in 2021.

As shown in the table below, there have been significant increases over the last five years in smaller expense categories, such as Committees (346%), Third Party Donations (62.7%), and "All Other," a catch-all category (67.8%). Modest increases have taken place in some of the larger categories including Assessments (2.8%), Solid Waste (3.7%), and General Administration (12.8%).

	2017	2018	2019	2020	2021	5-Year Difference	% of Difference
General Administration	\$601,553	\$633,745	\$618,804	\$618,278	\$678,388	\$76,835	12.8%
Contingency	3,192	800	800	800	935	-2,257	-70.7%
Protection	251,764	263,669	304,055	321,474	347,868	96,104	38.2%
Recreation	102,772	101,609	134,492	136,179	141,347	38,575	37.5%
General Assistance	0	0	10	0	0	0	0
Public Works	587,722	707,324	612,384	577,700	540,425	-47,297	-8.0%
Solid Waste	205,696	218,058	224,295	206,818	213,293	7,597	3.7%
Committees	3,655	5,540	6,780	4,660	16,302	12,647	346.0%
Third Party Donations	12,297	15,231	14,711	14,720	20,003	7,706	62.7%
Debt Service	724,625	565,750	208,875	112,000	112,000	-612,625	-84.5%
Assessments	1,243,727	1,290,020	1,283,891	1,213,074	1,278,531	34,804	2.8%
Education Programs	2,682,961	2,767,785	3,093,470	3,214,842	3,468,199	785,238	29.2%
Capital Outlay	11,113	0	0	0	0	-11,113	-100.0%
All Other	36,845	44,169	43,333	51,395	61,831	24,986	67.8%
Total	\$5,765,872	\$6,066,109	\$6,356,631	\$6,377,460	\$6,778,525	\$1,102,653	19.1%

Source: Tremont Financial Statements 2017-2021

Local Mil Rates

Property tax mil rates in Tremont decreased from 11.15 to 9.90 between 2017 and 2021. The mil rate in fiscal year 2018 was the lowest over the past five years. This compares to the average mil rate of 10.35 in 2020 for the entire Hancock County.

	2021 (FY-2022)	2020 (FY-2021)	2019 (FY-2020)	2018 (FY-2019)	2017 (FY-2018)
State Valuation	\$550,700,000	\$530,850,000	\$496,900,000	\$497,850,000	\$517,250,000
Increase/ Decrease	\$19,850,000	\$33,950,000	\$ (950,000)	\$(19,400,000)	\$6,900,000
Increase/ Decrease	3.60%	6.4%	-0.19%	-3.90%	1.33%
Town Taxable Valuation	\$508,815,500	\$506,435,900	\$507,452,700	\$503,587,400	\$501,411,900
Increase	\$2,379,500	\$ (1,1016,800)	\$3865,300	\$2,175,500	\$2,236,400
% of Increase	0.47%	-0.20%	0.76%	0.43%	0.45%
MIL Rate	11.15	10.69	10.37	10.37	9.90
Net Assessment	\$5,673,291.71	\$5,413,799.77	\$5,262,284.50	\$5,222,201.34	\$4,963,977.81
Increase/ Decrease	\$259,491.94	\$151,515.27	\$40,083.16	\$258,223.53	\$179,318.96
% of Change	4.57%	2.80%	0.76%	4.94%	3.61%

Source: Tremont Financial Statements 2017-2021

Under 30-A M.R.S.A. § 5702, total debt cannot exceed 15% of a town's last full State valuation. The 2021 valuation (as shown above) was \$550,700,000, which would give the town a debt limit of \$82,605,000. The law also assigns categorical debt limits for school, storm/sewer, special district and municipal debts. Total outstanding debt is as follows:

Type of Debt	Max Allowable Amount (Categoric)	Max Allowable Amount	Principle Outstanding
Town's share of School District Debt (MDICSD)	10%	\$55,070,000	\$77,825
Storm/Sanitary Sewer	7.5%	\$41,302,500	\$0
Municipal	7.5%	\$41,302,500	\$336,160
Total		\$82,605,000	\$413,985

Source: Tremont Financial Statements 2017-2021

This is well below state law limits on municipal debt. It also demonstrates that the community has sufficient borrowing capacity should it choose to take additional debt to pay for capital improvements identified by the plan.

Appendix A: Inventories

Existing Land Use

Analyses

In the late 1800s, Tremont was predominantly a mill town and had a sawmill, shipyard, gristmill, shingle mill and brickyard. Since that time, Tremont evolved into a rural community of village areas with a significant fishing industry and supporting shoreside employment along with establishing a sizeable, seasonal tourist draw, focused on a pleasant climate, quaint, close-knit villages, and spectacular ocean views and access.

According to data from Tremont Assessor's, most residential construction in town occurred between 1980 and 2000. A number of factors may have contributed to this increase in home-building during that time. As more people moved to Mount Desert Island – either as year-round residents or as summer residents – and the tourism economy steadily increased, particularly in the Town of Bar Harbor, the quiet side of the island likely became more attractive to residents priced out of other towns on the island and seeking a less touristy place to live. Most of the residential development in Tremont is concentrated in the southern part of town around the villages of Bass Harbor, Bernard, and along route 102. New development in Tremont is still centered around or off Route 102, as some side roads are extended, parcels subdivided, and additional housing units developed along existing roads.

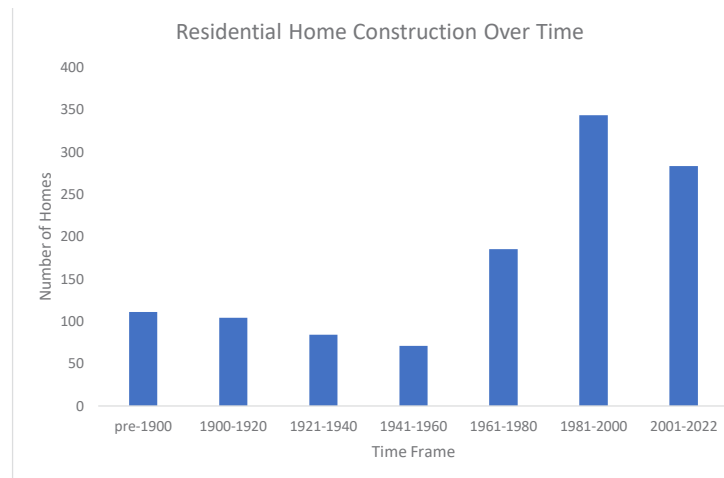
One unique land use in Tremont is that approximately one-third of Tremont's land is either owned by Acadia National Park or protected by conservation easement. Roughly 15% of land in Tremont is generally not suitable for development due to very poor soils or steep slopes. Although there has been substantial development of coastal properties primarily for seasonal use, more year-round development will likely take place inland. Tremont faces the challenge of accommodating future growth in a town with relatively poor soils, spread out existing development patterns, no public water and sewer, and limitations due to adjacent existing National Park land.

Recent Development

Between 2016 and 2022 there were approximately 34 total building permits issued for new dwelling units in Tremont. During that time period, only 1 building permit was issued for a commercial use. Over the last seven years, more than half of the new residential development has occurred in the Residential Business District. All uses; both residential, maritime, and commercial are permitted in the Residential Business District. Approximately 32% of Tremont is zoned Residential and approximately 19% is zoned Rural. Not much development has occurred in the Rural District.

Zoning District	Residential Business	Residential	Rural Residential	Harbor Shoreland	Limited Residential
Percent New Homes Built Between 2016-2022	60.5%	10.5%	5.3%	15.8%	7.9%

Source: Tremont Assessor's Database

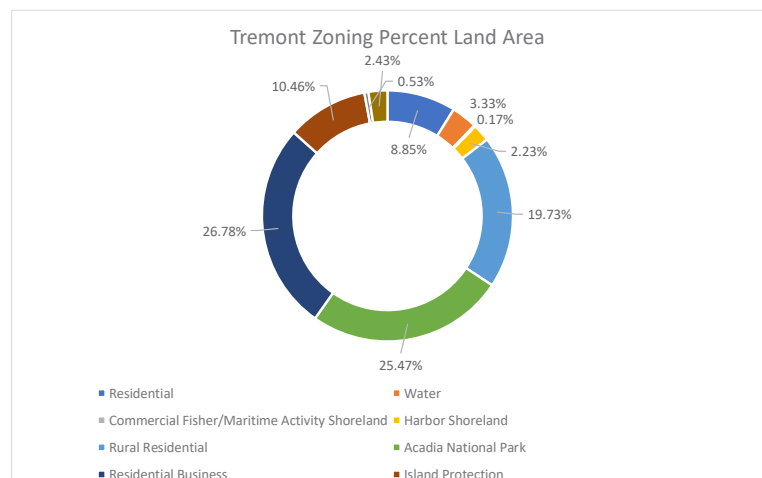


Source: Tremont Assessor's Database

Demand for tourism-related accommodations is increasing across on Mount Desert Island. The Town of Tremont has started exploring how different types of accommodations (e.g. short-term rentals, campgrounds) fit in with the existing land use patterns and the vision for the Town overall. Many people from the survey and visioning workshop expressed that the Town should limit short-term rentals because they reduce affordable housing options to year-round residents.

Development and Community Character

The majority of new development has occurred lot by lot, within or outside of a few small subdivision projects. Recent development is mostly consistent with community visioning that occurred in the past and future land use and the Town will benefit from the comprehensive planning and visioning process, as it will help identify some consensus and establish a roadmap for future land use planning and inform zoning regulations and future zoning changes.



Source: Tremont Assessor's Database

Administrative Capacity

Tremont has a Town Clerk, Town Manager, and a Code Enforcement Officer. The town anticipates growth in the capacity for code enforcement. This staff ensures that Tremont enacts and enforces policies that will achieve the Town's desired land use goals of preserving and maintaining rural character. The Town does not have a Town Planner on staff. The Town's administrative capacity is currently adequate.

Floodplain Protection

Tremont has a Floodplain Management Ordinance, which was adopted at Town Meeting July 14, 2020. Tremont participates in the National Flood Insurance Program, which provides that areas in Tremont having a special flood hazard be identified by the Federal Emergency Management Agency and that floodplain management measures be applied in such flood hazard areas. The Floodplain Management Ordinance establishes a Flood Hazard Development Permit system and review procedure for development activities in the designated flood hazard areas in town. The Code Enforcement Officer enforces the provisions of the Ordinance. The Planning Board is responsible for reviewing site plans, subdivisions, and conditional use applications. Tremont's Floodplain Ordinance is consistent with state and federal standard.

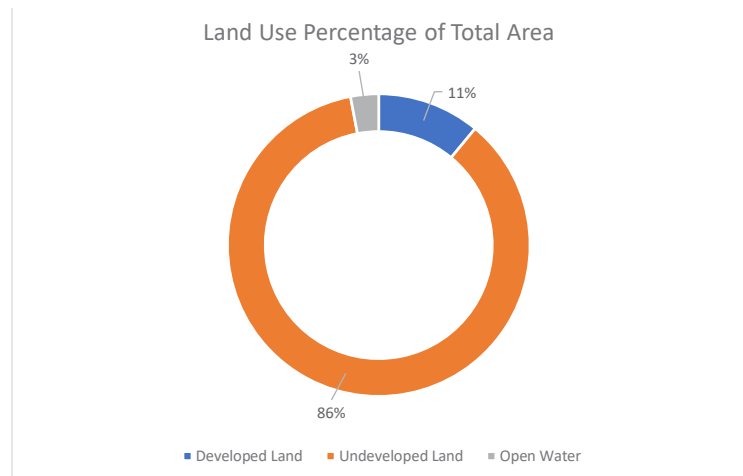
Conditions and Trends

Existing Land Use Map

Tremont is roughly 16 square miles of land area. Approximately 86% of Tremont's land is undeveloped. Undeveloped land includes barren, forested lands, and wetlands. Only 11% of Tremont is developed.

Dimensional Requirements

The dimensional requirements in Tremont's Zoning Ordinance encourage low density suburban residential development due to the large minimum lot size and the fact that the town has no sewer or water. The minimum lot size in all zoning districts is 40,000 square feet and setbacks are a minimum of 15 feet from the road.



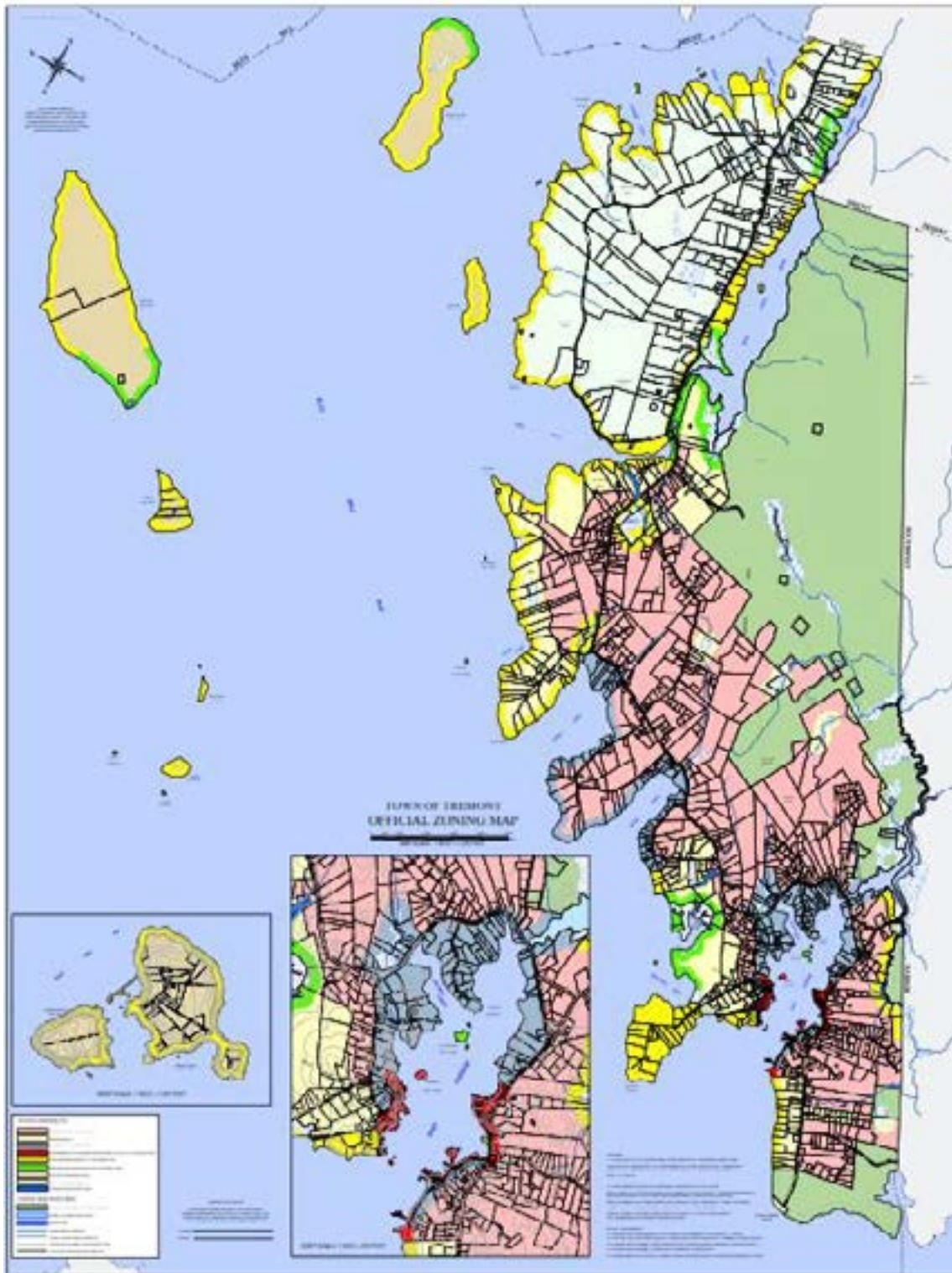
Source: National Land Cover Database, 2019

Tremont Existing Zoning Map

Land Use Ordinance

Tremont's Land Use Ordinance was first adopted March 3, 1988 and then most recently amended at Town Meeting May 9, 2022. The Town is divided into nine zoning districts. The Shoreland Zoning Districts are included with the other existing districts.

Tremont Existing Zoning Map



Source: Tremont Town Website

Residential Business Zone

The purpose of the Residential Business Zone is to preserve the integrity of the residential uses while allowing for maritime related and light commercial activity which are compatible with the physical capability of the land.

Residential Zone

The Residential Zone includes areas not within two hundred fifty (250) feet of the shoreline which are devoted primarily to residential use or are suitable for residential development. These areas contain some multi-family development and home occupations.

Harbor Shoreland Zone

The Harbor Shoreland Zone includes areas within two hundred fifty (250) feet, horizontal distance, of the shoreline, including those areas adjacent where the existing predominant pattern is a mixture of maritime and non-maritime uses and commercial and residential uses.

Commercial Fisheries/Maritime Activity Shoreland Zone

The Commercial Fishery/Maritime Activity Shoreland Zone includes areas within two hundred fifty (250) feet, horizontal distance, of the shoreline and those additional adjacent areas where the existing predominant pattern of development is commercial fishing and other maritime activities and contains areas which are suitable for functionally water dependent uses.

Limited Residential Shoreland Zone

The Limited Residential Shoreland Zone includes areas within two hundred fifty (250) feet, horizontal distance, of the shoreline and those additional adjacent areas on shoreline of water bodies and wetlands where the existing pattern of development is low density residential with some home occupations.

Resource Protection Shoreland Zone

The Resource Protection Shoreland Zone includes areas within two hundred fifty (250) feet, horizontal distance, of the upland edge of freshwater wetlands, salt marshes and salt meadows, and wetlands associated with great ponds and rivers which are rated “moderate” or “high” value waterfowl and wading bird habitat.

Island Protection Zone

The Island Protection Zone includes areas within two hundred fifty (250) feet of the shoreline which are devoted primarily for residential use or are suitable for low density residential development.

Rural Residential Zone

The Rural Residential Zone includes areas within two hundred fifty (250) feet of the shoreline which are devoted primarily to residential uses or are suitable for residential development. These areas contain some multi-family development and home occupations.

Stream Protection Zone

The Stream Protection Zone includes all land areas within seventy-five (75) feet, horizontal distance, of the normal high-water line of a stream.

Site Plan Review

The Site Plan Review provision of the Zoning Ordinance is intended to protect the public health and safety, promote the general welfare of the community, and conserve the environment by assuring that nonresidential and multifamily construction is designed and developed in a manner which assures that adequate provisions are made for traffic safety and access, emergency access, water supply, sewage disposal, management of stormwater, wildlife habitat, fisheries, and unique natural areas, protection of historic and archaeological resources, minimizing the adverse impacts on adjacent properties, and fitting the project harmoniously into the fabric of the community.

Site plan review is required for any non-residential structures or uses, the construction of a residential structure containing three or more dwelling units, the modification or expansion of an existing residential structure, the conversion of an existing residential structure into three or more dwelling units within a five-year period, and the construction or expansion of paved areas or other impervious surfaces. Site plan review is not required for:

- the construction, alteration, or enlargement of a single or two-family dwelling,
- the placement, alteration, or enlargement of a single manufactured housing or mobile home dwelling,
- agricultural activities, timber harvesting and forest management,
- the establishment and modification of home occupations, and
- activities involving nonresidential structures or activities that are specifically excluded from review by the provisions of this section.

The Planning Board is responsible for site plan reviews. The applicant must demonstrate that the site complies with specific standards identified in the zoning ordinance, including demonstrating the site has the natural capability to support the proposed development, adequate traffic access and parking, adequate pedestrian access, stormwater management that meets state and local standards, erosion control, adequate water supply and sewage disposal provisions, and that the proposed development will not have any negative impacts on groundwater and surface water quality, critical wildlife habitats , and any historic or archaeological features.

Subdivision Ordinance

Tremont's Subdivision Ordinance is intended to ensure new subdivisions meet the Statutory review criteria, will not have a negative impact on the environment, and will promote the development of an economically sound and stable community. Both minor and major subdivisions in Tremont are subject to the same review process. The subdivision review process involves a pre-application workshop, an application for approval of a preliminary plan, and a final plan application. The final plan application requirements include providing locations, bearings, and lengths of streets and lot lines, and a soil erosion and sedimentation control plan.

Harbor Management Ordinance

Tremont's Harbor Management Ordinance is intended to establish and maintain order for the arrangement and utilization of the mooring areas, public landings, boat ramps, harbor channels and related properties. The Ordinance applies to all activities occurring within or directly affecting all mooring locations in town.

Zoning District	Minimum Lot Area	Minium Lot Area per Multi-Unit	Setbacks	Height	Lot Coverage	Building Size
Residential Business	40,000 square feet	40,000 square feet, 20,000 square feet for each additional unit	15 feet min, 25 feet min for non-residential structures	40 feet max	25% max	5,000 square feet max
Residential Zone	40,000 square feet	40,000 square feet, 20,000 square feet for each additional unit	15 feet min	40 feet max	20% max	
Harbor Shoreland Zone	40,000 square feet		15 feet min, 75 feet min residential from the shoreline, 25 feet min non-residential from the shoreline	35 feet max	70% max	
Commercial Fishery/ Maritime Activity Shoreland Zone	40,000 square feet, no min for non-residential		15 feet min, 75 feet min residential from the shoreline	35 feet max	70% max	
Limited Residential Shoreland Zone	40,000 square feet	40,000 square feet, 20,000 square feet for each additional unit	15 feet min, 75 feet from upland edge of wetland, 100 feet from normal high-water line, 75 feet from shoreline of a stream	35 feet max	20% max	
Resource Protection Shoreland Zone	2 acres min		15 feet min	20 feet max	20% max	

Island Protection Zone	40,000 square feet		15 feet min	35 feet	20%	
Rural Residential Zone	40,000 square feet	40,000 square feet, 20,000 square feet for each additional unit	15 feet min	40 feet	20%	
Stream Protection Zone	40,000 square feet		25 feet min, 75 feet in Stream Protection Zone	35 feet		

Source: Tremont Land Use Ordinance, 2022

Activity	Site Plan Review Required	Site Plan Review Not Required
The construction or placement of any new structure for a nonresidential use, including accessory structures	x	
The expansion of an existing nonresidential structure	x	
The conversion of an existing structure from a residential use to a nonresidential use	x	
The establishment of a new nonresidential use	x	
The conversion of an existing non-residential use to another nonresidential use	x	
The construction of a residential structure containing three (3) or more dwelling units	x	
The modification or expansion of an existing residential structure that increases the number of dwelling units in the structure by three (3) or more in any five (5) year period	x	
The conversion of an existing non-residential structure, in whole or in part, into three (3) or more dwelling units within a five (5) year period	x	
The construction or expansion of paved areas or other impervious surfaces involving an area of more than two thousand five hundred (2,500) square feet within any three (3) year period	x	
The construction, alteration, or enlargement of a single or two-family dwelling		x
The placement, alteration, or enlargement of a single manufactured housing or mobile home dwelling		x
Agricultural activities		x
Timber harvesting		x
The establishment and modification of home occupations		x
Activities involving nonresidential structures or activities		x

Source: Tremont Land Use Ordinance, 2022

Lots and Structures

The map below shows recent housing development in Tremont over the last 7 years. As mentioned above, most new development is concentrated in the southern and western parts of town along Route 102. Only 1 building permit was issued for a commercial property within that time period.

