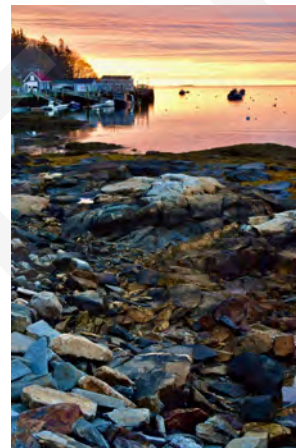
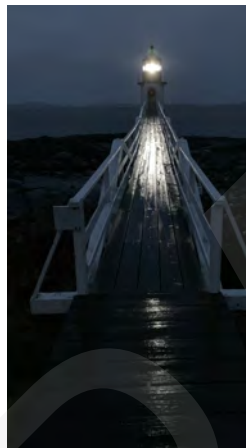




# Town of St. George 2025 Comprehensive Plan



*Ron Crusan, 2025*



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# Acknowledgements

Special thanks go out to all the individuals who contributed to the development of this plan, especially to the members of the Comprehensive Plan Committee who lent their time and expertise through the multi-year planning process.

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# 1. EXECUTIVE SUMMARY

## A Community Planning for the Future

As a small coastal town of approximately 2,600 residents, whose population doubles in the summer, St. George must balance growth, environmental resilience, and the evolving needs of its community. St. George stands at a pivotal moment, charting a course for its future. While not mandated by the state, this Comprehensive Plan is strongly encouraged and represents a vital opportunity for the St. George community to come together and envision its future.

Following the guidance of the Maine Growth Management Act, this Plan provides a strategic framework for decision-making, ensuring consistency with state planning goals while preserving the Town's unique character and promoting sustainability. By actively engaging residents in this planning process, St. George can align its development goals with the community's values and aspirations, enabling a thoughtful approach to current challenges and future opportunities. Moreover, having an approved Comprehensive Plan will allow the municipality to adopt zoning ordinances and access benefits such as preference in state grant applications. This collective effort will foster a resilient and thriving community for generations.

## Key Focus Areas

This Plan prioritizes areas within the Town's direct scope, ensuring practical and actionable recommendations:

- **Land Use & Development:** Manage growth while preserving St. George's character, protecting working waterfronts, and ensuring economic development aligns with community priorities and infrastructure capacity.
- **Municipal Services & Infrastructure:** Address future needs for emergency services, roads, harbors, and town facilities to enhance resilience and efficiency.
- **Natural Resources & Climate Resilience:** Safeguard coastal and inland ecosystems, mitigate climate change impacts such as sea-level rise, and promote sustainable land use.
- **Community Engagement & Governance:** Strengthen civic participation, ensure transparent governance, and improve communication between the Town government and residents.
- **Environmental Concerns:** Environmental stewardship is a fundamental commitment guiding the community's vision for a sustainable future. St. George is dedicated to

integrating environmental considerations into all community planning and development aspects.

In addition to strategic plans for town-led programs and services, this Plan outlines a vision for collaboration with key partners in:

- **Education & Workforce Development:** Enhance opportunities for lifelong learning and skills training to support the local workforce.
- **Economic Development:** Partner with business leaders, industry groups, and regional organizations to support local enterprises, creative industries, and marine-related economies.
- **Workforce Housing:** Encourage regional solutions and partnerships to expand housing options that sustain employment and community vibrancy year-round.

### **A Forward-Looking Plan Built on Past Success**

This Plan builds on the foundation of past efforts and strategic studies that have shaped key projects, like the Port Clyde Landing, while addressing climate change threats to infrastructure. By learning from past successes, this Plan provides a forward-thinking, yet practical framework for guiding decision-making over the next decade.

The Comprehensive Plan Committee approached this Plan holistically, recognizing that St. George's future is influenced by interconnected issues—housing, economic opportunity, climate resilience, and community engagement. While some challenges extend beyond the Town's direct authority, addressing them will require regional partnerships and collaboration among the private sector, non-profit organizations, and coordination with state and federal agencies. The Town plays a critical role as both a leader and facilitator, ensuring that efforts align with community needs and promote long-term sustainability.

### **Collaboration, Implementation & Capacity for Action**

Bringing this Plan to life will necessitate cooperation across all levels—from residents and local officials to businesses and non-profit organizations. The Select Board and town committees will utilize it to guide policy decisions, municipal initiatives, and infrastructure investments. However, many challenges will require collective action beyond local government to achieve meaningful progress.

While St. George has historically relied on dedicated volunteers for town services and initiatives, this level of volunteerism cannot be assumed as a sustainable strategy. To ensure successful implementation, the Town would benefit from hiring a town planner—a dedicated staff member who provides expertise, coordination, and continuity in advancing St. George's

long-term priorities. A planner would guide policy development, secure funding opportunities, and navigate the complex regulatory and economic landscape shaping the Town's future.

### **Funding & Financial Planning**

Achieving the Plan's goals will require thoughtful financial planning, with some initiatives relying on local tax dollars and others depending on securing external funding through grants, non-profit partnerships, and government programs. Given the Town's limited resources, strategic allocation is essential. This Plan is aspirational and does not assume guaranteed funding for all listed projects or services; it serves as a roadmap to guide future town leadership on community priorities while considering which opportunities to pursue and how they may be funded.

### **AI Transparency**

AI tools were sometimes used throughout this Plan's process to assist with distilling data and writing sections. However, all AI outputs were thoroughly reviewed—and usually substantially edited—by the Comprehensive Planning Committee members. Additionally, as noted above, this Plan was closely reviewed by the Committee, the Select Board, and other Town leaders.

### **A Living Document for a Changing Community**

The Comprehensive Plan is designed to be a dynamic document that adapts to the changing needs of the community it serves. Upon voter approval, it will guide future decisions regarding the Town's growth and development, reflecting the community's shared vision and goals. The Plan encourages ongoing engagement and regular reassessment to remain relevant amid changing circumstances. Adopting this approach, the Town commits to a responsive planning process that values innovation and community input for a sustainable future. To facilitate this process, the Town produces an annual report to evaluate progress, identify new opportunities and challenges, and reassess priorities, ensuring the Comprehensive Plan remains effective for achieving long-term objectives.

The Select Board implements and monitors the plan's goals and strategies, including the evaluation measures listed in Strategy 6G-1.6. At the start of each fiscal year, the Select Board communicates with the Town manager and relevant town committees regarding their responsibilities. It reviews their progress at the end of the fiscal year. Select Board liaisons also facilitate communication between the committees and the Select Board to support their work throughout the year.

## 2. PURPOSE & PROCESS

### 2A. Purpose

The Comprehensive Plan serves as an official regulatory document for the Town of St. George, establishing a framework for decision-making that reflects the community's values, priorities, and long-term vision. Rooted in community input and aligned with state planning requirements, the Plan guides town officials, residents, and local organizations in shaping policies, land use decisions, and municipal priorities. Once the voters approve it at a town meeting, the Plan provides the foundation for ensuring that development, resource management, and municipal actions align with St. George's established goals.

This plan outlines strategies to balance growth and change while preserving St. George's coastal identity, working waterfronts, and natural resources. It acknowledges the Town's role within the broader region and considers how local decisions contribute to economic resilience, environmental stewardship, and a strong sense of community.

The Plan will serve as the guiding document for Town leaders over the next decade, with a formal renewal and *update process occurring every 10 years* to ensure it remains responsive to evolving needs and priorities. The implementation of this Plan will be carried out through the coordinated efforts of the Select Board, Town Manager, committees, and residents, ensuring that policies and regulations remain effective and adaptable. As a regulatory document, the Plan provides consistency and flexibility, ensuring that future decisions uphold the Town's long-term vision while addressing emerging challenges. Above all, it embodies the collective aspirations of the people of St. George, ensuring that governance, development, and community initiatives are thoughtfully guided by a shared commitment to the Town's past, present, and future.

The goals outlined in this Plan cannot be achieved solely by the Select Board and Town staff. St. George is fortunate to have a dedicated team of volunteers on advisory committees, essential in shaping and implementing town policies. These volunteers contribute invaluable expertise and effort across various areas, including budgeting, harbor management, parks and recreation, conservation, emergency services, cemetery operations and maintenance, transfer station operations, and long-range planning. Their dedication helps ensure that town programs and services run effectively, and their involvement in shaping this Plan demonstrates their essential role in achieving its goals.



## 2B. Public Participation Summary

Public engagement was central in shaping this Comprehensive Plan, ensuring community perspectives guided the vision, analyses, policies, and strategies. The Comprehensive Planning Committee led an extensive public participation process by 30-A M.R.S.A. §4324, using multiple outreach methods to capture broad and diverse input from residents.



To accomplish this, three rounds of surveys were conducted: an initial Postcard Survey, a St. George Business Alliance (SGBA) Survey to gather input from local business owners, and an extensive Community Survey that served as the primary source for this Plan. These efforts were complemented by outreach, including school and town newsletters, posted flyers, a meeting with the St. George school students, meetings with town organizations and committees, direct interviews with over 30 community leaders, and engagement on social media, including the community Facebook message board. An informational update meeting was held at the Town Office to present the survey findings and outline the anticipated completion schedule for the plan. Additionally, a community roundtable was held at the Town school, providing over 100 parents and students with an opportunity to share their perspectives and offer feedback. Following these events, a second public information meeting was held to share the Plan draft before submitting it to the state.

Given the extensive public input, the committee employed a structured approach to analyzing, quantifying, and summarizing the collected data. Committee-led analysis, supported by an Island Institute Fellow and three Colby College interns, played a central role in distilling key themes and insights to ensure the public's voice was effectively integrated into the Comprehensive Plan.

As part of the community engagement process, the Plan underwent a critical review by community leaders, followed by a formal review by the Town Select Board and submission to the State of Maine for review and approval. Ultimately, the Plan was presented for adoption by Town voters at a Special Town Meeting, at which point it became an official guiding document.

The public participation process established a strong foundation for understanding community priorities. The wealth of feedback from surveys, interviews, meetings, and discussions revealed both areas of consensus and topics of debate. In-depth analysis was crucial to ensure the Plan accurately reflects the community's perspectives.



## Summary of the 2024 Community Survey

The 2024 Community Survey provided valuable insights into respondents' perspectives on key issues affecting St. George. Responses reflected a diversity of viewpoints, ranging from strong support for preservation and measured growth to concerns about overregulation and the impact of tourism. While many topics revealed broad consensus, others demonstrated clear areas of division, emphasizing the need for thoughtful and balanced policy decisions. This feedback is essential for shaping a Comprehensive Plan that aligns with the Town's values and priorities while balancing competing interests.

The following summaries examine statistical results and written feedback, comparing multiple-choice responses with respondents' comments to highlight areas of agreement, divergence, and nuance in community perspectives.

### Residency and Community Engagement

The survey included full-time residents, seasonal homeowners, business owners, and visitors with strong ties to St. George. Of the 433 respondents, 75% identified themselves as full-time residents, 20% as seasonal, and the remaining 5% as weekend residents, occasional visitors, "prefer not to answer," or "other." In total, 12% of all full-time residents responded to the survey. Many respondents expressed a deep personal investment in the community, whether as year-round residents, seasonal residents, or individuals planning to transition to full-time status in the near future. There was widespread appreciation for the Town's unique character and a desire to maintain strong community ties.

There was discussion by the Comprehensive Planning Committee about the weight to be given to the views of seasonal residents who responded to surveys, as they are not permanent residents and cannot vote here. Among seasonal residents, 48% do not plan to move to St. George permanently, suggesting a more stable seasonal population rather than an influx of future full-time residents. For the most part, **the views of seasonal residents were consistent with those of permanent residents**, so it was unnecessary to distinguish between the priorities of these two groups of constituents. When there was variation, **this Plan rests on the views of full-time resident voters**, while recognizing many seasonal residents' tax, economic, and volunteer contributions.

### Public Services and Infrastructure

Respondents are mostly satisfied with town services, especially waste management (95% satisfied) and customer service at the Town office (96%). However, a few services received more than 10% dissatisfied responses: code enforcement (20%), police services (17%), and town communications (15%). Some comments indicated a desire for **improved communication**

**between municipal government and residents**, especially regarding advertising public meetings and posting meeting minutes.

**Strong support was shown for the St. George School**, with 94% indicating that it's important for the Town to maintain the PreK-8 community school. Several comments suggested increasing the connection between the community and the school, and a few respondents expressed that they had heard great things about the school but had no direct contact with it. Some raised concerns about potential student support services and resource allocation gaps. Several respondents also pointed out the connection between housing affordability and having a thriving school.

Internet service emerged as a concern, with numerous respondents citing issues related to reliability, affordability, and/or speed. Many expressed frustration over frequent outages and high costs, calling for improved connectivity, particularly in more remote areas. There was support for securing broadband improvements to enhance residential quality of life and business opportunities. **However, survey data show that 96% of respondents have home internet, and 90% consider their speed adequate.** While the written feedback highlighted dissatisfaction, it is likely concentrated among a minority of respondents in specific geographic areas rather than a widespread issue.

### **Roads & Traffic Safety**

The survey revealed **concerns about traffic safety**, with 68% indicating that they often or always observe vehicles exceeding the speed limit. 47% were at least moderately concerned about the current speed limits, while 37% were not concerned.

Many comments highlighted **pedestrian safety**, and 78% said they feel unsafe walking along Route 131 without sidewalks. In terms of solutions, 62% thought that increased sheriff presence would at least moderately improve traffic safety, 55% supported additional crosswalks (especially in the village areas and Wiley's Corner), 55% thought that increased signage would at least moderately improve traffic safety, and 63% supported the installation of signage for school bus stops specifically. Several comments expressed a desire for more speeding tickets, sidewalks, and/or speed bumps.

Bicycle safety was also a common theme, with respondents highlighting the **lack of bike lanes and unsafe conditions for cyclists**. 69% thought the Town should collaborate with the state DoT to establish safe bike trails and paths, and 27 total comments across three questions expressed wanting safer biking and/or walking options.

### **Recreation and Trails**

The Town's **natural resources and trails are seen as valuable community assets**. Respondents voiced strong support for maintaining (51%) and expanding (47%) recreational land, and 52% supported having more trails. Several comments expressed a desire for bike trails and/or improving roads for walkers and cyclists. 55% favored dog leash requirements, although a few comments supported off-leash opportunities. 66% thought increasing access to **recreation programs for all ages was important**, with 9% viewing it as unimportant. Similarly, 63% supported the creation of a recreational facility for all age groups, while 11% opposed it.

### Land Use

Land preservation was a significant area of interest—most respondents wanted to see **greater protection** of natural areas (82%), scenic areas (79%), and wildlife areas (80%). 70% thought the Town should develop a plan for 30% of the conserved land. Shore access was a concern, as 70% supported the expansion of publicly owned shoreline and 84% thought the Town should provide/maintain rights-of-way for public access to the shore. Shoreland protection was also the most-selected priority for land preservation at 66%, followed by water quality (63%), wetland protection (60%), wildlife habitat (56%), and forest conservation (53%). Only 18% believed that existing preservation efforts are sufficient.

There were mixed opinions on regulation—35% wanted greater regulations to manage development, 32% did not, and 33% were undecided. 69% did not think the Town's shoreland zoning protections should be stricter than the State's requirements. However, 80% did not want to see development happen "anywhere."

### Workforce Housing and Housing Affordability

Housing affordability and workforce housing generated some of the strongest divisions in the survey. Many respondents acknowledged that rising **housing costs make it difficult for workers and young families** to remain in St. George, with 72% rating housing in town as unaffordable or very unaffordable and 52% expressing dissatisfaction with the current housing options.

Some comments strongly emphasized **opposition to municipal involvement in housing**, but the majority of responses indicated **broader community support for addressing affordability**. Specifically, 70% of respondents felt it was important for the Town to support additional housing development. In an economic context, 79% thought it was important for the Town to support affordable housing development for middle-income workers. Additionally, only 11% felt that no assistance was needed for workers in finding housing.

The majority of disagreement was on specific strategies to promote housing affordability. For example, 45% supported changing ordinances to allow more dwellings per lot size, 30% did not, and 25% were undecided. Support and opposition were almost equal for subdivisions and congregate housing. The types of housing developments with the strongest support were

**affordable workforce housing, single-family homes, and independent senior living**—all three of these were rated as important/very important by at least 65% of respondents.

Respondents were also asked if they had supported the Town’s proposal to donate 18 acres to a community non-profit (the St. George Community Development Corporation) to develop workforce housing. This vote occurred in May 2024, and the proposal did not pass. However, 76% of the survey respondents supported it, while 24% did not. Among those who did not support it, the most commonly cited reasons were a belief that the Town shouldn’t be involved and a need for more information.

One of the most contentious housing topics was **short-term rentals (STRs)**. When asked about the impact of STRs on the area's character, a higher proportion of respondents rated it as negative (27%) than positive (16%). However, when asked whether STRs positively contribute to the local economy, a higher proportion agreed (49%) than disagreed (23%). 46% thought the Town should implement regulations for STRs (31% do not), but 62% thought that it’s important for the Town to regulate and monitor STRs (18% thought that it’s unimportant). As the Town considers policies related to STRs, finding a balance between economic opportunity and housing accessibility will be an ongoing challenge.

### **Business and Economic Development**

Economic development was a topic of some debate. 56% thought the Town should encourage commercial/business development to create more jobs, while 21% thought the Town shouldn’t. When asked what types of commercial/business development the Town should prioritize, the top three selections were restaurants and cafes (67%), agricultural businesses (56%), and shared office space for multiple businesses (41%). When asked which areas should be prioritized for economic development, the top 3 selections were **small business support** (67%), **environmental sustainability** (55%), and **education and workforce training** (51%)—only 20% selected tourism promotion. Several comments supported improvements in various infrastructure and services, including healthcare, technology/internet, childcare, affordable housing, and more.

### **Fishing and Marine Economy**

The fishing and ocean farming industries are vital to St. George, and survey responses indicated strong support for the working waterfront. 96% said the Town must preserve its working waterfront areas for traditional maritime activities, with the highest priorities being lobstering, oysters, aquaculture, shellfish, and seaweed. Similarly, 89% supported **sustainable wild-caught seafood projects**, and 71% supported **sustainable aquaculture projects**. However, this support does not necessarily extend to land-based fish farming, for which only 33% indicated support,

with 26% opposed. Several respondents also expressed concerns related to the environment and sustainability.

### **Survey-Specific Feedback and General Comments**

In addition to topic-specific responses, respondents provided feedback on the survey and general governance issues. Some expressed concerns about the length of the survey and the clarity of certain questions, particularly those related to demographics, housing, and the economy. A few respondents suggested that additional context or definitions could improve understanding and response accuracy. Others noted that while the survey covered many important topics, some emerging issues, such as climate adaptation strategies or more detailed discussions on zoning laws, could have been explored further.

These responses suggest that while the survey was well-received and provided valuable insights, future surveys may benefit from clearer wording, additional context on key policy issues, and enhanced community engagement efforts to encourage broader participation.

### **Key Takeaways and Implications for the Comprehensive Plan**

The survey responses highlight the need for a **balanced approach** to planning that respects St. George's **unique character** while addressing **emerging challenges**. There is strong support for land preservation but also concerns about overregulation. Economic development efforts should prioritize locally owned businesses and avoid commercialization that could alter the Town's small-town feel. Infrastructure improvements, particularly in broadband access, are widely supported. While housing policies remain a point of debate, there is a majority support for addressing housing challenges, with strong backing for affordable workforce housing and expanded housing development. The fishing industry remains a central pillar of the economy and culture, and future policies should support sustainability while minimizing regulatory burdens. The feedback underscores the importance of clear communication, ongoing community engagement, and thoughtful policy development to ensure that future initiatives align with the needs and values of both year-round and seasonal residents.

### **Community Engagement: Survey Response Validity**

To evaluate the adequacy of the Community Survey's response pool, the Krejcie and Morgan method<sup>1</sup> (a standard statistical analysis method) was applied to determine whether the number of participants provides a statistically valid representation of the St. George community. This

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<sup>1</sup> The Krejcie and Morgan method is used to determine whether a sample size is representative of a given population. See: Krejcie, RVM, Moran DW, Educational and Psychological Measurement 1970, 30, 607-610.

method, commonly used to determine appropriate sample sizes, is based on a 95% confidence level and assumes a 50% response distribution, which provides the most conservative estimate.

Key parameters used:

- **Population Size (N):** 2,590 (2020 Census)
- **Sample Size (n):** 319 (respondents who identified as full-time residents)
- **Confidence Level:** 95% ( $Z = 1.96$ )
- **Response Distribution:** 50% ( $p = 0.5$ )

Although the entire calculation is not detailed here, this approach considers the total population size, the response count, and statistical variability to estimate the margin of error. Given the parameters above, the **margin of error was calculated to be 5.14%**. This means there is 95% confidence that the survey results (for full-time resident responses) are within  $\pm 5.14\%$  of the results if every full-time resident had responded. The Comprehensive Planning Committee feels that this is a reasonable margin of error. However, as with any survey, representativeness is influenced by response patterns and participation rates.

### Considerations and Limitations

Despite extensive outreach efforts—including multiple rounds of online and paper surveys, public announcements, and engagement with local organizations—the survey results may not fully capture the diversity of perspectives within the Town's population. Additionally, respondents could skip specific questions, which could impact the sample size and the statistical significance of specific findings. The absence of income data further limits the ability to contextualize responses fully.

Through survey analysis and community feedback, the Committee recognized areas where broader participation and additional data points could have strengthened the survey's insights. These limitations were carefully considered when interpreting the results, ensuring that the conclusions drawn remain informed by the data and acknowledge the inherent challenges of community-based research.



### 3. VISION STATEMENT

St. George is a town shaped by the sea, enriched by its history, and strengthened by its people. The community envisions a future that connects strongly to its coastal identity while embracing new opportunities.

The residents of St. George strive to cultivate an environment that values independence and self-reliance, where decisions are made with foresight and respect for local traditions. They aspire to create a place where collaboration supports a high quality of life, balancing current needs and challenges with stewardship responsibility for future generations.

The community's vision includes a diverse and resilient local economy rooted in maritime industries, small businesses, and creative enterprises. St. George's role in the region is shaped by its working waterfronts, natural resources, and cultural heritage, focusing on opportunities that enhance economic vitality while preserving the Town's character.

Future land use plans will reflect a thoughtful approach to growth, ensuring that development respects the Town's scale, infrastructure, and sense of place. Safe and well-maintained roads, harbors, and public spaces will support residents and visitors alike, emphasizing the importance of accessibility for everyone.

St. George is dedicated to conserving the natural and cultural resources that define it—its forests, coastlines, historic sites, and working waterfronts. Recognizing the challenges posed by climate change, the community aims to promote environmental resilience while preserving the area's scenic and ecological integrity.

Above all, St. George will continue to be a place where the rhythm of the tides, the strength of its people, and the lessons of the past inspire a future that is both enduring and unique.

## 4. COMMUNITY PROFILE

### 4A. Population and Demographics

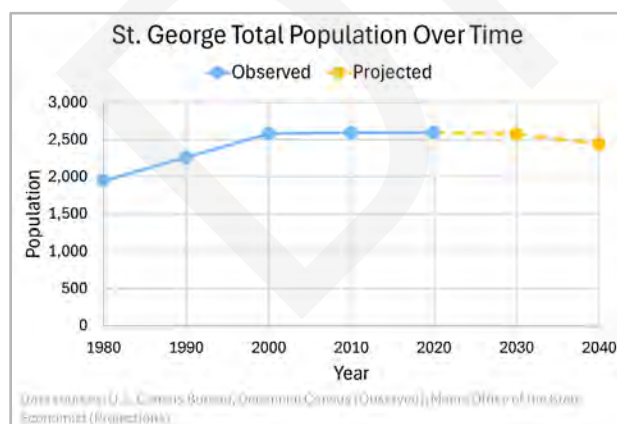
#### Key Findings & Issues

As of the 2020 U.S. Census, St. George's total population was 2,594, approximately doubling in the summer months. Overall, the population has remained relatively stable for the past twenty years and is expected to remain constant for the next twenty years, with a potential slight decline.

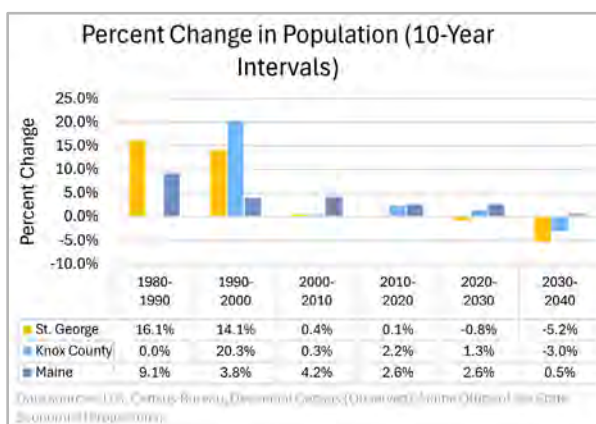
The population is aging quickly, with more retirees starting in 2020 and a decreasing number of working-age individuals. This trend raises concerns about possible workforce shortages in fisheries, healthcare, and education sectors. An aging population also leads to smaller households and fewer children, which can affect local schools. Moreover, municipal boards and committees primarily consist of retirees, highlighting the need for greater multi-generational representation.

The Town has experienced notable income growth, resulting in increased income inequality. A growing share of households is in higher income brackets, and middle-income categories have decreased. Despite increased educational attainment, these trends highlight challenges related to workforce demographics, income disparity, and educational opportunities that St. George must address.

#### Total Population



**Figure 4A.1:** St. George's total population from



**Figure 4A.2:** Population change by decade (observed 1980–2020, projected 2020–2040)

1980 to 2020, with projections to 2040

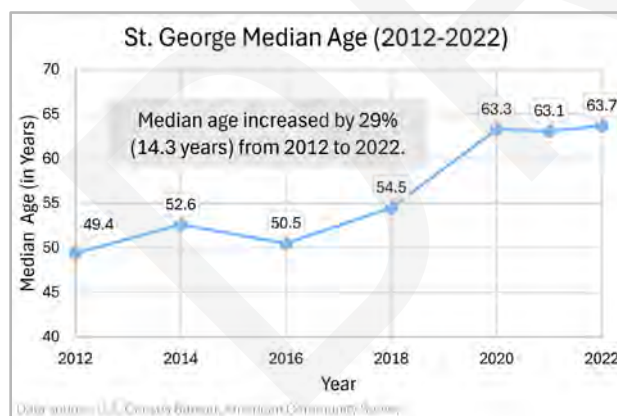
of St. George, Knox County, and the state of  
Maine

St. George experienced significant population growth during the 1980s and 1990s, with increases of 16.1% and 14.1% over those decades, respectively. **However, growth has stagnated, with less than 1% population growth recorded in the 2000s and the 2010s.** St. George's population **grew by only 0.1% during the 2010s**, compared to 2.2% in Knox County and 2.6% at the state level. Maine's Office of the State Economist projects a slight population decline for St. George, -0.8% by 2030, followed by a more significant -5.2% decline in the 2030s. In contrast, Knox County is projected to experience a modest 1.3% increase by 2030, followed by a 3.0% decrease in the subsequent decade.

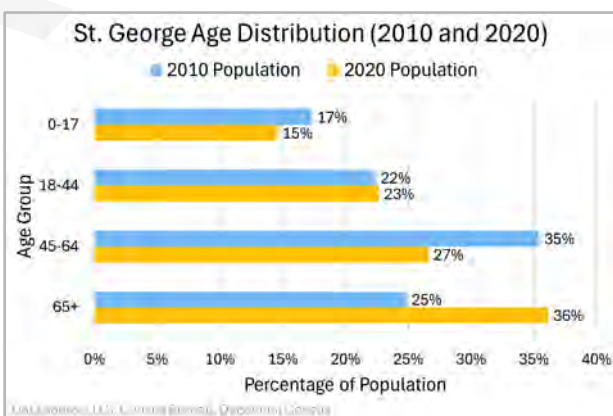
St. George has had a substantial seasonal population since the early 1900s. The exact number of summer residents is unknown—figuring out a way to determine this could be a worthwhile endeavor, mainly to track trends over time—but it's commonly estimated that the Town's population approximately doubles during summer months. Seasonal residents participate in the community in various ways, including transition to full-time residency. Notably, 17% of seasonal residents answering the survey indicated that they plan to move full-time within the next 5 years. This dynamic and its implications for housing are further detailed in Chapter 6B: Housing.

While St. George's population fluctuates greatly between seasons, its daytime population remains relatively stable. The state does not designate the Town as a service center. While many people from nearby towns commute to St. George for work, many St. George residents also commute out of town for their jobs.

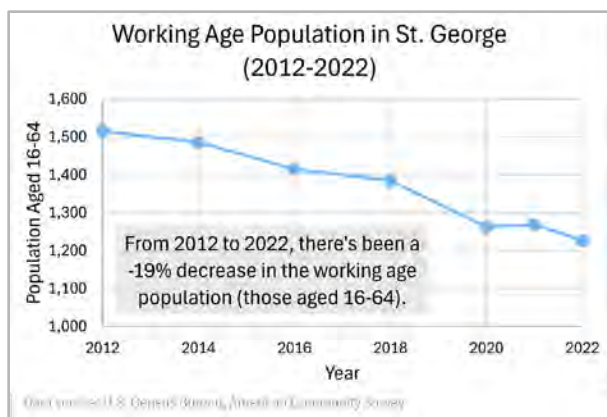
## Age



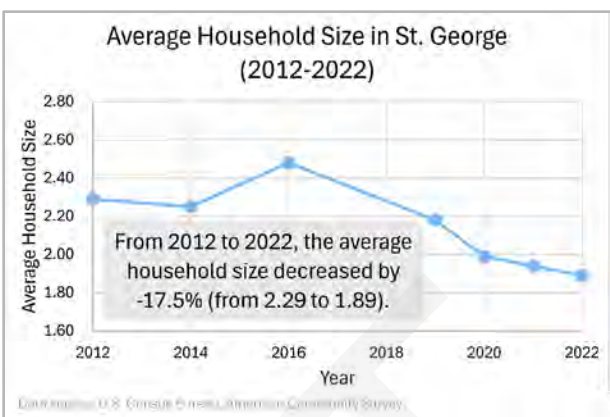
**Figure 4A.3:** The median age of St. George residents from 2012 to 2022



**Figure 4A.4:** The age distribution of St. George residents in 2010 and 2020



**Figure 4A.5:** St. George's population of working-age (16-64) residents, 2012 to 2022



**Figure 4A.6:** St. George's average household size from 2012 to 2022

St. George's population is aging, with the median age increasing by 29% (14.3 years) from 2012 to 2022, from 49.4 years to 63.7 years. Meanwhile, the working-age population (aged 16-64) declined by 19%. In 2010, the older working-age group (45-64) represented the largest population share, at 35%. However, by 2020, the senior age group (65 and above) had become the largest, at 36%. Most respondents to the community survey (60%) were 65 years old or older.

This population shift is due to several factors: middle-aged residents transitioning into retirement without being replaced by significant numbers of younger residents, seasonal residents choosing to live in St. George year-round as they age, and an influx of new retirees.

The decline in the working-age population, both in proportion and magnitude, raises significant social and economic concerns. It could result in workforce shortages, potentially affecting the availability of critical services such as paramedics, firefighters, and teachers, impacting all ages. Significant is the demand for some services, such as paramedics and firefighters, which increases as the population ages.

Notably, most of the decline has occurred in the older working-age group (45-64), while the younger working-age population (18-44) saw a slight increase from 2010 to 2020. Retaining this younger group and the skills and knowledge of older residents will be essential.

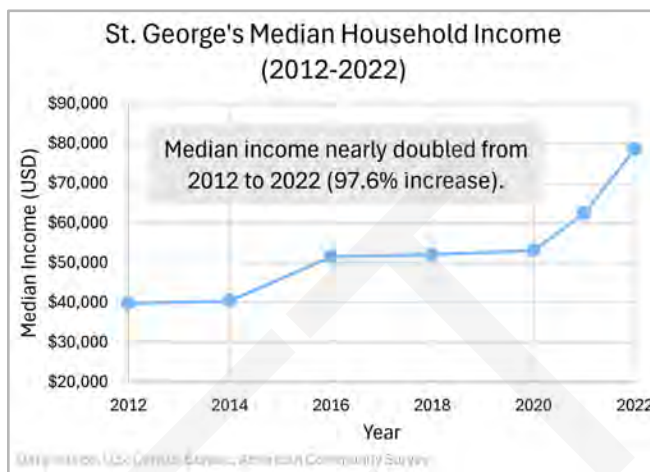
From 2012 to 2022, the average household size in St. George decreased by 17.5% (from 2.29 to 1.89). Similarly, the proportion of children in the population dropped modestly, from 17% in 2010 to 15% in 2020. Although this is not as dramatic a change as the older working-age and senior populations, it represents a decrease in the magnitude of approximately 70 children (mostly under 14). Comparing this to the school enrollment for 2023-2024 (197 kids in St. George MSU and 94 kids in high school) shows that it will need to be a consideration for the Town's school.

## Income

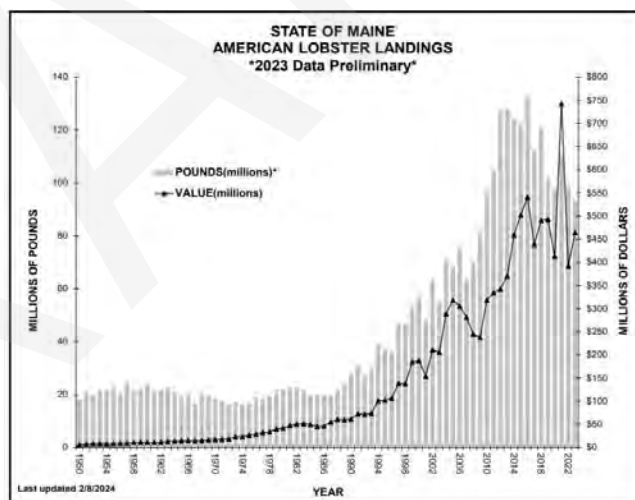
In 2022, St. George's median household income was \$78,598, surpassing Knox County (\$68,904) and Maine (\$73,733), nearly doubling its 2012 median household income of \$39,777. Despite this growth, an estimated 11.2% of the population lived below the poverty level in 2022. While this is slightly lower than the 2012 rate (13.2%), it remains higher than the rates observed during the dip from 2014 to 2016 and exceeds both Knox County's (10.0%) and Maine's (10.4%) rates.

As shown in **Figure 4A.9**, the percentage of households in higher income brackets (\$75,000 and above, particularly those above \$150,000) has increased significantly since 2012. Meanwhile, the share of households in middle-income categories (\$35,000–\$75,000) has decreased by about half over the same period, reflecting a growing income disparity in the Town over the past decade.

Given that a substantial share of St. George's economy is tied to the lobster industry, the rise in higher-income households may, in part, reflect increased earnings from periods of elevated lobster prices. However, other economic factors—such as rising real estate values, demographic shifts, and broader market trends—have also likely contributed to this trend.

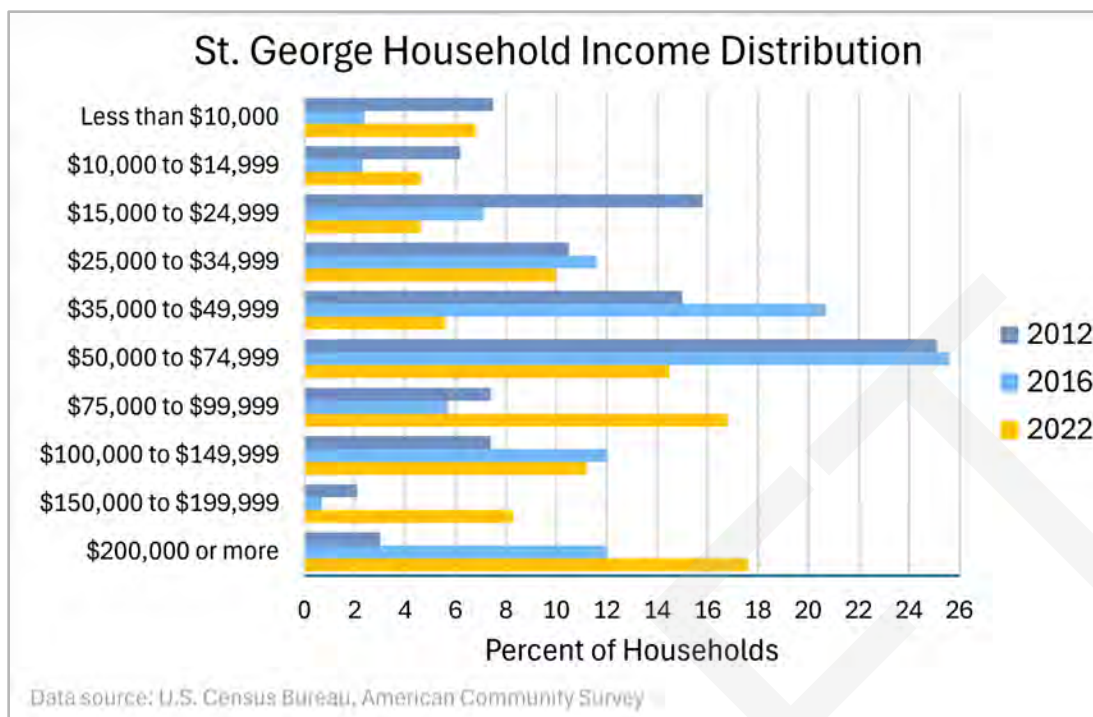


**Figure 4A.7:** The median household income of St. George residents from 2012 to 2022



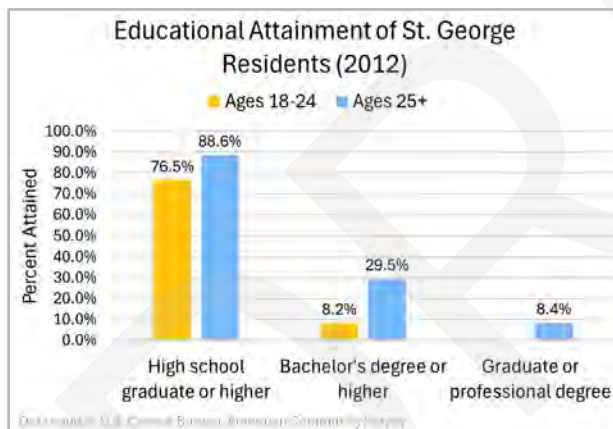
**Figure 4A.8:** Maine Department of Marine Resources: Lobster landings declined in 2023, but the haul's value rose by \$72 million from the previous year.



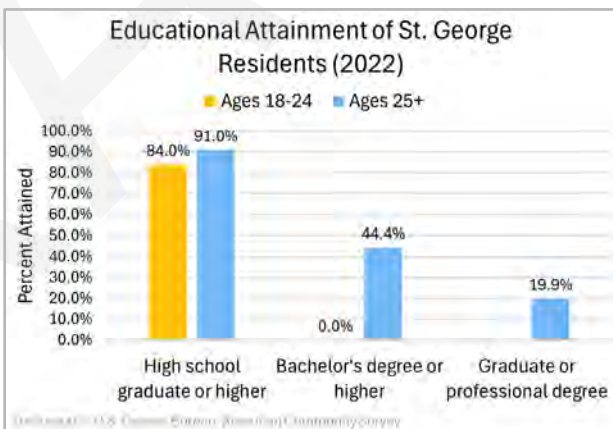


**Figure 4A.9:** The household income distribution of St. George in 2012, 2016, and 2022

#### Educational Attainment



**Figure 4A.10:** The educational attainment of St. George residents in 2012



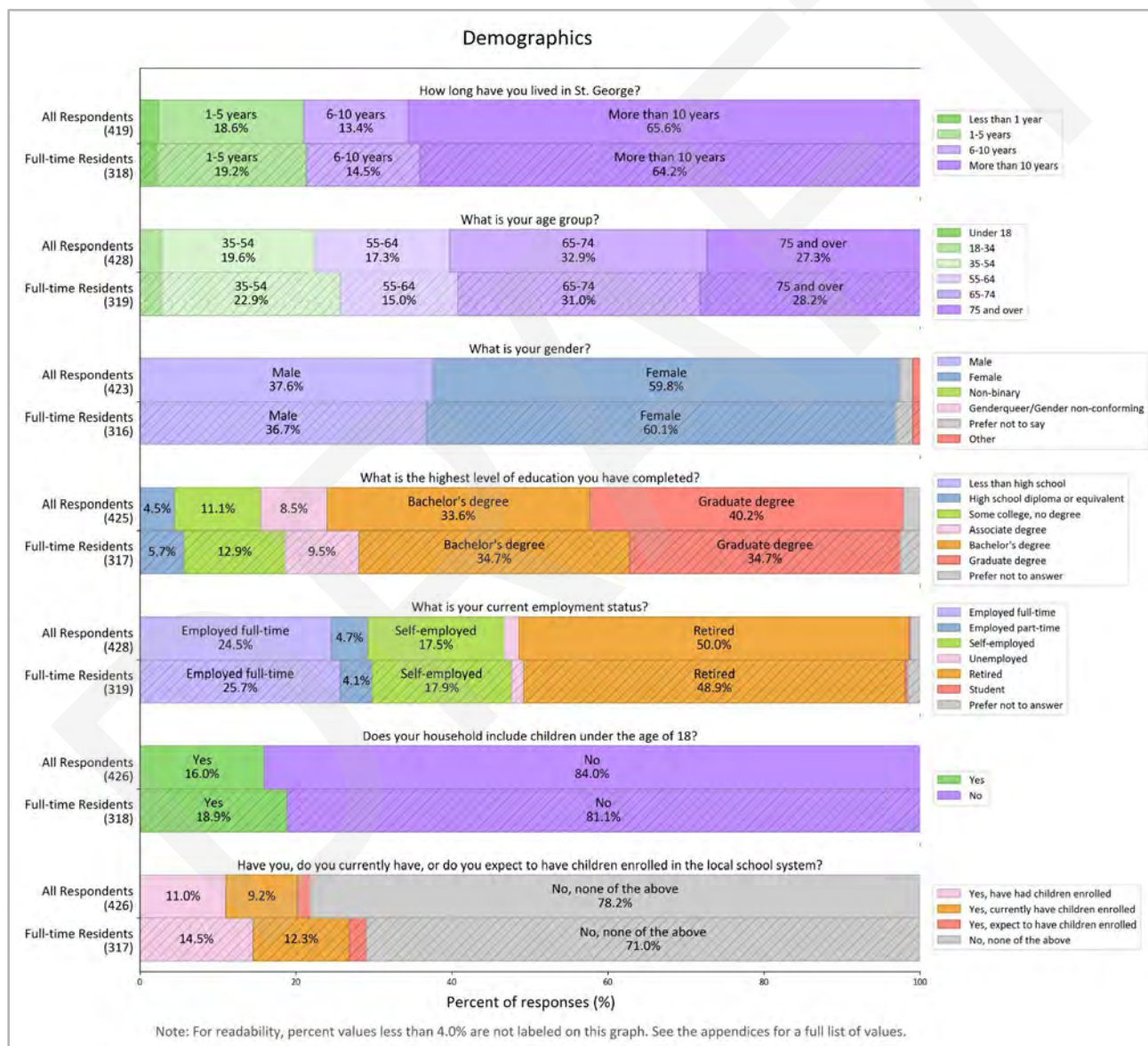
**Figure 4A.11:** The educational attainment of St. George residents in 2022

For residents aged 18-24, the American Community Survey's 5-year estimates show an increase in high school graduation or higher attainment, rising from 76.5% in 2012 to 84.0% in 2022. However, the attainment of bachelor's degrees for this age group dropped from 8.2% to 0.0% over the same period. It is essential to acknowledge the significant margins of error associated with these estimates, which ranged from 20% to 25% in 2012 to 20% to 40% in 2022.



For residents aged 25 and older, however, margins of error are significantly lower, particularly for 2022. Educational attainment increased across all categories between 2012 and 2022, with notable jumps in bachelor's degrees (29.5% to 44.4%) and graduate/professional degrees (8.4% to 19.9%). In 2022, 91.0% of St. George residents aged 25 and above held at least a high school diploma, slightly below the state average (94.9%) and the county average (93.7%). However, the percentages for bachelor's (44.4%) and graduate/professional degrees (19.9%) in St. George were significantly higher than both the state (37.0% and 13.7%) and Knox County (23.7% and 14.2%).

### Community Survey Respondent Demographics



**Figure 4A.12: Demographics of respondents to the community survey**

The community survey gathered extensive feedback, receiving responses from approximately 12% of the full-time residents and an additional 109 seasonal residents, weekend residents, occasional visitors, and respondents who selected “other” or “prefer not to say.” However, its respondent demographics differed notably from the Town’s population. Older and more educated individuals were overrepresented: 60% of respondents were 65 years or older (compared to 36% of the Town’s population), and 74% held a bachelor’s degree or higher (versus 44% of the Town’s population). Half of the respondents were retired, only 16% had children in their household, and just 22% had, currently have, or expect to have children enrolled in the St. George School.

These demographic differences may have affected specific results, particularly for school-related questions, which saw many “don’t know” responses. As noted in Chapter 2B: Public Participation, despite broad outreach efforts, the survey results do not fully represent the Town’s population, and skipped responses affected the statistical reliability of specific findings. The absence of income data further limits full contextualization. These factors were carefully weighed to ensure a thoughtful and balanced interpretation of community input in this plan.

## 4B. Form of Government

### Overview

The Town of St. George was incorporated in 1803 by an act of the Commonwealth of Massachusetts. Under State law and the Town’s Charter, St. George operates under the Town Meeting—Select Board—Town Manager form of government. Under this form of government, for most purposes, the Town’s voters serve as the legislative body, adopting the budget and local laws (ordinances) and electing the Town’s municipal officers, including Select Board members and School Board members.

The Select Board and the Town Manager serve as the executive branch of town government, administering, enforcing, and implementing decisions made by voters at the Town meeting. State laws grant the Select Board specific legislative powers, including the authority to regulate vehicles, public ways, and public property within the Town. The Select Board is also responsible for considering policies that advance the community’s priorities and preferences, and presenting them to voters for consideration at town or special meetings.

Pursuant to the Town’s Charter, the Select Board has delegated responsibility for overseeing the daily operation of the Town to the Town Manager, who is directly responsible to the Select

Board. Several advisory committees support the Select Board in various aspects of town governance.

## Boards & Committees

### Boards

- **Select Board:** Responsible for performing the municipality's executive functions by administering, enforcing, and carrying out decisions made by the voters at the Town meeting and proposing policy for voter consideration. Also acts as the Board of Assessors.
- **Planning Board:** Reviews land use applications and oversees development and zoning regulations to guide orderly growth in St. George.
- **Board of Appeals:** Handles administrative appeals related to harbormaster, land use, zoning, or other covered town officials' decisions, ensuring fair application of local laws and ordinances.

### Advisory Committees

- **Budget Committee:** This committee reviews and advises on the Town's financial planning and budget proposals, providing recommendations to the Select Board and town meetings.
- **Cemetery Committee:** Oversees the care and preservation of St. George's town-owned cemeteries, maintains records, ensures respectful treatment of these sites, and ensures the care of veterans' graves at all cemeteries located within the Town.
- **Georges River Regional Shellfish Management Committee:** This regional committee established by the Legislature, 12 MRSA Section 6671, et seq, as revised, and Section 6681, as revised, manages clamming resources, focusing on conservation measures, licensing, and sustainable harvesting practices for a five-town region including St. George, South Thomaston, Thomaston, Cushing and Warren.
- **Community Resilience Committee:** This committee focuses on preparing for and mitigating risks associated with climate change and other environmental challenges while supporting sustainable practices.
- **Comprehensive Planning Committee:** This committee develops and updates the Town's Comprehensive Plan, establishing long-term goals for growth, land use, housing, and economic sustainability.
- **Conservation Commission:** Works to protect and conserve St. George's natural resources, promoting environmental stewardship and conservation initiatives.

- **Emergency Services Committee:** This committee collaborates with local and regional emergency services to enhance the Town's preparedness and response strategies, improving community safety and resilience.
- **Harbor Committee (aka Coastal Waters Management Committee):** This committee advises on harbor management issues, including mooring assignments, navigation safety, and harbor infrastructure improvements.
- **Parks and Recreation Committee:** This committee develops and supports recreational programs and activities, manages parks, and promotes community fitness and engagement opportunities.
- **Planning Board:** Responsible for reviewing and acting upon land use applications that are not within the authority of the Code Enforcement Officer, under Town ordinances and federal and state regulations—such applications typically involve non-residential/commercial site plans, subdivisions, and specific shoreland zone permits.
- **Scholarship Fund Committee:** Manages scholarships for local students, promotes educational opportunities, and supports residents in pursuing higher education.
- **School Committee (the elected School Board):** This committee focuses on supporting and enhancing local education, advising on policies and resources to benefit students and families in St. George. This committee is independently elected, and its budget is also voted on separately from the Town budget each year.
- **Solid Waste and Recycling (SWR) Committee:** This committee advises on waste management practices and promotes recycling and environmentally responsible disposal methods within the community.
- **Tax Increment Finance Committee (ad hoc):** This committee is currently developing a proposed TIF program to identify TIF districts from which tax revenue might be raised and on which infrastructure and other programs and services these funds might be spent.

## 4C. Historical & Archaeological Resources

### Town History

#### Introduction to St. George Peninsula

The St. George Peninsula, a beacon of Maine's historical and natural splendor, has been home to human activity for thousands of years. Archaeologists have unearthed Native American artifacts suggesting that these early inhabitants utilized the land seasonally, long before

European explorers set their sights on these shores. This deep-rooted history sets the stage for a tale of exploration, settlement, and community resilience that defines the peninsula.

### **European Exploration and Settlement**

In the spring of 1605, George Weymouth's journey to the St. George peninsula marked a pivotal chapter in North American history. Anchoring the *Archangel* near the St. George River, Weymouth's expedition assessed the area's suitability for English colonization. The crew's establishment of an experimental garden on Allen's Island represents the first known European attempt at agriculture in the New World. This endeavor laid the groundwork for future exploration and settlement efforts, including the ill-fated Popham colony, and highlighted the strategic and economic potential of the region to European powers.

### **17th and 18th Century Developments**

Despite the initial interest sparked by early explorers, significant European settlement did not commence until Samuel Waldo intervened in 1736. The land grant between Muscongus and Penobscot bays, awarded to Thomas Leverett and John Beauchamp in 1629, initially saw little to no settlement activity. However, Waldo's relocation of Scottish-Irish families to the area marked a significant increase in European presence, establishing a burgeoning community on the easternmost frontier of British North America.

### **Economic and Social Growth**

The late 18th century saw St. George blossom into a hub of economic activity. The earliest settlers harvested cordwood, a vital resource in high demand in Boston, while also operating tidal sawmills to produce lumber and grain. This era of growth was further characterized by a blend of agriculture, maritime endeavors, and the emergence of small-scale farming, setting the foundation for the region's economic development and signaling a period of steady population growth and community building.

### **19th Century Industrial Expansion**

The 19th century heralded a transformative era for St. George as granite quarrying and shipbuilding became cornerstones of the peninsula's prosperity, driving rapid population growth and economic vitality. Granite quarries fueled demand across the eastern United States, with workers extracting immense blocks that showcased the skill and strength of St. George's laborers. Meanwhile, local shipyards turned out impressive ocean-going schooners, which became the lifeblood of the region's economy, transporting granite, lumber, and other goods to markets far and wide.

This economic boom attracted immigrants from Sweden, Ireland, Great Britain, and Finland, who brought invaluable skills and cultural richness to the community. Many found work in Port Clyde's thriving shipyard, located on the north side of what is now the Port Clyde Lobster Coop. Large, multi-masted schooners were built here, including a three-master, the largest vessel built in Port Clyde. The seven-master *Thomas B. Lawson*, constructed in Waldoboro, was another prominent example of the region's shipbuilding expertise. These vessels were often owned and operated by locals who held a majority interest, ensuring that the shipbuilding industry's success remained deeply connected to the fortunes of St. George's residents.