Future Development

Between 2016 and 2022, 34 building permits were issued for new residential homes. Assuming this trend continues over the next ten years, Tremont will need approximately 31 acres of land to accomodate projected residential development based on the minimum lot size of 40,000 square feet.



Town of Tremont Land Cover

Data Sources: U.S. Geological Survey, Maine GeoLibrary, College of the Atlantic.

- | | |
|-----------------------------|------------------------------|
| Open Water | Evergreen Forest |
| Developed, Open Space | Mixed Forest |
| Developed, Low Intensity | Shrub / Scrub |
| Developed, Medium Intensity | Herbaceous |
| Developed, High Intensity | Hay / Pasture |
| Barren Land | Woody Wetlands |
| Deciduous Forest | Emergent Herbaceous Wetlands |



NORTH STAR
PLANNING

Map created by the Musson Group with North Star Planning, January 2023 using best available data.



Town of Tremont Erodible Soils

Data Sources: Town of Tremont, Maine GeoLibrary, College of the Atlantic.

- Tremont Boundary
- Highly erodible land
- Potentially highly erodible land
- Not highly erodible land



NORTH STAR
PLANNING

Map created by the Musson Group with North Star Planning, January 2023 using best available data.



Town of Tremont Building Permits 2016 - 2022

Data Sources: Town of Tremont, Maine GeoLibrary, College of the Atlantic.

- Tremont Boundary
- Permits Issued 2016 - 2022

Appendix A: Inventories

Transportation

Analyses

Street Network

The primary transportation concerns in Tremont are:

- Lack of bicycle and pedestrian infrastructure, particularly on Route 102/102A.
- Traffic on Lighthouse Rd and 102A, and the lack of sufficient parking near Bass Harbor Head Light.
- Increased seasonal traffic from Acadia National Park.
- Frequency and stability of bus service provided by the Island Explorer.
- Limited parking at Seal Cove / Town Wharf.
- Road conditions on State Roads.
- Increased demand for waterfront access.

Sidewalks and Connectivity/Walking and Bicycling

Destinations in Tremont are primarily in remote rural settings—this includes Tremont Consolidated School and the Bass Harbor Ferry Terminal. Tremont has little dedicated bicycle or pedestrian infrastructure. The majority of roads have narrow gravel or dirt shoulders that are not very conducive to walking or biking. In 2016, the Maine Department of Transportation (MaineDOT) installed new sidewalks near the beginning of Flat Iron Road and extending westerly 0.20 of a mile to the south entrance to Tremont Consolidated School. Residents have expressed a desire for safe walking and biking infrastructure throughout town, however these improvements are generally seen to be cost-prohibitive as they would require a feasibility study, purchasing right-of-ways, and construction.

Regional Transportation Plans

MaineDOT is responsible for setting the transportation goals for the State. To do so, they work with all of the State's transportation organizations and local governments as well as other interested parties. MaineDOT's planning process includes a Long-Range Multimodal Transportation Plan, an annual Work Plan, which covers a three-year period, and a Statewide Transportation Improvement Program (STIP). MaineDOT is currently developing a suite of interconnected plans that will feed into their Long-Range Transportation Plan 2050: Statewide Strategic Transit Plan, the Maine State Rail Plan, Statewide Aviation Systems Plan Phase II, and

the Statewide Active Transportation Plan. The completion of these plans is anticipated for Winter 2022/2023.

MaineDOT financially supports and partners with Maine’s Regional Planning Commissions (RPCs) to coordinate and provide outreach to local governments, and to work directly with communities and local officials on transportation planning activities. Hancock County Planning Commission is the regional planning commission for Tremont.

The National Park Service completed its Acadia National Park Transportation Plan and accompanying Environmental Impact Statement in March 2019. The plan calls for traffic mitigation measures, which may include a reservation system, capacity limits, expansion of the Island Explorer, and identification of additional parking areas. For the 2022 summer season, reservations were only required for vehicles on Cadillac Summit Road.

Road Maintenance

Two entities are responsible for road maintenance in Tremont: The Town of Tremont and MaineDOT. The town has to pay a share for road improvements. The state highway classification system is used to determine what level of government is responsible for road maintenance. MaineDOT generally reconstructs, paves, and maintains state highways, and is responsible for summer maintenance on state aid highways.

MaineDOT has developed the Statewide Transportation Improvement Program (STIP) prioritizing projects for the next four years. The 2021-2024 STIP identified the following upcoming transportation projects for Tremont:

MDOT Planned Capital and Maintenance Work

Road(s)	Year	Location	Project	Amount
Pretty Marsh Road/Route 102	2022	Beginning at Route 10A and extending north 12.41 miles to Route 102	Light Capital Paving	Not provided
Shore Road	2023/24	Beginning 0.16 of a mile north of Earls Way and extending north 0.04 of a mile and continuing north on Route 102A for 0.06 of a mile	Stope Stabilization Protection	\$745,000.00

Source: MaineDOT work plan 2023, 2024, 2025

Tremont’s Public Works Department is responsible for summer maintenance on roughly 29 miles of local roads and winter maintenance on approximately 42.5 miles of local roads and state

aid highways. The Town is also responsible for road maintenance on townway roads, including plowing and repaving. There are no town funded transportation projects in Tremont.

Parking

Parking in Tremont is limited at many popular destinations including the Bass Harbor Ferry Terminal, Bass Harbor Head Light Station and Seal Cove. Bass Harbor Head Light Station has a 27-space parking lot, however this is generally insufficient to meet peak demand. Overnight parking is not allowed along state-aid highways or local roads.

Tremont's parking standards outline minimum parking requirements by use. Parking alternatives are offered in some cases, such as where a shared parking agreement is amenable to meet the needs of multiple uses or where satellite parking is provided in accordance with ordinance requirements.

Public Transit

Tremont is served by the Island Explorer, a fare-free bus service managed by Downeast Transportation. Each 30-foot bus can accommodate 43 passengers (with 13 standing) and six bicycles. A seasonal route connects Tremont with other Mount Desert Island communities and additional routes that provide transportation to locations off the island including Ellsworth and Bar Harbor. The route connecting Tremont was canceled in 2020 and 2021 due to social distancing restrictions during the COVID-19 pandemic, but regular operations are anticipated for the 2022 season. The 2022 route through Tremont includes stops at Bass Harbor, Tremont Consolidated School and Bernard. Prior to the pandemic, bus ridership set records in 2019 when passengers on all routes totaled 642,870 (up 3.3% from 2018).

After two years without bus service, the Island Explorer reestablished a route through Tremont in 2022, due in part to advocacy from town officials. The Tremont route operates seasonally from late June through early October. The current stops include Bass Harbor Campground, Bass Harbor, Tremont Consolidated School, and Bernard.

The Tremont route connects to the Bass Harbor Ferry Terminal, allowing a car-free connection to ferry services. With ridership increasing, the town will need to work closely with Downeast Transportation and neighboring communities to ensure public transportation needs are met.

Water Transportation

Preservation of the working waterfront is important to Tremont residents. As recognized in the Town of Tremont's 2021 Climate Resolution, rising sea levels will impact the town and are one of the most significant threats to transportation infrastructure along the waterfront.

Traffic and overuse of waterfront access facilities are a concern for Tremont residents. The town's Land Use Ordinance requires all marina permit applications to include a harbor traffic impact study.

Access Management

MaineDOT has developed a set of access management rules to improve safety and preserve highway capacity by minimizing the number of curb cuts along a roadway. Each curb cut creates a location for turning movements that increase the likelihood of an accident. Access

management reduces the number of curb cuts by limiting the entrances for each parcel of land, encouraging shared curb cuts by adjacent parcels and replacing multiple driveways with a single access road.

Tremont's Land Use Ordinance encourages cluster development as a means to preserve open space. The cluster development standards require all residential buildings to have road access (public or private).

The town's Road Ordinance requires street design at curves and intersections to provide adequate visibility for pedestrian and vehicular traffic. It also requires dead-end roads to be constructed with either a turning circle or a hammerhead.

Conditions and Trends

Municipal Parking

Parking is provided for those engaged with municipal and/or school activities at the Community Building lot (also known as the Murphy Lot), located at the northwest corner of Marsh Road and Route 102/Tremont Road and is open to the public. The town installed one EV charging station at the town office parking lot. Plans are in the works to install more with funding from the State's Community Resilience Partnership Grant.

Parking by permit is allowed near the Wharf along Rice Road during select times and on the Wharf Property as outlined in the Wharf and Facilities Ordinance (updated 2020).

- Upper Bernard Parking Lot: No Parking Permit required.
- Reed Store Lot: Parking permits are required.
- Gott's Island parking near town dock: They may park in the Bernard Road Parking Lot, or the Reed Store Lot.
- Parking is available at the Bass Harbor Ferry Terminal for a fee during the summer months (parking is free from October 1 to May 31).

The town's Traffic Control and Parking Ordinance (updated 2022) outlines additional parking restrictions within town limits. The Ordinance can be found here https://www.tremont.maine.gov/sites/g/files/vyhlif3931/f/uploads/traffic_ord_2022-04-19_final.pdf.

Below is a list of the capacity and current usage of municipal parking lots in town.

- Murphey Lot: 18
- School lot East: 15 West: 30
- Reed lot: 20
- Lawson lot: 14
- Closson lot upper: 10 lower: 8

- Wharf lot: 28
- Algerine Coast lot: 38
- Town office lot upper: 14 lower: 30 public works: 7
- Bass Harbor Memorial Library: 11
- Pacific Hall: 7

Public parking not controlled by Town:

- Swan's Island Ferry Terminal: 60
- Bass Harbor Head Light: 26

There is one Electric Vehicle (EV) charging station located at the Town Office. Another EV charging station is in the process of being added between the town dock and library.

Marine Terminal and Public Ferry Service

The Bass Harbor Ferry Terminal in Tremont provides ferry service to Frenchboro and Swan's Island. The Bass Harbor to Frenchboro ferry carries vehicles and operates year-round. A passenger-only ferry operates seasonally on Fridays from April through November. The Swan's Island to Bass Harbor ferry carries vehicles and operates year-round on a daily basis with additional seasonal crossings from April to October.

Data for 2019 and 2020 indicates a decline in ferry usage for the Frenchboro and Swan's Island ferries consistent with all Maine State Ferry Service routes (average change in vehicular use of -8.1% and passenger use of -26.7%) and may be attributed to challenges presented by the COVID-19 pandemic.

Ferry Usage (2019 and 2020)

Ferry	2019	2020	% Change
Frenchboro			
Vehicles	1,512	1,421	-6%
Passengers	4,533	3,334	-26.5%
Swan's Siland			
Vehicles	29,535	26,026	-11.9%
Passengers	67,036	51,502	-23.2%

Source: MaineDOT Ferry Service

Private Boat Transportation Support Facilities

Coastal access for boaters is available at two municipal boat launches within Tremont: The Tremont Town Pier (also known as Bernard Wharf Boat Launch Ramp) and Seal Cove Boat Ramp. Moorings are available at both sites and permits are required for wharf use. There is also a town dock on Gott's Island.

Airports

Located between Ellsworth and Bar Harbor, the Hancock County-Bar Harbor Airport is the closest airport to Tremont. The airport offers limited commercial flights within New England in addition to charter flights and a seaplane ramp. More frequent commercial flights are accessible via Bangor International Airport, about 55 miles outside of Tremont. Tremont does not have airport zoning or airspace protection ordinances in place.

Road Conditions

The primary mode of transportation in Tremont is vehicular. According to MaineDOT, there are about 42.5 miles of public roads in Tremont.

Road classification systems group public roads and highways into classes according to the character of service they are intended to provide. They are used to determine funding and jurisdiction, and to define the role a particular road plays in serving the needs of the community and region as a part of the larger transportation network. The Federal Functional Classification (FFC) System uses established guidelines to classify how a particular road should be planned for and engineered. A roadway's federal classification helps determine what the speed limit should be, how wide the travel lane and shoulder should be, and what level of access should be provided, along with a number of other considerations. Federal classification also identifies which roads are eligible for federal money. Every road in the network falls into one of the following three broad categories: arterials, collectors, and local roads. Arterials are highways that provide for long distance connections between larger population centers. There are not any arterials that travel through Tremont.

Collectors

Collector roads bring together traffic from local roads and connect smaller cities and towns. They are characterized by moderate speeds, with the purpose of providing better access to adjacent land. Collectors are classified as major or minor. Generally, Major Collectors offer greater mobility than Minor Collectors as they are characterized by longer routes, lower connecting driveway densities, higher speed limits, and higher annual average traffic volumes. Major Collectors in Tremont are the two miles of road leading to the Bass Harbor Ferry Terminal including the Bass Harbor Road portions of Route 102A and 102, Harbor Road (also Route 102A), Shore Road, and Granville Road. There are approximately 13.5 miles of Minor Collector roads in Tremont including the majority of Tremont Road and segments of Harbor Drive/102A that run south and east of Shore Road. The nearly eleven miles of ferry routes are also considered Minor Collectors for the purpose of transportation planning.

Local Roads

Local Roads are designed to access abutting land uses and to connect to collector and arterial roads. They are not designed for longer distance through traffic, and typically serve 100-500 vehicles per day. Private roads are not classified, but often serve a similar function as local roads. There are just over 29 miles of local road in Tremont.

Bridges

There are five bridges located in Tremont, one of which is a culvert. MaineDOT rates bridges in terms of the condition of the deck, superstructure, substructure, and, in the case of bridges that cross water, channel condition. All of the bridges in Tremont are in satisfactory condition

or better. The Marsh Brook Bridge on Route 102 was reconstructed in 2021 alongside the replacement of Clark Bridge, both of which intersect with Marsh Brook.

MaineDOT rates culverts in terms of the physical condition of the culvert and the physical condition of the stream channel. The concrete culvert at the Seal Cove Pond Outlet is showing signs of initial deterioration.

MaineDOT is responsible for the maintenance of all existing bridges in Tremont.

Maintenance Responsibility	Bridge Name	Intersecting Feature	Built	Bridge Condition Rating				
				Deck	Superstructure	Substructure	Culvert Rating	Channel
MaineDOT	Marsh	Marsh Brook	1931	Excellent	Excellent	Satisfactory	N/A	Banks are protected
MaineDOT	Seal Cove	Seal Cove Pond Outlet	1969	N/A	N/A	N/A	Deterioration or initial disintegration	Banks are protected
MaineDOT	Cousins Creek	Cousins Creek	1969	Satisfactory	Satisfactory	Satisfactory	N/A	Bank slump widespread minor damage
MaineDOT	Bass Harbor Ferry Slip	Blue Hill Bay	1997	Good	Satisfactory	Satisfactory	N/A	Bank slump widespread minor damage
MaineDOT	Clark	Marshall Brook	2019	Very Good	Very Good	Very Good	N/A	No noticeable deficiencies

Source: MaineDOT Maine Public Bridges Inventory, 2022

Sidewalks, Bicycle Facilities and Pedestrian Access

Tremont's road infrastructure is characterized by traditional rural roadways that are not designed for shared lanes to provide safe access for bicycles or pedestrians. The lack of sidewalks and bicycle facilities was noted as a concern in the town's 2011 comprehensive plan. Existing sidewalks include those from Tremont Consolidated School to Flat Iron Road. And from Tremont School past Burnt Hill Road.

The Clark Bridge replacement included a 5-foot sidewalk on the south side. Bicycle paths may be cost prohibitive and would likely require grants or State funding.

Traffic Volumes

The Census Bureau's OntheMap data set draws on Unemployment Insurance (UI) Wage

Records, data on federal employees, and the Quarterly Census for Employment and Wages (QCEW) to provide information on employment and household dynamics. Based on 2019 data from OntheMap, 387 of the 463 (83%) Tremont residents who are employed commute outside of town for work. Workers living in Tremont who travel out of town for work are primarily commuting to nearby communities on Mount Desert Island including Bar Harbor (12.5% of workers) and Southwest Harbor (7.1% of workers). 68% of commuters travel 24 miles or fewer to get to work. Additionally, 68% of 237 people who work in Tremont commute from other towns.

The 2020 American Community Survey (ACS), part of the U.S. Census 5-year sample data, uses a different data set and as such there are discrepancies in the total number of workers when compared to OntheMap. ACS data for 2020 indicates there are 842 Tremont residents age 16 and over who work. Of these, an estimated 72% drive to work with 8.3% of drivers carpooling. An estimated 5.7% walk to work and 22.2% work from home. There are not any workers who commute by public transit or bicycle. The ACS estimates the average commute time for Tremont residents at 16.9 minutes.

Traffic Counts

Traffic counts are collected by MaineDOT. Annual Average Daily Traffic (AADT) volumes are determined by placing an automatic traffic recorder at a specific location for 24 hours. The 24-hour totals are adjusted for seasonal variations based on data from recorders that run 365 days a year on similar types of roadways. This traffic count data is representative of long-term traffic trends across Tremont. The most recent AADT data for Tremont comes from 2017.

Selected Vehicle Traffic Counts in Tremont

Location	AADT 2011	AADT 2014	AADT 2017	% Change
Tremont Road north of Cape Road	1,041			N/A
Tremont Road west of Bernard Road		1,600		N/A
Bernard Road south of Tremont Road	1,310	1,240		N/A
Route 102A (Harbor Drive) south of Flat Iron	2,520	2,020	2,460	+22%
Route 102A (Harbor Drive) north of Lighthouse	1,230		1,300	N/A
Route 102A (Harbor Drive) East of Lighthouse	860	820	940	+15%
Lighthouse south of 102A (Harbor Drive)	730	620		N/A

Source: MaineDOT Yearly Traffic Counts

Truck Traffic

MaineDOT collects vehicle classification data at certain traffic count locations. These counts group vehicles into Federal Highways Administration (FHWA) classes 1-3 for passenger vehicles and motorcycles and classes 4-13 for delivery sized vehicles and larger. Of the six sites where data was collected, truck traffic is highest on 102 south of the intersection with Flat Iron Road.

FHWA Class 4-13 Vehicle Traffic in Tremont

Location	% Truck Traffic	Year
Route 103 northeast of Bernard Road	10.58%	2014
Route 102 northwest of Flat Iron Road	10.24%	2017
Route 102 northeast of Route 102A on Bass Harbor Road	9.98%	2017
Route 102A (Harbor Drive) south of Flat Iron Road	11.18%	2017
Route 102A (Harbor Drive) east of Lighthouse	9%	2001
Lighthouse south of Route 102A (Harbor Drive)	5%	2014

Source: MaineDOT Yearly Traffic Counts

Seasonal Traffic

The Town experiences traffic impacts from seasonal visitors to the surrounding region.

Acadia National Park has not had a traffic counter on the road to Bass Harbor Lighthouse in the past couple of years. According to the chief ranger, there has been a research group that has reported visitation numbers of approximately 70,000 vehicles in 2018 and 82,000 vehicles in 2021. This is an increase of almost 12% in three years. Visitation numbers the last year are likely to be similar to those from 2021. There is no traffic data for Seal Cove Road.

The table below shows specific traffic counts for Bass Harbor Head Light.

	2019	2021	2022
May	7,044	7,042	10,167
June	14,038	13,970	18,748
July	18,975	19,239	21,769
August	19,860	19,687	21,269
September	17,024	17,059	20,990

Source: John T. Kelly, Acadia National Park

Congestion

MaineDOT uses a customer-focused engineering measure, called Customer Service Level (CSL), to track highway safety, condition, and serviceability. These CSLs are graded on an A-F scale, similar to a report card. One measure of serviceability is congestion, which uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. All rated roads in Tremont received a favorable A rating for congestion.

AADT data also provides a congestion score, with higher numbers indicating more significant levels of congestion. MaineDOT's AADT data from 2017 shows that Tremont Road (Route 102) between Bernard Road and the Southwest Harbor town line is the most congested road segment in town.

There are not any traffic control devices/traffic signals in Tremont.

High Crash Locations

MaineDOT has developed a system for rating crashes based on the ratio between actual crash rates and critical crash rates. Crashes documented with a Critical Rate Factor (CRF) of greater than one are a higher priority than those with a CRF of less than one. High Crash Locations (HCL) are certain areas where MaineDOT has documented eight or more crashes in a three-year period with a critical rate factor (CRF) greater than one. There was one high crash road segment in Tremont for the three-year period 2018-2020 between the intersections of Cape Road/Tremont Road and Cape Road, Tremont Road and Hodgdon Road. The road segment had eight crashes during the three-year period, 12.5% of which resulted in injury.

Policies and Standards for Public and Private Roads

Tremont's Road Ordinance (adopted 2020) describes the process by which the Select Board (or residents via petition to the board) may lay out a road. All roads must be approved at Town Meeting and be designed and constructed in accordance with standards outlined in the Road Ordinance. The ordinance requires a 50-foot minimum right-of-way for local and collector roads. Minimum pavement widths are 18 feet for local roads and 24 feet for collector roads. The standards describe details of road construction and requirements to provide adequate stormwater drainage. Tremont has a "dig once" policy requiring utilities to be installed prior to the final road construction phase to prevent re-excavation of the finished road. The Town of Tremont Road Commissioner is responsible for granting Highway Opening Permits for work on existing roads. Tremont's ordinances do not include Complete Streets policies or sidewalk standards.



Town of Tremont Bridges and Culverts

Data Sources: Maine GeoLibrary, College of the Atlantic.

- Tremont Boundary
- Bridges
- Cross Culverts
- Large Culverts
- Acadia National Park Parkland



Map created by the Musson Group with North Star Planning, January 2023 using best available data.



Town of Tremont Posted Speed Limits

Data Sources: Maine GeoLibrary, College of the Atlantic.

Tremont Boundary	45
Tremont Boundary	50
Posted Speed Limits	55
10	60
15	65
20	70
25	75
30	Acadia National Park Parkland
35	Acadia National Park Parkland
40	



NORTH STAR
PLANNING

Map created by the Musson Group with
North Star Planning, January 2023 using
best available data.

Overview

The Town administered a comprehensive plan survey to residents in Tremont December 10, 2021. The most relevant questions to the comprehensive plan process are analyzed below. Responses to the open-ended questions were grouped in larger overarching categories based on number of times they were mentioned. In total, the survey received 309 responses. The results from the survey can be closely compared with the results obtained from the visioning workshop on October 4, 2022.

Analysis

Maintaining Tremont's Way of Life

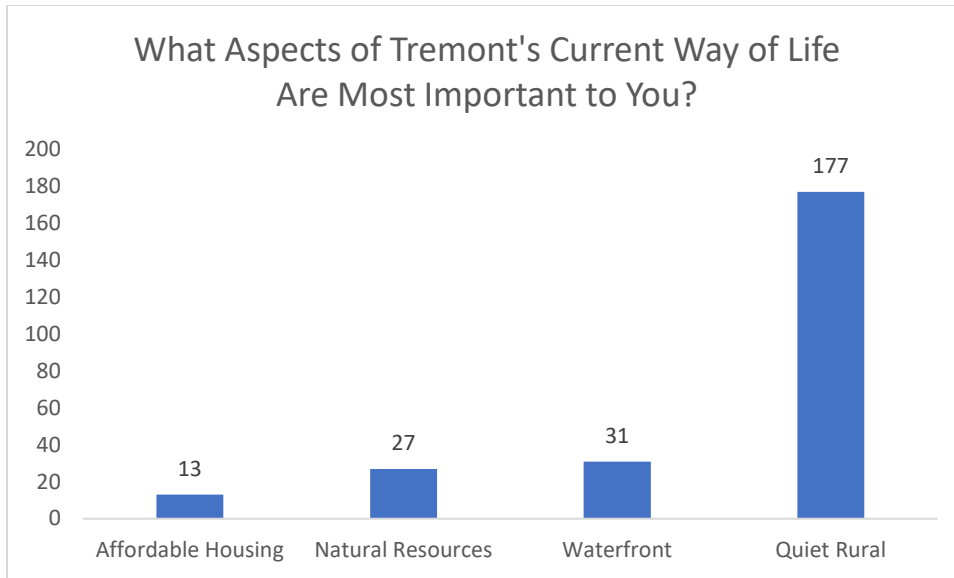
Respondents were asked to rank the most important aspects to maintaining Tremont's way of life. Quiet rural received the most support. Working waterfront received the second most support. Business friendly was least important.

What Aspects of Tremont's Current Way of Life are Most Important to You?

Responses were grouped into the following themes:

- Waterfront
- Quiet and rural
- Natural resources
- Affordable housing

Quiet rural received by far the most support. Respondents remarked that they would like to see responsible development that is compatible with the quiet rural way of life. Respondents also remarked that they didn't want the town to become overcrowded and overpopulated with tourists.



Community Life and Services

Respondents were asked to provide their opinions of the following aspects of community life. Affordable housing, bike lanes, pedestrian trails outside of Acadia National Park, sidewalks, and public transportation need the most improvement. Respondents said that bicycle lanes need the most improvement. Second was affordable housing. Respondents said that drinking water quality is less of an issue even though there are reported water quality issues in Bass Harbor and Seal Cove and Tremont also has aging septic systems.

Should the Town of Tremont Consider the Consolidation of Services with other Towns in the Future?

A majority of respondents supported resource consolidation for fire and police protection. There was also strong support for elementary and middle school consolidation.

What Can the Town's Government Do to Improve Service to Residents?

Responses to this question were grouped into the following categories:

- Transportation
- Resource consolidation
- Governance
- Growth and development.

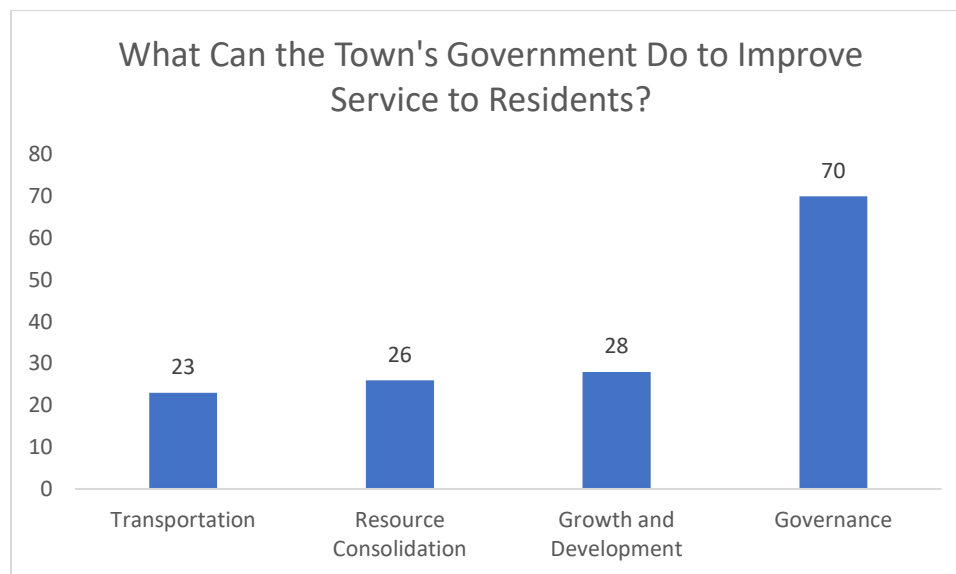
Transportation includes:

- Public transportation
- Road conditions
- Bicycle Pedestrian transportation

Governance includes:

- Town website updates
- Select Board and Planning Board agendas and notices
- Overall town communication with the public.

Respondents remarked that Select Board members do not always represent people's best interests and that there needs to be a balance of seasonal and year-round residents servings on town committees. Governance received the most support. All other categories had roughly the same amount of support.



During the Past Three Years, to What Extent Have you Observed or Experienced the Following?

Most respondents had observed changes in habitat for marine species and non-marine species, increase in coastal water temperatures, and coastal erosion changes most frequently due to climate change. It is important to note that many also said that they were unsure if they had observed these changes. Over 85% of respondents said that the town should consider climate change in future planning.

What Type of Development Would you Like to See in Tremont During the Next 10 Years?

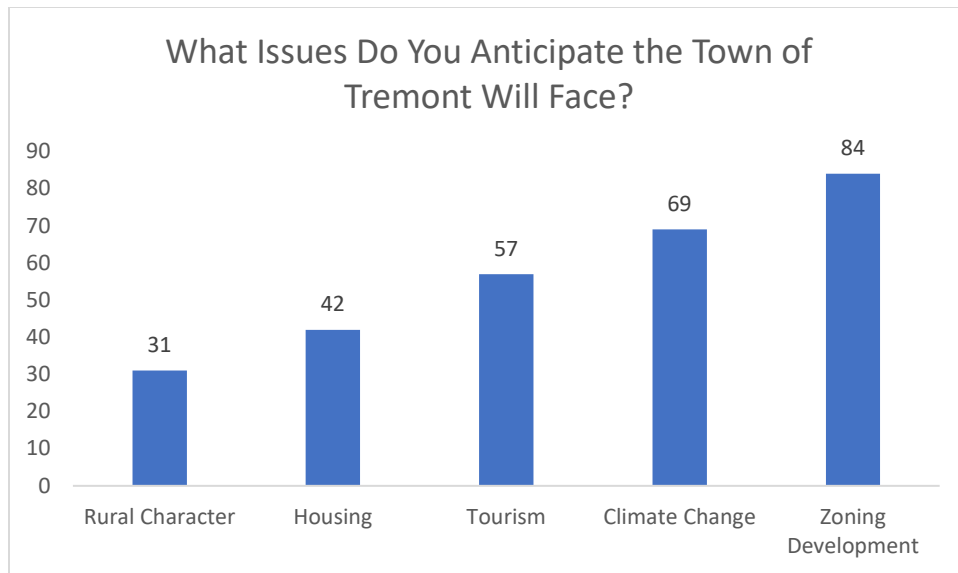
Most respondents said that the type of development they would want to see is working waterfront. The next most popular were residential and agriculture and forestry.

What Issues do you Anticipate the Town of Tremont Will Face During the Next Decade and Next 20 Years?

Responses to this question were grouped into the following categories:

- Zoning and development
- Tourism
- Rural character
- Climate change
- Housing.

Zoning and development referred both to land use ordinance changes and overdevelopment. Zoning and development received the most support followed closely by climate change. It is important to note that all categories inform one another. Overdevelopment will diminish the rural character and quiet nature of Tremont, which residents feel is an important part of the way of life. Tourism also creates overcrowding and lessens the rural character and reduces affordable housing options. Climate change will impact everything in Tremont from infrastructure to quality of life to economy and natural resources.



Overview

The project team conducted a visioning workshop at the Tremont Town Office on October 4, 2022. The goal of this informal workshop was to obtain information from the public on attitudes, values, and issues of concern in Tremont. Participants responded to a series of questions with a short response or by marking specific places on maps:

- What do you love about Tremont?
- What is the one thing the community could do to make Tremont a better place?
- Where are the places that need to be protected from the impacts of change or growth? Where are the places to focus new investment or beneficial change?
- Where are the most scenic locations or the most iconic views in Town?
- If Tremont had a Town Motto, what would it be?
- Where does the community gather in Tremont?
- What are the biggest threats/challenges facing Tremont?

Analysis: Short Response

Responses to the questions below largely matched the findings from the survey that was administered this past year. Participants from the survey and public meeting expressed that preserving Tremont's quiet and rural way of life was what they loved most about Tremont. Issues of affordable housing, bike/pedestrian facilities, town governance, and climate change were brought up numerous times on the survey and at the public meeting. Tourism is a contentious issue in Tremont. On one hand, people expressed that the tourist or seasonal population makes Tremont overcrowded and overpopulated during the summer months and has led to a reduction in affordable housing options for year-round residents. On the other hand, some people believe that tourism is beneficial to Tremont's economy and the mix of a seasonal and year-round population is part of what makes Tremont a special place to live.

Responses to questions from the public meeting were categorized into four-six categories based on number of mentions. Responses from questions that could not be categorized within the themes were designated as “other”.

What do you love about Tremont?

Responses to this question were grouped into four categories: quiet rural, community character, outdoors, and facilities.

Community character includes:

- Tremont's community spirit
- The year-round community
- Community values
- The diverse mix of year-round and seasonal residents.

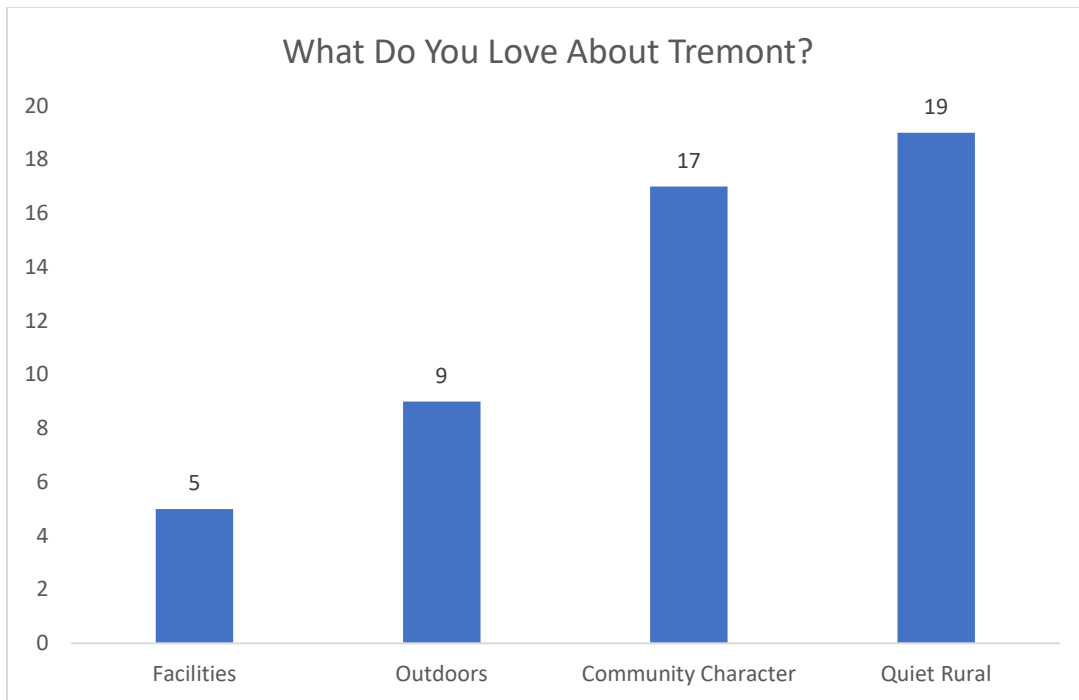
Outdoors includes:

- The range of recreation and waterfront activities available in Tremont

Facilities includes:

- Tremont Consolidated School
- Bass Harbor Memorial Library

The quiet, rural and community character categories received the most responses. This question was similar to the survey question, "what aspects of Tremont's current way of life are most important to you?" For this question, a majority of respondents said that quiet and rural are most important to Tremont's way of life.



What is the one thing the community could do to make Tremont a better place?

Responses to this question were grouped into six categories: zoning and development, housing, transportation, recreation, public communication, and other.

Zoning and development refers to:

- Land use ordinance updates
- Permitted uses

Housing refers to:

- Affordable housing
- Limiting short term rentals
- Aibnb's.

Transportation refers to:

- Bike and pedestrian transportation

Recreation includes:

- Indoor recreation like skating rinks
- The working waterfront/fishing areas

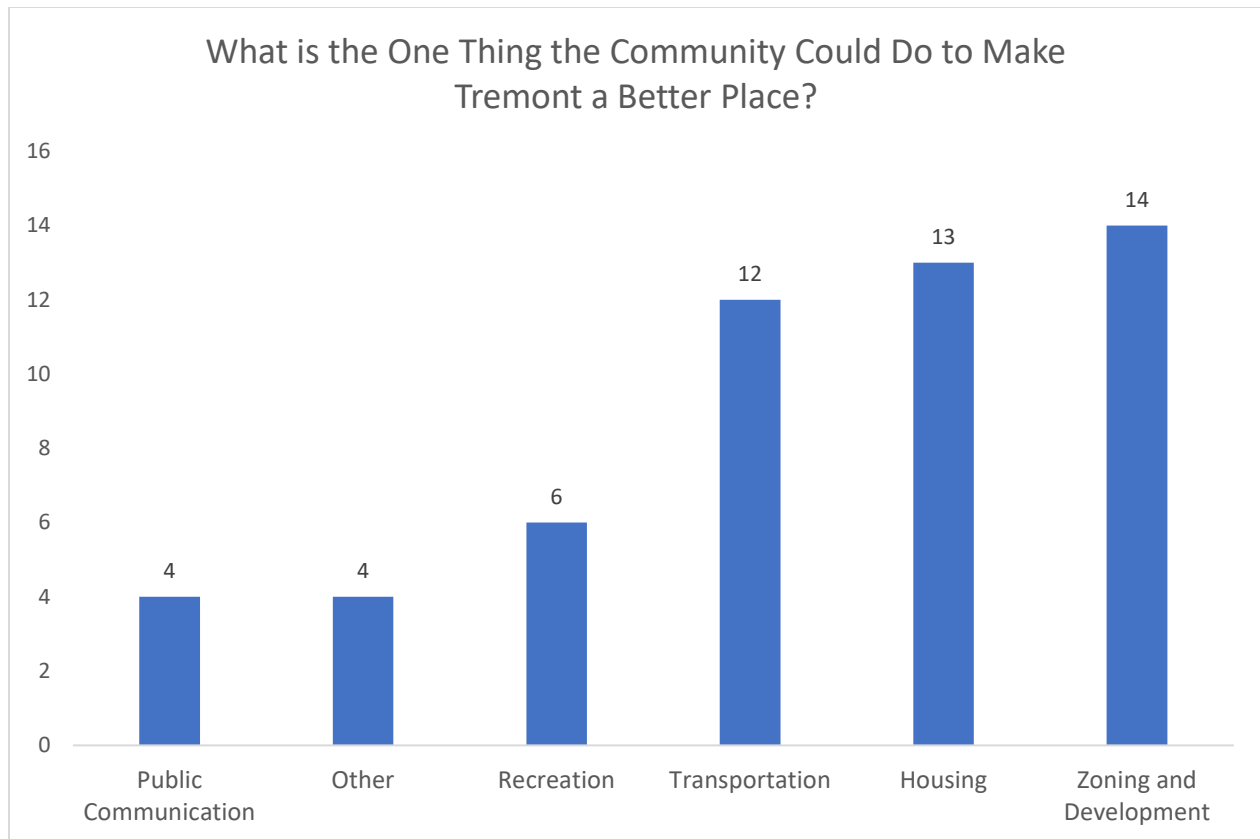
Public communication refers to:

- Committees notifying and listening to the public.

The “other” category includes:

- More public gathering space (1)
- Field trips (1)
- More restaurants (1)
- Stock pot holes with trout (1)

The zoning and development and housing categories had the highest number of responses. This question is similar to the one on the survey that asked “what can the Town’s government do to improve service to residents?” The most popular response to this question pertained to town governance, which included town communication with residents and committee meetings.



If Tremont had a Town motto what would it be?

Responses to this question were generally creative. Most of the mottos referenced Tremont's quiet rural and small community environment.

What are the biggest threats/challenges facing Tremont?

Responses to this question were grouped into four categories: climate change and environment, zoning and development, housing, and other.

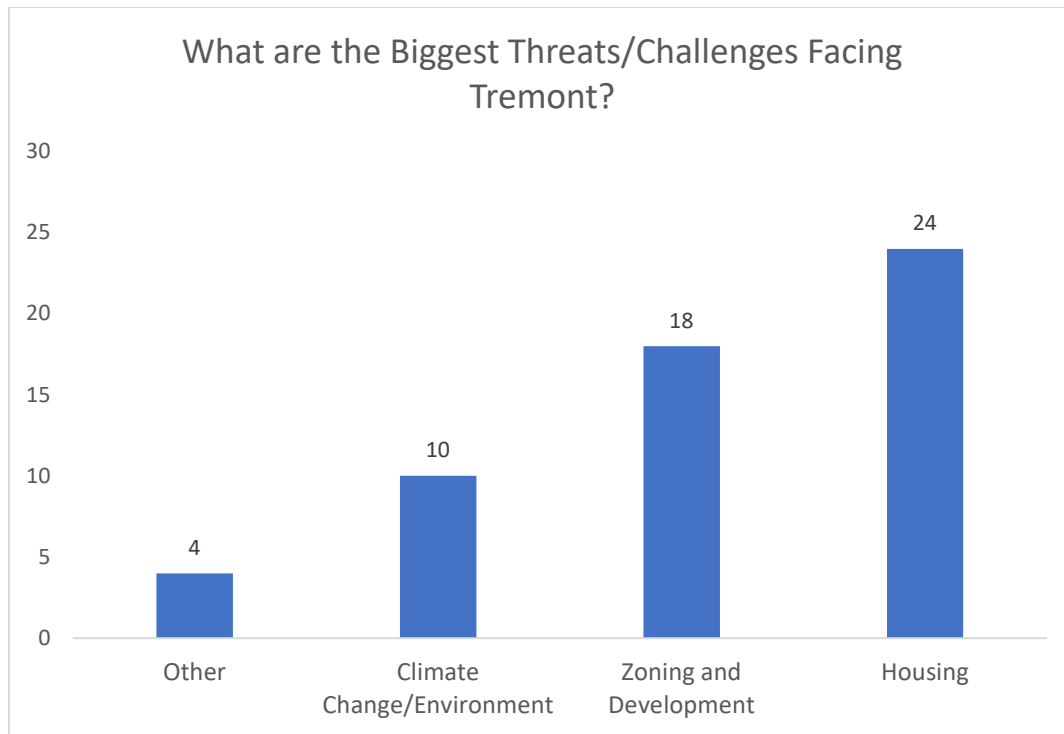
Zoning and development refers to:

- Overdevelopment
- Development in the wrong places

The “other” category includes:

- Clean up trash in yards (1)
- No clear cutting (1)
- Merge Tremont Consolidated School with Pemetic Elementary School in Southwest Harbor (2)

Based on number of mentions, lack of affordable housing is the biggest threat facing Tremont. It is surprising that climate change did not receive as much support. Being a small coastal and rural community with an aging population, Tremont is highly vulnerable to the impacts of climate change. This question is most similar to the survey question, “what issues do you anticipate the Town of Tremont will face during the next decade and next 20 years?” In the survey, a majority mentioned climate change and development as important issues that the town will be facing. Tourism was also mentioned more on the survey than at the public meeting.



Analysis: Mapping Activity

Participants were asked to mark specific places on maps based on the following questions:

- Where are the places that need to be protected from the impacts of change or growth? Where are the places to focus new investment or beneficial change?
- Where are the most scenic locations or most iconic views in Town?
- Where does the community gather in Tremont?

Residents value the quiet rural character of Tremont and all of its surrounding natural areas and open spaces. This is reflected in the places participants marked on the map to protect from development. The value of rural character and open space is emphasized by the number of important scenic locations noted on the map. These places include everything from Bernard Wharf to the Algerine Coast to the Bass Harbor marsh. There was not a great deal of consensus regarding places to focus new investment and community gathering areas. Similar to the short response activity, responses from the mapping activity were grouped into a few broader themes based on number of mentions. Themes that could not be categorized were designated as “other”.

Where are the places that need to be protected from the impacts of change or growth? Where are the places to focus new investment or beneficial change?

Responses to the first question were grouped into five categories: waterfront, wetlands, open space and natural areas, islands, and everywhere.

Waterfront areas include:

- Working waterfront
- Fishing areas
- The town dock
- Seal Cove boat ramp.

Wetlands include:

- Salt marshes
- Low lying areas
- Bass Harbor marsh

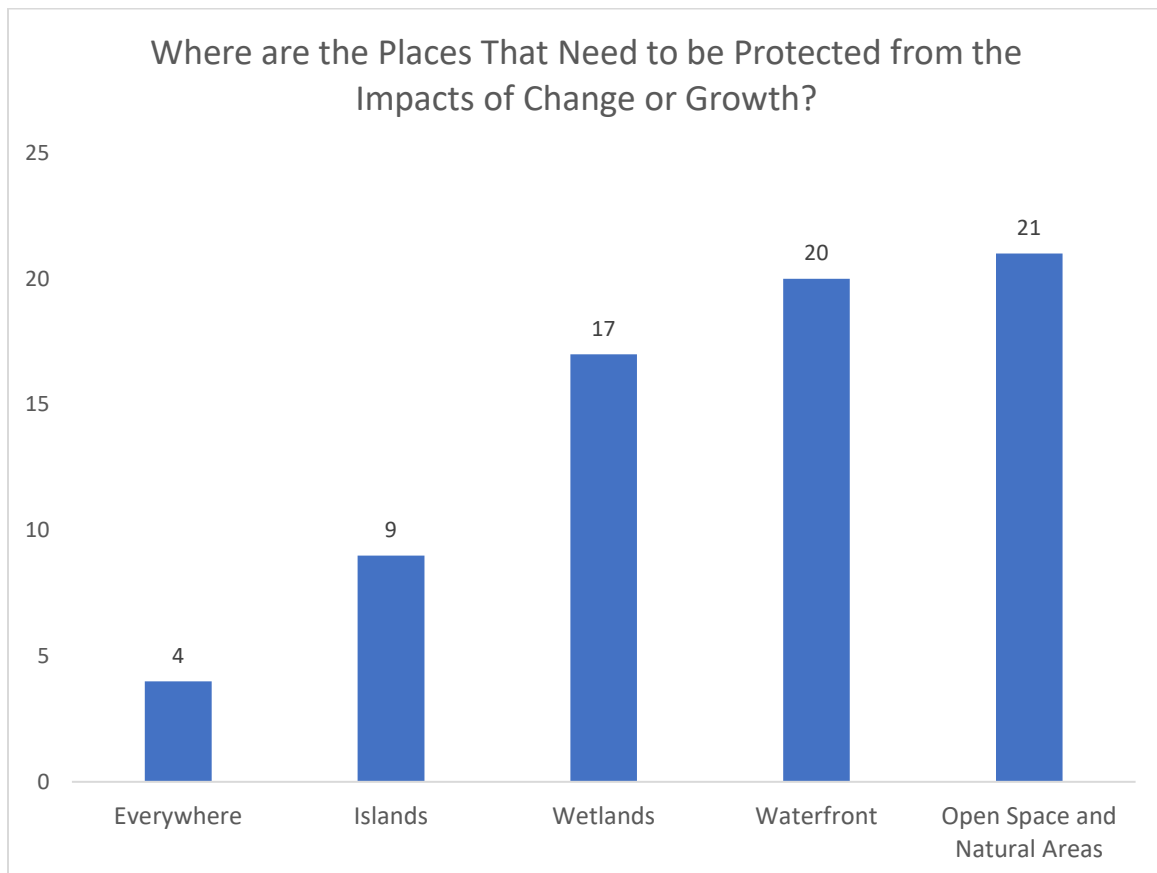
Open space and natural areas include:

- Algerine Coast
- Undeveloped land
- Scenic vistas
- Acadia trails

Islands include:

- Hardwood Island
- Moose Island.