Far from being a remote outpost, mid-coast Maine emerged as a center of prosperity. During this period, when only seven millionaires were recorded nationwide, two hailed from nearby Thomaston, their wealth reflecting the success of the shipbuilding trade in the region. It was not until the advent of the first transcontinental railroad in 1869 and the shift to steel shipbuilding that the center of commerce and bulk transport shifted southward to larger port cities, such as Boston, New York, Philadelphia, and Baltimore.

Despite these shifts, St. George's maritime legacy endured. The success of shipbuilding in St. George provided the foundation for families who later expanded into prominent steamship companies, including the Grace Line, which operated from the Grace Building in midtown Manhattan, New York City. This era, defined by grit and innovation, remains a testament to St. George's pivotal role in Maine's industrial history and the resilience of its people.

### **Fishing Industry and Tourism**

Alongside St. George's industrial activities, the fishing industry, a long-standing economic mainstay of the peninsula, continued to adapt and flourish. Early settlers initially came for fishing, but it often became part of a broader seasonal rhythm that included farming, woodcutting, milling, ice cutting, and other trades. Fishing practices varied throughout the year, adapting to the species available each season. Early fishers preserved their catches through methods such as smoking, salting, corning, pickling, and eventually, canning. Lobster and clam canneries operated alongside a sardine factory, which remained in operation until 1970. This highlights the community's dependence on the sea for food and economic stability. The arrival of refrigeration expanded the market, enabling fishers to reach more distant consumers and further solidify the financial foundation of St. George's fishing industry.

However, the late 20th century brought significant changes, such as the decline of ground fishing and the disappearance of vast shoals of anadromous fish. Atlantic Herring concentrated efforts on lobster fishing, now the peninsula's primary fishing activity. This reliance on what is essentially a monoculture in the fishing industry has created new uncertainties as lobster stocks shift northward, possibly in response to warming waters and ocean acidification. This change



has highlighted the vulnerability of an economy reliant on a single species and sparked concerns about the community's future.

By the latter half of the 19th century, tourism had begun to reshape St. George's economy, drawing vacationers eager to experience Maine's rugged beauty. This influx was sparked by Hudson River School artists who popularized Maine's landscapes in Eastern cities through romantic paintings. A visit to Mount Desert Island by New York painter Thomas Cole in 1844 spurred the arrival of "Rusticators"—early tourists drawn to Maine's coast for leisure. Soon, mid-coast Maine became a popular stop for travelers, with visitors arriving by steamer and rail. The Knox and Lincoln Railroad began service to Rockland in 1871, connecting the region with major cities. The Maine Central Railroad later extended direct passenger service to the Samoset Hotel near Glen Cove. For those who wonder why the Monhegan boat service from Port Clyde to Monhegan is still named the Monhegan-Thomaston Boat Line, it dates to a time when a boat service allowed residents of Port Clyde and Monhegan to connect with the train at the station in Thomaston, further linking the community to the broader influx of tourists and goods.

The construction of the federal highway system under President Eisenhower opened Maine's coast to an even broader audience, transforming what was once a multi-day trip from New York City to Port Clyde into a seven-hour drive. This shift brought a new wave of tourists and seasonal residents drawn by St. George's serene landscapes and fishing heritage. Yet, the resulting real estate boom has posed challenges for residents. Rising property values have put homes beyond the reach of many young families and working-age individuals, shifting the community's demographics toward an older, retired population.

### **Community and Cultural Life**

Its educational and religious institutions significantly shaped the fabric of community and cultural life in St. George. The First Baptist Church, established in 1784, and other congregations played pivotal roles in fostering a strong community identity. Schools and local organizations became centers of social life, contributing to a cohesive community spirit. However, the latter half of the 20th century witnessed profound changes, including the closure of the high school and a decline in local organizational participation. These shifts reflected broader societal changes and posed challenges to maintaining the close-knit community cohesion that had characterized St. George for centuries.

### **Challenges and Changes in the 20th and 21st Centuries**

The 20th century brought significant challenges to St. George, as broader economic and demographic shifts reshaped the community. Traditional industries, such as granite quarrying and shipbuilding, which had driven growth and attracted a diverse workforce, began to decline. The granite industry waned in the 1930s and 1940s, ending entirely with the closure of Hocking

Granite on Clark's Island in the early 1960s. Shipbuilding declined, leading many residents to seek employment elsewhere, gradually altering the community's life.

The fishing industry faced challenges as ground fishing declined, but lobster fishing emerged as the dominant economic activity. The shift was supported by a growing tourism sector, which celebrated St. George's natural beauty and rich maritime culture. Tourism remains a strong economic force today, drawing visitors to the area's unspoiled coastline and traditional fishing heritage. However, the influence of tourism has introduced complex challenges, as the community works to balance economic growth with preserving its unique identity as a historic fishing town.

### **Modern Developments and Renewal**

In recent years, St. George has witnessed a resurgence in interest in its heritage and natural environment. Efforts to preserve historical sites, such as the Marshall Point Keeper's House restoration, and initiatives by organizations like the Georges River Land Trust have underscored the community's commitment to its history and natural beauty. The growth of the arts, with many artists calling St. George home and the proliferation of art shows and galleries, has contributed to the Town's cultural vitality.

Heritage conservation initiatives, including the Fort Point Trail Project and the renovation of the Robinson Homestead, aim to spotlight the peninsula's rich historical and natural legacy. A key project highlights the foundation of the original Joseph Robinson home, where a notable pile of stones marks its historical location along the trail. This effort seeks to create a continuous historical narrative that connects Fort Point, the Robinson House, and the Robinson Trail—territories that were all part of the Robinson family's ancestral lands.

Furthermore, discovering previously unknown artificial structures on Allen Island through LiDAR scanning opens new avenues for archaeological exploration, promising deeper insights into the peninsula's past. (For more information about prehistoric archaeological sites, see the **Prehistoric Archaeological Sites map** in **Appendix Z**.)

The Town's educational landscape has also seen significant developments. The consolidation of school districts and the closure of neighborhood schools have led to a centralization of education at Tenants Harbor, reflecting broader trends in educational reform. These changes, while challenging, have also fostered a spirit of adaptability and innovation within the community.

St. George School's national recognition for its CTE/Makerspace Project underscores a commitment to educational innovation. The project offers students practical skills and creative problem-solving capabilities that complement broader educational reforms, such as

establishing a PreK-8 Municipal School Unit, which allows graduates to choose from five area high schools.

The severe weather of January 2024, with unprecedented storms causing considerable erosion and damage to critical infrastructure, has brought to the forefront the challenges of climate change and the need for sustainable management practices. These events and the significant loss from the 2023 fire at the Port Clyde General Store have highlighted the community's vulnerability and capacity for resilience and recovery.

### Summary

St. George's peninsula has navigated millennia of human habitation, European exploration and settlement, industrial booms and declines, and modern challenges and renewal. Throughout history, the community has demonstrated remarkable resilience and adaptability, underpinned by a strong sense of identity and cohesion. As St. George looks to the future, it does so with an appreciation for its past, a commitment to preserving its natural and historical heritage, and a readiness to adapt to changing times. The narrative of St. George is not just a story of a place but a reflection of the human capacity to evolve, adapt, and thrive in the face of changing landscapes and times.

*The Town history section was initially written by James Skoglund. It was sourced from St. George's 2018 Comprehensive Plan and was updated by the Comprehensive Planning Committee in 2025.*

## Historic Resources

St. George, Maine, is steeped in history and dotted with structures and sites of significant historical and architectural value. These places, from fortifications to lighthouses and educational buildings, reflect the Town's rich maritime and military heritage. Additionally, various burial sites provide a silent testament to the lives of the Town's earlier inhabitants, offering insights into its cultural fabric and historical lineage. Below is a list of major historic sites in St. George—see the **Historic Sites map** in **Appendix Z** for their locations. Sites marked with an asterisk (\*) are listed in the National Register of Historic Places, which is administered by the U.S. National Park Service.

1. **Andrew Robinson Homestead:** Built in 1805 and bequeathed to the St. George Historical Society in 2003, this historic homestead was home to three generations of sea captains. The property provides insight into the maritime history of St. George and serves as a venue for various events and educational programs.

2. **Fort Point/Fort St. George<sup>2</sup>:** A historical beacon from the War of 1812, this military site, owned by the State of Maine and maintained by the Maine State Parks Commission, welcomes visitors by land and water and showcases the area's strategic military past. In 2024, a Conservation Commission project provided enhancements, including raised walkways and restored paths, which were completed, improving accessibility and visitor experience at the Point.
3. **\*Long's Sail Loft in Tenants Harbor:** Once used as a store and sail loft, then as the High School in the 1890s, and currently a private dwelling, this building encapsulates the maritime economic history of St. George.
4. **Old Library/Historical Society Museum:** Originally the Jackson Memorial Library and later the Old Library Museum, this building now houses artifacts and exhibits chronicling St. George's history, offering visitors insight into the community's past.
5. **Old Schoolhouse Museum:** This restored 19th-century schoolhouse, managed by the St. George Historical Society, is a museum that showcases educational artifacts and local history exhibits. It reflects the Town's dedication to preserving its educational heritage.
6. **\*Land's End Historic District:** The land between Marshall Point Lighthouse and the village of Port Clyde is notable as the location of Arctic explorer Russell W. Porter's failed art colony. Porter built multiple houses in the area in the early 1900s but only remained there for a decade.
7. **\*Marshall Point Lighthouse and Keeper's House:** A cherished local landmark and notable visitor destination, this lighthouse and its keeper's house serve as a museum and educational site showcasing Maine's navigational history. The Town of St. George leases the property to the St. George Historical Society, which maintains it through the Society's fundraising efforts. The U.S. Coast Guard retains responsibility for the lighthouse itself.
8. **\*Allen's Island**
9. **\*Mosquito Island House**
10. **\*Tenants Harbor Light Station**
11. **\*Whitehead Life Saving Station**
12. **\*Whitehead Light Station**
13. **Cemeteries<sup>3</sup>:** **North Parish (Wiley's Corner), Seaside (Tenants Harbor), Clark Hill (Harts Neck), and South Parish, a.k.a Ridge (Martinsville):** These principal burial grounds serve as custodians of the Town's genealogy and collective memory. Additionally, several lesser-known burial grounds may need identification and protection:

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<sup>2</sup> Also referred to as Fort St. Georges. The correct name is under investigation.

<sup>3</sup> Reference: Cemetery Inscriptions and Burial Sites of St. George, Maine and the nearby islands – compiled and edited by Steven E. Sullivan, M.A., and Robert L. Welsch, Ph.D.

- **Watts-Hathorn yards at Taylor's Point:** Home to the fragmented Samuel Watts stone, this site whispers tales of the Town's early settlers.
- **Behind the Lugar place in Wallston:** Two gravestones stand as silent markers of individual stories and historical moments.
- **Behind Bradley Wiley's in Pooley Field:** A lone grave serves as a poignant reminder of the area's past inhabitants.
- **Clark's Beach (Mosquito Head):** This locale is marked by several graves, hinting at the stories of those who gazed out to the sea.
- **Teel's Island:** A family burial ground on this island holds the collective memory of a lineage rooted in the Town's history.
- **McGee Island:** Pelatia Barter's marked grave on this island is a solitary testament to an individual's life from a bygone era.
- **Behind the Gallimander on Hart's Neck:** Two marked graves here add to the narrative of St. George's historical tapestry.
- **Hewett's Island:** Several marked graves contribute to the community's collective memory and heritage.
- **Long Cove:** Single marked grave of an Elgland child buried behind the Elgland Homestead in Long Cove, a private family burial site, which is not uncommon in rural parts of New England.

Additionally, the Maine Historic Preservation Commission's database, accessed through their CARMA map viewer, identifies a total of 192 architecturally historic properties in St. George. This count includes:

- 25 resources recommended as eligible for NRHP inclusion (including the Ocean View Grange)
- 167 resources recommended as not eligible for NRHP inclusion

The Maine Historic Preservation Committee recommends thoroughly surveying St. George's historical assets. This initiative aims to discover more properties within the area that could qualify for nomination to the National Register of Historic Places.

## Archaeological Resources

The St. George River area is rich in prehistoric archaeological sites, dating back approximately 9,000 years. It contains remains of Native American settlements, burial sites, and campsites along the river. Shell middens along the coast mark the locations of these early campsites and habitations, and they are the only prehistoric campsites identified in the area.

The known Indian shell heaps have most likely been disturbed by artifact collectors, while coastal erosion has further compromised or entirely obliterated them.

The Maine Historical Preservation Commission has prioritized two sites in St. George for preservation: significant shell heaps located at Watts Cove and Turkey Cove. Furthermore, the Commission has cataloged other sites in St. George with a high potential for prehistoric significance:

- Fort Point shoreline
- Watts Point shoreline and shell heaps
- Watts Cove, south of Cutler Cove
- The shore between Watts Cove and Otis Cove
- The shoreline north of Teel Cove
- The Turkey Point shoreline and shell heaps
- The shoreline between Howard Point and Deep Cove
- The Port Clyde waterfront

The Maine Historic Preservation Commission (MHPC) reports several prehistoric and historic archaeological sites, including:

- **50 prehistoric archaeological sites:** At least half are eligible for listing in the National Register. Most are shell middens or camp sites along the marine shoreline or on islands.
- **67 historic archaeological sites:** These sites mainly consist of shipwrecks and domestic sites (such as houses), farmsteads, the North Parish Cemetery, and Fort St. George.

Archaeological locations are not made public to protect sites and possible property owners (many are not on public land). To view the approximate distribution of these sites, see the **Prehistoric Archaeological Sites map** and the **Historic Archaeological Sites map** in **Appendix Z**.

## Protecting Historic and Archaeological Resources

The St. George community highly values local historic and archaeological resources, with 67% of surveyed residents supporting greater protection of historical sites. This broad level of support underscores the importance of continuing efforts to preserve these resources for future generations. Due in no small part to the help from the St. George Historical Society volunteers and the care of private owners, most of the historic buildings in town are in good condition. For example, the Old Schoolhouse and the Old Library are owned by the Town, but they are leased at a nominal fee (\$1) to the Historical Society, which maintains and operates them as museums.



The biggest threat to the community's historic and archaeological resources is climate change. Rising sea levels, in particular, pose a significant threat to coastal resources, including shell middens. In 2024, a report prepared for St. George by Sebago Technics included an analysis of how archaeological sites are expected to be impacted by sea level rise:

The analysis reveals that all 50 previously recorded prehistoric archaeological sites in the Town of St. George are currently experiencing active erosion by the sea. By 2050, it is anticipated that 12 to 13 sites will be more than 50% inundated under Highest Astronomical Tide (HAT) conditions, while 25 sites will exceed 50% inundation under HAT+3 conditions, with six to seven sites facing over 99% inundation under HAT+3 conditions. Furthermore, 18 to 19 sites will be entirely inundated under max crest conditions. Looking ahead to 2100, approximately 25 sites are forecasted to experience over 50% inundation under HAT conditions, with 31 to 32 sites surpassing 50% inundation under HAT+3 conditions, including 18 to 19 sites that will face complete inundation under HAT+3 conditions. Additionally, 31 to 32 sites are expected to be fully inundated under maximum crest conditions. (*Sea Level Rise Vulnerability & Resiliency Assessment*, Sebago Technics, 2023)<sup>4</sup>

Severe storms have also already impacted historic buildings. For instance, the walkway to the Marshall Point Lighthouse was damaged in the January 2024 storms, preventing visitors from reaching the lighthouse. Repairing this damage will be a joint effort between the Town and the Historical Society.

The Town's land use ordinance requires that "any proposed land-use activity involving structural development or soil disturbance on or adjacent to sites listed on, or eligible to be listed on, the National Register of Historic Places" be submitted to the Maine Historic Preservation for comments. The approving authority for the proposed activity must consider these comments as part of their decision.

Additionally, tradition is highly valued by the community as a whole. The community survey demonstrated this—70.6% of respondents wanted greater protection of historical sites, and 88.1% believed preserving the Town's history, cultural heritage, and heritage sites was important or very important. Town officials generally make every effort to preserve and promote places of historic importance. In the future, the Town could look to other communities for inspiration on offering incentives to preserve historical resources, such as tax incentives, permit waivers, or extended leases for organizations managing town-owned historic properties.

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<sup>4</sup> "HAT" refers to the Highest Astronomical Tide. "HAT+3" refers to the Highest Astronomical Tide plus 3 feet of sea-level rise.

## Policies & Strategies

**State Goal:** To preserve the State's historic and archaeological resources.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. "SR" indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

<b>Policy 4C-1: Protect to the greatest extent practicable the significant historic and archaeological resources in the community. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Seek to maintain or explore ordinances that keep the Town's historical character and protect lands containing important historical and archeological sites.	Select Board	Planning Board, Conservation Commission, St. George Historical Society, Maine Historic Preservation Commission	Ongoing
<b>2.</b> Continue to review development applications for potential historical or archaeological ramifications, as required by the Town's land use ordinance. (SR)	Planning Board	Maine Preservation Commission	Ongoing
<b>3.</b> Explore opportunities for protecting historical and archaeological sites against the impacts of climate change.	Select Board	Conservation Commission, Historical Society, Resilience Committee	Long Term
<b>4.</b> Collaborate with local and/or state organizations to safeguard the Town's designated historic and archaeological resources (including those recently identified by the Sebago Technics report). (SR)	Select Board, Town Manager	Conservation Commission, Historical Society, Maine Historic Preservation Commission	Long Term

Policy 4C-2: Promote awareness of St. George's history and archaeological sites.			
Strategy	Responsibility	Consulting	Timeline
1. Collaborate with community partners to promote and share information about the Town's historic sites with the public.	Select Board	St. George Historical Society, St. George Business Alliance	Ongoing

## 5. PUBLIC SERVICES

### 5A. Public Facilities and Services

St. George maintains a wide array of staff to ensure the fulfillment of public services, and the community survey indicated that residents are satisfied with most of these services, especially customer service at the Town office (96.0% satisfied or very satisfied), solid waste management (95.2%), and fire protection (86.8%). None of the services mentioned in the survey received more than 20% of dissatisfied or very dissatisfied responses, and very few received more than 10%. The areas that require improvement are highlighted in this chapter, along with details about capacity and town buildings.

As the Town's population is not expected to grow over the next decade, any increase in demand for public facilities and services is expected to be minimal. However, this is mainly contingent on tourism. An unexpected and significant growth in tourism on the peninsula could strain the Town's capacity to provide quality services and maintain adequate facilities. The Town has diligently recognized and responded to such increases in the past and will continue to do so.

#### Public Buildings & Properties

##### Town Office and Staff

The Town office is at 3 School Street in the Village of Tenants Harbor. Services provided at the Town office include building permit applications and processing, tax payment processing, registration of boats and motor vehicles, issuance of landing and mooring use fees and permits, voter registration and voting, assessment, dog licenses, and maintenance of birth, death, and marriage records. The Town office is open weekdays from 8 a.m. to 4 p.m., excluding holidays.

The Town office contains the offices of seventeen full-time employees, including the Town Manager, Office Manager, Deputy Town Clerk, Assessing Clerk/Planning Secretary, Finance Director, Code Enforcement Officer/Licensed Plumbing Inspector, Harbormaster, EMS Director, and Parks & Recreation Director. The Fire Chief and an Assessor's Agent, who are employed part-time, have office space in the Town office. The Transfer Station Manager and Attendants work primarily at the transfer station, about one mile away.

Many residents still visit the Town office to obtain services, including paying excise taxes, registering their boats and motor vehicles, paying taxes, obtaining hunting and fishing licenses, and securing mooring permits. Increasingly, these services are also available online.

The Town's communications have improved significantly with the rollout of a new [website](#)<sup>5</sup>, text notification system, and Facebook page. However, many older residents, in particular, continue to rely on a monthly mailed newsletter. Given the rapidly changing communications and technology environment, the Town seeks to remain flexible to meet its goal of engaging promptly and effectively with all residents.

### *Trends*

Built in 1975, the Town Office building has been adequately maintained. It is at capacity for current staff, particularly since the Ambulance Department staff became town employees—those on duty are housed in the building 24/7. In the coming decade, the Town will need to consider expanding the existing structure or finding alternative space for some town staff. While opinions vary on expansion, future changes should balance operational efficiency and ensure that key staff remain housed to support effective municipal operations.

### **Public Landings**

The Town owns two public landings: Commercial Street in Tenants Harbor and Cold Storage Road in Port Clyde. For more information on anticipated infrastructure needs and improvements, see Chapter 6F: Marine Resources.

### **Marshall Point Lighthouse**

Since 1998, St. George has owned the property on which the Marshall Point Lighthouse and Keeper's House are located. The property is leased to the St. George Historical Society and managed and maintained by the affiliated Marshall Point Lighthouse and Museum Association. The U.S. Coast Guard maintains only the light and foghorn.

For a discussion on anticipated infrastructure needs and improvements related to climate change, see the Sea Level Rise section in this chapter.

### **Town-Owned Cemeteries**

One town-owned and managed cemetery is Seaside Cemetery on Route 131 in Tenants Harbor. The Seaside Cemetery has sufficient space for additional graves, but concerns exist about sea-level rise along the ocean's edge. The Town also owns the property on which the Clark Hill Cemetery is located. Because that cemetery is part of a tax-acquired parcel, legal action is necessary to segregate it from the remainder of that parcel. Once that has been accomplished, the Town will likely also manage the Clark Hill Cemetery.

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<sup>5</sup> <http://www.stgeorgemaine.com/>

The Cemetery Committee, in collaboration with the Town Manager and the sexton, advises the Select Board on cemetery policies and needs, including maintenance, recordkeeping, mapping, and budgeting. Additionally, this Committee collaborates with other cemeteries in the Town to ensure that all veterans' graves are properly maintained, as mandated by State law.

### **Other Town-Owned Properties**

The Town has owned the property on which the St. George K-8 Municipal School is located since 2015, following the district's withdrawal from RSU 13. The school district maintains the school and its surrounding buildings and grounds.

The 38 Main Street property, the Historical Society Museum (formerly the Old Library), is currently leased to the St. George Historical Society.

The Town owns a 78-acre parcel on Kinney Woods Road. In 2024, voters rejected a proposal to donate approximately 18 acres of this parcel, with a 10-year recall provision if not developed, to a local non-profit organization intended to build workforce housing on the site. An alternative purpose for this property, primarily wetlands, has yet to be identified.

The Town owns a fire training station on Route 73, which is leased to the St. George Fire & Ambulance Association. The Town also owns a fire equipment storage facility on Route 131 in Port Clyde.

The Town owns several properties that it has acquired for recreational and conservation purposes. Refer to Chapter 5C: Recreation for a list and additional details about these properties.

The Town routinely owns tax-acquired properties, most of which are sold. Proceeds cover the taxes and costs owed to the Town, and any surplus is returned to the former property owner, as required by State law.

If the Select Board determines that it would be advisable for the Town to retain a tax-acquired property, the decision will be made in accordance with its Land Acquisition Policy, which is reviewed annually. Land acquisition by the Town is considered necessary for conservation, recreational purposes, working waterfront, and shoreland access. The Town maintains an amount in its annual budget for "earnest money" deposits on land it wishes to acquire, although the voters must generally approve purchases at a town meeting.

## **Health & Emergency Services**

### **Healthcare**

Healthcare services offered by the Town of St. George are provided by the [Ambulance Department and its Community Paramedicine Program](#)<sup>6</sup>. The Town's Community Paramedicine Program enables on-call emergency responders to deliver in-community (often in-home) healthcare directly to the patient as prescribed by a patient's primary care provider. The Town has access to additional in-home services provided by MaineHealth Home Health & Hospice-the licensed visiting nursing agency; the Rockland District Nursing Association, one of the three remaining local district nursing agencies in the state; and private businesses, such as ASK for Home Care. Many of these services are specifically designed for seniors.

For most healthcare services, residents must travel to off-peninsula facilities. MaineHealth Pen Bay Hospital is a 106-bed, full-service community hospital in nearby Rockport, Maine. Tertiary hospital care is available at Maine Medical Center in Portland or Northern Light Eastern Maine Medical Center in Bangor.

The Pen Bay campus also houses primary and specialty care services and the Sussman Hospice House. Pen Bay also operates a walk-in clinic in the plaza of the Hannaford grocery store in Rockland. The Knox Clinic in Rockland is a volunteer-based, nonprofit organization that provides healthcare, including mental health and dental care, to indigent residents of Knox County.

The anticipated Connectivity Hub will allow St. George residents to receive telehealth appointments at one of several town locations. When a physician orders follow-up services, the St. George Community Paramedicine program will provide them.

### **Social Services**

The St. George Community Development Corporation provides social services, care management support, and referrals to other regional social services providers. (For more information on the CDC's services, see the Local Non-Governmental Public Services section below.)

Senior services are essential in St. George as the Town's population ages. Per the Decennial Census, the median age of St. George residents was 57.0 in 2020. However, according to the American Community Survey (an ongoing survey conducted by the U.S. Census Bureau that provides yearly demographic estimates based on a smaller subset of the population), the median age in 2022 was 63.7 ( $\pm 1.6$  years). This represents a 14-year increase compared to 2012. (See Chapter 4A: Population and Demographics for more discussion of age-related trends.)

The Town's Parks and Recreation department provides programs for seniors, including shopping trips and monthly luncheons. These services, in addition to the Community Paramedicine Program, represent the current level of direct support available for seniors from

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<sup>6</sup> <http://www.stgeorgemaine.com/page/emergency-medical-services>



the Town. However, in the Community Survey, 74% of respondents indicated that they favor the Town expanding senior services.

Other wellness services include yoga studios and massage therapists.

### **Fire Department**

St. George's fire-fighting team consists of a part-time Fire Chief and 31 trained volunteer firefighters who are paid when they respond to calls. The Select Board recently formed an Emergency Services Committee to provide guidance on long-range planning, budgeting, and monitoring state and federal regulations that may affect the Fire Department and the Ambulance Department.