The open spaces and natural areas category received the most support. There was also strong support for protecting waterfront areas and wetlands. People were mostly concerned about wetlands being filled and developed.



Responses to the second question were grouped into six categories: infrastructure, housing, facilities, waterfront, town center, and other.

Infrastructure includes:

- Road and sidewalk improvements particularly along Route 102.

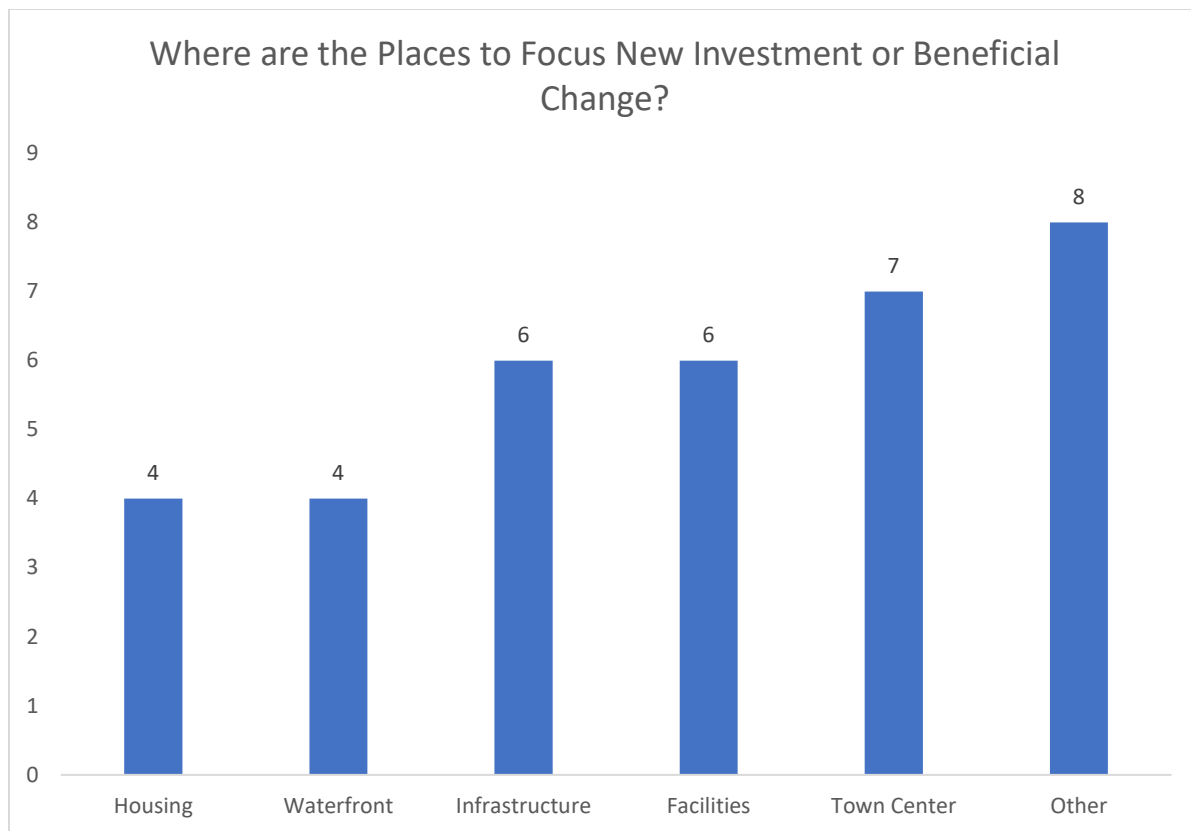
Facilities includes:

- The school
- Pacific Hall
- Community Center.

The “other” category includes:

- Thurston’s Lobster Pound (2)
- The area near Quieside Campgrounds and Cabins (2)
- Private property near Seal Cove (4)

There was not a great deal of consensus on where to focus new investment. The “other” category received the most support. The town center, which largely includes the “triangle area” where the town office is located also received strong support. People also remarked that they want to preserve more residential areas to maintain the “status quo” of development.



Where are the most scenic locations or most iconic views in Town?

Responses to this question were grouped into seven categories: Seal Cove, Bass Harbor Lighthouse, Algerine Coast, Bernard Wharf, Back Beach, Bass Harbor marsh, and other.

Seal Cove includes:

- The area of Seal Cove Pond
- The Seal Cove picnic area.

The Algerine Coast includes:

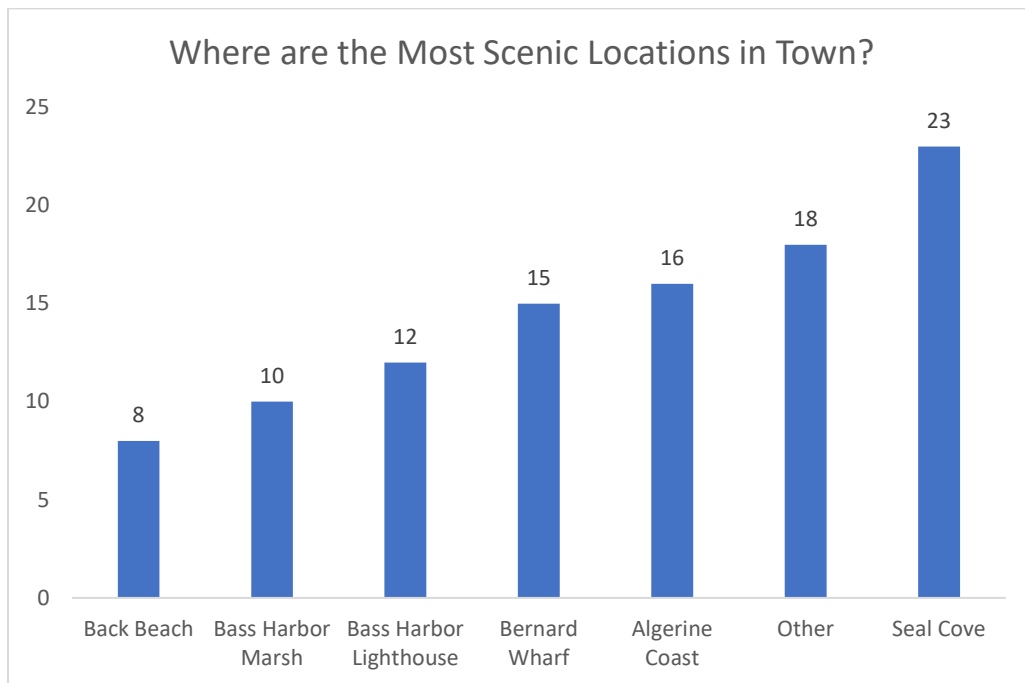
- The area from Pretty Marsh to the Seal Cove dock.

The “other” category includes:

- Thurston’s Lobster Pound (6)
- Seafood Ketch (2)
- The town dock (4)
- The ferry terminal (1)

- The town bridge, called Adam’s Bridge or the Marsh Bridge located between Route 102 and Southwest Harbor (2)
- Great Gotts Island (3)

Seal Cove received the most support. It is clear from the number of responses in the “other” category, that Tremont has no shortage of scenic locations.



Where does the community gather in Tremont?

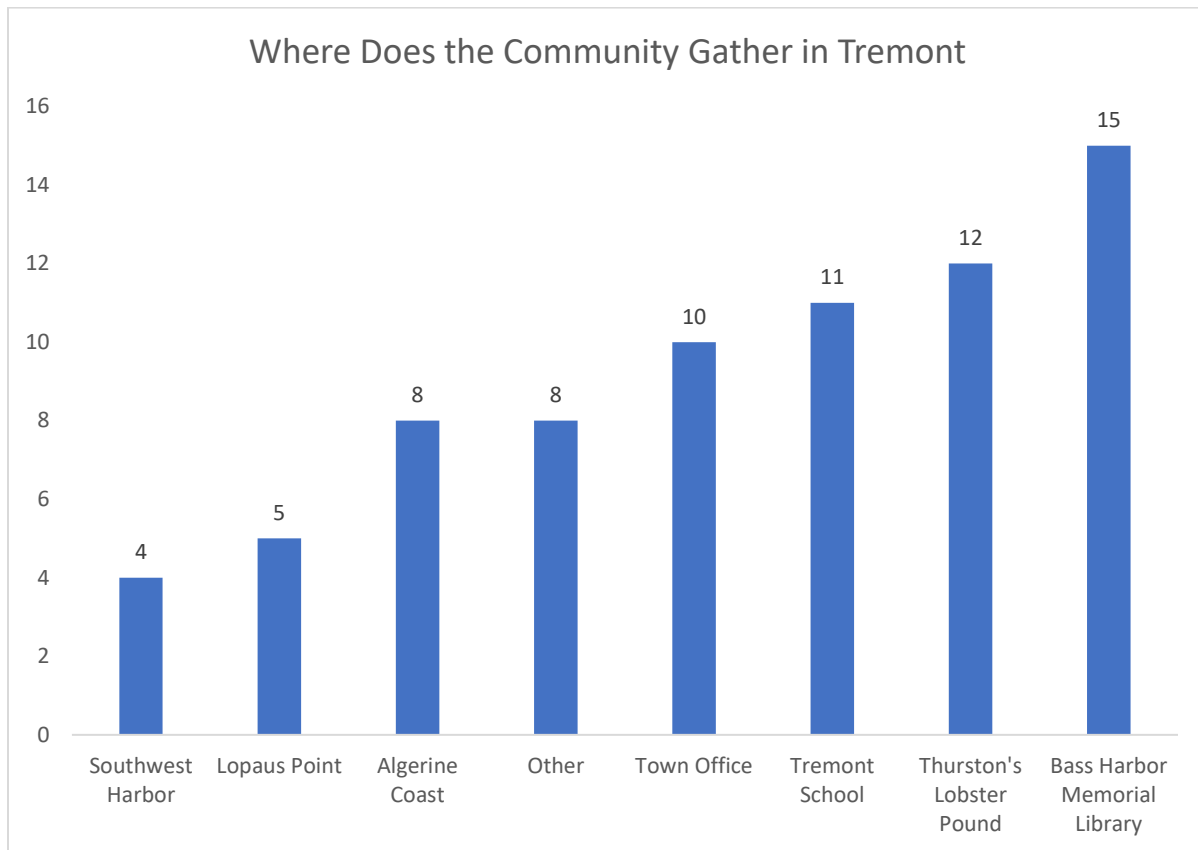
Responses to this question were grouped into eight categories: Tremont School, Algerine Coast, Southwest Harbor, Town Office, Lopaus Point, Thurston’s Lobster Pound, Bass Harbor Memorial Library, and other.

The “other” category includes:

- The church (1)
- Kelley Farm Preserve (1)
- Post office (3)
- Nowhere (3)

The Bass Harbor Memorial Library received the most support. Generally, though there was not strong consensus on gathering space. Some participants remarked that there are no good places to gather in town, due to not having a single town square and having only one public park and Seal

Cove and to the seasonal population crowding out the year-round population.



Tremont Future Land Use In-Person Workshop Analysis

Overview

The Future Land Use Workshop was held at the Tremont Town Office on February 2, 2023. This workshop was a follow-up to the Visioning Workshop that occurred on October 4, 2022. Information obtained from this workshop was used to create a single Future Land Use Map (see Future Land Use Plan).

The purpose of the Future Land Use Workshop was to allow members of the community to develop their own scenarios to guide future development in Tremont based on the Vision Statement. Participants were divided into six tables. Each table was presented with a map of the town and tasked with marking locations to show areas for quiet country living, recreation and access to water, community gathering space, and areas for protection.

Analysis

Below is a written summary of the map drawings for each of the tables. Each table showed between three and four different areas on the map. Some tables prioritized housing, others prioritized business growth, and others prioritized areas for protection. The areas people marked on the map are listed below.

Table 1

Table 1 showed the following areas on the map:

- Places for biking and walking
- Places for affordable housing
- Places for commercial and business development, which included existing commercial areas to remain commercial
- Places for water access and protection and preservation

The group agreed that the town should prioritize biking and walking areas all along Route 102/102A, around Seal Cove Pond, the Town Office, and along Lighthouse Road to Bass Harbor Head Light. Additional bike path locations are shown connecting from the Seal Cove Pond area to Acadia and a walking and bike trails to Manset.

A general area for affordable housing is shown near Kellytown Road and Seal Cove Road. The group agreed that affordable homes should include starter homes, duplexes, and tiny homes specifically for year-round residents.

Areas for commercial development are shown primarily around the Town Office “triangle” and within Bernard and Bass Harbor close to the water.

Places for water access and recreation largely coincide with priority areas to protect and gather. The group agreed that Seal Cove Pond and all the islands should be both protected and include access for recreation activities. Other places for water access include along Bass Harbor Marsh near the “triangle”, off the Rich Boat Yard, and in the northwestern corner of town. Additionally, a gathering space is shown along the Seal Cove picnic area.

Table 2

Table 2 showed the following areas on the map:

- Places to protect and preserve
- Places for residential development
- Places for commercial and business development

The group agreed that all of the islands and Seal Cove Pond should be protected. Other areas for protection included around Bass Harbor Lighthouse and within the “triangle”. Members from table 2 also said that they wanted to see a park at Seal Cove.

Areas for residential growth are shown in the northwest part of town across from Seal Cove Pond, around Cape Road and the Seal Cove picnic area, and along Route 102A within Bass Harbor.

Areas for commercial and business growth are shown near Quietside Campground and Kelley Farm Preserve, within the “triangle”, and within Bernard and Bass Harbor.

Table 3

Table 3 showed the following areas on the map:

- Places for growth
- Places for community gathering
- Places for trails
- Places for parking and public transportation

Places for growth included both business and residential growth, which are shown predominantly in Bass Harbor and the “triangle”. The group remarked that they want to see business regulations to allow responsible growth as well as more restaurants and gathering space. The group was unsure about where affordable housing should go, but agreed that the town needs to adopt policies to make it easier for people to building affordable housing on their property and should continue partnering with the Island Housing Trust.

Places for community gathering are shown mostly along the water along Bass Harbor Marsh, within the “triangle”, and at the Seal Cove picnic area. The group specified that improvements need to be made for water access and parking at these places.

A trail is shown extending from the Seal Cove picnic area to Cape Road.

The group agreed that the Island Explorer Bus route should run all along Route 102. Parking areas are shown near Seal Cove Pond, and near Bass Harbor Marsh.

Table 4

Table 4 showed the following areas on the map:

- Places for biking and walking
- Places for commercial and business development
- Places to protect and preserve

Public Participation Summaries

- Places for affordable housing

Places for walking and biking are shown all along Route 102, to the “triangle”, and to Bass Harbor Lighthouse.

The group specified that commercial developed should be regulated and located within the “triangle”. Within that general area, the group remarked that they would like to see a community park, farmer’s market, food trucks, and events with live music.

Areas to preserve include the Seal Cove picnic area, post office, and near Bass Harbor Marsh.

Areas for affordable housing, specifically workforce housing for year-round residents, are shown east of the “triangle” and off Kellytown Road.

Table 5

Table 5 showed the following areas on the map:

- Places for affordable housing
- Places to protect and preserve
- Places for public transportation

Areas for affordable housing are shown near Bass Harbor and in the middle of town south of Seal Cove. Commercial development is shown off Route 102. The group suggested that the town work with the Island Housing Trust to find homes for sale that can be connected into affordable apartments or condos and that housing should be clustered wherever possible.

The group discussed the possibility of also having a central gathering space in the southern part of town within Bass Harbor.

Areas to protect include Seal Cove Pond and all the waterfront areas.

A bike path should extend all along Route 102. There should be bus service there as well.

Table 6

Table 6 showed the following areas on the map:

- Places for residential development
- Places for commercial and business development
- Places to protect and preserve

The group marked several different places in town for residential development. Those areas included off Kellytown Road, off McKinley Lane, off Route 102 south of the “triangle”, off Route 102 near “Quietside Snacks”, off Richtown Road, and near Bayview Drive off Route 102.

Public Participation Summaries

Places for commercial/business development are shown all along Route 102 and a small area off the waterfront of Bass Harbor at Route 102A.

Places to protect or “remain the same” include all the islands, Seal Cove Pond, Seal Cove picnic area, and all the waterfront areas.

Master List: Policies and Strategies

Population & Demographics

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To support a sustainable population, including a diverse range of new residents by 2040.				Local
	1a. Partner with the Tremont Housing Authority, Island Housing Trust, Maine Housing Authority, and similar organizations to improve affordable housing options and access for potential residents.	Select Board, Town Staff, THA, IHT, MH	Short Term	Local
	1b. Explore and develop clear zoning and land use policies to encourage a steady housing market development and growth that is in line with the town's vision (see proposed future land use map) and allows for an influx of new year-round residents	Planning Board, Select Board, Town Staff, Town Attorney	Short Term	Local
	1c. Establish attractive year-round resources and amenities, such as restaurants, stores, employers, and public facilities.	Chamber of Commerce	Medium Term	Local
	1d. Support local gatherings that celebrate our community in various ways (for example, the Polar Plunge, the Ice Fishing Derby, Lobster Boats Races, Oktoberfest, and others not-yet-imagined.	Select Board, newly created Event Committee, Town Staff	Medium Term	Local

Master List: Policies and Strategies

Water Resources

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To protect current and potential drinking water sources.				State
	1a. Maintain, enact or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.	N/A		State
	1b. Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.	Town Staff	Short Term	State
2. To protect significant surface water resources from pollution and improve water quality where needed.				State
3. To protect water resources in growth areas while promoting more intensive development in those areas.				State
	3a. Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Public Works, Planning Board	Short Term	State
	3b. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Town Staff, Planning Board	Short Term	State
	3c. Where applicable, develop a rural stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	Town Staff	Long Term	State
4. To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.				State
	4a. Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program	Town Staff, Planning Board	Short Term	State
5. To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.				State
	5a. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Town Staff	Short Term	State
	5b. Provide educational materials at appropriate locations regarding the importance of maintaining clean water resources.	Town Staff, Sustainability Committee	Short Term	State

Master List: Policies and Strategies

Natural Resources

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To conserve critical natural resources in the community.				State
	1a. Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	Town Staff, Planning Board	Short Term	State
	1b. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	CPTF	Short Term	State
	1c. Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Town Staff, Planning Board	Short Term	State
	1d. Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.	Town Staff, Planning Board	Short Term	State
	1e. Explore strategies to update land use ordinances to expand protection of critical natural resources within Growth Areas that are envisioned to accommodate future development of residences or businesses.	Town Staff, Planning Board	Short Term	Local
	1f. Identify habitat block connections and explore best practices for protecting important wildlife passageways that cross roads.	Town Staff, CPTF, partners like Friends of Acadia National Park	Medium Term	Local
2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.				State
	2a. Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	Town Staff	Short Term	State
	2b. Coordinate with neighboring communities and entities such as ANP and MCHT, in protecting and supporting shared Critical Natural Resources (as identified on the Future Land Use Plan and BwH maps) through management and regulatory efforts.	Town Staff, partners like Friends of Acadia and MCHT	Short Term	Local
	2c. Partner with ANP, COA, UMO, Maine DEP, and other collaborators to identify significant vernal pools throughout Tremont.	Town Staff, partners like Friends of Acadia and MCHT	Short Term	Local
	2d. Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	Town Staff	Short Term	State
3. Enable indigenous access to culturally significant natural resources.				Local
	3a. Connect private landowners who are interested in providing access to Bass Harbor Marsh and other areas of ecological interest with ANP staff and Wabanaki researchers and cultural practitioners.	Town Staff, Friends of Acadia	Short Term	Local
4. To build public awareness and understanding of ecosystems throughout Tremont.				Local
	4a. Advertise and promote workshops on conservation development and other models for protecting natural resources, ecosystems, and natural resources offered by many in our community (libraries, nonprofit organizations, COA, Friends of Acadia, ANP, Acadia Senior College, schools, etc.).	Town Staff, Sustainability Committee	Short Term	Local
	4b. Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	Town Staff, Sustainability Committee	Short Term	Local
	4c. Provide experiences and access for public education about ecosystems and natural resources.	Town Staff, Sustainability Committee	Short Term	Local
5. To ensure the working waterfront and critical natural resources are protected from the impacts of climate change				
	5a. Work with partners to identify natural resources vulnerable to climate change.	Sustainability Committee	Short Term	Local
	5b. Work with partners to organize educational workshops in town about climate change to better inform the public.	Sustainability Committee	Short Term	Local

Master List: Policies and Strategies

Marine Resources

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To protect, maintain and, where warranted, improve marine habitat and water quality.				State
	1a. Promote a town-wide well water survey to ensure safe drinking water.	Select Board, Sustainability Committee	Medium Term	Local
	1b. Safeguard fisheries industry by supporting efforts to promote safe, effective, and cost-reasonable approaches.	Town Manager, Select board, Harbor Committee	Medium Term	Local
2. To foster water-dependent land uses and balance them with other complementary land uses.				State
	2a. Continue to support and enhance a wide range of water dependent land uses as well as the flexibility to accomodate complimentary uses that are not water dependent where appropriate, such as restaurants and recreational uses.	Town staff, Planning Board, Economic Development Committee	Long Term	Local
3. To maintain and, where warranted, improve harbor management and facilities.				State
	3a. In maintaining a working waterfront the town should support the local fisheries with adapting to new fisheries and future regulations	Town Staff, Harbor Committee	Short Term	Local
	3b. Continue to support our working waterfront by maintaining the towns marine facilities, such as town owned ramps and other water access facilities.	Town Staff, Harbor Committee	Short Term	Local
4. To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.				State
	4a. Work with Friends of Acadia to promote their annual Island-wide cleanup day	Sustainability Committee, Town staff	Short Term	Local
	4b. Maintain the tourism attractions like restaurants around Bass Harbor.	CPTF, Harbor Committee	Medium Term	Local
	4c. Source better parking for town owned marine facilities. This may include redesigning the layout and space use of current town owned property.	Town Staff, Select Board, MDOT, Harbor Committee	Long Term	Local

Master List: Policies and Strategies

Agriculture & Forest Resources

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To safeguard lands identified as prime farmland or capable of supporting commercial forestry.				State
	1a. Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Town Staff, Planning Board	Short Term	State
	1b. Amend land use ordinances to require commercial or subdivision developments in critical rural areas maintain areas with prime farmland soils as open space and forested lands for tree growth, to the greatest extent practicable.	Town Staff, Planning Board	Short Term	State
2. To support farming and forestry and encourage their economic viability.				State
	2a. Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.	Town Staff, Planning Board	Short Term	State
	2b. Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	Town Staff, Planning Board	Medium Term	State
	2c. Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.	Town Staff, Planning Board	Short Term	State
	2d. Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	Town Staff, Economic Development Task Force	Medium Term	State
3. To create awareness of the Tree Growth Taxation Act and the Farm and Open Space Act.				Local
	3a. Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Town Staff	Short Term	State
	3b. Partner with Maine DACF to organize and facilitate educational workshops for the public about farmland, woodlot and open space tax programs	Town Staff, Maine DACF	Short Term	Local
4. To balance forest land preservation with the need for new housing development.				Local
	4a. Update cluster development standards to allow for density bonuses in exchange for farm and forest land preservation	Town Staff, Planning Board	Short Term	Local
	4b. Update the subdivision ordinance to require that applicants show all existing farm and forest land within 250 feet of the property on the site plan	Town Staff, Planning Board	Short Term	Local
	4c. Update the subdivision ordinance to provide additional protections to farmland soils and forest land	Town Staff, Planning Board	Short Term	Local

Master List: Policies and Strategies

Recreation

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To maintain/upgrade existing or provide additional recreational facilities, such as a rec center, as necessary to meet current and future needs.				State
Create a recreation board/committee	1a. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	Recreation Board	Medium Term	State
	1b. Work with the state to develop bikeways along 102 & 102a, coordinated with SW Harbor and Mount Desert	Select Board, Friends of Acadia	Medium Term	Local
	1c. Acquire, develop, and maintain organized recreation spaces in Tremont that can be used for community gatherings, such as the old ice skating rink area. This area could potentially include: indoor gym facilities, outdoor court/s, playground, etc.	Recreation Board	Medium Term	Local
	1d. Coordinate with Maine DOT to leverage state funds and construction plans that compliment bikeway construction	Recreation Board	Medium Term	State
2. To preserve open space for recreational use as appropriate.				State
	2a. Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	Friends of Acadia	Medium Term	State
	2b. Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	Recreation Board, Friends of Acadia	Medium Term	State
3. To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.				State
	3a. Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.	Recreation Board	Short Term	State
	3b. Maintain public access to the Seal Cove Picnic Area, the Algerine Coast, and Back Beach as well as Bass Harbor and the Tremont town dock.	Recreation Board	Short Term	Local
	3c. Provide more parking areas for people to have access to Seal Cove Pond for boating, swimming, and light fishing, i.e.: coordinate with Seal Cove Auto Museum to provide parking for access to Seal Cove Pond and/or investigate the purchase of additional land for parking space, next to Seal Cove Pond.	Recreation Board, Harbor Committee	Medium Term	Local
4. Prioritize communication between town boards to develop recreation in all aspects.				Local
	4a. Prioritize communication between the rec board, select board, planning board, etc. to determine the relevant gathering spaces	Town Staff	Short Term	Local
5. Communicate the town's community space gathering places that attract residents to gather in community.				Local
	5a. Create volunteer committees to help maintain these places (stated above).	Recreation Board	Short Term	Local
	5b. Collaborate between town committees and boards to create community events, such as: the Bass Harbor Boat Races, the End-of-Season Harvest Party (Kelley Farm), the BHML Annual Book Sale, bringing back the Backside Bash & the Bass Harbor Days.	Recreation Board	Short Term	Local
	5c. Compile the info. of available gathering spaces for pamphlet, and make it accessible for visitors and residents.	Recreation Board	Short Term	Local

Master List: Policies and Strategies

Economy

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To support the type of economic development activity the community desires, reflecting the community's role in the region.				State
	1a. If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).	Town Staff	Short Term	State
	1b. Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	Town Staff, Planning Board	Short Term	State
2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.				State
	1a. If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)	Town Staff	Short Term	State
3. To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.				State
	3a. Participate in any regional economic development planning efforts.	Town Staff	Short Term	State
4. To create transparent economic development goals for Tremont, aligned with its unique community characteristics.		Town Staff	Short Term	Local
5. To create an Economic Task Force to guide Tremont through economic development changes, such as increased tourism pressure and changes in the lobster and fishing industry.				
	Run a series of educational workshops and jobs trainings in marine ecosystem jobs including aquaculture, kelp farming to adequately plan for a transition to supplement decreasing lobster and fishing jobs	Economic Development Task Force	Short Term	Local
	Explore the possibility of diversifying the work force by having more remote jobs	Economic Development Task Force	Medium Term	Local
	Explore the possibility of creating more sustainability based jobs in renewable energy, environmental education and land stewardship, aquaculture or ecosystem restoration	Economic Development Task Force	Medium Term	Local
6. To create a regional economic development plan				
	Work with other towns on MDI to identify economic development needs and goals for the future	Town staff, Economic Development Task Force	Medium Term	Local

Master List: Policies and Strategies

Public Facilities

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1.To efficiently meet identified public facility and service needs.				State
	1a. Explore support for creating a Tremont Recreation Center.	Recreation Board	Long Term	Local
	1b. Anticipate sustainability needs for Tremont Consolidated School (which is on low-lying land) as water levels rise due to changing climate.	Town Staff, Tremont Consolidated School	Short Term	Local
	1c. Provide an adequate plan for police protection.	Town Staff, Hancock County Sheriff's Department	Medium Term	Local
	1d. Create a plan to incentivize EMT and fire fighter trainees.	Town Staff, Tremont Volunteer Fire Department	Medium Term	Local
	1e. Provide sustainable stormwater infrastructure support.	Sustainability Committee	Short Term	Local
	1f. Support broadband coverage for all of Tremont.	Broadband Committee	Short Term	Local
	1g. Explore options for regional delivery of local services.	Town Staff	Short Term	State
2.To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.				State
	2a. Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	Town Staff	Short Term	State
	2b. Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	Town Staff	Long Term	State
	2c. Bass Harbor Memorial Library: Further expansion is limited due to the small lot size. Should the need arise in the future, acquisition of an abutting lot should be given consideration for parking or expansion. Alternatively, a branch library established elsewhere in town might be considered.	Library Trustees	Long Term	Local
	2d. Explore the possibility of establishing a community safety center for locals to congregate during power outages, storms, or other extreme weather events.	Town Staff, Hancock County Sheriff's Department	Short Term	Local

Master List: Policies and Strategies

Housing

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To encourage and promote adequate workforce housing to support the community's and region's economic development.				State
	1a. Continue to support a community affordable/workforce housing committee and regional affordable housing coalition.	Island Housing Trust, Tremont Housing Association	ongoing	State
2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing.				State
	2a. Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.	Town Staff, Planning Board	Short Term	State
	2b. Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	Town Staff, Planning Board	Short Term	State
	2c. Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).	Town Staff, Planning Board	Short Term	State
3. To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.				State
	3a. Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	Select Board	Short Term	State
	3b. Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.	Select Board	Long Term	State
	3c. Explore and encourage policies to make housing affordable to those who work here. Perhaps encourage some form of employer assisted housing. Look into using town owned real estate for housing.	Select Board	Long Term	Local
	3d. Work with Maine Housing Authority to develop creative solutions for affordable housing.	Select Board	Medium Term	Local
	3e. Understand the short-term rental situation in Tremont, and work to develop policies with respect to these that are best for Tremont.	Planning Board, Select Board, Town Staff, Town Attorney	Medium Term	Local
	3f. Research advanced septic treatment options for single lots and neighborhood-sized wastewater collection and treatment systems for use within Growth Areas	Planning Board	Medium Term	Local

Master List: Policies and Strategies

Historic and Archaeological Resources

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community.				State
	1a. Through local land use ordinances, require subdivision or non-residential developers to take appropriate measures to protect resources such as known historic archeological sites and areas sensitive to prehistoric archeology, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Town staff, Planning Board	Ongoing	State
	1b. Adopt or amend land use ordinances to require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	Town staff, Planning Board	Short Term	State
	1c. Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources.	Town staff	Short Term	State

Master List: Policies and Strategies

Fiscal Capacity

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To finance existing and future facilities and services in a cost effective manner.				State
	1a. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Town Staff	Long Term	State
	1b. To identify potential revenue opportunities or cost saving opportunities to lower the cost of materials, labor, etc.	Town Staff	ongoing	Local
2. To explore grants available to assist in the funding of capital investments within the community.				State
	2a. Explore opportunities to work with neighboring communities and local nonprofits with grant funding access to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Town Staff	Medium Term	Local
3. To reduce Maine's tax burden by staying within LD 1 spending limitations.				State
4. To identify state and federal funding for capital investments				Local
5. To allocate a specific dollar amount of each fiscal year budget for capital expenses and town growth.				Local
	5a. Conduct a municipal facilities needs assessment to identify needed improvements or additional space/capacity needs	Town Staff	Medium Term	Local

Master List: Policies and Strategies

Existing Land Use

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. Maintain similar zoning and land use ordinances to the current ones as they have molded the town into what it is. Promote growth of long term housing.				Local
	1.a Ensure that land use ordinances are consistent with the expressed character of Tremont.	Select Board, Planning Board	Short Term	Local
	1.b Ensure that land use ordinances are consistent with the growth map created by the comprehensive plan.	Select Board	Short Term	Local
	1.c Streamline permitting requirements or reduce other regulatory barriers to the creation of long term affordable housing while staying aligned with Tremont's values.	Select Board	Short Term	Local
	1.d Better define commercial, residential/commercial and residential land use definitions and standards within the ordinances.	Select Board, Planning Board	Short Term	Local
2. Support desired land use goals of preserving and maintaining its rural character by increasing the capacity for code enforcement, as well as town planning.				Local
	2.a Work with staff to increase the work hours for code enforcement.	Town Staff	Short Term	Local
	2.b Explore options for adding a 'shared' town planner to its administrative staff.	Town Staff	Medium Term	Local

Master List: Policies and Strategies

Transportation

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To create a safe bicycle network for recreation and commuting				Local
	1a. Establish collaborative lines of communication with regional and state efforts to create bike lanes on state roads	Proposed Bicycle/Pedestrian Committee, Select Board, Town Staff	Short-term	Local
	1b. Within Maine rules and regulations, work with MaineDOT to ensure that sidewalks and bike lanes are incorporated into any Route 102 improvements within identified Growth and Transition Areas.	Proposed Bicycle/Pedestrian Committee, Select Board, Town Staff	Short-term	Local
	1c. Promote the use of Town trails; explore accessibility issues for existing and any new trails.	Town Staff, proposed Events Task Force, Southwest Harbor/Tremont Chamber of Commerce, Maine Coast Heritage Trust	Long-term	Local
2. To increase bus ridership for residents and visitors				Local
	2a. Partner with Island Explorer, ANP, FOA, as well as major employers, medical service providers, the regional school system, and other municipalities to generate strategies for year-round bus service, including express/limited stop service from Tremont to Bar Harbor, the High School, major on-island employers, or the Trenton Transportation Center.	Town Staff, Select Board, Island Explorer, ANP, FOA, MDI Hospital, MSIRSS, COA, Towns of Mount Desert, Bar Harbor, and Southwest Harbor	Short-term	Local
	2b. Add bus stops for the Island Explorer at Bass Harbor Head Light and in the Bernard/Bass Harbor Village area.	Town Staff, Friends of Acadia	Short-term	Local
3. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.				State
	3a. Initiate or actively participate in regional and state transportation efforts.	Town Staff	Short-term	State
4. To safely and efficiently preserve or improve the transportation system.				State
	4a. Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.	Town Staff	Ongoing	State
5. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.				State

Master List: Policies and Strategies

	5a. Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	Town Staff, Planning Board	Ongoing	State
6. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).				State
	6a. Adopt a Complete Streets Policy for the town that will guide transportation project planners and designers to consider all users of the transportation system.	Newly created Bicycle/Pedestrian Committee, Town Staff	Long-term	Local
7. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.				State
	7a. Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: i. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); ii. State access management regulations pursuant to 23 M.R.S.A. §704; and iii. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.	Town Staff, Planning Board	Ongoing	State

Future Land Use

Policy	Strategy	Responsible Party	Timeframe	State Requirement or Local
1. To coordinate the community's land use strategies with other local and regional land use planning efforts				State
	1.a Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	Select Board, Planning Board	Short Term	State
	1.b. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies	Town Staff	Long Term	State
2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.				State
	2.a Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact, or amend local ordinances as appropriate to: a. Clearly define the desired scale, intensity, and location of future development; b. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and c. Clearly define protective measures for critical natural resources and, where applicable, important natural resources. d. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.	Select Board, Planning Board	Long Term	State
	2.b. Track new development in the community by type and location.	Select Board, Planning Board	Short Term	State
	2. c. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	Select Board, Planning Board	Medium Term	State
	2.d. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.	Select Board, Planning Board	Short Term	State
3. To support the level of financial commitment necessary to provided needed infrastructure in growth areas.				State
	3.a. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Town Staff	Short Term	State
4. To establish efficient permitting procedures, especially in growth areas.				State
	4.a. Provide the code enforcement officer with the tools, training, support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	Town Staff	Short Term	State
5. To protect critical rural and critical waterfront areas from the impacts of development				State



Climate & Energy Recommendations for Tremont's Comprehensive Plan 7/12/2023

General Comments & Questions:

- Can sea level rise be included as a threat to groundwater in the Water Resources Section of the Appendix?
- Sea level rise and flooding might be added to the list of primary transportation concerns in Tremont (in the appendix).
- Do the growth areas and critical areas consider sea level rise projections and flood maps (accounting for increased intensity of future storms)? The town might even consider using climate hazard overlay zones to identify areas that are particularly vulnerable to climate hazards.

Possible Additions:

Consider including some of the following broad language, drawing from what has been included in other comprehensive plans, along with state guidance on climate adaptation and sustainability.

- Invest in strategies to help ensure long-term energy affordability, such as promoting weatherization and efficiency in existing buildings and energy-efficient new development.
- Promote diverse economic development opportunities that will be resilient to changes in energy systems, ecosystems, natural resource availability, and state and national trends, particularly for the working waterfront.
- Integrate sea level rise and other emerging hazards into zoning for planning and development purposes.¹
- "Consider climate impacts when identifying future growth areas and critical areas."²
- "Update development guidelines to include adaptation to future climate conditions."³

¹ Taken from the Maine Municipal Climate Adaptation Guidance
https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf

² Taken from the Maine Municipal Climate Adaptation Guidance
https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf

³ Taken from the Maine Municipal Climate Adaptation Guidance
https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf

- "Take advantage of redevelopment to obtain or restore public and natural amenities that increase resilience through density bonuses, variances, or purchase."⁴

Possible Modification/additions to existing sections

Goal #1 Invest in improved public access to water and conserving natural resources.

- Current Action *"Conduct a town wide survey of aging septic systems to ensure safe drinking water."*
 - Suggestion: *"Conduct a town wide survey of aging septic systems, **accounting for sea level rise and more intense rainfall events**, to ensure safe drinking water."*⁵
- Possible Policies to add:
 - *"Promote conservation of low-lying, undeveloped uplands where coastal marshes, beaches, and other intertidal natural communities can migrate inland with sea level rise."*⁶
 - *"Engage in efforts to protect and restore natural protective features, such as floodplains, wetlands, marshes, and dunes"*⁷

Goal #2 Provide housing options that support a year-round community, while protecting rural character and small-town Tremont.

- Current Action *"Partner with the Tremont Housing Authority and Island Housing Trust, Maine Housing Authority, and similar organizations to improve affordable housing options and access for potential residents."*
 - Suggestion: Consider adding language about investing in affordable housing that is 1) sited to be resilient to sea level rise, flooding, and other hazards. 2) built for long-term energy affordability.
 - Possible language: *"Partner with the Tremont Housing Authority and Island Housing Trust, Maine Housing Authority, and similar organizations to promote affordable housing options **that are resilient to sea level rise, flooding, and other hazards and are built for long-term energy affordability.**"*
- Current Action: *"Explore and develop clear zoning and land use policies to encourage a steady housing market development and growth that is in line with the town's vision (see proposed future land use map) and allow for an influx of new year-round residents."*

⁴ Taken from the Maine Municipal Climate Adaptation Guidance
https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf

⁵http://www.clf.org/wp-content/uploads/2017/02/Avoiding-Septic-Shock_CLF-White-Paper-2017.pdf

⁶ Taken from the Maine Municipal Climate Adaptation Guidance
https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf

⁷ Taken from the Maine Municipal Climate Adaptation Guidance
https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf

- Suggested adjustment to language: *“Explore and develop clear zoning and land use policies, that **avoid developing in areas that are vulnerable to current and future hazards**, and encourage a steady housing market development and growth that is in line with the town’s vision (see proposed future land use map) and allow for an influx of new year-round residents.”*
- Current Action: *“Research advanced septic treatment options for single lots and neighborhood-sized wastewater collection and treatment systems for use within growth areas.”*
 - Suggestion: Include consideration of sea level rise in this action. For example, *“research advanced septic treatment options for single lots and neighborhood-sized wastewater collection and treatment systems for use within growth areas **that are resilient to more intense rainfall events and sea level rise and investigate opportunities for the beneficial reuse of stormwater and wastewater.**”*⁸ Additionally, ensure that any siting recommendations or decisions consider sea level rise projections and new climate-informed flood models.

Goal #3 Prioritize safe transportation for everyone along Route 102 and support islandwide transit.

- Possible policies to add:
 - *Design any newly constructed infrastructure to account for best current understanding of future environmental risks.*
 - *Track maintenance related to flooding and other climate impacts, consider the impacts of climate change on future construction and maintenance priorities related to transportation infrastructure, and incorporate future costs needed to increase infrastructure resiliency into the Capital Investment Plan.*
 - *“Review emergency access and evacuation routes and their vulnerability to extreme weather events.”*⁹
 - *“Minimize the risk to key transportation assets from floods, storms, and power outages through land use and development decisions, or retrofitting/replacement of utilities and infrastructure.”*¹⁰
 - *“Use transportation policies to guide growth to safe locations”*¹¹

⁸ https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf

⁹ https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf

¹⁰ https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf

¹¹ https://www.maine.gov/dacf/municipalplanning/docs/CAGS_06_Comprehensive_Planning.pdf



STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
BUREAU OF RESOURCE INFORMATION & LAND USE PLANNING
93 STATE HOUSE STATION
AUGUSTA, MAINE 04333

JANET T. MILLS
GOVERNOR

AMANDA E. BEAL
COMMISSIONER

December 8, 2023

Jesse Dunbar, Town Manager
Town of Tremont
PO Box 159
Bernard, ME 04612

Dear Jesse Dunbar,

The Department of Agriculture, Conservation & Forestry thanks the Town of Tremont for submitting its Comprehensive Plan for review for consistency with the Growth Management Act in accordance with our Comprehensive Plan Review Criteria Rule (the Rule).

As soon as the plan was accepted for review, we invited other state agencies, neighboring municipalities, and your regional planning organization to review it and submit written comments. By the end of the comment period, we received written comments from the Beginning with Habitat program (Natural Areas Program & IFW), Maine Drinking Water Program, and the Maine Department of Marine Resources. Those written comments are attached to this letter. The comments contain suggestions for improving and strengthening the plan. We urge the Comprehensive Planning Committee to consider how the plan might be revised to incorporate suggestions found in the comments.

We are now happy to report that we find the ***Tremont 2023 Comprehensive Plan*** to be **complete and consistent**. This means that we have found all sections of the plan, including the future land use section, to be consistent with the Growth Management Act. This review includes the addition of future land use policies and strategies received via email on 11/28/2023 as well as the capital improvement plan received via email on 12/8/2023. Both items were sent by Samantha Peikes of North Star Planning. Our finding of consistency is not conditional; however, we urge the Committee to consider amending the plan to incorporate the attached agency comments. Per Chapter 208 the town may incorporate both without resubmitting the Plan to the state.

We appreciate the efforts of community members, officials, consultants, and municipal staff who contributed to this plan. All involved clearly dedicated a lot of time and discussion to draft this very complete plan. Thanks to the skill and hard work of all involved, this plan will provide important guidance to the community's decision-makers for years to come. Please don't hesitate to contact me at 287-3860 or

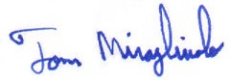
MUNICIPAL PLANNING ASSISTANCE PROGRAM
22 STATE HOUSE STATION
18 ELKINS LANE, HARLOW BUILDING
AUGUSTA, ME 04333



PHONE: (207) 287-3860
WWW.MAINE.GOV/DACF/MUNICIPALPLANNING

tom.miragliuolo@maine.gov if you have any questions.

Sincere Best Wishes,

A handwritten signature in blue ink that reads "Tom Miragliuolo". The signature is written in a cursive, flowing style.

Tom Miragliuolo, Senior Planner
Municipal Planning Assistance Program

Attachments:

- Public comments

cc: Ben Smith, North Star Planning
Samantha Peikes, North Star Planning
Brett Witham, Planning Board
Averi Varney, HCPC

Janet T. Mills
Governor

Jeanne M. Lambrew, PhD.
Commissioner



Maine Department of Health and Human Services
Maine Center for Disease Control and Prevention
11 State House Station
286 Water Street
Augusta, Maine 04333-0011
Tel: (207) 287-8016; Fax (207) 287-9058
TTY: Dial 711 (Maine Relay)

To: Tom Miragliuolo, Senior Planner, DACF
From: Ashley Hodge, Source Water Protection Coord., Maine CDC Drinking Water Program
Re: Review of 2023 Town of Tremont Comprehensive Plan
Date: September 22, 2023

On behalf of the Maine CDC, Drinking Water Program (MEDWP), I have reviewed the Town of Tremont 2023 Comprehensive Plan and have provided the following comments.

As you are aware, The Drinking Water Program works to ensure safe drinking water in Maine, to protect public health, by administering and enforcing drinking water and subsurface wastewater regulations, providing education and technical and financial assistance. The comments submitted below are based on the Maine State Planning Office's (SPO) instructions for agency commentors.

I. Specific Comments:

- a. Page 37, Appendix A-8: Under Water Resources Data, in the first sentence "completes an..." should be "completed an..."

II. General Comments:

- a. Currently, there are a total of 7 Public Water Systems in the Town of Tremont (*please see below for a screenshot of all currently active PWSs in Tremont*). This includes: one Non-Transient, Non-Community (NTNC) Water System and six Transient (NC) Water Systems.

Water System No.	Water System Name	Type	Status	Pri. Cnty/City Served	Pri. Src. Water Type
ME0092782	ACADIA WILDERNESS LODGE CET FIT	NC	A	HANCOCK	GW
ME0000635	AOS 91 TREMONT CONSOLIDATED SCHOOL CET FIT	NTNC	A	HANCOCK	GW
ME0003502	BASS HARBOR CAMPGROUND CET FIT	NC	A	HANCOCK	GW
ME0092683	HANSENS OUTPOST CET FIT	NC	A	HANCOCK	GW
ME0018564	QUIETSID CAMPGROUND & CABINS CET FIT	NC	A	HANCOCK	GW
ME0092661	SEAFOOD KETCH RESTAURANT CET FIT	NC	A	HANCOCK	GW
ME0021653	THURSTONS LOBSTER POUND CET FIT	NC	A	HANCOCK	GW

- b. The town should continue to maintain, enact, and/or amend public wellheads and groundwater protection. Taking proactive measures to protect Tremont's wellheads and groundwater will continue to support safe drinking water now and in the future, should the Town need to expand their public water supply.

Please feel free to contact me should you have any questions regarding this information.



JANET T. MILLS
GOVERNOR

STATE OF MAINE
DEPARTMENT OF MARINE RESOURCES
21 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0021

PATRICK C. KELIHER
COMMISSIONER

To: Tom Miragliuolo, Senior Planner, Municipal Planning Assistance
Program, Department of Agriculture, Conservation and Forestry

From: Melissa Britsch, Maine Coastal Program, Maine Department of Marine Resources

Re: Town of Tremont Comprehensive Plan Review

Date: September 22, 2023

Thank you for the opportunity to review the marine resources section of Tremont's Comprehensive Plan. I have provided the following comments and suggestions for your consideration.

Appropriate use of data provided by Maine Department of Marine Resources

Overall, the marine resources chapter was thorough and the importance of marine resources to the community is clear. However, the town has not used all of the data provided by DMR, and there is information missing from the data that is reported. We suggest to the town that they clarify some discrepancies and address the missing data.