St. George's primary fire station is located in the Town office in Tenants Harbor. There are two substations, one at the north end of town (on Route 73/Seal Harbor Rd) and one on the south end of the peninsula (on Route 131 in Port Clyde).

The Town also owns property on Route 73. The St. George Volunteer Fire Association constructed a building for live-fire training, which is used by St. George and, for a fee, other regional fire departments. Additionally, the St. George Volunteer Firefighters' Association continues to raise funds to provide firefighting equipment and vehicles.

The Town participates in Maine's Mutual Aid regional response program, where neighboring towns respond to emergencies as requested. Regional collaborations are critical given the challenges of maintaining a quick-response fire department with no full-time firefighters on a 15-mile-long peninsula.

Knox County provides 911 Response and Dispatch services for fire and ambulance services. This program has faced challenges in meeting area needs in recent years, and the Town has maintained regular communication with the Knox County Commissioner regarding needs and concerns.

### *Trends*

St. George's Fire Department has consistently provided high-quality service to the community, with an average response time of 14.76 minutes for calls between January 2024 and May 2025. In the community survey, 87% of respondents were satisfied or very satisfied with the fire department, and less than 5% were dissatisfied or very dissatisfied. However, the department aims to continue improving service, especially in the face of current challenges.

One of these challenges is recruitment and staffing, especially at the Port Clyde station and during daytime hours. Some ways to address this include offering competitive compensation

and benefits, hosting open houses, and establishing a junior program. An especially important issue to address amidst the reality of an aging community, which reduces recruitment and, more critically, increases the frequency and severity of calls.

Another challenge is maintaining the department's stations and equipment. The Town allocates funds in its annual budget to prepare for future equipment needs, such as replacing fire and tanker trucks. However, significant price increases in recent years have complicated planning and budgeting for these necessities. The department urgently requires a replacement tanker truck to transport water to fire scenes, as the Town lacks municipal water and fire hydrants. Additionally, the installation of water towers would greatly benefit the department. Another critical issue is the unreliability of radio communications, which is affected by the Town's geography and topography, ultimately hindering some firefighting efforts.

Additionally, new regulations mandated by state and federal agencies, such as the Occupational Safety and Health Administration (OSHA), can significantly strain capacity due to their impact on daily operations. Over the next few years, the department must dedicate significant time and resources to reviewing and implementing these new regulations and their associated required training.

The department also aims to provide its volunteers with training that will help them understand and address the unique dynamics of the community, including factors such as geography, seasonality, infrastructure, and demographics. The training will include guest instructor sessions, leadership development programs, and hands-on training at external facilities, such as the Knox County Fire Training Academy and the National Fire Academy.

Additionally, the department has identified community outreach as a key goal for the next several years, which will likely include hosting or participating in open houses, developing community education programs, and continuing the current fire safety program at the St. George School.

### **Ambulance Department**

The Town office houses the ambulance department, including its staff, equipment, and three vehicles.

In 2023, the Town voted to incorporate the ambulance services, previously provided by the St. George Volunteer Firefighters and Ambulance Association, into a fully taxpayer-supported town service and department. The community has been aiming to have a paramedic on duty 24 hours a day to respond to emergency calls. This goal poses a significant staffing and budgeting challenge.

Like the fire department, the ambulance department participates in a mutual aid agreement with nearby towns. While there has been a trend towards regionalization for ambulance services, the Town's peninsula geography and response time requirements mean that some local emergency response will always be necessary. However, this does not preclude regionalizing other service components, including training, billing, vehicle maintenance, and supplies.

South Thomaston receives paramedic coverage from St. George at a cost significantly below the prevailing rate; this agreement requires urgent renegotiation.

Unlike the fire department, the Town has an EMT and often a paramedic on duty 24 hours a day in the Town office building. As a result, the space that was initially allocated for office staff is now utilized by ambulance personnel. This space includes two bedrooms and an office. In the current EMS market, appropriate accommodation is important for attracting qualified EMS staff.

In 2023, the municipal ambulance service responded to 277 “911” calls, 76 ALS (Advanced Life Support)<sup>7</sup> Intercepts to South Thomaston, 10 Mutual Aid calls, 65 Community Paramedicine visits, and 13 calls to assist other agencies such as fire or law enforcement. From January 2023 to April 2024, the average total response time was 10.67 minutes.

The department has one full-time salaried employee and three full-time hourly employees. Full-time paramedics are scheduled to work 48 hours per week. Additionally, a pool of per diem Paramedics, Advanced EMTs, and EMTs supplements coverage, working 12- to 24-hour blocks, depending on availability and scheduling needs. Volunteer Advanced EMTs and EMTs support the service, usually scheduled in 12-hour shifts.

### *Trends*

As with the Fire Department, identifying and retaining qualified staff is a challenge and a priority for the Ambulance Department. In particular, the cost and challenge of having a paramedic on duty 24/7 have been significant, but well within the budget of a town like St. George with its strong real estate tax base. With hospital runs potentially taking up to 45 minutes from the southern end of town and the EMTs' limited scope of practice, a paramedic service is essential for providing quality pre-hospital care, including pain, respiratory, and cardiovascular management and care.

The cost of refurbishing or replacing ambulances and other equipment has also increased dramatically.

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<sup>7</sup> ALS calls or intercepts are calls where an advanced level of care is required, which is almost always a paramedic.

The Town will need to continually review the fire department's fire safety and rescue needs and determine how those needs will be met. The newly formed Emergency Services Committee will work with the EMS Chief and the Town Manager, advising the Select Board on long-range planning, budgeting, and monitoring State and Federal regulations that may impact the Ambulance Department.

### **Other Emergency Response Needs**

St. George Fire, EMS, and the U.S. Coast Guard respond to emergency calls on town islands and coastal waters.

### **Community Paramedicine Program**

In 2013, the St. George Ambulance Program (then known as the St. George Volunteer Firefighters and Ambulance Association) and Pen Bay Hospital established a pilot community paramedicine program. This program aims for trained emergency responders to provide healthcare as prescribed by a patient's primary care provider in the community, often in the patient's home. The benefits of this program are clear—it leverages emergency responders' skills and knowledge when they are not responding to 911 calls, thereby providing healthcare in the community. Community paramedicine services encompass a range of functions, including wound care, blood drawing, injection delivery, blood pressure checks, home safety assessments, and other related services.

Insurance does not currently reimburse community paramedicine programs for this type of care, although state grants and local taxpayers have supported it. It is hoped that eventually, insurance companies will agree to reimburse community paramedicine programs, as they offer a professional service that is less expensive than doctor's offices and hospitals and more convenient for patients.

The Emergency Services Committee works with the EMS Chief and Town Manager to advise the Select Board on budgeting, long-range planning, and community education and engagement for the Community Paramedicine Program.

### **Health & Demographic Trends**

The median age of St. George residents has increased significantly in the past decade, with approximately 45% of residents aged 65+ in 2022 (according to the American Community Survey). Therefore, it is important that the Town, as it is able, works with regional healthcare partners, including the [St. George Community Development Corporation](http://www.stgeorgecommunity.org/)<sup>8</sup>, the planned telehealth hub at the St. George School, Pen Bay Hospital, the Knox Clinic, and others. The availability of paramedic

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<sup>8</sup> <http://www.stgeorgecommunity.org/>

services for the St. George community is especially valuable, given the limited public transportation in the area.

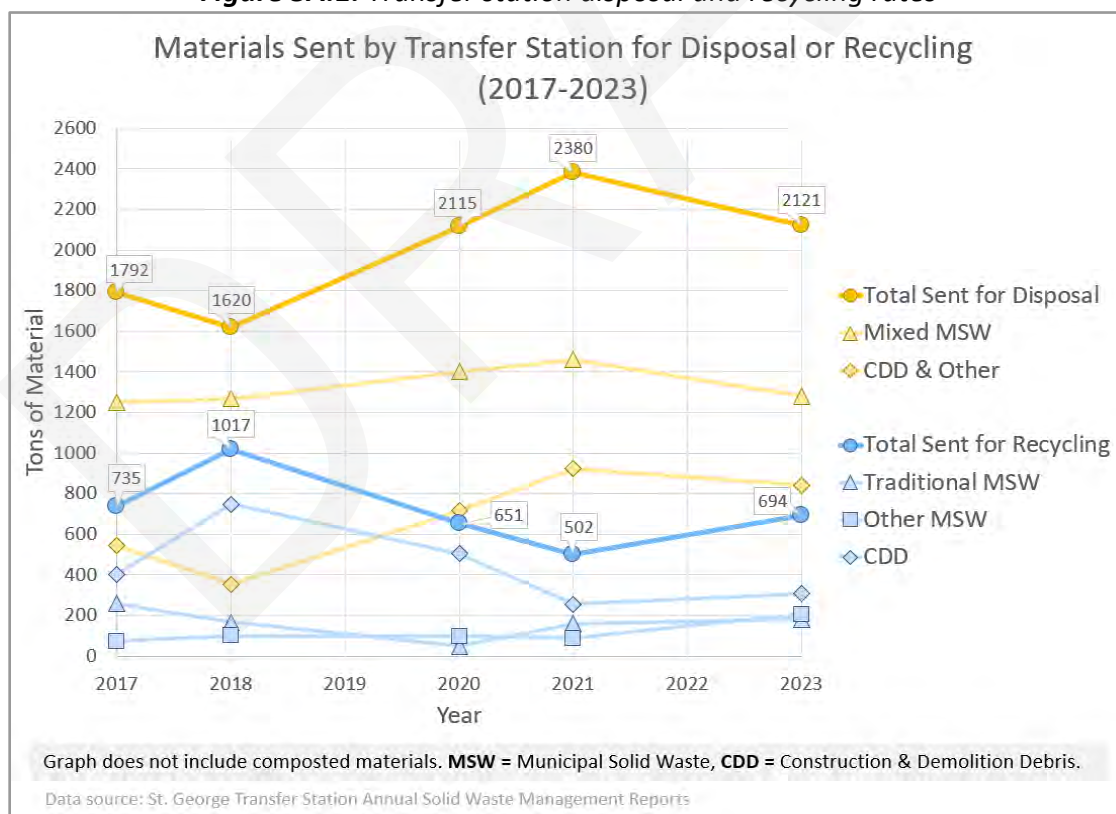
Health needs at the other end of the life spectrum are also a concern. As laid out in Chapter 5D: Education, the St. George School is finding that many young children and families have inadequate access to healthcare, as a result of which the School is establishing a telehealth hub at which visits with providers may be conducted in town (at the school, the library, and possibly the Town office), then referrals made by primary care providers to the Town’s community paramedicine program for follow-up. This collaboration of services in this small rural community is ground-breaking and has tremendous potential.

## Waste & Water Management

### Solid Waste Department

The Town’s Transfer Station provides for safe and efficient disposal of household waste, garden waste, hazardous materials, construction debris, and recyclables. In 2023, 2121 tons of material were shipped for disposal, and 694 tons were shipped for recycling—see **Figure 5A.1** below for the tons of material shipped by type and year.

**Figure 5A.1: Transfer station disposal and recycling rates**

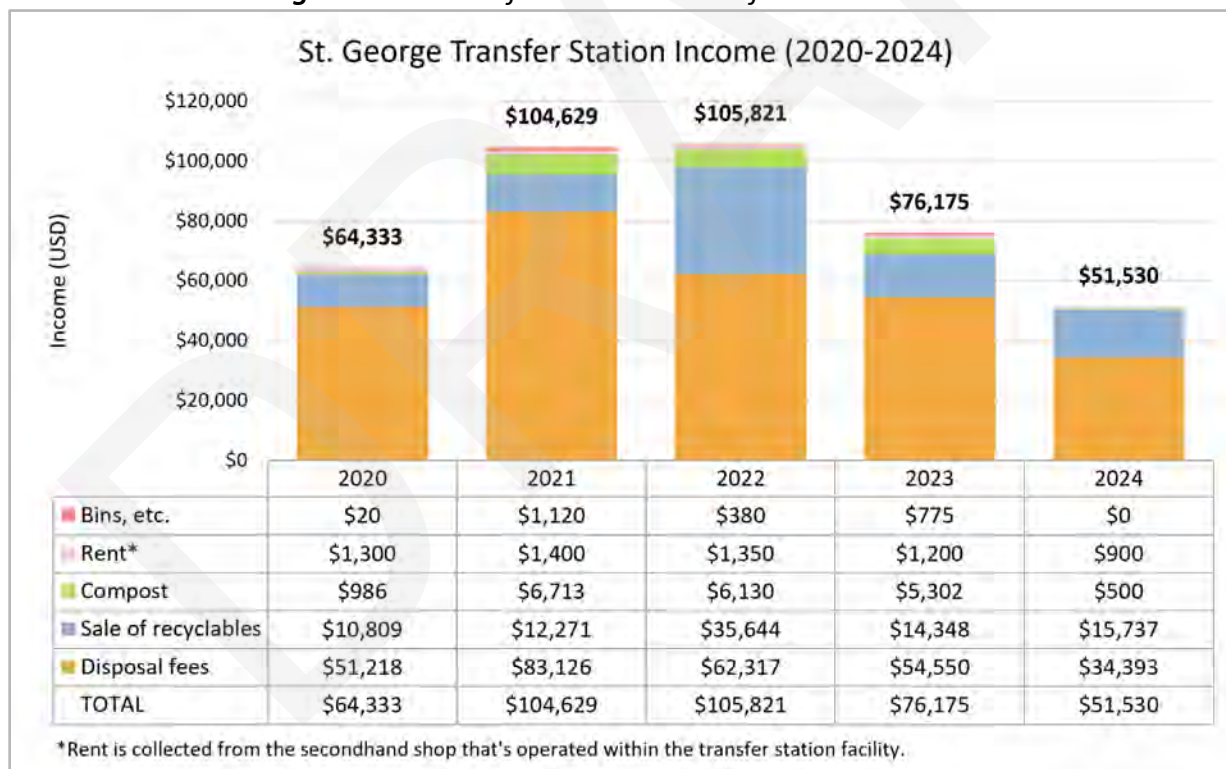


Traditional MSW (municipal solid waste) recyclables include paper, cardboard, newspapers and magazines, glass, aluminum cans, foil, and plastics. Other MSW recyclables include appliances/white goods, scrap metal, electronics, and tires. CDD (construction and demolition debris) recyclables include roof shingles, drywall (sheetrock or wallboard), clean wood, brush, and land-clearing debris.

The overall amount of material handled by the transfer station has remained relatively stable over the past few years. In 2018, 2637 tons of material were sent for either disposal or recycling. In 2023, this figure was 7% higher at 2815 tons. However, the amount of waste has *increased* significantly, while the amount of recycled material has *decreased* substantially. Between 2018 and 2023, the amount sent for disposal increased by 31%, while the amount sent for recycling decreased by 32%.

In 2021, the facility to which the Town sold glass recyclables stopped buying them, so glass has since become part of the waste sent for disposal. The market for recycled glass is expected to improve in the future. Recyclable income has generally been poor for the past few years, and disposal fees have generated most transfer station income—see **Figure 5A.2** below.

**Figure 5A.2: Transfer station income from 2020 to 2024**



The transfer station also composts grass clippings, leaves, and specified food scraps, such as fruits and vegetables.

Overall, the transfer station meets the Town's needs and expects to continue doing so. No significant infrastructure improvements are currently required; however, regular maintenance is performed, including the repair of concrete pads.

St. George has followed similar waste disposal and recycling trends compared to Maine. Compared to pre-2020 levels, St. George and Maine have experienced a significant overall increase in waste disposal, accompanied by decreased recycling rates. Additionally, St. George's total recycling rate has recently been very similar to Maine's—roughly 25% for St. George in 2023 and 24.5% for Maine in 2022.<sup>9</sup> However, St. George had a much lower MSW recycling rate—approximately 23% in 2023, compared to 33.8% for Maine in 2022—but a much higher CDD recycling rate—roughly 27% in 2023, compared to 2.4% for Maine in 2022.

Therefore, St. George is doing comparatively well with CDD recycling but could improve MSW recycling rates, perhaps through increased efforts to educate residents on what can and cannot be recycled.

### **Sewage/Septic Resources**

St. George has no municipal sewer system, and there are no plans to create one. Instead, residents rely on private septic systems with leach fields and are responsible for maintenance. Growth and development are limited because of the Town's lack of a public sewer system and (except as noted in the next section) municipal water.

There is no town monitoring of privately owned septic systems. Still, the St. George Local Plumbing Inspector is responsible for issuing permits for Subsurface Wastewater systems, Expanded Systems, Septic Tanks, and Internal Plumbing. The Plumbing Inspector is also responsible for reporting all the above to either the State of Maine Subsurface Wastewater Rules or the Uniform Plumbing Code for Internal Plumbing. The LPI is also responsible for following up on concerns from various State Agencies and residents regarding plumbing or septic issues.

State and Federal officials and the Sebago Technics Report have noted that water quality is threatened where septic systems are vulnerable to compromise due to sea-level rise. Residents should be informed about state resources available to address septic system issues.

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<sup>9</sup> Note the different years of comparison: as of writing, the latest Maine Solid Waste Generation and Disposal Capacity Report was for 2022 while the latest available data for St. George was for 2023.



## **Public & Private Drinking Water**

Two water districts in town provide public water to the villages of Tenants Harbor and Port Clyde. These entities are run by independent Boards of Directors, and their wells are not owned or managed by the Town.

### *Tenants Harbor Water District*

The Tenants Harbor Water District was established in 1978, when the state purchased the land and developed a water treatment plan to remediate contamination in the area's well water. The district has two production wells, serving approximately 125 customers, including the Town hall, school, library, and village businesses. It routinely tests and treats the water quality. MaineWater handles billing for the district; users pay for the administration of the water district, although the State subsidizes the rate.

The Tenants Harbor Water District's capacity is limited and close to capacity. The village of Tenants Harbor is one of the three growth areas in St. George (see Chapter 6G: Future Land Use), and significant development would necessitate long-range planning to ensure that the water district can accommodate additional users.

The Town has acquired property adjacent to the district to protect water quality, and continues to work with the Water District for that purpose.

### *Port Clyde Water District*

The Port Clyde Water District was established in 1973 from the original water company, which was founded around 1882. It is also privately owned and operated. As of the date of this report, it serves 148 customers, who pay for water quality monitoring and treatment. Unlike the Tenants Harbor Water District, which has a federally funded endowment to support its work, the Port Clyde Water District struggles to balance operational costs and user fees. It also has a smaller wellhead protection area, and development can impact the water quality.

The majority of St. George residents obtain their drinking water from private wells, which is currently adequate to accommodate development trends.

Given the expense of providing municipal water throughout the Town and the current high quality of well water for drinking, there are no plans to create a system. The Town provides residents with information on state resources regarding water quality, testing, and treatment options in Maine. If there is any indication that sea-level rise adversely affects water quality, the Town should consider pursuing funding to undertake monitoring or remedial measures.

*Refer to Chapter 6C: Water Resources for a more in-depth discussion of water quality.*

## **Stormwater Management**

Most of the stormwater management facilities within St. George are owned by the State, such as the storm drains on Route 131, which are not adequately maintained.

The culverts on town-owned roads are tracked by condition to ensure regular maintenance. The Town is currently replacing its granite culverts with more durable plastic culverts. This is an important improvement in light of the January 2024 storms and the broader issue of sea level rise—see the Sea Level Rise sections in this chapter (5A) and in chapter 5B for further discussion on sea level rise and town infrastructure.

## **Energy & Communications**

### **Energy**

Central Maine Power provides private electrical service to community residents. As of 2024, some residents generate power for their homes using solar panels, with 52 permits issued for solar panel installations. Many also have backup emergency generators. Residents also privately contract for heating oil, propane, firewood, heat pumps, and other home heating methods.

In recent years, the Town has installed solar panels on the roof of the transfer station. The generated power is used for six town-owned buildings, including the Town office, the salt shed, the fire department buildings, the transfer station, and the ball field.

In connection with renovations to the Port Clyde Landing, the Town has installed electrical capacity to accommodate 3-phase power, enabling the future charging of electric vehicles and boats.

### **Current Energy Landscape**

The shift from seasonal to more year-round residences has heightened electricity demand, especially during the COVID-19 pandemic. This section emphasizes the importance of evaluating the existing electricity distribution system's capacity to meet future energy demands as more residents adopt heat pumps and electric vehicles (EVs). A comprehensive analysis of the electricity distribution system's adequacy, resiliency, and monitoring capability is essential for planning future upgrades.

### **Key Concerns and Questions**

Two critical questions remain unanswered regarding the capacity and operational margins of the electricity distribution system in St. George. The first question pertains to the existing distribution power capacity and whether upgrades are needed to accommodate new users or

distributed generation. The second question addresses the time-of-day electricity usage on Route 131, which is necessary for understanding peak demand.

### **Calculating Power Demand**

A baseline scenario for future peak power demands assumes full participation from electric vehicles (EVs) and heat pumps. This scenario anticipates increased demand from residential use and potential commercial facilities like Port Clyde Landing. The analysis focuses on the electrical system's reliability, emphasizing the importance of preventing outages that could disrupt heating in winter or impact local businesses. As part of the St. George Comprehensive Plan, an analysis was conducted to assess the adequacy of electricity distribution within the Town; it is likely that over the next decade, more homes will continue to adopt heat pumps for winter heating and transition to electric vehicles (EVs) for transportation.

The question arises whether the current electricity distribution system can handle the resulting additional load. Many homes have been transformed from seasonal use into year-round residences, increasing the demand for typical household electricity usage and highlighting the significant further demand. Peak usage is estimated at 9,000 watts during high-demand periods, such as mid-winter evening meal preparations. Additionally, it integrates the energy needs of electric vehicles (EVs), electric boats, and heat pumps.

Ultimately, future peak power demand will influence the design of the electrical distribution system, with potential peaks ranging from 13,000 to 16,000 watts based on previous fuel oil consumption. Incentives for Time-of-Day pricing could help manage demand and delay costly system upgrades. These calculations are broad and are not intended to provide precise answers. Instead, they aim to provide usable guidance on the approximate peak electric power demand level for the distribution system serving St. George.

### **Types of Electrical Power Hardware Upgrades Required for Future Demand**

The requirements for delivering these power levels to a residence affect the sizing of the main service within the home, the transformer on the pole dedicated to that home, the distribution power lines passing by the residence, and the larger 3-phase lines servicing all of St. George.

#### **Residence Service Panel**

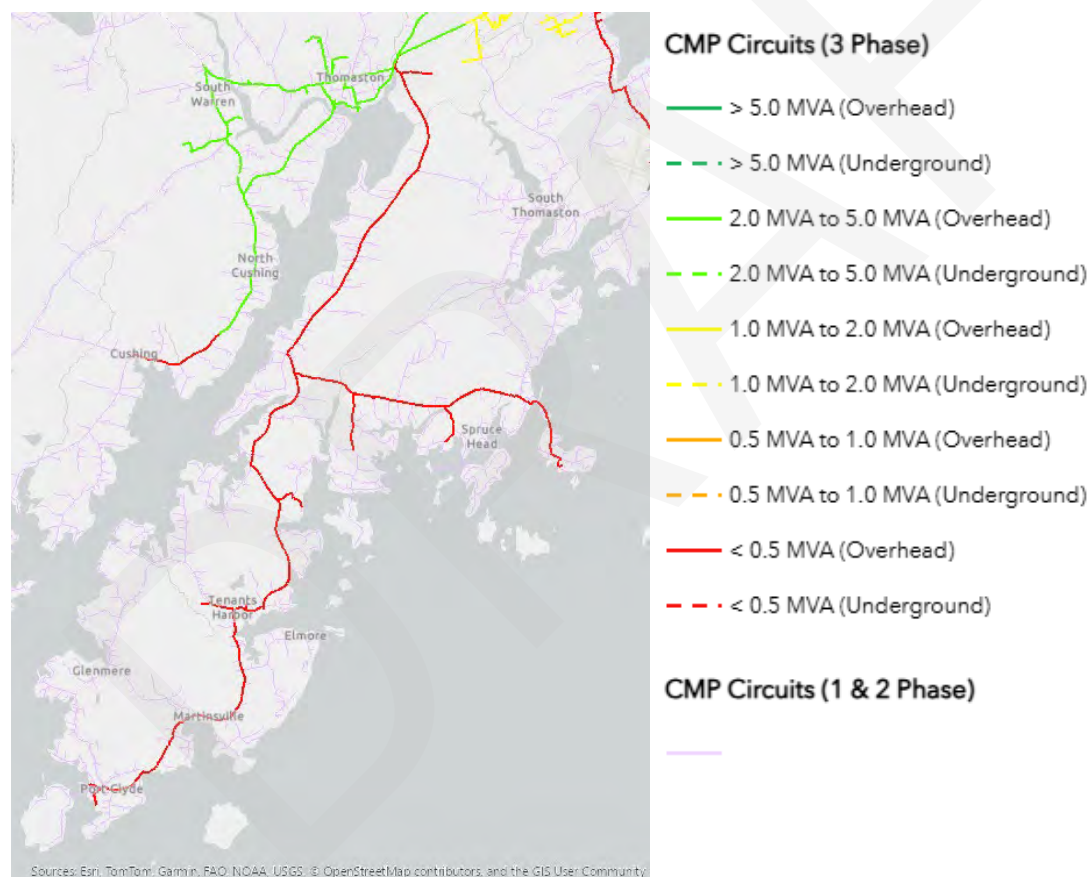
Upgrades to residential service panels and transformers may be necessary to meet future demand. Many homes with 100-amp service panels may need to transition to 200-amp service to handle increased electrical loads. Additionally, CMP's distribution power lines may require enhancements to support the anticipated growth in energy consumption.

### Utility Pole Bucket Transformer Providing Power to the Residence

Moving outside the residence, the next piece of equipment is the pole-mounted “bucket” transformer, which reduces the local distribution voltage to 240 volts for residential use. Some of the older CMP transformers in St. George are limited to only 15,000 watts and would need to be upgraded. Newer CMP transformers are capable of handling 25,000 watts.