- Maine DMR provides license and vessel length information, but the vessel length information is not present in the comprehensive plan. We ask that the vessel length data be summarized and added to the marine resources inventory.
- The marine license data is missing some license categories, including:
 - Commercial pelagic and anadromous, commercial pelagic and anadromous single, commercial shellfish, demo lobster, eel pot/hoop net, elver 1 fyke net, elver 2 fyke nets crew, elver dip net, elver dip net crew, green crab, lobster/crab apprentice under 18, lobster/crab under 18, mahogany quahog, recreational saltwater fishing operator, recreational saltwater registry, scallop diver with tender, and seaweed.
 - While the majority of licenses held by town residents are reported in the marine resources inventory, it was unclear why these other licenses were not mentioned. Can the town explain why some licenses were not acknowledged in the plan?
- The data are summarized clearly, but the first table in on page A-23 indicates that there were no lobster/crab over 70, lobster apprentice, lobster/crab class 2 over 70, lobster/crab class 3 over 70, lobster/crab student, or scallop dive licenses in 2019. However, the 2019 data package shows that there are licenses held in the categories. Please double check the data package and update the table with the missing licenses.
- The town provided license data from both 2019 and 2022. We appreciate that you are including more recent license data, but the source of the 2022 data was unclear. Can the town provide an explanation of the source of the 2022 data and the logic behind including data from 2019 and 2022?

- While the 2022 data are also missing multiple license categories, the numbers of licenses are similar to the information in the 2019 data package.

How the plan's policies and implementation strategies promote State goals relating to DMR's principal objectives and directives

The plan is thorough and marine resources are clearly valued by the community. The town is aware of many marine-related challenges, including changes in species abundance, crowding of public access points, and high demand for moorings. The strategies on page A-116 (1b, 2a, 3a, 3b, 4a, 4b, 4c) seem like excellent strategies and we encourage the town to continue supporting them. Likewise, the performance measures on page 26 will be valuable for measuring progress over time. We also are aware that the town is involved in projects looking at the resilience of their working waterfront.

Consistency of the plan with DMR's programs and policies

While the plan is largely consistent with DMR's goals, we would like the authors to address the data issues described above and include some additional information to flesh out the plan, specifically the five missing strategies from the checklist:

- Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).
- Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.
- Support implementation of local and regional harbor and bay management plans.
- If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.
- Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.

Measures DMR recommends the town take to ensure its plan addresses and identifies deficiencies and inconsistencies

Refer to my comments below.

Marine Resources	✓	Page	Comment #
Analyses			
Is coastal water quality being monitored on a regular basis?	x	A-10	
Is there a local or regional plan in place to identify and eliminate pollution sources?	x	27-28, A-10	1
Has closing of clam or worm flats threatened the shellfishing industry, and are sources of contamination known? If so, are sources point (direct discharge) or nonpoint sources?	x	13, A-10, A-24	
Are traditional water-dependent uses thriving or in decline? What are the factors affecting these uses? If current trends continue, what will the waterfront look like in 10 years?	x	A-24	2

Is there reasonable balance between water-dependent and other uses, and between commercial and recreational uses? If there have been recent conversions of uses, have they improved or worsened the balance?	x	A-24	2
How does local zoning treat land around working harbors?	x	A-24-25, A-67	
Is there a local or regional harbor or bay management plan? If not, is one needed?	x	A-25	3
Are there local dredging needs? If so, how will they be addressed?	not discussed	A-25	4
Is there adequate access, including parking, for commercial fishermen and members of the public? Are there opportunities for improved access?	x	13, A-22, A-25, A-116	
Are important points of visual access identified and protected?	x	A-13, A-25	
Comments: 1) We see that the town has a plan to participate in local and regional efforts to monitor, protect, and improve water quality. We encourage the town to act on this goal. 2) The plan mentions a gradual conversion of marine-related properties to other uses, and that it is difficult to maintain the infrastructure to support marine businesses, but the plan doesn't discuss what the waterfront could look like in the future. Likewise, the balance between uses - and changes in that balance - aren't discussed. If the authors are able to do so, some additional discussion of these topics could be useful to clarify if any actions need to be taken by the town. 3) We see has a harbor ordinance to regulate the use of moorings, public landings and launches, channels, and other properties. We encourage the town to maintain the ordinance, harbor committee, and harbor master. We also encourage the town to consider participating in broader regional management since there is so much activity in the Mount Desert Island region. 4) The plan mentions previous dredging activities, but does not mention if dredging will be needed in the future. Does the town expect to need to do maintenance dredging in Bass Harbor, or anywhere else? If so, what will the town need to do to facilitate the process?			
Condition and Trends			
The community's Comprehensive Planning Marine Resources Data Set prepared and provided to the community by the Department of Marine Resources, and the Office, or their designees.	Not complete	A-22-24	5
A map and / or description of water-dependent uses.	x	A-22, A-24, A-26	
A brief summary of current regulations influencing land use patterns on or near the shoreline.	x	A-24-25, A-67	
A description of any local or regional harbor or bay management plans or planning efforts.	x	A-25, A-70	
The location of facilities (wharves, boat ramps, pump-out stations, etc.), with a brief description of any regional or local plans to improve facilities.	x	A-25, A-26, A-50	

A description or map showing public access points to the shore. Include a brief description of their use, capacity, physical condition, and plans to improve, expand, or acquire facilities such as parking or toilets.	x	A-25, A-26, A-50, A-80, A-81, A-116	
A list of scenic resources along the shoreline, including current ownership (public or private) and any protections.	x	A-25	
Comments: 5) Vessel length data is missing from the report, and there are inconsistencies in the 2019 and 2022 license data. Specific recommendations for addressing these issues are in the letter above.			
Policies			
To protect, maintain and, where warranted, improve marine habitat and water quality.	x	13, 14, A-116	
To foster water-dependent land uses and balance them with other complementary land uses.	x	8,9, A-116	
To maintain and, where warranted, improve harbor management and facilities.	x	14, A-116	
To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.	x	8, 13, 14, A-116	
Comments: none			
Strategies			
Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	Not complete		6
Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Not complete		
Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	x	14	
Support implement of local and regional harbor and bay management plans.	Not complete		
If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	Not complete		
Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.	Not complete		

Comments:

6) The plan discusses a shortage of moorings in the community, and it seems like community water access needs are well-known. Are there any strategies, such as updating the harbor ordinance or creating a mooring or capital improvement plan, that could be added to the comprehensive plan strategies to help address these issues?

Other:

Is policy 1a on page 116 in the right table? Would it be better suited for the Water Resources table on page 114?

The other strategies on page 116 (1b, 2a, 3a, 3b, 4a, 4b, 4c) seem like excellent strategies and we encourage the town to continue supporting them. However, we would like to see the missing strategies added to the plan. Likewise, the performance measures on page 26 will be valuable for measuring progress over time and we appreciate seeing them in the plan.



STATE OF MAINE
BEGINNING WITH HABITAT
DEPARTMENT OF INLAND FISHERIES & WILDLIFE
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041



Date: September 25, 2023

To: Tom Miragliuolo, Municipal Planning Assistance

From: Lisa St. Hilaire, MNAP and Corinne Michaud-LeBlanc, MDIFW

Re: Tremont Comprehensive Plan Review

On behalf of Beginning with Habitat (BwH), the Maine Department of Inland Fisheries and Wildlife (MDIFW) and the Maine Natural Areas Program (MNAP) have reviewed the town of Tremont's 2023 Comprehensive Plan (the Plan) and provide the following comments.

As you are aware, BwH is a habitat-based approach to conserving wildlife and plant habitat on a landscape scale. The goal of the BwH program is to maintain sufficient habitat to support all native plant and animal species currently breeding in Maine. BwH compiles habitat information from multiple sources, integrates it into one package, and makes it accessible to towns, land trusts, landowners, conservation organizations, and others to use proactively in conservation planning. The habitat information BwH provides is objective, comprehensive, and equips local decision-makers with the necessary tools to make informed and responsible land use decisions that mesh wildlife and habitat conservation with future growth needs. While BwH information is comprised of both regulated and non-regulated features, it should be used for planning purposes only. Other resources, such as MDIFW's Environmental Review Program (<https://www.maine.gov/ifw/programs-resources/environmental-review/index.html>) and MNAP's Environmental Review Program (<https://www.maine.gov/dacf/mnap/assistance/review.htm>) should be contacted for assistance as projects get closer to the design or permitting review phase.

BwH is housed at MDIFW but is comprised of more than ten public agency and conservation partners. Comments provided below represent two BwH public agency partners (MDIFW and MNAP) but are guided by the overall conservation principles of the BwH program. Feedback and recommendations included in this memo are based on the Maine Municipal Planning Assistance Program at the Department of Agriculture, Conservation, and Forestry (DACF) instructions for agency comments.

Appropriate Use of Data Provided by BwH

MDIFW and MNAP data were appropriately used in the Tremont Comprehensive Plan; however, some of the mapped natural resources were not discussed in the Plan, and others require updating. We provide suggestions below for updating and expanding upon the Town's discussion of natural resources. BwH provides natural resource data to all Maine municipalities on behalf of MNAP and MDIFW. Information regarding rare plants and natural communities is provided by MNAP within DACF. MDIFW data depict high value animal occurrences, wildlife habitats and critical natural resources. BwH data are regularly updated, and we encourage the town of Tremont to seek updated information regularly to ensure that land use decisions are based on the best available information.



JUDITH CAMUSO
COMMISSIONER

AMANDA E. BEAL
COMMISSIONER



Resources identified on BwH maps are accurate at the time they are produced; however, it is important to note that the data contained on these maps are regularly updated. Much of this updated information is accessible to the public online through the BwH Map Viewer:

<https://webapps2.cgis-solutions.com/beginningwithhabitat/mapviewer/>

The Town may also request updated paper and digital BwH maps from MDIFW as often as needed during Plan completion and implementation:

<https://www.maine.gov/ifw/fish-wildlife/wildlife/beginning-with-habitat/maps/index.html>

Additional mapped information on stream habitats and barriers is available on the Maine Stream Connectivity Workgroup's Maine Stream Habitat Viewer:

<https://webapps2.cgis-solutions.com/mainestreamviewer/>

Additional land use planning resources and tools intended for use at the municipal level are available through BwH: <https://www.maine.gov/ifw/fish-wildlife/wildlife/beginning-with-habitat/municipalities/index.html>

Relation of Plan's Policies and Implementation Strategies to BwH Principal Objectives and Directives

The policies and implementation strategies proposed are generally consistent with BwH objectives and directives. Tremont has identified many strategies to strengthen natural resource protections and increase resiliency to climate change, such as prioritizing protection of open space and habitat connections, and increasing public awareness of critical natural resources. Beginning with Habitat staff would be happy to provide further assistance as the Town works to implement the Plan, such as updated maps, or presentations about conservation strategies for the natural resources found in Tremont. We have included information and suggestions below that are intended to help improve the policies and strategies outlined within this Plan.

Consistency of Plan with BwH Programs and Policies

We feel the proposed policies, strategies, and Future Land Use Plan are generally consistent with BwH programs and policies.

Critical and Important Natural Resources

The availability of high-quality habitat for plants, animals, and fish is essential to maintaining abundant and diverse populations for both ecological, economic, and recreational purposes. Tremont is home to many critical and important natural resources, including multiple rare wildlife species, exemplary natural communities, inland waterfowl and wading bird habitat and tidal waterfowl and wading bird habitat, and seabird nesting islands. Tremont also includes a portion of the Acadia East and West Focus Area. The Plan discusses most of these natural resources, but omits others. We have included comments below to clarify and update some sections of the Plan.

Specific Plan comments and recommendations below are provided by the following staff:

- *MDIFW: Corinne Michaud-LeBlanc (Beginning with Habitat Program Climate Coordinator)*
- *MNAP: Kristen Puryear (Ecologist) and Lisa St. Hilaire (Information Manager)*

General Comments

Page A-14, Critical Natural Resources: This section would benefit from clarification or renaming to indicate that not all resources discussed are considered critical natural resources, although they may be locally important or

unique. The bulleted list on page A-14 includes a mix of critical natural resources (such as seabird nesting islands and habitat for State Threatened species) along with resources that are not related to the regulations mentioned in the introductory paragraph (such as seasonal vernal pools and cedar swamps). We appreciate that the Town has identified many locally important natural resources, and offer the following comments to help clarify the information about the natural resources listed:

Low elevation Balds – This habitat type is a rare natural community type mapped by MNAP, not a unique natural wildlife community, and should be corrected to: “Low-elevation Balds – a rare natural community type”.

Seasonal vernal pools – The Plan accurately describes seasonal vernal pools, but should clearly distinguish between seasonal vernal pools and Significant Vernal Pools (SVP), which are a subset of vernal pools defined as a significant wildlife habitat under NRPA. Although there are no mapped SVP in Tremont, there are likely unmapped occurrences of this significant wildlife habitat in the town. See additional discussion below for more information.

Headland between Bass Harbor Light & Ship Harbor – This item could be clarified to state that there is an exemplary spruce fir ecosystem and tidal waterfowl and wading bird habitat at this location; it is not clear what is meant by “location of historic and future research”.

Bass Harbor Marsh – This location is not classified as a salt marsh, and should be corrected to say that the marsh is a Streamshore Ecosystem, and provides habitat for rare species such as least bittern (State Endangered) and big bluet (Species of Special Concern).

Cedar swamps near Western Mountain Road and Seal Cove Road – As a technical note, BwH does not have any mapped critical natural resources related to cedar swamps in Tremont, though this may be an area of local interest.

Ships & Barges Ledge – Purple sandpiper status should be corrected from species of conservation need to Species of Special Concern, as it was added to the Species of Special Concern list in 2022.

Little Gott Island – Consider adding Bass Harbor Head to this point, as both locations support habitat for State Threatened harlequin ducks.

Bar Island – Consider listing other mapped seabird nesting islands (SNI) as well, which are a significant wildlife habitat type. Mapped SNIs include Ship Island, Goose Cove Rock, Barge (West), Barge (East), and Trumpet Island.

Page A-15, Threatened and Endangered Wildlife, *first paragraph*: The Plan does a good job of discussing State Endangered, Threatened, and Special Concern species found in Tremont, but requires several updates. The heading for this section could be changed to “Threatened, Endangered, and Special Concern Wildlife Species”, since species of each type are discussed. The discussion should clarify that Nelson’s sparrow, formerly known as Nelson’s sharp-tailed sparrow, is also a Species of Special Concern. Nelson’s sparrow was added as a Species of Special Concern in 2021 and mapping efforts are still being completed, but the species has historically been documented in Tremont.

Page A-15, Threatened and Endangered Wildlife, *second paragraph*: The discussion of harlequin ducks should note that Little Gott Island also has mapped harlequin duck habitat, in addition to Bass Harbor Head.

Page A-15, Threatened and Endangered Wildlife, *third paragraph*: Purple sandpipers are covered by the Agreement on the Conservation of African-Eurasian Migratory Waterbirds (AEWA); however, the United States is not part of AEWA and this reference should be removed or clarified as it does not apply to the populations found in Maine. Purple sandpipers are found during the winter in Maine, after migrating south from their summer habitat in the Arctic. Lastly, purple sandpipers were listed as a Species of Special Concern in Maine in 2022, and the status should be updated throughout the Plan.

Page A-15, *Rare Natural Plant Communities*: We suggest renaming this section Rare Plants and Rare/Exemplary Natural Communities. We suggest consolidating and updating the section with the following text:

Tremont includes areas of Low-elevation Bald near Bald Mountain. This rare natural community type includes areas of three-toothed cinquefoil, blueberries, lichens, low herbs, and bare rock. Other areas of Mount Desert Island have the rare plant smooth sandwort within Low-elevation Balds, but this rare plant has not been documented in Tremont. These balds are often frequented by hikers and can be threatened by pedestrian and ATV traffic. Damage can be minimized if designated trails are used.

Bass Harbor Marsh is an exemplary Streamshore Ecosystem that grades from areas of small brackish tidal marsh to freshwater shrub marsh further upstream. The upper reaches of this Streamshore Ecosystem include a large population of Horned Pondweed (Special Concern). Horned Pondweed grows in submerged mats and can be found here in grassy wet meadows and alder thickets. This species is imperiled in Maine (state rank S2), meaning it is at high risk of extirpation within the state (more information is available from MNAP online at: <https://www.maine.gov/dacf/mnap/features/rank.htm>).

Page A-16, *Rare Natural Plant Communities, second paragraph*: Although the plants discussed in this section may be locally rare or of interest, the discussion should clarify that none of the plant species discussed are considered rare or tracked by MNAP.

Page A-16, *Significant Wildlife Habitat*: The Plan discusses most of the significant wildlife habitats found in Tremont, but we have noted several topics that should be corrected, or added to this section:

Shorebird Area. This discussion should clarify that Mitchell Marsh has been mapped as a shorebird area by MDIFW, and that shorebird areas are a significant wildlife habitat type defined under NRPA. The Plan correctly discusses the characteristics of shorebird areas, but could include additional information, such as that these feeding and staging areas provide migrating shorebirds with the food resources they need to acquire the large fat reserves necessary to fuel their transoceanic migration to wintering areas.

Seabird Nesting Islands. There are six seabird nesting islands mapped in Tremont: Bar Island, Ship Island, Goose Cove Rock, Barge (West), Barge (East), and Trumpet Island, which was omitted from the discussion. Seabird nesting areas are identified as islands, ledges, or portions thereof in tidal waters with documented nesting seabirds or suitable nesting habitat for endangered seabirds.

Tidal Waterfowl and Wading Bird Habitat (TWWH). The Plan discusses TWWH, but could include additional information, such as that TWWH are mapped along much of the shoreline of Tremont, and the shores of Hardwood Island, Tinker Island, Bar Island, Great Gott Island, and Little Gott Island. The Plan should note that tidal waterfowl wading bird habitat is defined as a significant wildlife habitat under NRPA.

Inland Waterfowl and Wading Bird Habitat (IWWH). The Plan does not discuss IWWH, which is a significant wildlife habitat type that must be included in the inventory. Tremont has four mapped IWWHs: Hodgdon Pond,

the south end of Seal Cove Pond, the headwaters of Heath Brook, and the headwaters of Bass Harbor Marsh. IWWH provide freshwater breeding, migration, feeding, and wintering habitat; and moderate and high value inland waterfowl and wading bird habitats are defined as a significant wildlife habitat under NRPA.

Significant Vernal Pools (SVP). As discussed above, SVP are a subset of vernal pools that are defined under NRPA. The Plan includes a general discussion on seasonal vernal pools, but should clarify that Tremont does not have any mapped SVPs. Vernal pools are natural, temporary to semi-permanent bodies of water occurring in shallow depressions that typically fill during the spring or fall and may dry during the summer. Vernal pools have no permanent inlet or outlet and no viable populations of predatory fish. A vernal pool may provide the primary breeding habitat for wood frogs (*Rana sylvatica*), spotted salamanders (*Ambystoma maculatum*), blue-spotted salamanders (*A. laterale*), and fairy shrimp (*Eubrachipus sp.*), as well as valuable habitat for other plants and wildlife. A vernal pool is considered 'significant' if it has a high habitat value, either because 1) a state-listed threatened or endangered species uses it to complete a critical part of its life history, or 2) there is a notable abundance of specific wildlife. Although there are no mapped SVPs in Tremont, there are likely unmapped occurrences of this significant wildlife habitat in the town. We suggest adding a sentence indicating that significant vernal pools are a resource that likely occurs in the town, although none have been mapped to date.

Deer Wintering Areas (DWA). Although Tremont observes seasonal fluctuations in deer population, Tremont does not have any mapped DWAs. Candidate Deer Wintering Areas were previously mapped within Tremont, but MDIFW has updated records for this region and has removed these DWAs from current maps. BwH staff can provide updated maps to the Town upon request.

Page A-16, Significant Wildlife Habitat, *miscellaneous*: The Plan may want to reorganize or rename this section to move discussion of seal haul-out sites, shellfish growing areas, and deer into a separate section, since they are not technically significant wildlife habitats. Alternatively, the section about seal haul-out sites could be removed from this section, since it is also discussed on page A-18.

Page A-17, Freshwater Fisheries Concerns: MDIFW records indicate multiple wild brook trout priority areas mapped in Tremont that the Plan should discuss in this section. These include streams in the vicinity of Seal Cove Pond, and Heath Brook and tributaries. Wild brook trout populations are vulnerable to rising temperatures caused by climate change, due to their reliance on clean, cool waters. MDIFW recommends maintaining 100-foot undisturbed, forested buffers from the upland edge of all intermittent and perennial streams and any contiguous wetlands to support wild brook trout populations. This strategy would also support Tremont's priorities to increase climate resilience, protect critical natural resources, and improve water quality. Staff can provide additional assistance with implementing this strategy if needed, such as model ordinances and conservation actions.

Page A-17, Natural Features, *first paragraph*: The reference to the Maine Natural Areas Program should be removed from this section, as the information discussed is from the Acadia East and West Focus Area fact sheet, which included information from multiple sources.

Page A-18, *first paragraph*: The Plan includes discussion of the Acadia East and West Focus Area, but could include more details about the specific focus area and potential conservation opportunities. This focus area encompasses roughly 60,000 acres, about half of which is within Acadia National Park. The overall focus area supports multiple rare and exemplary natural communities, abundant habitat for waterfowl and wading birds, and many species of rare plants and wildlife. More information on the focus area, including opportunities for conservation, can be found online at:

https://www.maine.gov/dacf/mnap/focusarea/acadia_eastwest_focus_area.pdf.

Page A-18, *second paragraph*: The discussion of Bass Harbor Marsh includes the same details discussed on page A-15, the information about this resource could be consolidated in one section.

Page A-18, Natural Resource Protection, *last paragraph*: It is great to see Tremont including discussion of the importance of undeveloped block connectors. This section should also include information on large undeveloped habitat blocks, which are another important natural resource to consider when discussing how to protect and connect wildlife habitats in the Town. Large undeveloped habitat blocks are important resources for supporting the full diversity of species in a region, and habitat block connectors are likely road crossing areas that link undeveloped habitat blocks of 100 acres or more. By implementing strategies to protect large undeveloped blocks and potential connectors, Tremont can help to maintain a connected and biodiverse landscape in the region. Beginning with Habitat staff would be happy to provide sample conservation strategies or further discuss these resources in support of the actions identified, such as revision of land use ordinances and incorporation of Beginning with Habitat maps into development review.

Page A-19, Endangered and Threatened Species: The Maine Endangered Species Act allows MDIFW to designate Essential Wildlife Habitat (EH), but currently the only species with designated Essential Wildlife Habitat are roseate tern, least tern, and piping plover. The discussion should clarify that there are no mapped Essential Wildlife Habitats in Tremont, or remove the discussion of EH from the section. The description of Special Concern species could be clarified to say that a species of special concern is any species of fish or wildlife that does not currently meet the criteria of an endangered or threatened species but is particularly vulnerable, and could easily become endangered, threatened, or extirpated. The information about least bittern surveys between 1998 and 2009 should be removed from the discussion, as it is not specific to Tremont or the region and may cause confusion. Editorial note: capitalization of species' common names should be consistent throughout the Plan, and Latin names should be italicized.

Page A-19, Endangered and Threatened Species, *table*: The Status column should be renamed to Status in Maine; and the listing status for purple sandpiper and horned pondweed should be updated to Special Concern. Nelson's sparrow (*Ammodramus nelson*) should be added to the table as a Species of Special Concern.