### Distribution System Power Lines

There is the CMP power line distribution system itself; no data on the power delivery capability of the 3-phase circuit along Route 131 to the pole adjacent to the Monhegan Boat Line office was available. CMP indicated that the 3 wire / 3 phase line from Route 1 to Wiley Corner is 19.9 kV. At Wiley Corner, the voltage is lowered to 15 kV for the remainder of the path to the Monhegan Boat Line. A 15 kV 3-phase line goes to Spruce Head from Wiley’s Corner. A side spur at 15 kV goes from Tenants Harbor to the Town wells along Wallston Road.



**Figure 5A.3:** Map of CMP load hosting capacity on the St. George peninsula (Source: CMP)

CMP has indicated that they will **upgrade the power lines as St. George's electric power needs increase over time**. These upgrades are **costly**. When the need for an upgrade becomes critical

due to reliability and safety concerns, it will be essential to properly size the system to account for realistic estimates of future usage. Any upgrades must be **designed to accommodate demand for at least the next decade.**

### **Power Requirements for Commercial Facility on Town Wharf**

Planning for electric power delivery to the Port Clyde Landing would be more straightforward, as it would be a well-defined project with specified power requirements and a precise installation date needed. The Town has designed a site (with conduit) at the Landing to install a combination electric boat and electric vehicle (EV) charging station. It is investigating financing for such an installation. CMP indicated that once the Town has a clear concept of what additional electrical service to install, discussions can begin, and engineering planning starts from their side. These discussions should begin soon. Fortunately, the recently installed three-phase pole is near the new Monhegan Boat Line building. From there, it would be straightforward to design and install a three-phase system at the Port Clyde Landing. One consideration is to gather information on why the power lines from the pole across from Squid Ink are redirected under the Cold Storage Road to provide power to the Port Clyde General Store and under the road in another direction to power the houses further along Cold Storage Road towards the inner harbor.

A facility built near the Port Clyde Landing would require upgrading the current carrying capacity of the three-phase power line traveling down Route 131. This would provide the time to accommodate the future growth in residential usage that the Town can forecast, establishing a timeframe for usable estimates of that future electric power growth to be completed. *(For a map of the 3-phase power line in Port Clyde, see **Appendix W.3.**)*

### **Reliability of Electric Power Delivery to St. George – Impact of Outages**

St. George needs adequate electric power distribution combined with reliable service. While electrical outages in the summer can be inconvenient for residents, they are less critical than those in winter, when homes without generator backup face the risk of losing heat, which can lead to burst pipes and potentially destroy the house. Both year-round and seasonal residents have observed a high frequency of power outages in St. George. Central Maine Power (CMP) provided tables (see **Appendix W.4**) detailing outages over the past six years, showing that the primary causes of these outages are motor vehicle collisions with utility poles and falling tree branches or trees on power lines.

### **Power Loss Due: Trees/Branches Falling on Power Lines.**

Although tree incidents are almost 15 times more frequent than motor vehicle pole collisions (270 vs 26), those pole collisions are so severe in their consequences that the total number of

customers affected from incidents involving trees versus automobiles over the six years is essentially equal.

One other pattern of note is that, although curiously the number of tree or tree branch incidents during storms over the past six years was essentially identical to events when there were no storms (roughly 180 each), the storm incidents on average caused 3 times as many customers to be affected. Pruning or “Vegetation Management” becomes very critical. Regulations changed in 2024, allowing CMP to prune above power lines to the sky, not just the 15 feet previously allowed. This will have an unfortunate negative aesthetic impact on some notable trees in St. George, but the tradeoff for outage reduction is necessary. With an increasing reliance on electricity and a subsequent need to minimize power outages, St. George should closely monitor whether CMPS-Vegetation Management is adequately funded and carried out. *(For a full chart of power outages, see **Appendix W.4.**)*

### **Power Loss Due to Motor Vehicle Collisions with Utility Poles**

Reducing the number of motor vehicle pole collisions should be a high priority. In less heavily forested parts of the country, utility poles are sited much further back from roadways whenever possible, significantly reducing the likelihood of vehicle collisions with poles if vehicles stray onto the shoulder. This logical strategy is impossible in St. George, and poles are usually within 10 to 20 feet of the roadway. Route 131 exacerbates this situation further because it is a relatively high-speed, two-lane roadway in many sections. The impact energy from a crash goes as the square of the speed.

Adding to the frequency of motor vehicle collisions with utility poles, there is a noticeable increase in traffic on Route 131 in recent years. With more year-round residents, what used to be a relatively rural road is now quite busy. Even outside of commuting hours, it is not uncommon to see groups of 8 to 10 vehicles moving quickly in clusters. It is impossible to quantify this anecdotal impression because the Maine DOT Traffic Count data was last collected in 2022. *(For a full chart of traffic counts on Route 131, see **Appendix W.2.**)*

Excessive speed would be the first reason that would come to mind as a cause of these power-interrupting crashes. It is significant, but conversations with local law enforcement indicate that two other causes rank very high: alcohol and advanced age. It is beyond the scope of this document to recommend remedies for these additional causes. Vehicle crashes constitute a power reliability problem as significant as falling trees and tree limbs.

### **Energy Planning**

The energy policies and strategies for St. George aim to ensure that the electric power distribution system, managed by Central Maine Power (CMP), is adequately upgraded to meet

current and future power demands reliably. This planning will account for potential commercial and industrial power usage increases, particularly related to developments like a cold storage facility at Port Clyde Landing. Additionally, the impact of future solar energy production on the distribution system will be assessed. Key actions include forecasting necessary upgrades well in advance to facilitate planning and permitting with CMP and other state agencies, and providing resources to residents and businesses to enhance energy efficiency and transition to renewable energy sources.

## Communications

Over five years, a community committee sponsored by the St. George Community Development Corporation and the Town successfully achieved full broadband access in St. George. There are various providers, including Spectrum, Fidium, and Starlink. In the Community Survey, 96% of respondents indicated they have home internet, and 90% considered their speed adequate. However, numerous write-in comments indicated a desire for faster or more reliable service. Currently, fiber optic cables are available in only limited areas, and it is hoped that these providers will continue to work on providing even faster internet service going forward.

Many St. George residents rely on landline telephones, while others rely exclusively on cell service. Cell service is spotty in peripheral areas in town, particularly in Port Clyde. Homeowners must consider available services to ensure that 911 calls can be made and received, even during power outages.

## Sea Level Rise

Sea-level rise has the potential to adversely affect both town-owned and privately owned properties in many ways, from affecting the quality of drinking water to flooding roads, homes, wharves, and businesses. Each chapter of this Plan discusses infrastructure plans specific to that chapter; however, it is also appropriate to outline the steps taken thus far and the Town's plan to address the potential impacts of sea-level rise.

The Maine Climate Council recommends a commitment to manage a 1.3-foot rise in sea level by 2050 and a 3.9-foot rise by 2100.

In 2022, the Town received State grant funding to contract with Sebago Technics to assist in identifying town-owned roads and infrastructure, as well as historic and archaeological sites that are most vulnerable to sea-level rise, and in estimating possible remediation measures.

Following a series of community meetings, town leaders and Sebago Technics decided to focus on the following areas in the Town of St. George: Marshall Point, including the Lighthouse, Cold Storage Road, Horse Point Road, Factory Road, the Port Clyde Co-Op, Drift Inn Road, Turkey



Cove Road, Harrington Cove and Cline Road, Rackliff Island and Scraggle Point Road. It was determined that these sites hold paramount importance for access along the peninsula and the local economy.

Sebago Technics then captured current elevation data with an accuracy of 2 centimeters using sophisticated technology, including LIDAR scans from aerial drones and underwater bathymetric surveys at these locations. Using NOAA projections, Sebago then projected possible sea-level rise scenarios, which are portrayed using computer and 3D technology to help the community visualize and understand the threats of sea-level rise. Sebago Technics issued its final report, available in the Town office and on the Town website, in February 2024.

During this same period, the Midcoast Council of Governments conducted its St. George Working Waterfront Vulnerability Study, focusing on the economic and working waterfront infrastructure vulnerabilities to climate change. That report was delivered in January 2024.

Town leaders intend to use this information to prepare a Climate Action Plan that prioritizes the projects under consideration. The Climate Action Plan, to be developed by the Community Resilience Committee, will be discussed at a town meeting to provide residents with an opportunity to hear about the proposed initiatives and how funding will be secured to cover the costs, as voter approval is required for budget expenditures.

Through this endeavor, the Town identified various strategies for consideration:

**Evaluating the Planning Horizon (e.g., 2024/2050/2100):**

- Assessing the lifespan of projects and critical milestones of sea level rise change
- Prioritizing assets that are most vulnerable based on historic impacts, potential consequences, and access by fire/ambulance vehicles and personnel

**Helping Nature Defend Itself Naturally:**

- Facilitating the migration of coastal wetlands inland through setbacks, density restrictions, and land purchases
- Establishing rolling easements
- Removing hard protection and other barriers to tidal and riverine flow
- Preserving habitats and aiding the natural environment with living shorelines (e.g., new dunes, dune grasses, and aquatic vegetation to stabilize sediment and reduce erosion)

**Redesigning Infrastructure:**

- Considering plans to relocate and elevate key roads

- Exploring alternatives for raising commercial structures and codes for building new structures; and
- Contemplating modest sea walls along sections of exposed infrastructure as part of a multifaceted approach

Additionally, **Flood Management Systems** to be considered town-wide include:

- Stormwater Management: Upgrade drainage systems to handle increased water volumes
- Floodgates and Barriers: Implement movable barriers to manage storm surges
- Natural and Hybrid Solutions: Facilitating water flow into Marshes and Wetlands

The Town has identified the areas of greatest need within its owned properties, established a planning period, developed methods to project potential sea-level rise, and created ballpark engineering and cost estimates for necessary remedial measures. The next step involves prioritizing the projects within a comprehensive **Climate Action Plan**. However, unexpected weather events disrupted these plans. In January 2024, two storms caused significant damage to town-owned infrastructure and private businesses, necessitating prompt decisions that were not ideally aligned with the holistic Climate Action Plan approach.

Sea-level rise and climate change pose significant challenges for coastal communities, demanding extensive planning, engineering, and financial investment resources. The Town comprises only about 2,600 residents, so it cannot tackle these challenges independently. Consequently, St. George actively collaborates with state, federal, and regional partners and professional experts to seek viable solutions.

Despite the daunting nature of these tasks, they must be addressed. Infrastructure improvements are crucial for ensuring the resilience and future functionality of roads, culverts, and bridges. Such efforts are crucial for preserving the Town's economy and quality of life while ensuring equitable access to emergency services for all residents. Reliable infrastructure enables first responders to assist those in need effectively, fosters stronger community connections, and maintains the vitality that characterizes St. George. Refer to Chapter 5B: Transportation for more information on the response to sea-level rise, including roads, culverts, and bridges.

The demands placed on the Town's infrastructure, particularly regarding the effects of sea-level rise and storm surge damage to coastal roads, bridges, and culverts, have significantly strained the existing public works department, which consists of only one individual. This situation necessitates substantial budget and long-range planning resources. The Resilience Committee, Town Manager, and Select Board have made remarkable progress through collaboration with

community volunteers, regional partners such as MCOG, and fundraising efforts for the Sebago Technics study and report. According to the Federal Emergency Management Agency (FEMA), every dollar spent on preventing storm damage saves six dollars in future costs. Therefore, serious consideration should be given to hiring a planner and additional public works staff to manage the Town's planning and infrastructure needs effectively.

## Local Non-Governmental Public Services

Local organizations, including those outside the municipal government, provide several primary public services to St. George residents.

### Community Development Corporation

The St. George Community Development Corporation (CDC) is a non-profit organization dedicated to enhancing community and economic development for residents. It provides various social services and healthcare support, focusing on workforce housing, educational opportunities, increased access to healthcare, and operating a food pantry for those in need, including the ill and children. For more information, visit the [St. George Community Development Corporation website](http://www.stgeorgecommunity.org/)<sup>10</sup>.

One of the CDC's major programs is the Community Cupboard, which provides food and other essential services to those in need. CDC services include heating assistance, a caregiver support group, hardship assistance, and a home repair program that provides qualified applicants with home renovations, such as ramps, grab bars, railings, windows, or doors. Additionally, since its founding, the CDC has become one of the Town's primary social services hubs, connecting residents in need with services throughout the broader community. It answers questions about Medicare, senior services, home and healthcare, and other related topics.

The CDC plans to collaborate with partners to develop affordable housing on a recently acquired parcel on Route 73 in St. George. Given the affordability and availability issues detailed in the Housing chapter, more affordable housing is a key need for the Town.

For healthcare, the CDC periodically provides routine wellness checks and visits from a mobile dental clinic, connecting residents to local home and healthcare services. The CDC also provides health classes in collaboration with Pen Bay Hospital. Additionally, the CDC and the Town's paramedicine program will be key partners in the new telehealth program hosted by the school's Makerspace/Connectivity Hub, enabling residents to fulfill some medical appointments and other needs without driving to Rockland or farther.

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<sup>10</sup> <http://www.stgeorgecommunity.org/>

The CDC sponsors and organizes regular community gatherings, including a Community Thanksgiving Dinner and waffle breakfasts, as well as fundraisers for events like St. George Days. Additionally, it serves as the conduit for charitable donations to other town organizations, including the St. George Municipal School. The CDC's Facebook page is a tremendous community resource for upcoming events.

### **Jackson Memorial Library**

The Jackson Memorial Library, located at 71 Main Street in Tenants Harbor, is a non-profit organization established in 1935. The library receives an annual contribution from the Town, representing approximately 25% of the library's funding. The Library also provides pre-K education, after-school and school break programs, and houses the school's library. However, it receives no additional funding to provide this service to the school's students and families. The library is a vital community resource and a hub of various community activities, including cooking classes, a men's group, knitting, art exhibitions, tech tutoring and more. See the Education chapter for more information or visit: [Jackson Memorial Library](http://www.jacksonmemoriallibrary.org/)<sup>11</sup>.

### **Neighbor to Neighbor Ride Share Program**

A long-time community social service organization on which many seniors rely is the Neighbor to Neighbor ride-share program. This program offers free rides to community residents for any reason. Given the limited public transportation options in St. George, this group provides a vital public service. To learn more, visit: [Neighbor To Neighbor](http://www.ridesinstgeorge.org/)<sup>12</sup>.

## **Policies & Strategies**

**State Goal:** To plan for, finance, and develop an efficient public facilities and services system to accommodate anticipated growth and economic development.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. "SR" indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

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<sup>11</sup> <http://www.jacksonmemoriallibrary.org/>

<sup>12</sup> <http://www.ridesinstgeorge.org/>

<b>Policy 5A-1: Ensure effective communication &amp; community engagement to identify &amp; advance shared goals.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Advance and track progress toward the policies and strategies outlined in this plan.	Select Board, Town Manager, committee chairs	Committee members	Ongoing
<b>2.</b> Continue to recruit committee members with experience or expertise that help advance policies & strategies outlined in this plan.	Select Board, Town Manager, committee chairs	Town Manager, committee members	Ongoing
<b>3.</b> Provide timely information about town programs and services to residents through various means, e.g., website, newsletter, social media, text and email communications, and others that may become available.	Select Board Town Manager	Committee chairs, town staff	Ongoing
<b>4.</b> Engage the community on policy issues and decisions facing the Town through public communications and meetings, allowing ample time for informed decision-making.	Select Board, Town Manager	Committees, town staff	Ongoing

<b>Policy 5A-2: Maintain, protect, and enhance town infrastructure, including planning for climate change and sea-level rise.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Continue to monitor the performance of town-owned infrastructure and plan for necessary improvements, particularly those related to sea-level rise.	Town Manager, Select Board, Resilience Committee	Public works staff, various partners (Appendix X.5A)	Ongoing
<b>2.</b> Pursue grant and budget funding for the infrastructure improvements identified in the Climate Action Plan.	Select Board, Town Manager, Resilience Committee	Budget Committee, MCOG	Ongoing
<b>3.</b> Pursue grant funding and the use of tax programs such as Tax Increment Finance (TIF) programs to reinforce public infrastructure as needed to mitigate against sea-level rise and promote economic development	Select Board, Resilience Committee, Town Manager, TIF Committee	Various partners (Appendix X.5A)	Ongoing

4. Collaborate with private entities to ensure that public utilities, including broadband, power, and cell service, are adequately available to support homes, businesses, and other institutions in town.	Town Manager, Select Board	Private companies, ad hoc Broadband Committee	Ongoing
5. Encourage local water districts to coordinate planned service extensions with the Future Land Use Plan (SR)	Select Board, Town Manager	Port Clyde & Tenants Harbor water districts	Ongoing
6. Provide public facilities and services that promote and support growth and development in identified growth areas. Including potential new public facilities that comprise at least 75% of new municipal growth-related capital investments in designated growth areas. (SR)	Select Board, Planning Board, Town Manager		Ongoing
7. Explore hiring a planner to identify needs, funding sources, and work with town leaders on long-range planning needs	Select Board, Town Manager	Resilience Committee	Short Term
8. Develop a Climate Action Plan that prioritizes the infrastructure needs in vulnerable areas and provides a roadmap for remediation.	Select Board, Resilience Committee	MCOG, local stakeholders, various partners (Appendix X.5A)	Short Term

<b>Policy 5A-3: Maintain and enhance quality emergency response services and an effective community paramedicine program.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
1. Monitor service and adequacy (staffing/retention, recruitment, training, number of calls, etc.) of the Town's emergency response programs, including firefighting, ambulance/EMS, and paramedicine.	Town Manager, Fire Chief, Ambulance Director	Emergency Services (E.S.) Committee	Ongoing
2. Monitor state & federal regulations that might impact the quality and effectiveness of the Town's emergency response programs.	Town Manager, Fire Chief, Ambulance Director	E.S. Committee	Ongoing

<b>3.</b> Ensure adequate funding for the Town's emergency response programs, including planning for equipment & vehicle replacement.	Select Board (with town vote)	Town Manager, EMS Chief, Fire Chief, E.S. Committee, Budget Committee	Ongoing
<b>4.</b> Educate the community about the community safety and health programs (e.g., the Community Paramedicine Program).	Town Manager, Ambulance Director	E.S. Committee, various partners (Appendix X.5A)	Ongoing
<b>5.</b> Continue to pursue funding for the community safety and health programs (e.g., the Community Paramedicine Program).	Select Board, Town Manager, Ambulance Director	E.S. Committee, Budget Committee	Ongoing
<b>6.</b> Continue to collaborate and advocate with the Knox County Sheriff's Department, State Police, and other state officials for prompt, quality law enforcement response.	Select Board, Town Manager	Sheriff's Dept, E.S. Committee	Ongoing
<b>7.</b> Collaborate with property owners to implement the Addressing Ordinance and assist in improving home addresses, including the addition of street numbers.	Town Manager, E911, Addressing Officer	Addressing Committee, E.S. Committee, State E911	Ongoing

**Policy 5A-4: Ensure effective and environmentally-sound solid waste management, including promoting recycling and composting.**

<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Continue to seek and set aside funds to improve and maintain the transfer station.	Town Manager, Select Board, Solid Waste Committee		Ongoing
<b>2.</b> Consider regional coordination in disposing of solid waste and recycling. (SR)	Town Manager, Select Board, Solid Waste Committee	Various partners (Appendix X.5A)	Ongoing
<b>3.</b> Continue promoting, educating, and offering incentives to encourage the use of the Town's recycling and composting programs.	Solid Waste Committee, Select Board		Ongoing



**Policy 5A-5: Work with the electrical supplier to ensure electrical needs and demands are met for residents and businesses.**

Strategy	Responsibility	Consulting	Timeline
1. In collaboration with service provider(s), ensure that vegetation management is adequately performed to minimize, to the greatest extent feasible, power outages due to trees.	Select Board Town Manager	Electrical supplier, MCOG, Maine Public Utilities Commission (PUC)	Ongoing
2. Work on ensuring the adequacy of the electrical supply throughout the Town, especially south of Route 73, and consider future needs, such as green energy demands.	Select Board, Town Manager	Electrical supplier, Resilience Committee, MCOG, PUC	Midterm

**Policy 5A-6: Maintain and ensure the adequacy of town-owned buildings and facilities.**

Strategy	Responsibility	Consulting	Timeline
1. Plan to ensure that space for town services and programs is adequate to meet demand.	Select Board, Town Manager		Ongoing
2. Maintain and update a facilities plan to ensure maintenance, improvements, and energy efficiency are addressed as necessary.	Select Board, Town Manager, and public works staff	Harbor Committee, E.S. Committee, Resilience Committee	Ongoing
3. Ensure adequate funding to provide facilities that meet the residents' needs.	Select Board, Town Manager	Budget Committee, other town committees	Ongoing
4. Review public sanitation facilities, including evaluating the accessibility, cleanliness, and sufficiency of existing public restroom facilities.	Town Manager	Parks & Rec Committee, public works staff	Short Term

<b>Policy 5A-7: Continue to provide quality service to the public through the Town office.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
1. Ensure that the staff is adequate to meet residents' needs.	Town Manager	Select Board	Ongoing
2. Ensure adequate funding to recruit and retain staff.	Town Manager	Select Board, Budget Committee	Ongoing
3. Ensure consistent & uniform enforcement of town codes and ordinances.	Select Board, Town Manager, CEO	Planning Board	Ongoing
4. Monitor and consider implementing technological advancements that assist with town initiatives, including artificial intelligence (AI), and adopt policies where appropriate.	Select Board, Town Manager	Various partners (Appendix X.5A)	Ongoing

<b>Policy 5A-8: Continue to support and promote residents' health, education, and well-being.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
1. Collaborate with regional organizations to promote access to healthcare for residents of St. George.	Select Board	Various partners (Appendix X.5A)	Ongoing
2. Collaborate with local organizations to preserve the Town's cultural heritage and history.	Select Board, Town Manager	St. George Historical Society	Ongoing
3. Collaborate with local organizations that provide socio-economic support (e.g., food pantries, wood banks, warming shelters, oil funds, home repair services, etc.).	Select Board, Town Manager	Various partners (Appendix X.5A)	Ongoing
4. Continue to support a local library.	Select Board,	JML Board of Directors, Budget Committee	Ongoing
5. Collaborate with local and regional initiatives to expand childcare options for residents.	Select Board	Various partners (Appendix X.5A)	Midterm

## 5B. Transportation

### Transportation Options

Transportation in St. George is primarily dominated by personal motor vehicles, with some cases involving boats. Walking, biking, or a ride-share service are sometimes options, but there is no rail, bus, or van service on the peninsula, nor has any been proposed. The closest rail station is Rockland; however, rail passenger service is unavailable. Additionally, Concord Coach Lines operates a bus stop in Rockland near the state ferry terminal, offering stops along the coast from Boston to Bangor. However, finding transportation from St. George to the Rockland bus stop is still an issue for those without a motor vehicle.

Overall, navigating St. George without a personal vehicle can be challenging. The lack of public transportation poses additional challenges for those who cannot drive, such as some seniors, and adversely impacts residents' employment opportunities.

Recognizing these issues throughout the midcoast region, the Midcoast Council of Governments (MCOG), in partnership with the Lincoln County Regional Planning Commission and MidCoast Public Transportation, began a regional transportation project in 2024 through the U.S. Department of Transportation's Thriving Communities Program (TCP). According to MCOG, this project "will focus on the maintenance and further development of an integrated, resilient multimodal transportation system designed for users of all ages, incomes, and abilities that precipitates economic growth and transit-oriented development in the Midcoast area." One expected outcome is a rural public transit feasibility study, which could be very helpful for St. George.

#### Personal Vehicles

Most households have at least one personal vehicle. In 2022, the Town collected \$671,501 in motor vehicle excise taxes, which is 8% of the total amount collected by towns in Knox County.

#### Ride Shares & Taxis

A local nonprofit, Neighbor to Neighbor (N2N), provides free rides to residents for occasional, non-life-threatening purposes. For example, residents may request rides to doctor appointments or, in cases of vehicle failure, to work. The service is run by volunteers along with one paid part-time dispatcher, and destinations range from Portland to Bangor. In 2023, N2N provided 387 rides and grocery deliveries.

There are taxi services based in Rockland that St. George residents and visitors may use, but due to the distance, these can be cost-prohibitive.

### **Walking & Bicycling**

The Town is responsible for maintaining sidewalks along local, state, and state-aid roads. Sidewalks are located in Tenants Harbor on the western side of Route 131 (0.43 miles); in Port Clyde (0.2 miles); and on the eastern side of Route 131. The sidewalks are in good condition, but they have very limited connectivity to community destinations, such as shops and restaurants, and none to parks (although the parks themselves are small in number). Connections to the school are similarly limited, but most students get to school via bus or private automobile. Most residential subdivisions do not have sidewalks.

There are no dedicated bicycle paths or facilities. Pedestrians and bicyclists may use the roadway shoulders or travel lanes in areas where shoulders are unavailable. However, these shoulders are narrow, limiting their safety and ease of use. Still, many people cycle along Route 131 and other roads.

Year-round speeding, combined with increased vehicular traffic in the summer, poses a significant threat to the safety of pedestrians and bicyclists. Additionally, there are frequent traffic slowdowns from automobiles sharing the road with pedestrians and bicyclists. Adding sidewalks, crosswalks, and multi-use paths in certain areas could improve both safety and congestion, but this would require the expenditure of public funds and the cooperation of private landowners.

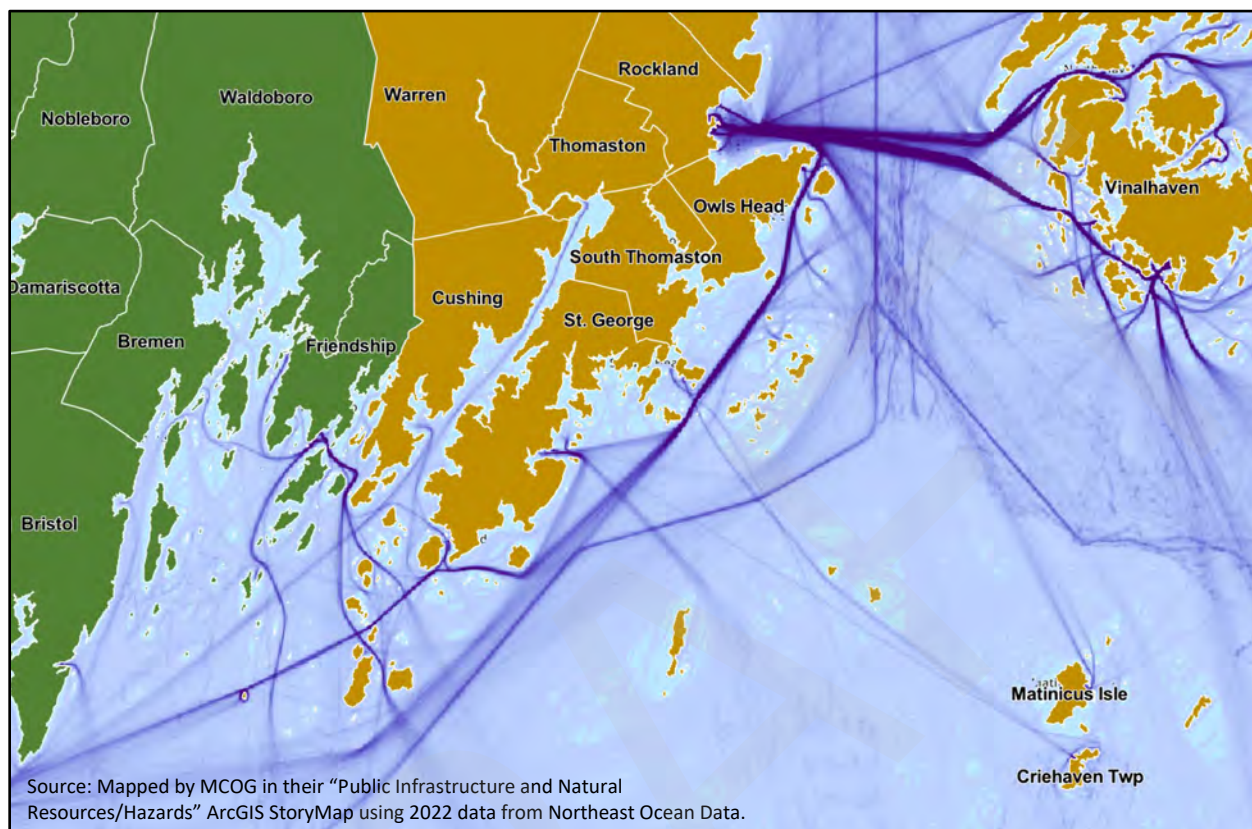
The community survey indicates that most residents do want this type of infrastructure, however; 68.8% of respondents said the Town should collaborate with MaineDOT to establish safe bike trails and paths (13.8% said no), and in a question for feedback on town services as a whole, 12 comments expressed wanting bike paths. An additional 10 comments voiced support for biking/walking paths or expanded shoulders to improve parking and traffic safety. (See the Safety section below for more discussion of survey results regarding traffic safety.) Therefore, the Town should strongly consider pursuing this, especially in village areas and on major roads.

### **Boat Transportation**

There are no current or proposed public ferry services in St. George, but the Monhegan Boat Line operates a private ferry service to Monhegan from Port Clyde. The ferry terminal is primarily accessible by car, although residents of the Port Clyde village area may be able to walk or cycle there. The closest marine terminal (Maine Ferry Service) is located in Rockland. Private water taxi transportation services are unavailable in St. George; however, residents, including fishermen who operate out of St. George, often use their boats for transportation. This is the

only way to reach several occupied islands. See Chapter 6F: Marine Resources for more information about docks, piers, wharves, and related parking facilities.

**Figure 5B.1:** Marine vessel traffic near St. George (darker purple/blue indicates more traffic).



## Airports

There are no airports within St. George. The closest airport is the Knox County Regional Airport, located in Owls Head, which is approximately 13 miles (20 minutes by car) from Tenants Harbor and 17 miles (30 minutes by car) from Port Clyde. Some taxi services offer transportation to/from the airport. Knox County owns property beyond the immediate area of the runways, tarmac, and airport facilities to prevent incompatible development.

## Roads

### Inventory & Status

St. George has 31.07 miles of Town roads, 10.53 miles of State roads, and many miles of private roads, along with two bridges and 211 culverts. See **Appendix W.5** and **W.6** for a full inventory of roads and bridges.

The Town also has two state roads: 73, which runs east-west in the middle of the peninsula, and 131, which runs north-south from the top to the bottom of the peninsula, passing through the villages of Port Clyde and Tenants Harbor—see the **Roads & Traffic map** in **Appendix Z**. Both of these roads have a Federal Functional Classification<sup>13</sup> of “major collector,” meaning they collect traffic from local roads and connect it to arterial roads (roads with high levels of mobility and fewer access points that connect major settlements, such as Route 1). St. George does not have any arterial roads.

Additionally, the MaineDOT classifies roads into Highway Corridor Priority (HCP) levels and Customer Service Levels (CSL) to provide a fair and structured framework for prioritizing programs and projects. Below is a brief overview of these classifications and their relationship to St. George. For more information, please visit the [MaineDOT](https://www.maine.gov/dot/)<sup>14</sup> website.

- The Highway Corridor Priority levels range from Priority 1 (key arterials, such as the Maine Turnpike and interstate highways) to Priority 5 (local roads). 73 is classified as Priority 4, while 131 is classified as Priority 4 south of 73 and as Priority 3 north of 73.
- Customer Service Levels have three categories: safety, condition, and service. Roads are graded for these categories on a scale from A (highest) to F (lowest). For service, both state roads are graded entirely as A. For safety, 131 and 73 are mostly graded as B or C within St. George, with some sections of A or D—see **Figure 5B.2**. For condition, 131 is mostly graded as A, with one D section through Martinsville, and 73 is graded as A or B.

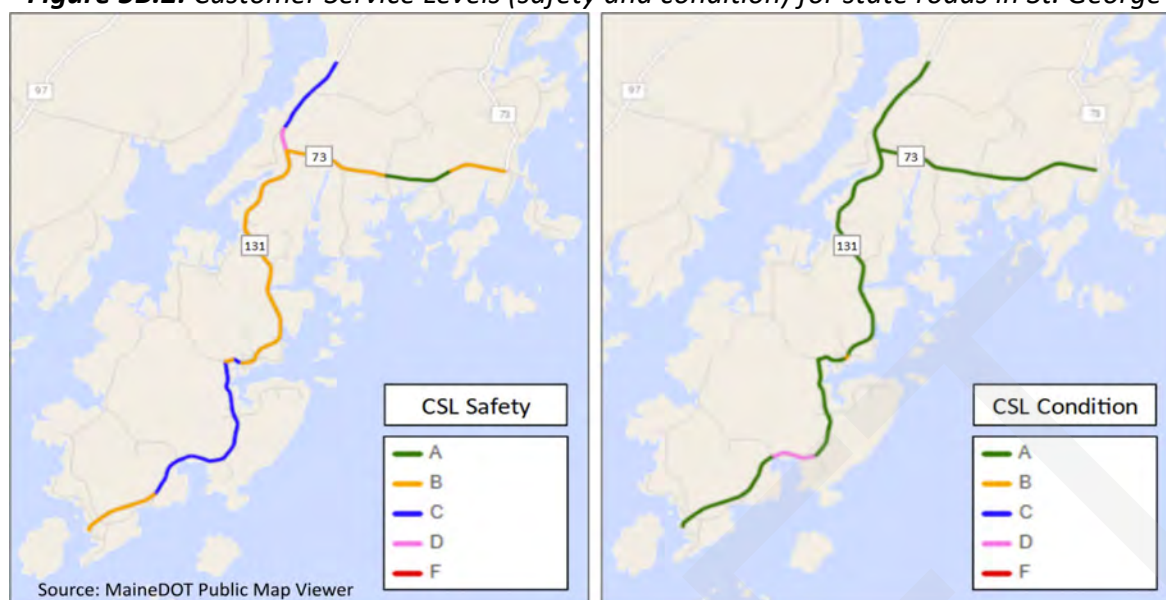
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<sup>13</sup> For more information on Federal Functional Classifications, see the Federal Highway Administration’s “Highway Functional Classification Concepts, Criteria and Procedures” publication.

<sup>14</sup> <https://www.maine.gov/dot/>



**Figure 5B.2: Customer Service Levels (safety and condition) for state roads in St. George**



## Maintenance & Improvement

Due to ongoing efforts, St. George's roads are generally well-maintained. A community survey revealed that 77.9% of respondents were satisfied or very satisfied with road maintenance, while only 5.4% expressed dissatisfaction. At the state level, the Maine Department of Transportation ([MaineDOT](http://www.maine.gov/dot/)<sup>15</sup>) has included one project for St. George in its 2025-2027 Work Plan: ADA improvements on Route 131 in Port Clyde, with an estimated funding of \$300,000.

However, budgets are often strained at the municipal level due to rising maintenance costs. State and federal funding for these projects has always been vital and is increasingly crucial for maintaining safe roadways. The Town allocated<sup>16</sup> \$553,200 for road maintenance and improvements in FY2025 and \$561,706 for FY2026. This budget includes funding for routine repaving, which is part of the Town's 10-year maintenance plan, updated annually. Repaving was paused in Fiscal Year 2024 to reduce taxes, but has since resumed to support the long-term resilience of local roads.

No local policies or standards govern the design, construction, and maintenance of public and private roads, so the Town must adhere to state standards. This limits options for supporting the community's desired land use patterns and enhancing bicycle and pedestrian transportation. Additionally, no mechanisms are in place to promote shorter or fewer dead-end streets in subdivision developments. The Town has not prioritized more compact subdivision designs in the

<sup>15</sup> <http://www.maine.gov/dot/>

<sup>16</sup> Calculated from the following categories within Article 11 of the annual town meeting warrant (available in town reports): Contract Services, Roadside Mowing, Resurfacing, Signs/Painting, Winter Roads Contract, and Salt/Sand.



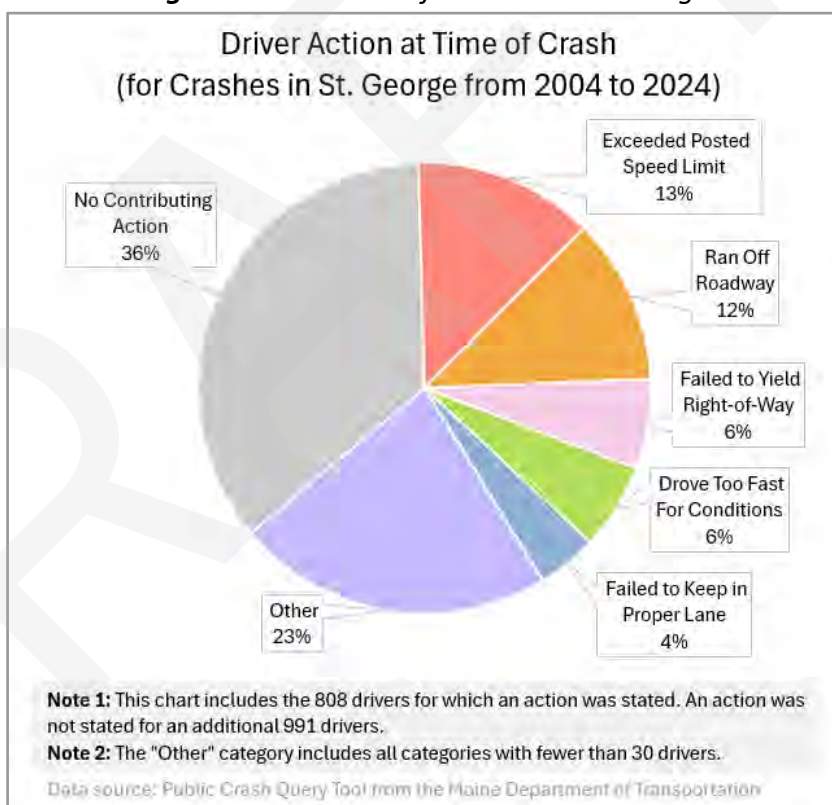
past, as many residents prefer larger lots and a sense of isolation. However, the community survey indicated some support for denser housing options, which the Town may want to explore further—please refer to Chapter 6B: Housing for more discussion on this topic.

## Safety

Under Maine law, the Select Board is responsible for traffic safety and parking on town-owned roads. However, St. George does not have a police department. For law enforcement, the Town relies on the Knox County Sheriff's Department and, for some types of calls, the Maine State Police.

According to the Maine Public Crash Query Tool, 717 crashes were reported in St. George from 2004 to 2024. One hundred eighty-seven of these crashes involved deer, 353 involved a car going off the road, and 55 involved an intersection movement. Only 6 involved a bicycle or pedestrian. For 81% of the individuals involved in these crashes, there was no apparent injury; there were four fatalities. The “crash query tool” identified two High-Crash Locations for 2022-2024: Barbers Point Road/131 and Long Cove Road/131—see the **Roads & Traffic map** in **Appendix Z**. The intersections of 131 and 73 also receive a relatively high volume of crashes, so the section of 131 just north of 73 receives the lowest CSL Safety grade of these two state roads. See **Figure 5B.2** above.

**Figure 5B.3: Causes of crashes in St. George**



The fact that 131 receives more traffic than other roads contributes to its relatively poor crash history. However, as per CSL standards, the insufficient roadway width reduces its CSL safety grade in most sections. The shoulders are frequently narrow; if they exist, the section between Tenants Harbor and Port Clyde (locally known as Port Clyde Road) is a primary example. 77.7% of community survey respondents indicated that they felt “unsafe” or “very unsafe” when

walking on the sections of 131 without sidewalks (which is the vast majority of the road), and establishing wider road shoulders, bike lanes, and/or more sidewalks were frequent comments on multiple questions within the survey. However, since 131 and 73 are state-owned roads, the Town's influence is limited in asking the State to consider such measures.

Speeding is also a contributing factor. For crashes from 2004 to 2024, speeding was the second most commonly reported driver action, after "no contributing action" (see **Figure 5B.3**). In the community survey, 67.8% of respondents reported that they "often" or "always" observed vehicles exceeding the speed limit, and only 6.9% reported observing it "sometimes" or "never." Mainly due to the frequency of speeding, the intersection of Route 131 and Kinney Woods Road is particularly locally known to be unsafe, with limited sight distances also contributing to this.

Pedestrian safety was the primary concern of the Town's ad hoc Traffic & Safety Committee, convened from February to May of 2024. After hearing from many residents and representatives from the Knox County Sheriff's Department and MDOT, the committee reported the need for additional crosswalks, signage, and speed limit enforcement, and suggested lowering speed limits near and in the villages. As a result of the committee's work, at the May 2024 town meeting, the Town budget was amended to add \$10,000 for the purchase of additional speed-feedback signs to be placed in areas of concern.

The community survey indicates support for various measures to improve traffic safety:

- **Signage.** When asked how effective traffic management measures, such as "Entering Village Area" signs, "Reduce Speed Ahead" signs, solar-powered radar speed signs, bus stop signs, or pedestrian crossing signs, would be in improving traffic safety, 88.9% of respondents thought they would be at least slightly effective. 63.4% supported the installation of additional signage for school bus stops, and 46.6% supported or strongly supported additional dynamic driver feedback signs, specifically (38.3% were neutral).
- **Law/rule enforcement.** 96.4% thought that increased sheriff presence would improve traffic safety slightly, and giving more speeding tickets was the top suggestion to improve traffic safety (12 comments, question 75). The third most common suggestion was to enforce parking rules (9 comments).
- **Shoulders and sidewalks.** When asked for suggestions to improve traffic safety (question 75), 10 comments suggested expanded shoulders or biking/walking paths, and 8 suggested more sidewalks.
- **Crosswalks.** 54.5% supported additional marked crosswalks. 32.2% had no opinion, and 13.3% did not express one. When asked to specify locations where they are needed, the top responses were in the village centers (13), by the general store (9), on Juniper Street (6), by the post office (4), and in Wiley's Corner (4).

- **Speed bumps.** The fifth most common suggestion to improve traffic safety was more speed bumps, with 7 comments mentioning it.

There was also some support for buffer strips along main roads (60% support, 15% oppose), which could promote safety and aesthetics. The Town could consider land use ordinances to require such buffer zones.

## **Traffic**

St. George's residency doubles in the summer despite being a small town. Additionally, the Town attracts many visitors; approximately 35,000 people travel the length of the peninsula each summer to visit the Marshall Point Lighthouse.

According to MaineDOT, in 2022, the factored annual average daily traffic (AADT) on Route 131 ranged from 4,470 vehicles near the South Thomaston town line to 2,840 on Main Street in Tenants Harbor to 1,330 north of the Village of Port Clyde. Route 73 had 1,110 vehicles on the South Thomaston town line and 1,400 vehicles near the Route 131 intersection.

## **Access Management**

As development, primarily residential and limited commercial, increases along the two State roadways, conflicts between local and through traffic can be expected. Such conflicts can be minimized by using access management regulations to site new entrances and driveways based on current and sought-after posted speeds.

There are minimum street frontage requirements in the Minimum Lot Size Ordinance (100 feet on a public or private right-of-way) and Shoreland Zoning Ordinance (50 feet on public/private way in the Commercial Fisheries/Maritime Activities District and Limited Commercial District, and 100 feet in the Marine Residential District). The Subdivision Ordinance requires a minimum road frontage of 100 feet for each lot, with a 50% reduction for cluster developments.

The Minimum Lot Size Ordinance establishes minimum street frontage requirements: 100 feet on any public or private right-of-way. The Shoreland Zoning Ordinance specifies different requirements based on district type: 50 feet for public or private ways in the Commercial Fisheries/Maritime Activities District and Limited Commercial District, and 100 feet in the Marine Residential District. Additionally, the Subdivision Ordinance requires each lot to have a minimum road frontage of 100 feet, with a 50% reduction allowed for cluster developments.

The Site Plan Review Ordinance states, "The proposed site layout shall provide for safe access and egress from public and private roads by providing adequate location, numbers and controls of access points including sight distances (Maine Department of Transportation standards), turning lanes, traffic signalization, when required by existing and projected traffic flow on the

municipal road system. Vehicular access to the site must be on roads with adequate capacity to accommodate the additional traffic generated by the development.”

In addition to local regulations, State access management rules apply to State and State aid roads. The Town believes that these have been helpful.

The standards of the Subdivision Ordinance differentiate road design based upon two categories: public rights-of-way and private rights-of-way. Subdivisions containing thirty lots or more must have at least two road connections with existing public roads or roads on an approved development plan. For dead-end roads, the Planning Board may require reserving a 20-, 50-, or 66-foot easement along the dead-end road to continue pedestrian traffic or utilities to the next road, or to facilitate access to a possible future subdivision or development. The Ordinance requires, however, that roads shall be designed to discourage through traffic within a subdivision. The Shoreland Zoning Ordinance regulates roads and driveways within the shoreland zone. See the Future Land Use Chapter of this Comprehensive Plan for discussion of the community’s desired land use pattern.

**Table 5B.4: Traffic generators in St. George**

Generator	Traffic Location	Seasonality	Times	Severity
St. George School	Route 131	Off-season	Morning & afternoon (drop-off/pick-up)	Brief slowdowns or stops due to cars pulling out
Granges/Lodges	Route 131	Year-round	During events	Brief slowdowns or stops due to pedestrians and cars parked on the roadside
Tenants Harbor village center (restaurant, post office, shop)	Route 131	Year-round, especially summer	All day (particularly evenings and Saturday mornings)	Brief slowdowns or stops due to cars pulling out, pedestrians, and vehicles parked on the roadsides
Port Clyde village center (ferry, shops, restaurants, etc.)	Route 131/Port Clyde Rd	Summer (mainly)	All day	Longer slowdowns or stops due to pedestrians and cars pulling out
Marshall Point Lighthouse	Marshall Point Rd	Summer	All day	Brief slowdowns or stops due to reduced road width (too narrow for more than one car at some points)

## Parking

The parking lots in St. George include:

- The Town Office parking lot in Tenants Harbor was expanded and paved during the 2003 construction of the new Tenants Harbor fire station. It remains in good condition.
- The Drift Inn Beach parking lot is between Route 131 and Drift Inn Road, accessible from either road. It measures 50 by 100 feet and has a gravel surface in fair condition. It can expand in the future.
- Tenants Harbor landing parking lot. This lot is frequently insufficient for this landing's commercial and recreational uses, but the possibility for expansion is limited. (See Chapter 6F: Marine Resources for more details).
- Port Clyde landing parking lot. Completed in 2025, the new town landing was partly built to address parking challenges in Port Clyde. It now includes 42 spots, up from the previous 14. Most businesses in Port Clyde are within walking distance of this lot.

There is a shortage of parking spaces throughout town, both at businesses and in public spaces. Cars are parked on roadsides, which generates concerns about safety, traffic, and sometimes infringement on private property. In the past, it has been a critical issue in Port Clyde, particularly during the summer, but the new Port Clyde landing has helped alleviate it. Additionally, using off-site parking areas, including the school parking lot (when the school is not in session) and the Tenants Harbor town office parking lot, helps alleviate some parking issues.

Town ordinances, such as requiring a minimum number of spaces for respective uses, also aim to promote sufficient parking. For example, a residence must have at least two off-street parking spaces, with exceptions for affordable housing developments and accessory dwelling units. Hotels and B&Bs require two parking spaces, plus one additional parking space. Restaurant parking requirements: 1 parking space for each three seats. These parking requirements pose minimal restrictions for businesses while ensuring adequate parking. Overall, parking remains a significant issue throughout the Town, as expressed in multiple comments from the community survey, the business survey, and interviews with community leaders.

## Sea Level Rise

Many roads in St. George are threatened by sea level rise—some roads, in their current form, are expected to become routinely submerged. In contrast, others are expected to receive occasional flooding more frequently and severely. In the coming decade, road improvements, culverts, and bridges must be considered. Combining the Sea Level Rise Vulnerability and Resiliency Assessment produced by Sebago Technics and the St. George Working Waterfront Vulnerability Study (see the Chapter 5A: Public Facilities and Services for more details about this report), the Town may consider several possible road-related infrastructure upgrades to mitigate the effects of sea-level rise. These include:

### 1. Elevation of Roads

- Raising roadways in flood-prone areas to stay above projected sea-level rise and storm surge levels.

### 2. Improved Drainage Systems

- Enhancing stormwater infrastructure alongside roads, such as larger culverts, advanced storm drains, and retention basins, to manage increased runoff.

### 3. Reinforcement Against Erosion

- Using materials and design techniques to fortify roads against erosion from substantial waters and stronger wave impacts.

### 4. Relocation, Closing, or Rerouting Roads

- Moving critical roads away from high-risk coastal zones or creating alternative routes to maintain connectivity.

### 5. Adaptation of Bridges and Overpasses

- Raising or strengthening bridge infrastructure to account for higher water levels and intense flooding. Integrating these improvements into broader climate adaptation strategies ensures that transportation networks remain operational, safe, and resilient in the face of rising sea levels.

Educating residents about the consequences of projected sea-level rise and obtaining community support for a Climate Action Plan will be critical (see Chapter 5A: Public Facilities & Services for more details about this potential plan). One of the primary goals of the Resilience Committee and Sebago Technics' work in 2022 was to develop 3D modeling to illustrate what an area would look like if sea levels were to rise by 2 feet, 3 feet, or other increments. Several community presentations have already been made about the Sebago Technics findings and the Resilience Committee's recommendations. The Town will need to hold further community conversations during the development of the Climate Action Plan, which is scheduled to begin in 2025.

The Sebago Technics report accompanied a list of areas at most significant risk and measures to consider for these areas between now and 2050. See the **Appendix W.7** for more details about the recommendations for these specific areas.

## Policies & Strategies

State Goal: To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3*

years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. “SR” indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.

<b>Policy 5 B-1: Maintain and improve town roads for community and regional needs, including climate resilience. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Maintain and update a prioritized 10-year transportation improvement and maintenance plan, including road resurfacing, drainage, and sidewalk repairs. (SR)	Road Commissioner, Town Manager, Resilience Committee	Select Board, Budget Committee	Ongoing
<b>2.</b> Apply for state and federal grants to replace substandard culverts and improve roadway drainage in flood-prone areas.	Road Commissioner	Select Board	Midterm
<b>3.</b> Incorporate climate resilience into roadway planning and maintenance. <i>(See Policy 5A-2 for more strategies related to climate change and sea-level rise.)</i>	Road Commissioner	Select Board, Resilience Committee	Long Term

<b>Policy 5 B-2: Work 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). (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Monitor vehicle and pedestrian usage of town roads.	Select Board, Road Commissioner, Town Manager	Community members, various partners (Appendix X.5B)	Ongoing
<b>2.</b> Where feasible, continue to expand and maintain pedestrian and bicycle infrastructure, including crosswalks, sidewalks, and designated bike lanes.	Road Commissioner	Select Board, various partners (Appendix X.5B)	Ongoing
<b>3.</b> Improve road signage and striping for safer pedestrian and bicycle travel, especially on high-traffic routes, including by advocating with the DOT for state roads.	Road Commissioner	Select Board, various partners (Appendix X.5B)	Short Term

4. Assign someone to stay updated on (and potentially get involved in) the progress of MCOG's Thriving Communities Program and other regional transportation plans to explore public transportation options for the Town. (SR)	Select Board, Town Manager	MCOG	Short Term
5. Advocate for greater speed enforcement on town roads (e.g., community engagement programs, law enforcement agencies).	Town Manager, Select Board	Emergency Services Committee, Knox County Sheriff's Dept.	Short Term
6. Pursue grants and other funding for traffic & pedestrian safety improvements, with the assistance of a planner if hired.	Town Manager	Various partners (Appendix X.5B)	Midterm

**Policy 5 B-3: 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. (SR)**

Strategy	Responsibility	Consulting	Timeline
1. As appropriate, maintain, enact, or amend ordinance standards for subdivisions and public and private roads to foster transportation-efficient growth patterns and provide for future street and transit connections. (SR)	Select Board	Road Commissioner, Planning Board	Ongoing

**Policy 5 B-4: Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network. (SR)**

Strategy	Responsibility	Consulting	Timeline
1. As appropriate, maintain, enact, or amend local ordinances to address or avoid conflicts with: a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); b. State access management regulations pursuant to 23 M.R.S.A. §704; and c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A. (SR)	Select Board	Town Manager	Ongoing



## 5C. Recreation

### Recreational Programs & Activities

#### Parks & Recreation Programs

The Town's Parks and Recreation department offers various programs, fostering community engagement and providing opportunities for physical activity and skill development. These programs are frequently popular, and the community survey expressed overall support for increasing access to recreation programs for all age groups—65.7% said it was important or very important.