Page A-20, Rare Plants, *discussion and table*: The discussion and table of rare plants included in this section should be removed, as the species discussed are not known to occur in Tremont. More information about rare plant species can be found at the Maine Natural Areas Program website, https://www.maine.gov/dacf/mnap/features/rare_plants/index.htm, and BwH staff would be happy to provide updated maps and inventories to the Town upon request.

Page A-21, Town of Tremont Significant Habitat Areas Map: This map should be updated to remove Maine Deer Wintering Areas, and to incorporate rare plants and rare or exemplary natural communities. Significant Vernal Pools should be removed from the legend, as there are no known SVPs mapped in Tremont.

Page A-47, Stormwater Management: When addressing undersized stream crossings, MDIFW recommends following Stream Smart Road Crossing guidelines to improve connectivity and passage for aquatic organisms. General stream crossing guidance is attached at the end of this letter, and a pocket guide to Stream Smart Road Crossing is available from MDOT online: https://www.maine.gov/mdot/publications/docs/brochures/pocket_guide_stream_smart_web.pdf

Page A-115, Policies and Strategies, *Natural Resources Policy 1*: Tremont has identified many strategies to increase protections for critical natural resources in the community. Beginning with Habitat staff would be happy to assist with the implementation of these strategies by providing updated resource maps and model

ordinances. Additional actions in support of strategies 1c and 1d could include incorporating consultation with relevant State agencies during project permitting as appropriate. BwH staff can also assist with strategy 1f, by providing technical assistance regarding habitat block connections and related conservation strategies.

Page A-115, Policies and Strategies, *Natural Resources Policy 4*: It is great to see a focus on public awareness of natural resources in Tremont. BwH staff would be happy to support the related strategies by providing presentations about critical natural resources and related conservation strategies, and providing updated maps for the Town. The Town may want to make BwH maps available at the town office, and indicate in the Plan that maps are available for the public to review.

Page A-115, Policies and Strategies, *Natural Resources Policy 5*: Climate change was identified as a top concern by the community, and Tremont has taken great steps to plan for the impacts of climate change by adopting a Climate Resolution and joining the Community Resilience Partnership. The Climate and Energy Recommendations from A Climate to Thrive on pages A-127—A-129 include many strategies that could strengthen this policy, such as “Promote conservation of low-lying, undeveloped uplands where coastal marshes, beaches, and other intertidal natural communities can migrate inland with sea level rise.”, and “Engage in efforts to protect and restore natural protective features, such as floodplains, wetlands, marshes, and dunes”. In support of these strategies, BwH encourages the Town to specifically consider the impacts of sea level rise (SLR) on tidal marshes, by evaluating the impacts of multiple SLR scenarios on these vulnerable habitats. Marshes such as those found in Mitchell Cove, Bass Harbor, and Marshall Brook provide key habitat for many plant and wildlife species, and provide valuable co-benefits such as flood mitigation, protection against erosion, and carbon sequestration. As water levels rise, marsh habitat may be lost if it does not have connected, protected upland space to migrate into. More information on saltmarshes and coastal resiliency is available from the Maine Natural Areas Program online at: https://www.maine.gov/dacf/mnap/assistance/coastal_resiliency.html, and an online map viewer for exploring potential marsh migration is available at: https://www.maine.gov/dacf/mnap/assistance/marsh_migration.htm.

We appreciate the opportunity to comment on Tremont’s 2023 Comprehensive Plan, and hope that these suggestions are helpful. Please reach out to Beginning with Habitat Climate Change Coordinator Corinne Michaud-LeBlanc by email at corinne.L.michaud-leblanc@maine.gov, or by phone at (207)-592-5841 should you have any questions. Additional staff contact information and reference material are included below.

MDIFW Regional Contact Information

Region C – Jonesboro

PO Box 220

Jonesboro, ME 04648

Fisheries – (207) 255-2080

Gregory Burr, Regional Biologist – email: gregory.burr@maine.gov

Wildlife – (207) 255-2080

Victoria Hughes, Assistant Regional Biologist – email: victoria.hughes@maine.gov

MNAP Contact Information

Lisa St. Hilaire, Information Manager – 207-287-8044; email lisa.st.hilaire@maine.gov

Kristen Puryear, Ecologist – 207-287-8043; email: kristen.puryear@maine.gov

Stream Crossing Guidelines

The Maine Department of Transportation Fish Passage Policy and Design Guide is a good reference for information on fish passage and stream crossings. The following recommendations reduce the potential for culvert installations to create impediments to fish passage for most resident stream fish. These recommendations apply to circular culverts installed in streams.

- Do not install hanging culverts.
- Culvert installation should occur between July 1 and October 1.
- Culvert invert (downstream bottom end of the culvert) should be installed below streambed elevation; 6 inches deep for culverts less than 48 inches in diameter and 12 inches deep for larger culverts.
- Installation should not exceed the existing natural gradient.
- Use corrugated steel/aluminum culverts with the largest available corrugations. Smooth concrete and corrugated plastic culverts should only be used in very low gradient areas where water backs up the entire length of the pipe. Polyethylene slip liners and smooth bore plastic culverts are becoming more popular for new or replacement installations due their longevity and low cost; however, they are creating serious fish passage problems around the State. A review of flow capacity specifications for Snap-Tite, a local distributor of slip liner technology, reveals that in all applications where smaller diameter Snap-Tite Solid liners are installed in existing corrugated metal pipes (CMP) flow capacities are increased, even though effective pipe size is decreased. For example, when a 28-inch (26 inch inside diameter) solid liner is installed in a 30 inch (inside diameter) CMP the new liner provides 187% of the original capacity provided by the metal pipe. The increase in capacity results from the smooth walls and nonwetting characteristic of polyethylene, which reduce friction within the pipe. The increased velocities that result from slip liner and smooth bore polyethylene culverts usually far exceed that which can be negotiated by most fish typically occurring in Maine streams, which typically ranges between 1 and 2 feet per second. Furthermore, slip liner projects effectively increase the invert elevation, creating a hydraulic drop at the outlet, which creates an additional obstacle to fish passage. Increased flow velocities within the pipe also increase downstream scour, which can lead to degradation of the outlet plunge pool, important staging habitat for fish attempting to pass through culverts. Resulting erosion can also create “head cuts” or nick points that cause additional scouring of the stream channel and associated habitat degradation. Impediments and barriers to fish passage will generally be created using slip liners and smooth bore culverts, except under the following conditions:
 - 1) In drainage ditches or similar circumstances where water is not being conveyed in a jurisdictional stream channel;
 - 2) In streams where there are no fish present and where the presence of natural/artificial barriers prevent seasonal use by fish species lower in the drainage;
 - 3) In very low gradient settings where water backs up the entire length of the pipe, and where the water depth at the inlet end of the liner/culvert is at least 4-6 inches deep at low flows.
 - 4) Where a permanent, natural barrier is located upstream/downstream within 150 feet of the stream crossing. A permanent/natural barriers is defined as a vertical drop of at least 4 feet over a rock/ledge substrate, as measured during summer low flows. Beaver dams would not be considered a permanent impassable barrier.
- Culverts should be installed to provide a minimum water depth of 4 inches within the culvert during critical, seasonal movement/migration periods, which vary by species. This minimum water depth is needed to provide passage opportunities for smaller fish that dominate the streams in Region A. MDOT’s Fish Passage

Policy and Design Guide provides information on movement periods.

- Flow velocities within the culvert should not exceed 1 and 2 feet per second during critical, seasonal movement/migration periods (spawning, summer refugia, etc.), which will vary by species. These low flows velocities are needed to provide passage opportunities for smaller fish that dominate the streams in Region A. The aforementioned flows should not be exceeded more than 50% of the time during periods of movement. MDOT's Fish Passage Policy and Design Guide provides information on movement periods and how to evaluate this standard.
- Two offset culverts may be used, such that one pipe provides passage conditions during low flow periods and the other is installed to pass design peak flows. An experienced engineer should design multiple culvert installations.
- Efforts to mitigate for fish passage problems (e.g., fish ladder, tailwater control, baffles, etc.) should always be coordinated through MDIFW.

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

Total Reserved & Restricted Funds	1,523,636	448,714	5,819	337,489	302,701	199,199	1,813,758
						Gain or (Loss) > > >	290,122
							16%

Requested - Next Fiscal Year FY24

Reserve Account	Balance June 30, 2023	Transfers In	Interest Earned	Revenue	Expend- itures	Transfers Out	Balance June 30 2024
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General Reserve and Restricted Funds

207-00 Municipal Revenue Sharing Fund	234,635	0	767	164,751	0	111,610	288,543
275-02 Public Safety Reserve	172,230	50,000	563	0	0	0	222,793
275-03 Community Building Reserve	55,282	5,000	181	0	5,000	0	55,463
275-15 School Maintenance Reserve	127,142	0	416	0	0	0	127,558
275-16 Emergency Special Ed Reserve	245,352	0	802	0	0	0	246,154
275-31 Fishway Reserve	2,784	5,000	9	0	0	0	7,793
275-35 Library Technology Reserve	3,260	3,000	11	0	0	0	6,271
275-36 Library Operating Fund	51,358	82,897	168	17,393	101,572	3,000	47,244
275-39 Solar Array Reserve	50,225	20,000	164	0	0	0	70,389
275-71 Employee Leave Reserve	10,017	5,000	33	0	0	0	15,050
275-75 Pacific Hall Reserve	10,482		34	0		0	10,516
275-76 ARPA Funds (Covid-19)	98,647	0	323	0	15,000	0	83,970
275-77 Revaluation	20,000	62,500	0	0		0	82,500
Total General Reserve Funds	1,081,414	233,397	3,471	182,144	121,572	114,610	1,264,244

Special Revenue Funds

275-06 Harbor Management Fund	18,193	0	59	52,012	9,626	36,970	23,668
275-11 Town Wharf Fund	38,300	0	125	82,605	44,354	37,970	38,706
275-32 Seal Cove Facility Fund	16,140	0	53	7,850	4,192	0	19,851
Total Special Revenue Funds	72,633	0	237	142,467	58,172	74,940	82,225

Capital Improvement Projects

275-01 Fire Equipment Reserve	25,422	0	83	0	0	0	25,505
275-05 Town Truck Reserve	182,805	65,000	598	0	0	0	248,403
275-07 Local Road Assistance Program (LRAP)	2,842	0	9	25,575	0	25,575	2,851
275-09 School Bus Reserve	75,243	0	246	0	0	0	75,489
275-14 Library Capital Reserve	3,813	0	12	0	0	0	3,825
275-27 Town Equipment Reserve	9,665	5,000	32	0	0	0	14,697
275-34 Tremont Rd. Sidewalk Reserve	33,538	0	110	0	0	0	33,648
275-37 Wharf Capital Reserve	15,158	5,000	50	0	0	0	20,208
275-38 Town Office Reserve	45,600	0	0	0	0	0	45,600
275-40 Road Improvement Program Reser	76,350	50,000	250	0	0	0	126,600
Total Capital Improvement Projec	470,436	125,000	1,390	25,575	0	25,575	596,826

Permanent Funds & Private Purpose Funds

275-20 Cemetery Trust Fund	172,265	0	7,008	0	0	7,008	172,265
275-21 Library Trust Fund	14,761	0	48	0	0	0	14,809

Reserved and Restricted Funds**Appendix Rsv**

Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds

275-22 Welch Christmas Fund	2,249	0	7	0	0	0	2,256
Total Permanent Funds	189,275	0	7,063	0	0	7,008	189,330

Total Reserved & Restricted Funds	1,813,758	358,397	12,161	350,186	179,744	222,133	2,132,625
						Gain or (Loss) > > >	318,867

~~ Reserve Account Descriptions Start on Next Page ~~

15%

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds****General Reserve and Restricted Funds**

General Reserve Funds - When fund balance is reserved, it either means that the resources are in a form that cannot be appropriated and spent (such as inventory) or that the resources are legally limited to being used for a particular purpose.

Restricted Funds - Include fund balance amounts that are constrained for specific purposes which are externally imposed by providers, such as creditors, or amounts constrained due to constitutional provisions or enabling legislation.

207-00 Municipal Revenue Sharing Fund

Municipal Revenue Sharing is a state grant program to which all municipalities are entitled, based on a statutory formula. Among other things, funds for these grants come from sales taxes, so this program is very sensitive to changes in the state economy, but even more subject to the whims of the State Legislature, which often cuts our allocation to close State budget gaps.

By State Law, the General Fund can only use the amount which Town Meeting appropriates, even though that amount is always different from the amount that the State actually gives us. Consequently, Municipal Revenue Sharing checks are deposited to this "restricted fund", called the Municipal Revenue Sharing Fund, and the amount appropriated by Town Meeting is transferred to the General Fund as revenue, leaving the difference in the MRS Fund for use at a later time.

Revenues

In most years, the State sends us monthly checks, which tend to average about one-twelfth of the total amount received each year. Consequently, the best way to estimate our annual receipts is usually by doubling the year-to-date receipts at the end of December.

Revenue History	<i>Fiscal Year</i>	<i>YTD Dec.31</i>	<i>Full Year</i>	<i>Received by Dec.30</i>	<i>Change From Year Before</i>
	FY12	28,027	53,839	52%	
	FY13	24,613	49,647	50%	(4,192)
	FY14	16,527	31,693	52%	(17,954)
	FY15	14,203	29,236	49%	(2,457)
	FY16	17,819	33,142	54%	3,906
	FY17	16,892	32,018	53%	(1,124)
	FY18	17,850	34,110	52%	2,092
	FY19	20,059	38,626	52%	4,516
	FY20	32,912	63,321	52%	24,695
	FY21	43,704	90,418	48%	27,097
	FY22	65,983	134,037	49%	43,619
	FY23	81,881			
<i>Three Year</i>	<i>Average</i>	63,856	95,925	49.7%	31,804

Estimated Revenue

*Estimated Requested
This Year Next Year*

FY23 This Year was estimated by assuming we received by the end of December the same as the average of the past 7 years

FY23 164,751

164,751

FY24 Next Year was estimated at same amount as this year

FY24 164,751

164,751

Fund Balance

I recommend that we use a guideline of trying to maintain a fund balance of around \$287,776. This will give us approximately a three year buffer in the event the State Legislature decides not to transfer the statutorily required revenues. This amount is the sum of the last three years for which we have complete information.

~ Municipal Revenue Sharing Continued on Next Page ~

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

	<i>FY20</i>	<i>FY22</i>	<i>FY23</i>	<i>FY24</i>
	<i>Actual</i>	<i>Actual</i>	<i>Estimated</i>	<i>Requested</i>
Year End Account Balances	114,650	191,189	234,635	288,543
Change		76,539	43,446	53,908

Transfers Out**These are the transfers out of the Municipal Revenue Sharing Fund to the General Fund Revenues.**

FY23	This Year's budgeted transfer out was already set by Town Meeting last year.....	122,042	
FY24	Next Year's transfer to the General Fund was budgeted as follows:		
	The estimated amount we expect to receive from the State next year.....	164,751	
	Plus the excess fund balance being carried in the Revenue Sharing Fund:		
	Estimated Balance at the end of This Year:	234,635	
	Minimum Recommended Balance	287,776	
	Fund Balance available for use	(53,141)	
Total Transfers Out		\$122,042	\$111,610

275-02 Public Safety Reserve

The earliest record we can find regarding the Law Enforcement Reserve Fund comes from Article 36 at the 1994 Annual Town Meeting, which passed a motion "to establish a Law Enforcement Reserve Fund Account for general law enforcement purposes as directed by the Selectmen within their discretion and to appropriate such amount as shall lapse from the Police Equipment Reserve Account to surplus pursuant to action under Article 35". The Police Equipment Reserve Account was closed by action on Article 35.

We believe that the "Law Enforcement Reserve" was established when the Town received a Federal grant (probably a Cops FAST Grant) to cover the full cost of employing a police officer for one year, but the grant was scheduled to phase out over the following few years. These funds have been sitting untouched in this reserve account since at least 2001, except for action at the 2016 annual Town Meeting which authorized the transfer of the accumulated interest in this account to a new "Fire Equipment Reserve" as explained below, and action at the 2018 annual Town Meeting to transfer out \$40,000 to help offset the first debt service payment on the new fire truck.

The 2020 Annual Town Meeting changed the name of this reserve from "Law Enforcement Reserve" to "Public Safety Reserve" and to authorize expenditures for police, fire, or ambulance services as directed by the Selectmen within their discretion.

Transfers-in		<i>Estimated</i>	<i>Requested</i>
		<i>This Year</i>	<i>Next Year</i>
FY23	Transfer-in from the general fund	50,000	
FY24	Transfer-in from the general fund		50,000
Total Transfers In		\$50,000	\$50,000

Expenses		<i>Estimated</i>	<i>Requested</i>
		<i>This Year</i>	<i>Next Year</i>
FY21	No anticipated expenses at this time		

~~ Reserves - Appendix Rsv - Continued on Next Page ~~

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

FY22	No anticipated expenses at this time		
FY23	No anticipated expenses at this time	0	
FY24	Possible Design / Engineering Expenses		0
Total Transfers Out		0	0

275-03 Community Building Reserve

We could find no history on this reserve account, but we believe it was setup to allow the Selectmen to pay for any improvements or unexpected repairs at the Community Building, without the need to ask permission from Town Meeting.

Revenues		<i>Estimated This Year</i>	<i>Requested Next Year</i>
FY23	Transfer In came from the General Fund "Operating Transfers Out" account	\$5,000	
FY24	Transfer In came from the General Fund "Operating Transfers Out" account		\$5,000
Total Revenues		\$5,000	\$5,000
Expenses			
FY21	Refurbishing gym floor	12,800	
FY22	No expenses anticipated at this time.		
FY23	No expenses anticipated at this time.	0	
FY24	Security Camera Installation on Exterior	5,000	0
Total Expenses		\$0	\$0

275-13 Museum Settlement Reserve

This reserve was established by Article 40 at the 1989 Annual Town Meeting with the purpose "to invest money and interest to be used to reduce Town debt". The purpose was modified by Article 20 at the 2014 Annual Town Meeting "to authorize the Selectmen to expand the purpose of "The Seal Cove Auto Museum Settlement Reserve Account" the interest of which is now used to reduce the tax rate, to also be used to reduce the Town's debt". Action on Article 34 at the same meeting clarified that the principal, not just the interest, could be used to reduce the Town's debt.

Transfers Out		<i>Estimated This Year</i>	<i>Requested Next Year</i>
FY18	Almost all the remaining balance in this account was transferred out to pay a portion of the payment due on Bond Issue 2013-A, the Tremont Road Reconstruction (MPI) Project, after which this reserve account will be closed.	\$29,276	
FY19	This balance of this reserve was almost emptied with a transfer-out of \$242		
FY20	No activity		
FY21	On September 8, 2020, The Selectboard voted to transfer the little remaining balance of this reserve to the General Fund and to close the reserve.	71	

275-14 Library Capital Reserve

Article 44 at the May 8, 2017 Annual Town Meeting voted, "to change the purpose of the Library Capital Reserve to allow the Board of Selectmen to use these funds at its discretion for unbudgeted Bass Harbor Memorial Library repairs costing \$5,000 or more and for library expansions and renovations, with associated furnishings, fixtures, parking and landscaping, and the planning of and fundraising for such improvements.

Revenues		<i>Estimated This Year</i>	<i>Requested Next Year</i>
FY18	The Library has received a significant amount in donations for the Library Renovation and Expansion Project.	431,790	
~~ Reserves - Appendix Rsv - Continued on Next Page ~~			

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

FY19	The library received \$24,540 in donations	
FY20	The Library received \$134,584.42 in donations	
FY21	As of 12/31/2020, we have received \$21,635 in donations	
FY22	No donations for the Capital Reserve have been received as of 12/30/21	0
FY23	No donations for the Capital Reserve have been received as of 12/30/22	
FY24	I do not anticipate any donations for the library capital reserve next year.	0

		<i>Estimated</i>	<i>Requested</i>
Expenditures and Transfers Out		<i>This Year</i>	<i>Next Year</i>
FY18	Expenses this year were primarily for the architect and clerk of the works.	36,369	
FY19	Significant work began in FY19	152,432	
FY20	Significant work continued.	399,906	
FY21	Work continued	26,165	
FY22	Minor remaining work will continue	9,000	
FY23	No funds have been reserved, and no expenses are planned at this time.	0	
FY24	No funds have been reserved, and no expenses are planned at this time.		0

275-15 School Maintenance Reserve

The May 10, 1994 Annual Town Meeting adopted Article 7 upon a motion "to establish and fund a school reserve account (Maintenance of School Plant Reserve) for maintenance of plant and minor remodeling, by transferring and appropriating sums currently in the School Capital Outlay reserve for that purpose." We believe that this is the same account, although the name has been shortened to accommodate the maximum number of characters allowed in an account name by our accounting software.

We understand that this account could be used by the School Committee for the stated purpose without further Town Meeting authorization.

FY23 No funds have been reserved, and no expenses are planned at this time.

FY24 No funds have been reserved, and no expenses are planned at this time.

275-16 Emergency Special Ed Reserve

The May 10, 1994 Annual Town Meeting adopted Article 8 upon a motion "to establish and fund a school reserve account (Emergency Special Education Reserve) for normal school operations during periods of financial emergency caused by unanticipated or unusual special education costs, by transferring and appropriating sums currently in the School Legal Fee reserve account for that purpose.

Due to the potentially staggering cost of educating a student with extensive special needs, the Emergency Special Education Reserve Fund was established by Town Meeting to act as a "rainy day account" to hold funds until needed for unexpected special ed expenses. By the nature of a reserve account the School Committee is authorized to spend these funds without further appropriation by the Town. Therefore, a budget need not be established nor approved by the Town and is included in this budget document only for informational purposes. It should also be noted that any balance at year end does not lapse to surplus.

275-31 Fishway Reserve

Our research has been unable to locate any records regarding the establishment of this account, and we have no clear idea of its appropriate purpose, beyond the name assigned to it. However, it appears that this account may have been setup to account

~~ Reserves - Appendix Rsv - Continued on Next Page ~~

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

for the reconstruction of the fishway around 2002.

- FY21 Minimal expenses, primarily for surveying in preparation for fishway reconstruction
- FY22 We are planning to reconstruct the fishway with grant and donor support. We're receiving significant staff assistance from Maine Coast Heritage Trust. Many grants require a local match, and so the transfer-in will help.
- FY23 We are potentially close to fully funding the project, I am requesting the same amount as FY22
- FY24 The project has been completed. I am requesting we keep this reserve operational for future maintenance and repairs

		<i>Estimated This Year</i>	<i>Requested Next Year</i>
Transfers-in			
FY23	Transfer-in from the general fund to provide matching funds for grants for fishway construction	20,000	
FY24	Transfer-in from the general fund to provide matching funds for grants for fishway construction		5,000
Total Transfers In		\$20,000	\$5,000
Expenses		<i>Estimated This Year</i>	<i>Requested Next Year</i>
FY22	Expenses to reconstruct fishway 20,000		
FY23	Expenses to reconstruct fishway	20,000	
FY24	No Expenses anticipated		0
Total Transfers Out		20,000	0

275-35 Library Technology Reserve

Article 49 at the May 10, 2016 Annual Town Meeting voted, "to create a Library Technology Reserve account for the replacement of Bass Harbor Memorial Library computer, network and other technological equipment and to authorize the Board of Selectmen to expend these funds at its discretion for the use of the Bass Harbor Memorial Library".