Current programs include summer camps, after-school events, and sports such as soccer, basketball, baseball, softball, and tennis for youth. The youth sports teams compete with around 20 other communities across the area. One of the standout events is the annual 3-day Mussel Ridge Basketball Tournament, held every March for 3rd- and 4th-grade basketball teams.

Adult and family programs include the Lighthouse Loop 5K race, corn hole tournaments, adult co-ed basketball, tennis, pickleball, and community trips. Additional events are held regularly to provide opportunities for recreation and engagement.

Senior citizens can participate in programs such as trips, tours, and monthly luncheons. Some trips, such as shopping trips, are coordinated with nearby towns.

#### Other Recreational Activities

Hunting is a popular activity in St. George, and a tradition of "permissive trespass" on private land persists in many parts of town. However, more private land is being posted, and access requires permission from the landowner. Still, hunting is allowed on all town preserves, and during hunting season, signs are posted at these preserves advising hikers to wear an orange blaze.

Other activities in town include the St. George Sailing Foundation, which offers summer programs and scholarships; the Neighbor-to-Neighbor ride-share program, operated primarily by volunteers; the St. George Youth and Scouting Council, serving Boy Scouts and Girl Scouts; and the St. George Tennis Program.

## Recreational Facilities & Access

### Trails

The Town's Conservation Commission, the natural resource planning body, maintains the community's recreational trails. Maine Coast Heritage Trust (MCHT) or Georges River Land Trust (GRLT) owns and manages several preserves. The Conservation Commission collaborates with the land trusts on maintenance.

Trails are primarily used for hiking, with winter snowshoeing opportunities. They are also popular spots for bird watching. The Fort Point Trail was upgraded to meet Universal Access standards in 2023-2024.

Local trails and preserves include:

- Meadow Brook Preserve
- Les Hyde Memorial Nature Trail
- High Island Preserve (MCHT)
- Clark Island Preserve (MCHT)
- Tommy Island Preserve (GRLT)
- Bamford Preserve (MCHT)
- Town Forest/Jones Brook Trail
- Robinson Trail
- Fort Point Trail
- Old Woods Farm Preserve

As mentioned above, unless otherwise posted, hunting and fishing are allowed on all town preserves. The Conservation Commission does not maintain a local trail system that will enable ATVs, snowmobiles, or mountain bikes. However, some trails managed by the Georges River Land Trust (GRLT) and Maine Coast Heritage Trust (MCHT) allow mountain biking.

There are no major conflicts on the trails. There have been minor issues with dogs, but requiring them to be on leashes has resolved these concerns. However, the community survey revealed some mixed opinions about leash requirements. When asked which improvements respondents would like to see in the Town's hiking trails, the top response (55.0%) was to require dogs to be leashed; however, four comments expressed strong support for allowing dogs off-leash. Therefore, while much (perhaps most) of the community prefers that dogs be required to be leashed, some would like to have at least a few areas where dogs are allowed off-leash.

The other hiking trail improvements that survey respondents most wanted to see were the addition of more trails (52.0%) and adding trash receptacles and recycling bins (35.4%).

Additional responses that received some support included better trailhead facilities, such as parking and portable toilets (29.2%), accessible walking paths (28.7%), rest areas and benches (27.1%), improved trail maps (23.3%), and clearer signage (22.8%). Additionally, nine write-in comments expressed a desire for biking trails and/or more walkable/bikeable roads—see Chapter 5B: Transportation for further discussion of bike paths.

The community also desires longer hiking trails, as most current trails are relatively short.

Visit the [St. George Conservation Commission webpage](http://www.stgeorgemaine.com/page/conservation-commission)<sup>17</sup> for more information on local and regional trail systems and the conservation organizations that manage them.

## Parks & Open Space

The Maine Revenue Service defines open space as “any area of land, including state wildlife and management areas, sanctuaries, and preserves designated as such in Title 12, the preservation or restriction of the use of which provides a public benefit by conserving scenic resources, enhancing public recreation opportunities, promoting game management, or preserving wildlife or wildlife habitat” (36 M.R.S. §§ 1101-1121). In 2024, St. George’s open space had a total valuation of \$4,217,363 for 883 acres.

Several important tracts of open space in St. George are publicly owned or permanently conserved, ensuring their protection and accessibility for future generations. The preserves mentioned in the Trails section, which include large open space areas, are well-maintained by the Conservation Commission or land trusts. These areas conserve wildlife habitats, allowing residents and visitors to enjoy forests, marshes, and beaches. The trailheads don’t have restroom facilities, but they do have parking.

Other parks and open spaces include:

- **Drift Inn Beach (Port Clyde).** Drift Inn Beach is a local beach near Port Clyde used by residents and tourists for swimming and sunbathing. It has an adjacent parking area and portable toilets during the summer months.
- **Marshall Point Lighthouse Grounds (Port Clyde).** The Town also owns the property where the Marshall Point Lighthouse and Keeper’s House are located. The grounds are open daily from sunrise to sunset, offering a small field with picnic tables, a short trail to a monument, a sizable parking lot, and access to the intertidal zone around the lighthouse.
- **Collins Park (Port Clyde)** is a town-owned park with an outdoor basketball court and playground equipment such as a slide, swings, and a climbing wall. It also has a toilet, but there is minimal parking.

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<sup>17</sup> <http://www.stgeorgemaine.com/page/conservation-commission>

- **Landing Park (Port Clyde).** A park was recently built next to the new Port Clyde landing. It includes picnic tables and portable restrooms and offers scenic views of the harbor.
- **Landing Field/Ballfield Park (Tenants Harbor).** The softball field is located near the Tenants Harbor public landing. The Town maintains a perpetual easement for children's recreational activities on this property. A portable toilet is available throughout the summer. Parking is a problem.
- **Leppanen Field (Tenants Harbor).** This town-owned site features outdoor tennis, pickleball courts, and two adjacent baseball diamonds. The tennis courts were rebuilt in 2011. The area is also used for soccer. Parking, toilets, dugouts, a refreshment stand, and more seating have been added.
- **The Marsh (Tenants Harbor, adjacent to the Les Hyde Memorial Nature Trail)** is a privately owned wetland area and dammed-up pond for ice skating. It is also an important source of water for the Fire Department. There is limited parking.
- **Buoy Park (Tenants Harbor).** A small park on Juniper St. and Main St. near the Town office. It features picnic tables and a gazebo-like structure made from old buoys and other fishing equipment.
- **Ponderosa Park/Ponderosa Pond.** The area is privately owned and used for sightseeing, fishing, and ice skating. There is no formal agreement between the Town and the owners for the use of this property. It is accessed via a pull-off area on Wallston Road, which firefighters use to obtain water from the pond when needed.

There is also a dog park in Thomaston, approximately 15-25 minutes away, that St. George residents may visit. All properties maintained within the Parks and Recreation department are utilized year-round, with some parts used more/less depending on the season.

The community survey highlights a strong desire to preserve and expand open space, with 54.9% of respondents indicating they want to see it expanded and 44.6% maintained. For recreational land use in general, 47.4% of respondents wanted to develop it, while 51.0% wanted to see it maintained. The Town has a land acquisition fund to purchase open spaces and other sites, securing public access and conservation.

### **Recreational Water Access**

The public has access to the most significant water bodies in St. George, including the ocean, marshes, and ponds. Ocean access is available through multiple beaches, with two launch points for boats requiring trailers, located in Port Clyde and Tenants Harbor. At the Town's most popular beach, Drift Inn Beach, a small walkway bridge has been built to ensure access for people of all physical abilities. Similarly, the community's ponds and marshes are open to the public, and the Clark Island Preserve offers access to a swimming hole, formerly an old quarry.

The existing infrastructure for these water bodies, including boat launches and accessible ramps, meets the needs of residents and visitors. The Tenants Harbor landing would greatly benefit from expansion, but this may not be plausible shortly due to a lack of available land.

The only water body identified as lacking public access is the St. George/St. Georges River. The Fort Point trail has a direct view of the river, but there are no public access points in town to launch a canoe or kayak. However, there are launching points in nearby towns, such as the Thomaston public landing.

The community survey results highlight strong support for maintaining and expanding water access. Most respondents (84.4%) believe the Town should provide and maintain rights-of-way for public access to the shore, while 69.6% support expanding publicly owned shoreline.

### **Additional Facilities & Improvements**

The Town of St. George works closely with the St. George School, utilizing its gym for many Parks and Recreation programs, including youth and adult sports. The Town currently lacks a dedicated indoor recreation facility.

Community input shows interest in addressing this gap. According to the community survey, 62.5% of respondents supported or strongly supported the creation of a recreation center, while 10.5% opposed or strongly opposed it. Eight additional comments from the postcard survey expressed a desire for such a facility.

A recreation center could include a separate building managed by the Parks and Recreation Department. This space could accommodate indoor and outdoor programming for all age groups and potentially serve as a venue for community meetings and events. During the May 2025 Town election, a ballot item passed to accept the donation of a building on Snows Point Road, which will likely serve as such a center.

While recreational facilities can be improved, the Parks and Recreation Department continues to meet community needs. Currently, 63.2% of survey respondents are satisfied or very satisfied with recreational facilities, while only 7.0% expressed dissatisfaction. These findings underscore the department's capacity to adapt to the community's evolving needs.

## **Policies & Strategies**

State Goal: To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. "SR" indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

<b>Policy 5C-1: Develop, maintain, and preserve existing public spaces for recreational use.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Collaborate with local land trusts and conservation organizations to preserve existing recreational land and open space. (SR)	Select Board, Conservation Commission	Local land trusts, various partners (Appendix X.5C)	Ongoing
<b>2.</b> Continue regular checks of existing parks, trails, and other recreational spaces to ensure the quality and safety needed to meet current and future needs. (SR)	Parks & Recreation Committee, Conservation Commission	Select Board	Ongoing
<b>3.</b> Seek to achieve (and continue to maintain) at least one major point of public access to each major water body for boating, fishing, and swimming, and work with nearby property owners to address concerns. (SR)	Town Manager, Select Board	Conservation Commission, Parks & Recreation	Ongoing
<b>4.</b> Identify areas for improvement within recreational spaces (potentially involving a formal list or plan) and seek funding sources to make necessary upgrades. (SR)	Parks & Recreation, Conservation Commission	Select Board, Town Manager, Budget Committee	Short Term
<b>5.</b> Make appropriate upgrades to existing trails, such as updating signage, creating rest areas with benches, and adding trash and recycling bins at trailheads.	Conservation Commission	Parks & Recreation, Select Board	Midterm

<b>Policy 5C-2: Seek opportunities for new recreational spaces for use by residents and visitors.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Provide educational materials on the benefits and protections available to landowners who allow public recreational access on their property. At a minimum, this will include information on Maine’s landowner liability law regarding recreational or harvesting use, as outlined in Title 14, M.R.S.A. §159-A. (SR)	Conservation Commission, Select Board	Parks & Recreation	Short Term
<b>2.</b> Work to develop partnerships with other organizations and private owners in the area to create new recreational spaces, such as parks or indoor spaces.	Parks & Recreation, Town Manager, Conservation Commission	Select Board, various partners (Appendix X.5C)	Long Term
<b>3.</b> Collaborate with public and private partners to expand and sustain a network of trails for both motorized and non-motorized uses. Connect with regional trail systems where possible. (SR)	Conservation Commission	Various partners (Appendix X.5C)	Long Term
<b>4.</b> Use the Town’s land acquisition fund to create access and ensure preservation of more public spaces in the Town.	Select Board, Town Manager	Parks & Recreation, Conservation Commission, Budget Committee	Long Term

## 5D. Education

*Education is vital to St. George’s future, yet decisions about school operations, funding, and curriculum largely rest with the school district and state agencies. The Town government’s role is to support strong local schools by fostering community engagement, collaborating with the school board about educational resources, and ensuring that planning efforts align with the long-term needs of the Town, students, and families.*

## School Profile

### St. George Municipal School Unit

The St. George Municipal School Unit (MSU) was established as a district in 2015, following the Town's withdrawal from Regional School Unit (RSU) 13, which included Rockland, Thomaston, South Thomaston, Owls Head, and Cushing. This decision was driven by the community's desire to gain control over education, allowing the district to better address the specific needs of St. George students and families. The withdrawal, approved by voters in November 2014, restored 8th grade to St. George School and gave high school students in grades 9 through 12 the benefit of high school choice. The withdrawal plan also allowed the St. George MSU to join the Region 8 Mid-Coast School of Technology.

St. George School, located in Tenants Harbor, now serves students in grades Pre-K through 8, with Pre-K being added in the 2022-23 school year. The school is a vital part of the Town and has broad community support, with 94% of community survey respondents indicating that maintaining the community school is important or very important.

With the benefit of high school choice, St. George Students in grades 9 through 12 may attend any state-approved high school. Almost all St. George High School students attend one of the following schools: Camden Hills Regional High School, Oceanside High School, Lincoln Academy, or Medomak Valley High School.

The district provides bus transportation to St. George School for students in grades PreK-8 and operates bus services to four local high schools attended by students.

### School Structure and Relationship to the Town

As outlined in the St. George School Administrative Ordinance<sup>18</sup> voters elect members of the St. George MSU School Committee (School Board), responsible for defining and overseeing the district's policies and budget.

One member of the School Board also serves on the Region 8 Cooperative Board, which governs the Mid-Coast School of Technology. As required by the state Department of Education, St. George MSU leadership comprises a superintendent, a business manager, a director of special education, and a school principal.

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<sup>18</sup> School Administrative Ordinance: [https://core-docs.s3.us-east-1.amazonaws.com/documents/asset/uploaded\\_file/5142/TOSG/4789494/School\\_Administrative\\_Ordinance.pdf](https://core-docs.s3.us-east-1.amazonaws.com/documents/asset/uploaded_file/5142/TOSG/4789494/School_Administrative_Ordinance.pdf)



The Town owns the school's property, although the school board raises the funds for its maintenance or new construction through the school budget (see Facilities details below).

The St. George School budget, which currently accounts for more than half of the revenue raised through property taxes (see Chapter 8, **Table 8.4** for details on property tax allocation), is developed by the School Board and submitted to the voters for consideration annually in June. This process is independent of the Town's budget development and is voted on annually in May.

Communication and collaboration between the School Board and town leadership are essential to ensure alignment with community priorities. This is particularly true for significant budget fluctuations since funds for the Town's and the school's operations come from the same source: St. George taxpayers. The School Board and the Town should work together to strengthen collaboration and coordination in fiscal planning and spending, thereby balancing the district's commitment to high-quality education with the Town's fiscal stewardship.

### **School Facility and Location**

The Town owns school property and buildings, but the district manages, maintains, and upgrades facilities. The original St. George School building in Tenants Harbor was built in 1953, with significant additions and renovations in 1964, 1989, and 1996. The current school building is approximately 34,500 square feet.

In the fall of 2024, St. George MSU broke ground on a new Career and Technical Education (CTE)/Makerspace building adjacent to the existing school. The official opening of the new CTE/Makerspace building is scheduled for August 2025.

For the 2025-26 school year, a significant facilities project for the existing school building has also been proposed, with the school finalizing plans to replace the existing HVAC system with new Variable Refrigerant Flow (VRF) and Heat Recovery Ventilation (HRV) technology, which would allow for heating and cooling as well as zone control within the building. The proposed HVAC system upgrades will reduce propane usage but substantially increase electricity usage, and a solar array and Power Purchase Agreement (PPA) are being planned to help offset the school's electricity costs, with the solar array to be located behind the school. The school also plans to replace existing lights with LED lights and dimmer switches as part of this project. To move forward, the school has requested that the Town borrow \$1.3 million to fund this project. This question will be presented to voters when considering the school budget in June 2025.

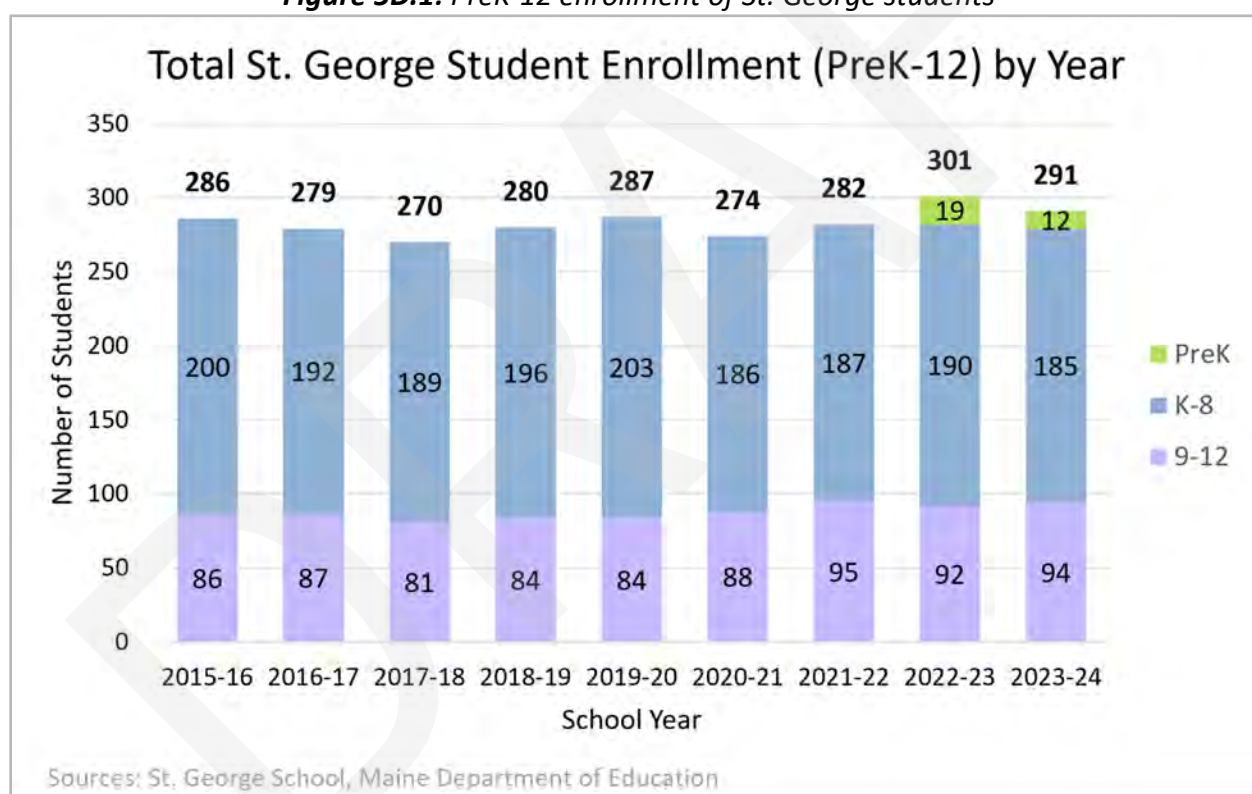
The St. George MSU district office is located on Main Street in Tenants Harbor next to the St. George Community Development Corporation. Opportunities for residential development are limited in the village of Tenants Harbor. The ability to promote residential development around

the school has been increasingly constrained by land use ordinances, a shortage of vacant lots, natural limitations (Shoreland Zone restrictions and wetlands), and the limited capacity of the Tenants Harbor water district well.

### School Enrollment and Student Population

For the 2023-24 school year, St. George MSU reported 197 PreK-8 students attending St. George School<sup>19</sup> in Tenants Harbor. There were also 94 St. George students in grades 9-12 participating in the high school choice program, also known as town–tuitioning in Maine. This program allows students in towns without high schools to use public funds to attend public or private schools in other communities. The most commonly attended high schools include Camden Hills Regional High School, Oceanside High School, Lincoln Academy, and Medomak Valley Regional High School. Other high schools attended have included Wayfinder Schools, Watershed School (now closed), and Gould Academy.

**Figure 5D.1: PreK-12 enrollment of St. George students**



As discussed in Chapter 4A, the population of St. George is aging. With a median age of 63.7, a declining working-age population, and a shrinking average household size (see **Figures 4A.3, 4A.5, and 4A.6** in Chapter 4A), the school-age population in St. George is also expected to

<sup>19</sup> <http://www.maine.gov/doe/data-warehouse/reporting/enrollment>

decline in the coming decade, further impacted by the housing challenges discussed in Chapter 6B. Going forward, monitoring school enrollment trends and factors that influence these numbers will be increasingly important.

### **Costs and Budget**

St. George School provides free school lunches and breakfasts to all students. The cost of meals is subsidized by state and federal funding, determined annually. In addition, St. George MSU receives an annual state subsidy for education costs based on the percentage of students who qualify as economically disadvantaged and for special education costs through the state's Essential Programs and Services (EPS) funding formula.<sup>20</sup> These subsidy amounts directly impact the school budget each year.

Local taxpayers mainly fund the school. For FY25, approximately 88% of the school's budget was funded by local sources, 10% by the state, and 2% by the federal government. From the Town's perspective, the school's assessment accounted for 52% of the Town's total assessment in FY25, a decrease from 65% in FY16. However, it should be noted that this decrease is largely due to the incorporation of the Town's ambulance service into the Town budget. The overall cost of the school has increased as the magnitude of the school's assessment has risen.

#### *Per-Pupil Costs*

The Maine Department of Education calculates and reports annual per-pupil costs for each school administrative unit. Per-pupil cost is a common metric for assessing education expenditures.

For the 2023-24 school year, St. George MSU's per-pupil cost was \$31,419. This was significantly higher than the statewide average of \$20,139 and exceeded those of larger neighboring districts, including RSU 13 (Rockland area) at \$26,208, Five-Town CSD (Camden area) at \$22,295, and RSU 40 (Medomak) at \$20,285.

Costs for smaller districts in the area vary widely. For 2023-24, the reported per-pupil costs of several small school units for comparison are Lincolnville \$21,767 (215 students), Nobleboro \$20,986 (149 students), Hope \$29,225 (140 students), Bristol \$21,613 (187 students), and Vinalhaven \$30,157 (150 students).<sup>21</sup> St. George MSU attributes most of its increasing costs to special education.

### **Allocation of Tax Revenue**

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<sup>20</sup> <http://www.maine.gov/doe/funding/gpa/eps>

<sup>21</sup> Source: Maine DOE ESSA Dashboard (<http://www.maine.gov/doe/dashboard>)

The Town's mill rate (tax per \$1,000 of assessed property value) has increased steadily over the past decade, from 8.2 in FY16 to 11.85 in FY25. This revenue is allocated across three primary categories: education, town services, and county obligations. The Town has not conducted a property revaluation in over 10 years; one will be completed by April 1, 2027. This should significantly reduce the mill rate.

As of January 2025, education remains the most significant component of the Town's municipal budget (see Chapter 8, **Table 8.4**). Although the school's share of the total tax assessment has decreased over the past decade, from 64.93% in FY16 to 52.3% in FY25, education remains the most significant component of the Town's municipal budget.

### **Key Initiatives and Goals**

1. **Enhancing Academic Achievement and Continued Success.** St. George students consistently excel, as evidenced by their high percentage of meeting or exceeding state assessment standards. As measured by the NWEA Measure of Academic Progress, St. George 1st-8th-grade students' growth in Reading and Math exceeded the national average. On state assessments, 70% of St. George 1st-8th graders are at or above grade level in Reading and Math. On an assessment of growth mindset, 3rd-5th graders scored in the 90th percentile nationally, according to the School Board Report in the 2024 annual Town report. This success is driven by personalized, hands-on learning approaches that engage St. George students and help them succeed academically and beyond.
2. **Building Career and Technical Education (CTE) Opportunities.** A key component of St. George's educational vision is the new CTE/Makerspace Building, set to open in August 2025. This building will equip school students with practical skills in boatbuilding, wood and metalworking, and advanced technologies. This new modern facility, located adjacent to the current school building, will also serve the broader community's needs, offering adult education courses, workforce training programs, and planned community "open shop" times.

Support for this initiative is very strong across the Town of St. George, with 89% of community survey respondents indicating that they find the CTE/Makerspace Building important or very important. Over \$4 million has been raised for this initiative in the last five years. The St. George School Board is establishing a nonprofit to oversee the project moving forward and manage private donations supporting the CTE/Makerspace Project. Workforce education, re-training, and adult education are high priorities in the community, and the Town will work to collaborate in these efforts.

3. **Supporting Community Health and Wellness.** Recognizing the importance of physical, mental, and social-emotional well-being, which are foundational to academic growth and

character development, the Town is committed to addressing the basic needs of families and the community through a supportive school environment, providing food security programs, social work services, and other responsive services—and beyond this, support for broader developing community health endeavors such as the Telehealth Hub, which a grant from the Maine Connectivity Authority has supported.

4. **Expanding Community Engagement.** The community school model connects learning with real-world applications. From visiting local business enterprises to hands-on experiences in local professions and trades, students develop a deeper understanding of how education translates to everyday life. Within the school, programs like the DragonHeart Volunteer Program further enhance student support by matching community members with specific school needs and fostering meaningful connections between residents and students.
5. **Encouraging Educational Innovation.** The School Fund, managed by the St. George Community Development Corporation, further ensures continued support of innovative ideas from the school’s teachers, empowering them to dream big for students and families into the future. Recent accomplishments include success in the University of Southern Maine CubeSat Design Competition and the revival of the school band.

### **Other Educational Opportunities and Services in St. George**

Along with St. George MSU, the community is home to other educational organizations and initiatives that provide unique educational opportunities and services for residents of all ages. Some of these are mentioned in other sections of the plan.