		<i>Estimated This Year</i>	<i>Requested Next Year</i>
Transfers In			
FY23	This Year's budget provided for a transfer from the Library Operating Fund	3,000	
FY24	Next Year's budget provides for a transfer from the Library Operating Fund		3,000

275-36 Library Operating Fund

The Library Operating Fund was established by Town Meeting action on Article 48 at the March 10, 2016 Annual Town Meeting, which passed a motion "to create a Special Revenue Fund to be known as the Library Operating Fund and to define its purpose to be accounting for the Bass Harbor Memorial Library operating revenues, expenses and fund balance, which shall carryforward each year, and to authorize the Board of Selectmen to expend these funds at its discretion for the use of the Bass Harbor Memorial Library". Unfortunately, the Town Auditor later determined that this cannot be considered special revenue fund, since the bulk of its revenue comes from taxation. Although the Auditor has classified this as a "restricted fund," all other provisions of the Town Meeting action remain in force.

- > Details of this fund's revenues, expenditures and fund balance can be found at the budget tab "Library Funds" and in Appendix Lib.

275-39 Solar Array Reserve

~~ Reserves - Appendix Rsv - Continued on Next Page ~~

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

The Solar Array Reserve has not yet been established. Due to an error in preparing the 2020 Town Meeting Warrant, creation of this reserve was inadvertently omitted, though Town Meeting did approve appropriating \$10,000 for it. In order to correct for this, I propose putting creation of this reserve on the 2021 Town Meeting warrant, and then simply keeping the amount already there in place. I've confirmed with the auditor, and they are comfortable with this plan.

		<i>Estimated</i>	<i>Requested</i>
Transfers In		<i>This Year</i>	<i>Next Year</i>
FY19	A transfer-in to this reserve was discussed during the FY19 budget preparation, but in the end, was decided against due to budget constraints		
FY20	A transfer-in to this reserve was discussed during the FY20 budget preparation, but in the end, was decided against due to budget constraints		
FY21	Transfer-in to save up for eventual purchase of solar array.		
FY22	Transfer-in to save up for eventual purchase of solar array.		
FY23	Transfer-in to save up for eventual purchase of solar array.	20,000	
FY24	Transfer-in to save up for eventual purchase of solar array.		20,000
Total		20,000	20,000

275-71 Employee Leave Reserve

The Employee Leave Reserve was created by the passage of Article 56 at the July 14, 2020 Town Meeting. The purpose of this reserve is to authorize expenditures by the Selectmen to pay for the costs of vacation and compensatory leave payouts to employees upon separation from employment.

Target Balance

Exhibit C of the audit includes a calculation of accrued compensated absences. This number changes as employees use more or less leave than in past years. Below is a history of the last five years.

<i>Accrued compensated absences</i>	
<i>FY17</i>	\$33,408
<i>FY18</i>	\$27,039
<i>FY19</i>	\$37,033
<i>FY20</i>	\$29,616
<i>FY21</i>	\$34,895

Given this history, I recommend setting a goal of keeping a balance of \$30,000 in this reserve. We can save up for this by setting aside \$5000 per year over the next six years.

		<i>Estimated</i>	<i>Requested</i>
Transfers In		<i>This Year</i>	<i>Next Year</i>
FY23	This year's budget provides for a transfer-in to the Employee Leave Reserve	5,000	
FY24	Next year's budget provides for a transfer-in to the Employee Leave Reserve		\$5,000
Total		5,000	5,000

275-75 Pacific Hall Reserve

~~ Reserves - Appendix Rsv - Continued on Next Page ~~

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

This reserve was created by the passage of Article 52 at the July 14, 2020 Town Meeting. The purpose of this reserve is to authorize the Board of Selectmen to expend funds at its discretion to be used for maintenance, repairs, and capital expenses at Pacific Hall

FY22 I estimate this year's use will be the average monthly rate from the last four years, times 12
 FY23 I estimate Pacific Hall's total electricity use will be the same as this year, adjusted for inflation.
 FY24 I estimate Pacific Hall's total electricity use will be the same as this year, adjusted for inflation.

		<i>Estimated</i>	<i>Requested</i>
		<i>This Year</i>	<i>Next Year</i>
Transfers In			
FY21	This year's budget provided for a transfer-in to the Pacific Hall Reserve equal to the estimated annual costs at the time the FY21 budget was prepared		
FY22	My goal is to keep the fund balance at enough to cover a year's expenses.		
FY23	My goal is to keep the fund balance at enough to cover a year's expenses.		
FY24	My goal is to keep the fund balance at enough to cover a year's expenses.		
			0

275-76 ARPA Funds (Covid-19)

This reserve is to be established by Article 40 at the May 10, 2022 Town Meeting. The purpose of this reserve is to "authorize expenditures by the Select Board in accordance with the eligible uses of this fund issued by the U.S. Treasury Department until December 31, 2024."

Revenues

FY23	Second payment from ARPA Federal payment due September 2022	84,439	
FY24	No additional Funds Anticipated		0
Total		84,439	0

Expenses

FY22	To be determined		
FY23	Digital Message Board Sign - Town Office, Covid Premium Pay, Fire Pond Expansion, Heating Assistance, Energy Rebates Public Works Wages		
FY24	To be determined		

275-77 Revaluation

This reserve is to be established by Article 42 at the May 10, 2022 Town Meeting. The purpose of this reserve is to "authorize expenditures by the Select Board for the town wide tax revaluation in FY24"

Revenues

FY23	Transfer in to save up for the Town wide Revaluation approved by the Select Board on 10/18/21	20,000	
FY24	Remaining amount due for the Revaluation		62,500

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds****Special Revenue Funds**

Special Revenue Funds are used to account for the proceeds of significant and specific revenue sources that are legally restricted to expenditures for specific purposes.

275-06 Harbor Management Fund

The earliest record we can find regarding the Harbors Management Fund comes from Article 31 at the May 11, 1993 Town Meeting, which passed a motion "to direct that effective July 1, 1994 all funds paid to the Town as watercraft excise taxes pursuant to 36 MRSA Sec. 1501 et seq. be deposited in a Harbors Management Account established as a dedicated reserve fund account in accordance with 30-A MRSA Sec. 5802 for such purpose, and that the Selectmen be authorized to expend such funds from such account as they shall deem appropriate for harbor maintenance, management and improvement." Accordingly, any money left in these accounts at the end of the fiscal year does not lapse to the General Fund, but remains in the Harbor Management Fund.

- > Details of this funds' revenues, expenditures and fund balance can be found at the budget tab "Harbor Funds" and in Appendix Hbr.

275-11 Town Wharf Fund

The earliest record we can find regarding the Town Wharf Fund comes from Article 28 at the May 11, 1993 Town Meeting, which passed a motion: "to appropriate such funds as are received from operation, fees and/or rental of the Town Wharf property purchased by the Town on December 5, 1991 to the Dedicated Tremont Town Wharf Account for the following purposes: (1.) Wharf maintenance, repair and operation. (2.) Satisfaction of debt incurred by the Town for financing of the purchase price and repair of said wharf property pursuant to Art. 30 of the Annual Town Meeting Warrant. Any such funds in excess of those utilized for such purposes by the Selectmen in the current year shall remain in the Tremont Town Wharf Account which is hereby dedicated for such purpose."

- > Details of this funds' revenues, expenditures and fund balance can be found at the budget tab "Harbor Funds" and in Appendix Wrf.

275-32 Seal Cove Facility Fund

The earliest record we can find regarding the Seal Cove Facility Fund comes from Article 37 at the 1989 Annual Town Meeting, which passed a motion: "to raise and/or appropriate \$10,000 from taxation and to establish a reserve account for work at the Seal Cove Recreational Facility". Not only does this account record revenues and expenses of the Town property on the Cape Road shoreline, known as the "Algerine Coast", "Heath Point", "Seal Cove Ramp", etc., it now includes expenses and revenues for the launching ramp as well as the picnic area. The primary source of income is from Seal Cove mooring fees. Since the use of Special Revenue Funds is restricted to the purpose for which the Fund was created, the Board of Selectmen can approve the expenditure of funds from this account without further approval by Town Meeting. Any money left in these accounts at the end of the fiscal year does not lapse to the General Fund, but remains in the Seal Cove Facility Fund.

- > Details of this funds' revenues, expenditures and fund balance can be found at the budget tab "Harbor" and in Appendix SC.

~~ Reserves - Appendix Rsv - Continued on Next Page ~~

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds****Capital Improvement Projects**

Capital project funds are used to track the revenues and expenses of constructing, acquiring, and rehabilitating capital assets, such as buildings and roads.

275-01 Fire Equipment Reserve

Article 45 at the May 10, 2016 Annual Town Meeting voted, "to create a Fire Equipment Reserve, to transfer \$18,768 from the Law Enforcement Reserve to the Fire Equipment Reserve account and to authorize the Board of Selectmen to expend these funds at its discretion for unbudgeted Fire Department apparatus and equipment repairs costing \$5,000 or more."

			<i>Estimated</i>	<i>Requested</i>
			<i>This Year</i>	<i>Next Year</i>
Transfers-In				
FY21	General Fund: Transfers out	0		
FY22	General Fund: Transfers Out	0		
FY23	General Fund: Transfers Out		0	
FY24	General Fund: Transfers out			0
Total Transfers-In			\$0	\$0
Revenues				
FY21	No planned revenues			
FY22	No planned revenues			
FY23	No planned revenues		0	
FY24	No planned revenues			0
Total Revenues			\$0	\$0
Expenses				
FY23	No Planned Expenses		0	
FY24	No Planned Expenses			0
Total Expenses			\$0	\$0

~~ Reserves - Appendix Rsv - Continued on Next Page ~~

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds****275-05 Town Truck Reserve**

We can find no record of why this account was setup, but we believe it was established to account for the depreciation on the Town's truck fleet and the cost of replacing them. This account could also be used to pay for capital repairs, which are defined as costing more than \$5,000.

					<i>Estimated</i>	<i>Requested</i>
					<i>This Year</i>	<i>Next Year</i>
Revenues						
Depreciation on our two 2013 International plow trucks and the three smaller trucks is about \$45,000 per year. Consequently, if we wish to have enough money in this account when each vehicle needs to be replaced, we should be reserving at least that much every year.						
Transfers-In From:						
FY19	General Fund Transfers-Out	60-65-04	To be raised from taxation	\$28,135		
FY20	General Fund Transfers-Out	60-65-04	To be raised from taxation	28,135		
FY21	General Fund Transfers-Out	60-65-04	To be raised from taxation	45,000		
FY22	General Fund Transfers-Out	60-65-04	To be raised from taxation	65,000		
FY23	General Fund Transfers-Out	60-65-04	To be raised from taxation		65,000	
FY24	General Fund Transfers-Out	60-65-04	To be raised from taxation			\$65,000
Total Revenues					\$65,000	\$65,000
Expenses						
FY18	Purchase New Light Plow Truck			60,156		
On November 13, 2017, the Selectboard authorized the purchase of a new F550. This truck is equipped with a dump body, straight plow, and spreader. These additional features are detailed in 275-27 Town Equipment Reserve, below.						
FY19	No expenses					
FY20	No expenses					
FY21	No planned expenses					
FY22	No planned expenses					
FY23	The Select Board authorized ordering a replacement for Truck 1, it will arrive in August of 2023					
We purchased a replacement Dodge Ram at a cost of \$50,637 in September of 2022 out of this account.						
FY24	We need to replenish the money used for the Dodge Ram to pay for Truck 1 in August.					
Total Expenses					\$0	\$0

~~ Reserves - Appendix Rsv - Continued on Next Page ~~

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds****275-07 Local Road Assistance Program (LRAP)**

The "Road Block Grant Reserve" was first established by Article 32 at the 1981 Town Meeting and holds funds received under State Law, 23 MRSA 1803-A(1-A) which authorized a State grant program known as the Local Road Assistance Program (LRAP). This program was known as the Urban/Rural Initiative Program (URIP) at one time. By law, these funds can only be used for road-related capital improvements or debt service. Once the State grant is received, the funds are held in this account until needed.

Estimated Requested
This Year Next Year

Revenues

In most years, the State sends us a single check in or around December. By law, towns are granted 9% of the MDOT budget, so the amount received varies with the MDOT's approved budget.

Revenue History	<i>Fiscal Year</i>	<i>Date Received</i>	<i>YTD Dec.30</i>	<i>Change From Year Before</i>
	FY15		25,176	
	FY16	12/02/15	25,436	260 1%
	FY17	12/1/2016	25,300	(136) -1%
	FY18	11/29/17	25,704	404 2%
	FY19	12/19/18	25,480	(224) -1%
	FY20	12/02/19	25,912	432 2%
	FY21	12/01/20	24,212	(1,700) -7%
	FY22	12/01/21	26,144	1,932 8%
	FY23	1/1/2023	26,000	1,788 7%
	<i>Average</i>		25,575	439

Estimated Revenue

FY23	This year's funds received on	1/1/2023	26,000	26,000	
FY24	Next Year estimated at the average of the last six years' actual.		25,575		25,575

Expenses

By law, LRAP funds can be used only for road-related capital improvements or debt service. Grant reporting is easier if the funds are used for capital improvement debt service. Currently, funds are being used as shown below:

	<i>Actual Year Before Last: FY21</i>	<i>Actual Last Year FY22</i>	<i>Estimated This Year FY23</i>	<i>Requested Next Year FY24</i>		
Transfer To: "General Fund Revenues: Transfers-In"	25,501	25,317	25,501	25,575	25,501	25,575
Grant Eligible Expenses:						
10 - Tremont Road - MPI Bond *	45,360	44,507	43,845	42,923		

Fund Balance

I recommend that we try to maintain an account balance no lower than \$1,000 to \$2,000. This will give us a little buffer as insurance against the day, which always comes, when the State Legislature decides not to transfer the usual revenues.

	<i>FY22 Actual</i>	<i>FY23 Estimated</i>	<i>FY24 Requested</i>	<i>Average</i>
Year End Account Balances	2,334	2,842	2,851	2,676
Change		508	9	259

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds****275-09 School Bus Reserve**

The May 10, 1994 Annual Town Meeting adopted Article 12 upon a motion "to ratify and confirm the establishment of the School Bus Reserve account and the appropriation of sums currently in that account for that purpose". Accordingly, this account is used to "save up" for the replacement of school buses or for any major repairs which may be needed.

By the nature of a reserve account the School Committee is authorized to spend these funds without further appropriation by the Town. Therefore, a budget need not be established nor approved by the Town and is included in this budget document only for informational purposes. It should also be noted that any balance at year end does not lapse to surplus.

				<i>Estimated</i>	<i>Requested</i>
				<i>This Year</i>	<i>Next Year</i>
Transfers-In					
FY23	School Fund	To be raised from taxation		\$0	
FY24	School Fund	To be raised from taxation			\$0
Total Transfers-In				\$0	\$0
Transfers-Out					
FY21	No expenditures				
FY22	No expenditures expected at this time			0	
FY23	No expenditures expected at this time				
FY24					0
Total Expenses				\$0	\$0

275-27 Town Equipment Reserve

We could find no history on this reserve account, but we believe it was setup so that we could "save up" for the replacement of capital equipment at the Public Works Department, defined as any piece of equipment costing over \$5,000, such as our two backhoes, trailers, pressure washer, sanders, plows, etc.

such as our two backhoes, trailers, pressure washer, sanders, plows, etc.					Estimated	Requested
Revenues					This Year	Next Year
Transfers-In From:						
FY21	General Fund Transfers-Out	60-65-11	To be raised from taxation	15,000		
FY22	General Fund Transfers-Out	60-65-11	To be raised from taxation	35,000		
FY23	General Fund Transfers-Out	60-65-11	To be raised from taxation		10,000	
FY24	General Fund Transfers-Out	60-65-11	To be raised from taxation			5,000
					10,000	5,000
Expenses						
FY17	V-Plow	\$9,000				
	Last Year we replaced the snowplow on Truck #7, our F350. The budget price was the MSRP for a Fisher 9.5' stainless steel flared V-plow					
FY18	Equipment related to the purchase of a new F550			10,256		
	This purchase was authorized by the Selectboard on November 13, 2017. The equipment for this new truck includes a dump body, 9' steel-caster hopper spreader for spreading salt and/or sand, and a 9' MC straight blade snow plow.					
FY19	Backhoe	\$0				
	During FY19 budget preparations, we planned to purchase a new backhoe at a cost of \$85,000 out of this fund.					

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

However, we ended up deciding to repair the 2006 John Deere at a total cost of approximately \$14,000. This full amount was charged the Public Works-Equipment-Repairs by Outside Shop (25-32-01)

FY20	No anticipated expenses			
FY21	Backhoe	98,900		
	Purchased new Case 580 Super N. This was more expensive than the original estimate from FY19 because we decided not to trade in the old John Deere. The old John Deere is now being used to load salt, and the new backhoe is not allowed anywhere near the salt/sand shed so that rust won't build up as quickly.			
FY22	Bobcat			
	Purchased new Bobcat L28 Articulated Loader and Plow Blade to clear the sidewalks during the winter, as well as many other uses as a loader. 40,898			
FY23	We purchased a sweeper attachment and snow blower attachment for the Bobcat		12,904	
FY24	No anticipated expenses			0
Total Expenses			\$12,904	\$0

275-34 Tremont Rd. Sidewalk Reserve

This reserve was established by the 2012 Annual Town Meeting, Article 21, to fund the local portion of the Tremont Road Sidewalk Project. That project was largely funded by a Federal "Safe Routes to School Grant" received from the Maine Department of Transportation. The project was built by the MDOT in conjunction with its Clark Bridge Replacement Project and included the construction of new sidewalk along the westerly side of Tremont Road from the school to Flat Iron Road. As of January 2020, we have paid all expenses on this section of sidewalk. I recommend maintaining this fund balance for future sidewalk projects.

Expenses		Estimated This Year	Requested Next Year
FY18	The project is currently scheduled for the bulk of the construction to take place this spring and summer (FY18 and FY19) 3,500		
FY19	Final engineering costs related to this project. This project received 100% funding through the Safe Routes to School program, and so we will have much leftover in the reserve.	\$0	
FY21	No expenses		
FY22	No anticipated expenses		
FY23	No anticipated expenses	0	
FY24	No anticipated expenses		0

~~ Reserves - Appendix Rsv - Continued on Next Page ~~

275-37 Wharf Capital Reserve

The May 9, 2017 Annual Town Meeting voted "to create a Wharf Capital Reserve, and to authorize the Board of Selectmen to expend these funds at its discretion for Town Wharf repairs, construction, expansion, equipment and real or personal property costing \$5,000 or more".

Transfers-In From:		Estimated This Year	Requested Next Year
FY21	Wharf Fund - Transfers Out 10,000		
FY22	Wharf Fund - Transfers Out 0		
FY23	Wharf Fund - Transfers Out		
FY24	Wharf Fund - Transfers Out	5,000	5,000
Total Transfers-in		\$5,000	\$5,000

Expenses

FY20	No Expenses. All wharf reconstruction costs were charged to 92-64-05: Wharf Fund-Capital Outlay-Wharf Reconstruction		
FY22	No anticipated expenses		
FY23	No anticipated expenses	0	

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

FY24	No anticipated expenses			0
Total Expenses			\$0	\$0

Transfers Out

FY20	Transfer almost all out to cover part of debt service payment for Wharf Reconstruction	30371		
FY22	No planned transfers out			
FY23	No planned transfers out		0	
FY24	No planned transfers out			0
Total Transfers Out			0	0

275-38 Town Office Reserve

This reserve is to be established by Article 41 at the May 10, 2022 Town Meeting. The purpose of this reserve is to "authorize the Select Board to expend from these funds at its discretion for improvements and repairs and maintenance to the Town Office."

FY23 Heat Pumps were installed throughout the Town Office

275-40 Road Improvement Program Reserve

This reserve was established by Article 47 at the May 14, 2019 Town Meeting. The purpose of this reserve is "to authorize the Board of Selectmen to expend from these funds at its discretion for road improvements costing more than \$5,000."

			<i>Estimated</i>	<i>Requested</i>
Transfers-In from General Fund:			<i>This Year</i>	<i>Next Year</i>
FY21	Annual appropriation and FY20-FY21 encumbrance	200,285		
FY22	Annual appropriation and FY21-FY22 encumbrance	121,352		
FY23	Annual appropriation		50,000	
FY24	Annual appropriation			50,000

~~ Reserves - Appendix Rsv - Continued on Next Page ~~

Total Transfers-in \$50,000 \$50,000

Permanent Funds

Permanent funds are used to account for principal amounts that are restricted to being invested to produce income but cannot be spent.

275-20 Cemetery Trust Fund

Article 43 at the May 10, 2016 Annual Town Meeting voted, "to transfer the balance of the Hillrest Cemetery Trust Fund to the Cemetery Trust Fund, close the Hillrest Cemetery Trust Fund and authorize the Board of Selectmen to use the interest earned from the investment of Cemetery Trust Fund monies for the maintenance and improvement of any Town cemetery at the Selectboard's discretion." Accordingly, the principal must remain invested and the interest can be used only for cemetery expenses.

Our research has been unable to locate any earlier records regarding the establishment of this account, so we have no definitive idea of its appropriate purpose, beyond the name assigned to it. However, it appears that this account combined the numerous "Perpetual Care" accounts setup for various Town cemeteries.

Transfers-out		<i>This Year</i>	<i>Next Year</i>
FY21	The FY19 audit determined that this account has accrued earnings of \$4,432. While the principal of the account cannot be spent, these earnings can be used for cemetery expenses.		
FY22	The FY20 audit determined that this account has accrued earnings of \$1,126. While the principal of the account cannot be spent, these earnings can be used for cemetery expenses.	1,126	

Reserved and Restricted Funds**Appendix Rsv****Including Municipal Revenue Sharing and All Capital Project Funds, Trust Funds and Permanent Funds**

FY23	The FY21 audit determined that this account has accrued earnings of \$1,721. While the principal of the account cannot be spent, these earnings can be used for cemetery expenses.		1,721
		Total	1,126
			1,721

275-21 Library Trust Fund

Article 47 at the May 10, 2016 Annual Town Meeting voted, "that the purpose of the Library Trust Fund is to hold any gifts which have been given to be held permanently in trust, but to allow any interest earned on the principal to be used for any purpose benefiting the Bass Harbor Memorial Library at the discretion of the Board of Selectmen and to repeal any previous Town Meeting action which may have been taken regarding this fund".

We have not been able to locate the original documents creating this account, but we have been told, and our auditors have confirmed, that this account holds gifts which must be permanently held in trust, with only the interest thereon available for use.

Rhoda M. Watson Bequest (c.1940)	\$10,000	Accepted at the March 1941 Annual Town Meeting
Reed Bequest	\$1,000	
Nonspendable Total Beginning of Next Year	\$11,000	FY24
Assigned Total Beginning of Next Year	\$3,761	FY24
(Available for Any Library Use)		

Transfers-out

FY21	Transfer to the Library Operating Fund	\$0
FY22	Transfer to the Library Operating Fund	\$0
FY23	Transfer to the Library Operating Fund	\$0

275-22 Welch Christmas Fund

A warrant article at the March 1942 Town Meeting accepted "the clause of the Late Carolyn S. Welch and Charles H. Welch [for the Town to hold] \$1500 in trust, the interest only to be used for the worthy poor of the Town at Christmas time each year."

FY21	No funds have been reserved, and no expenses are planned at this time.
FY22	No funds have been reserved, and no expenses are planned at this time.
FY23	No funds have been reserved, and no expenses are planned at this time.

~~ End of Reserves - Appendix Rsv ~~