The school district accesses services outside the district, primarily for PreK-8 library services and introduction to and engagement with marine and inland water science and professions. The Jackson Memorial Library (see Chapter 5A: Public Facilities and Services) functions as the school library. Many of these resources are also available as services that the wider community can access. For specific organizations and additional education information, see **Appendix W.8**, **W.9**, and **W.10**.

## **Policies & Strategies**

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

<b>Policy 5D-1: Strengthen communication and collaboration between the Select Board, School Board, and town residents.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Ensure mutual fiscal responsibility and transparency.	Select Board, Town Manager, School Board, Superintendent	Budget Committee, School Budget Committee	Ongoing
<b>2.</b> Establish clear communication policies and protocols between the Select Board and School Board.	Select Board, School Board	Town Manager, Superintendent	Short Term
<b>3.</b> Collaborate with the school on facilities/capital expenditures, community educational opportunities, and shared regional endeavors (e.g., Connectivity Hub).	Select Board, School Board	Budget Committee, School Budget Committee, Town Manager, Superintendent	Short Term

<b>Policy 5D-2: Monitor trends regarding community educational needs and wants.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Consider hiring a part-time town planner to help ensure that town infrastructure (facilities, healthcare, housing, childcare, etc.) meets community educational needs.	Select Board, Town Manager	School Board, Superintendent, various partners (Appendix X.5D)	Ongoing
<b>2.</b> Continue to collaborate on innovations that promote educational opportunities.	Town Manager, Superintendent	MCOG, various partners (Appendix X.5D)	Ongoing

## 6. LAND & WATER USE

### 6A. Existing Land Use

A key feature of a Comprehensive Plan is to consider current land use and trends in land use and plan for how and where the community wants to see land utilized in the future. This chapter addresses current land use and trends; future land use plans are discussed in Chapter 6G.

The Town of St. George is located on the St. George peninsula, which is bounded on the west by the St. George River, on the east by Penobscot Bay, and the north by the Town of South Thomaston. The peninsula is slightly over nine miles long, and its width varies from 1 to 3½ miles. The shoreline is irregular, measuring approximately 25 miles in perimeter. Including islands, the Town of St. George has 125 miles of shoreline.

St. George does not have area-based zoning that specifies the areas in which industrial, commercial, and residential activities are restricted.

Residential land use is the most dominant form of development. According to town records, approximately 124 dwellings were built between 2014 and 2024. Most of these were located outside the village areas of Port Clyde and Tenants Harbor, instead being dispersed throughout the Town.

The number and location of institutional, commercial, and industrial structures built within the last decade are not as easily found in town records. However, no known industrial structures have been built since 2014. Only one commercial structure (the Wildcat building on River Road remains unfinished, and two known institutional acquisitions (Allen Island and Benner Island, purchased by Colby College) exist.

Without zoning, new business operations are dispersed throughout the Town, as long as they follow the Planning Board's process and meet the Town's Land Use Ordinance.

Approximately 40 lots in St. George are zoned as marine commercial lots, and working waterfront businesses operate in Spruce Head, Tenants Harbor, and Port Clyde. The only active industrial enterprise of any size is the Hy-Liner Rope Co. on Route 73, which was rebuilt in the early 1980s.

The economic and workforce challenges facing the working waterfront have impacted the number of properties used for those purposes. The former Great Eastern Mussel Farm site on Mussel Farm Road was closed in 2016 but still offers a 20,000-square-foot industrial space. It is

currently used as a lobster fishing operation, but the space is underutilized. The former Wildcat Lobster, designated as a marine commercial property, remains vacant and for sale. The zoning restrictions established to protect these properties for marine commercial use only remain, but the challenges of operating them as such mean they are either vacant or underutilized.

Tourism-related land uses are prominent in St. George, with short-term vacation rentals, inns, restaurants, art galleries, and retail shops scattered throughout the peninsula, mostly clustered in Tenants Harbor, Port Clyde, and Spruce Head.

There are still large, undeveloped parcels in the interior portion of the peninsula. Initially, these lots stretched from the coast inward, providing early settlers access to the waterfront and agricultural and forested lands. In recent years, the waterfront portions of these parcels have been divided into separate lots for residential development. The interior lots on the peninsula are predominantly wooded, with very little agricultural use today. Current access to forested land is primarily along the existing local road network, which is adequate for forest management and harvesting.

## Land Use Ordinance

St. George adopted a new Land Use Ordinance in 2023 to ensure consistency with new State laws regarding Accessory Dwelling Units and to unify and simplify disparate town ordinances related to land use. This ordinance incorporated the following ordinances, with several changes, and repealed the separate ordinances.

- Shoreland Zoning Ordinance
- Floodplain Management Ordinance
- Site Plan Review Ordinance
- Coastal Waters Management (Harbor) Ordinance
- Minimum Lot Size Ordinance
- Wellhead Protection Ordinance

The Land Use Ordinance also repealed the Town's Housing Conversion Ordinance and did not incorporate it.

Additionally, the Town has a Subdivision Ordinance, which was enacted in 1988 and amended in 1991 and 2007.

## Shoreland Zoning

A chapter in St. George's Land Use Ordinance applies to all land areas within 250 feet of the Town's water bodies and wetlands, including the St. George River and Penobscot Bay. These



areas are known as the “shoreland zone” as defined in State law. The shoreland zoning chapter establishes six kinds of zoning districts: (1) resource protection districts, (2) stream protection districts, (3) limited commercial districts, (4) commercial fisheries/maritime activities districts, (5) recreation districts, and (6) marine residential districts. The **Shoreland Zoning map** at the end of this chapter shows the locations of each type of district.

*Resource protection districts* encompass inland and coastal wetlands, significant wildlife habitats, fragile soils, floodplains, and areas designated as natural, scenic, or historically important. These districts include the marsh in Tenants Harbor, Fort St. George in Wiley’s Corner, an inlet south of Otis Cove in the St. George River, an inlet just north of Ten Pound Island in the river, and two inlets at Mill Cove, including the marsh around Scraggle Point.

*Stream protection districts* include areas within 75 feet of a stream's normal high-water line that are not part of the Resource Protection District.

*Limited commercial districts* encompass areas with two or more contiguous acres and a mixture of residential and low-intensity business or commercial uses.

*Commercial fishing and maritime activities districts* are specific areas of existing deep-water facilities in Tenants Harbor, Port Clyde, Long Cove, and other regions suitable for functionally water-dependent uses.

*The Town designates recreation districts* to provide and encourage the development of public recreational facilities. The ball field and tennis courts are within a recreation district.

*Marine residential districts* encompass all areas within the shoreland zone not specifically designated in the abovementioned districts. They intend to preserve the existing land use by limiting development to low-intensity single-family dwellings.

The type and extent of shoreland zoning are consistent between St. George and its only direct neighbor, South Thomaston. On the St. George side of the Town’s boundary, the shoreland is zoned as “marine residential.” In contrast, the South Thomaston side is zoned as “residential-recreational.” No significant conflicts exist in the allowed uses for each type of zoning, as listed in the Town’s shoreland zoning ordinances.

### **Floodplain Management**

The citizens of St. George adopted the Federal Floodplain Management Act in 1988. This ordinance sets standards for development in areas subject to 100-year floods. These areas are located along the waterfront of the mainland and islands, around Howard Pond and an unnamed stream, and the marsh areas of Tenants Harbor. The ordinance was amended in June 1992 to incorporate the redrawn and more accurate floodplain maps. It was revised in 2010

and again in 2015. The ordinance was replaced by a chapter of the Land Use Ordinance in 2023, and it is consistently enforced.

The Town of St. George, primarily through the efforts of its Resilience Committee and Public Works staff, regularly monitors the impact of sea level rise and storm surge on local infrastructure and is committed to enhancing its resilience. However, as a small community of about 2,600 residents, the Town primarily relies on the State and Federal governments for floodplain identification, standards, and grants for costly improvements or storm damage remediation. The Town is developing a Climate Action Plan to consider remedial measures and assess whether roads or other infrastructure may need to be abandoned if storm and sea-level rise damage exceeds what is realistic to maintain in the future.

### **Site Plan Review**

The Site Plan Review chapter of the Land Use Ordinance allows for Planning Board review and citizen participation in projects with commercial, industrial, municipal, office, institutional, or multi-unit residential purposes. It also applies to residential uses involving three or more dwelling units. The ordinance establishes review standards that the Planning Board must consider before approving the proposed development. These review standards include considering the development's effects on air and water pollution, future water supply, existing water supply, soil erosion, traffic congestion, solid waste, sewage disposal, and impact on municipal solid waste facilities. The development's effects on scenic and natural beauty, municipal services, groundwater, water bodies, shoreline, and the 100-year floodplain elevation will also be reviewed.

### **Coastal Waters Management**

The Land Use Ordinance's coastal waters management chapter aims to provide equitable future growth within the Town's waters. Additionally, the ordinance provides for the safe passage, operation, and mooring in Town waters. Harbor boundaries, moorage areas, channel lines, and a speed limit are established for Tenants Harbor and Port Clyde.

The allocation of new moorings is assigned in the following order of preference:

1. Municipal resident shorefront owners
2. Resident commercial boat owners
3. Resident recreational boat owners
4. Resident commercial operators with rental moorings
5. Non-resident commercial boat owners
6. Non-resident recreational boat owners.

### **Minimum Lot Size and Other Dimensional Standards**

A chapter of the Land Use Ordinance establishes minimum lot size requirements to preserve the rural and residential character of the Town, as well as to protect its natural environment and scenic beauty. The minimum size for residential lots is one acre per single-family dwelling (but not less than five acres for three or more dwellings on one lot), and one acre in all other cases. Lots must have at least 100 feet of road frontage. Some provisions limit the height of buildings, establish maximum lot coverage, and require minimum setback distances from roads and property lines.

### **Wellhead Protection**

The wellhead protection chapter of the Land Use Ordinance safeguards the quality of groundwater extracted from the wells that serve the Tenants Harbor Water District and the Port Clyde Water District.

The chapter applies to all land uses within the Wellhead Protection Areas of the Tenants Harbor Water District and the Port Clyde Water District's production wells. It requires employees and officers of public water systems to report any problems or potential problems related to land uses within the wellhead protection area to the Code Enforcement Officer.

Responsibility for protecting private wells rests with the individual landowner.

### **Subdivision Ordinance**

St. George's Subdivision Ordinance allows the Planning Board to request a subdivision developer to provide up to 10% of the subdivision's total area in open space. The ordinance stipulates that the open space should be at least five acres in size and accessible from all lots within the subdivision. When a proposed subdivision is located on shore land, a portion of the waterfront shall be included in the open space if feasible. The Planning Board may also request that a proposed subdivision preserve scenic, historic, or environmentally desirable areas.

Developers of subdivisions located on islands not accessible by a public or private road must provide or prove existing permanent mainland support facilities, such as parking, launching, and mooring, to service the development.

### **Enforcement**

St. George has a full-time Code Enforcement Officer who is also a Licensed Plumbing Inspector. The Code Enforcement Officer is responsible for enforcing the Town's ordinances, reviewing building permit applications, and issuing new construction and renovation permits. Additionally, they are responsible for floodplain management, investigating residents' violations, and handling

complaints from State and Federal Agencies. The Community Survey revealed a **desire to enforce current building codes and permitting regulations more uniformly.**

Policies and strategies regarding land use and enforcement are outlined in Chapter 6G: Future Land Use Plan.

## Land Use Trends

### Summary of Current Land Use Issues & Trends

The population of St. George (2,594 as of the 2020 census) has remained relatively constant over the past twenty years and is not expected to increase in the next twenty years, with a potential for a slight decline. Accordingly, no significant land-use development—either residential or commercial—is expected in the coming decade.

Community surveys revealed a desire to maintain the current balance of land and water uses, including the current mix of residential and commercial uses, while increasing access to scenic areas, open spaces, publicly owned shorelines, recreational opportunities, and right-of-way when opportunities arise. Recent development is consistent with the community's priorities.

Most residents (80.4%) do *not* want to see development “anywhere” in town, with over 60% favoring the current residential, light industrial, or commercial use. These responses suggest the community should consider area-based zoning that restricts future development.

### Year-Round Residential Development

#### Community Survey Highlight

***There is significant concern about the cost of housing and that a burgeoning number of short-term rentals and seasonal residences threaten the character of St. George's historic fishing community.*** 71.9% rated housing affordability in St. George as unaffordable or very unaffordable. Sixty-nine point nine percent (69.9%) think that it is important or very important for the Town to support the development of additional housing in the community.

The types of housing developments favored as important or very important included affordable workforce housing (76.4%), single-family homes (69%), independent senior living (64.8%), low-income housing (59.4%), and rental properties (55.8%). Support for denser housing exists, but it is not very strong. 52.5% want planned housing cluster development, while 45.1% say they would support measures to expand housing development.

Opinions on short-term rental regulation are mixed. 45.6% believe that the Town should implement regulations for short-term rentals, but 61.7% agree that the number of short-term rentals should be monitored.

See Chapter 6B: Housing for more details.

Concentrated residential housing occurs in Port Clyde, Tenants Harbor, and Clark Island Village. Other areas with heavy residential use are Rackliff Island, Spruce Head, Otis Point, and Wiley's Corner. Areas that have seen noticeable growth in the past ten years include Route 73 between Route 131 and Harrington Cove.

Though most development occurs lot by lot, St. George has several subdivisions. Approximately 25 were built between 1990 and 2010, compared to about five between 2010 and 2025. See **Appendix W.13** for a list of subdivision activity.

Most of St. George's residential housing units are single-family dwellings, including modular and mobile homes. A small number of multi-family dwellings are located in Tenants Harbor and Port Clyde. Most new year-round residential developments continue to be single-family dwellings.

Most residences are built for year-round use, but many are used seasonally. The Town does not maintain records on the number of homes of each type, but the Maine Housing Data Portal estimates that 38% of St. George homes were seasonally vacant in 2023.

Residents in St. George are deeply concerned about the high cost of housing and are particularly concerned about the impact of homes being used as seasonal residences and short-term rentals (STRs). Although seasonal residents and STRs support the Town's tax base and therefore provide considerable resources for programs and services, any decrease in year-round residents reduces the number of students attending the community school, workers for local businesses, and volunteers for local non-profits and town committees. A shift from year-round residents to those who are periodic or seasonal also erodes the strong identity and sense of community highly valued in St. George. On a positive note, 17% of seasonal homeowners who completed the survey indicated they plan to relocate here year-round.

Chapter 6B, below, discusses steps to promote more affordable housing for young families, the workforce, and seniors, which is a high priority.

## Water Quality and Wastewater Management

### Community Survey Highlight

***The community is deeply concerned about the impact of sea level rise on the community's historic maritime way of life and the Town's infrastructure and water quality.*** There was very strong support for addressing climate change resiliency and sea-level rise: 85.7% said that it was important or very important that planning for the Town's future include these issues. Eighty-one percent (81.9%) said monitoring environmental conditions to identify potential risks was important or very important. 60.4% are moderately, very, or extremely concerned about the impact of sea-level rise on wastewater management and septic systems, and 67% think the Town should collaborate with water

companies and individuals to address and mitigate potential impacts on water sources caused by sea-level rise and other environmental changes.

Ensuring access to safe and adequate drinking water is a top priority. Approximately half of St. George households obtain their drinking water from private wells, while the other half obtain drinking water from either the Tenants Harbor or Port Clyde Water Districts.

The Tenants Harbor Water District is near capacity for its current wells. If additional development were to occur in the village of Tenants Harbor, a further well would have to be developed. How, where, and who would pay for the costs of such expansion would need to be addressed.

The Port Clyde Water District has sufficient capacity for further development in that village, but in some areas, the system provides water only seasonally.

Additionally, residents have expressed significant concerns about the potential impacts of sea level rise and storm surges on drinking water and septic systems near the shore. The Town's Resilience Committee is currently developing a Climate Action Plan that will explore methods for monitoring the impact of climate change on water quality and septic systems in the area. The Town does not have municipal water, sewer, or a public works department, which complicates the Town's role in monitoring and addressing these challenges. (See Chapter 6G: Future Land Use for policies and strategies for addressing these issues.)

### **Commercial and Business Land Use**

Business land use in St. George primarily comprises services and retail shops catering to the local population and tourists. Home-based businesses are scattered throughout the Town and are a significant commercial endeavor for many residents. No exact figures are available for the total number of these.

Businesses with a larger land-use impact include the Monhegan Boat Line ferry service, sand, gravel, and mulch distributors, auto mechanics and restoration, and boat restoration. See **Appendix W.18** for a more complete review of businesses in St. George.

Commercial fishing operations along the waterfront in Tenants Harbor, Port Clyde, Wheeler's Bay, and Long Cove are also essential land uses. There is a light concentration of commercial lots along the waterfront areas of Port Clyde and Tenants Harbor. (See Chapter 6F: Marine Resources for further land use details.)

## **Publicly Owned Land**

Properties held by the Town of St. George are listed in Chapter 5A: Public Facilities and Services. Several of these lots are in Port Clyde and Tenants Harbor; the remainder are scattered throughout the Town. The 37-acre Town Forest, located off Kinney Woods Road in the interior, is experiencing increased use with the addition of the Town Forest Trail. There is also a hiking trail on the Meadow Brook Preserve (22 acres off Turkey Road), and the Conservation Commission is adding trails to the newly acquired Old Woods Farm property (83 acres).

Town property at Wiley's Corner provides public access to Fort St. George via the Fort Point Trail. The Cold Storage Road property, purchased in 2015, was developed as a new Port Clyde Landing in 2025 and opened to the public that summer. The Town also owns the Marshall Point Lighthouse and the keeper's house property in Port Clyde. The State of Maine owns Fort St. George on the St. George River.

## **Undeveloped Land & Potential Growth**

Undeveloped parcels, or parcels containing no buildings, account for approximately 22% of the total number of parcels as of 2024, compared to 29% in 2007. However, a much larger portion of the total acreage is undeveloped, since many large lots in the peninsula's interior contain only single dwellings.

There are a few undeveloped lots on the waterfront. In some areas, large lots contain only one residence, and others have waterfront homes close together, with extended undeveloped acreage behind the homes.

In general, the Town's land use ordinance, which requires a one-acre lot for each residence, limits development; however, it is necessary due to the Town's lack of municipal water and sewer facilities. The Town's Land Use Ordinance was amended to comply with LD 2003, allowing more dense, affordable housing in growth areas.

Currently, there are two designated growth areas in St. George, one in the village of Tenants Harbor and the other in Port Clyde. Given that the Tenants Harbor Water District is near capacity, there are limited additional opportunities for growth in that area. Natural boundaries, including the southern end of the St. George Peninsula, wetlands, and ledges, limit development in the Port Clyde growth area.

Future Land Use and the addition of a growth area along Route 73 are outlined in Chapter 6G.

### **Land Use-Related Permits**

In recent years, most permit applications have involved residential construction or renovations. The number of commercial and working waterfront permit applications is steady. The Town's capacity for handling permit applications and Planning Board reviews is sufficient to meet current demand.

Storm damage has led several waterfront residents to apply for permission to add riprap to prevent erosion. The ramifications for neighboring properties when one landowner seeks to reinforce his shoreline indicate a need for a more holistic analysis of sea-level rise threats and response, which will be considered in the proposed Climate Action Plan.

### **Land Use Enforcement**

Community surveys revealed concerns that land use ordinance enforcement has not been as rigorous as the public would like. Public concern and engagement have been highest where alleged infractions affect traffic and safety or noise, and mostly involve activity at commercial establishments.

### **Planning for Future Land Use**

Although the Town is not expected to grow significantly, the community has made clear that it does not want to continue to allow any kind of development in any part of town, which is currently permitted except where land has been conserved or is located within the Shoreland Zone and Marine Commercial Zone. Strong support for increased access to water for commercial and recreational purposes and the preservation of open space suggests that the time is right to engage in a holistic community conversation about future land uses in town.

As outlined in the Future Land Use Plan (Chapter 6G), it is recommended that in the next few years, the Town undertake such a planning process to determine whether the community wishes to enact area-based development—that is, identifying discrete areas for future residential and commercial development (zoning), as well as considering an open space plan and identifying opportunities for conservation and water access. To date, these processes have occurred organically as issues have arisen; survey responses suggest that it may be time to tackle this issue holistically and consider ordinance changes that reflect community sentiment.

The Town lacks planning staff and would benefit from a planner to address land use planning and other long-range issues identified in this plan, such as sea-level rise challenges to infrastructure, promoting business growth, and collaborating with its working waterfront community. In the past, the Town has utilized grant funding and limited taxpayer dollars to hire consultants for planning purposes, including the Sebago Technics analysis (see the Sea Level



Rise section of Chapter 5A), the Midcoast Council of Governments' *St. George Working Waterfront Vulnerability Study*, and the development of this Comprehensive Plan. A more permanent solution to planning needs, in the form of a staff planner, would be tremendously helpful.

### **Current Land Use Tax Programs**

Maine has four tax programs administered by Maine Revenue Services that allow land to be assessed based on its current use, rather than its market value. These four uses include Tree Growth, Open Space, Farmland, and Working Waterfront. Each program has different eligibility requirements, and landowners may voluntarily enroll in these programs to, in most cases, reduce the amount of property taxes they pay on their land. This difference in property taxes is then refunded to the Town by the State.

Below is an overview of each program and its usage in St. George. For more information about the programs' criteria and details on enrollment changes over the past decade, refer to **Appendix W.14** and **W.15**. To view which parcels are in each program, see the **Current Land Use Tax Programs map** at the end of this chapter.

#### *Tree Growth*

To be eligible for the Tree Growth program, a parcel must include at least 10 acres of forest and be used primarily for the growth and harvest of commercial forest products. Additionally, a forest management and harvest plan must be prepared. In St. George, the number of acres in Tree Growth remained relatively constant from 2014 to 2021, with only minor fluctuations (less than 3%) each year. However, there were significant decreases in 2022, 2023, and 2024. In 2021, 1473 acres were enrolled; by 2024, this number had decreased to 874 acres, representing a 41% decrease.

#### *Open Space*

To be eligible for the Open Space program, a parcel must be open and/or wooded land that is not intended to be developed for commercial or residential purposes and is instead preserved or restricted in use to provide a public benefit (i.e. public recreation, scenic resources, game management, or wildlife habitat). There is no minimum parcel size requirement. Of the four current use categories, Open Space is the only one that has seen consistent growth in St. George in the past several years. In 2020, 457 acres were enrolled, increasing to 883 acres by 2024, a 93% increase.

#### *Farmland*

To be eligible for the Farmland program, a parcel must have at least five contiguous acres, must be used for farming, agricultural, or horticultural activities (which can include woodland and wasteland), and must contribute at least \$2,000 gross income from farming activities each year. As farming is not a major industry in St. George, relatively few acres are enrolled as Farmland. From 2014 to 2022, the acreage remained steady at 234 acres. However, in 2023, there was a slight decrease of 6%, resulting in an enrollment of 221 acres for both 2023 and 2024.

### *Working Waterfront*

To be eligible for the Working Waterfront tax program, a parcel must be abutting tidal waters or located in the intertidal zone, and it must be used primarily to support or provide access to the conduct of commercial fishing activities; there is no minimum parcel size requirement. From 2014 to 2023, St. George experienced a decrease in the official enrollment of Working Waterfront land, with 13.0 acres in 2014 and only 7.0 acres by 2023, representing a 46% decline. However, there was a 20% increase in 2024, representing the addition of 1.4 acres.

### **Community Survey Highlight**

**There is strong support for working waterfront land uses and public access to the shore.** 96.3% of respondents stated that it is important or very important for St. George to preserve its working waterfront areas for traditional maritime activities, such as fishing and boat building. Additionally, 84.4% think the Town should provide or maintain rights-of-way for public access to the shore, and 69.6% support the expansion of publicly owned shoreline.

Beyond the current use tax program for working waterfront land, the State also has the Working Waterfront Access Protection Program (WWAPP), administered by the Department of Agriculture, Conservation, and Forestry (DACF). According to DACF, through WWAPP, “matching funds are available to assist commercial fisheries businesses, co-ops, municipalities, and other interested parties in securing strategically significant working waterfront properties to protect vital resources that support commercial fisheries.” This program is competitive and prioritizes properties that are already established as fishing facilities or access sites. Acceptable properties have a restrictive working waterfront covenant placed on their use.

As of 2024, two St. George properties have been registered in this program: Port Clyde Fisherman's Co-op (0.77 acres in easement, 0.04 miles of shore frontage) and Miller's Wharf (0.36 acres in easement, 0.44 miles of shore frontage).

Despite the overwhelming support shown in the community survey for using property for working waterfront purposes, land use regulation alone is insufficient to ensure that this historic use continues in perpetuity. As noted above, the former Wildcat Lobster property on 131 in Tenants Harbor, zoned for marine commercial use, and the former Eastern Mussel Farm

are not being utilized as intended due to the high cost of developing these properties for their intended purposes. Ensuring the future of the Town's working waterfront is a complex challenge, which is discussed in more detail in Chapter 6F: Marine Resources.

### Conserved Land

St. George's active Conservation Commission continually develops and maintains beautiful hiking trails. The Town is fortunate to have one publicly accessible beach (the Drift Inn Beach), although sea-level rise presents challenges there, including the road alongside the beach.

St. George has acquired properties for conservation through donation and purchase, and has ensured the protection of additional properties through conservation easements. The Town purchased 83 acres of land off Old Woods Road in 2024. The Conservation Commission has since begun developing public hiking trails on this property. Conservation of this property is also beneficial because it helps protect the groundwater resources of the nearby Tenants Harbor Water District wells.

#### Community Survey Highlight

##### ***Surveyed residents express strong support for conserving natural and historical resources.***

Preserving the Town's history, cultural heritage, and heritage sites was deemed important or very important by 88.1% of respondents. Over 95% of respondents wanted to see each land use expanded or maintained: forest land, agricultural land, and open space. The majority of respondents (81.6%) wanted to see greater protection of natural areas, followed by wildlife areas (80.2%), scenic areas (78.7%), and historical sites (70.6%).

Seventy percent of respondents favored developing a plan to conserve 30% of land by 2030, supporting the state's goal. Most respondents (69%) did **not** support developing local shoreland zone protections that are **stricter** than state standards.

### Easements

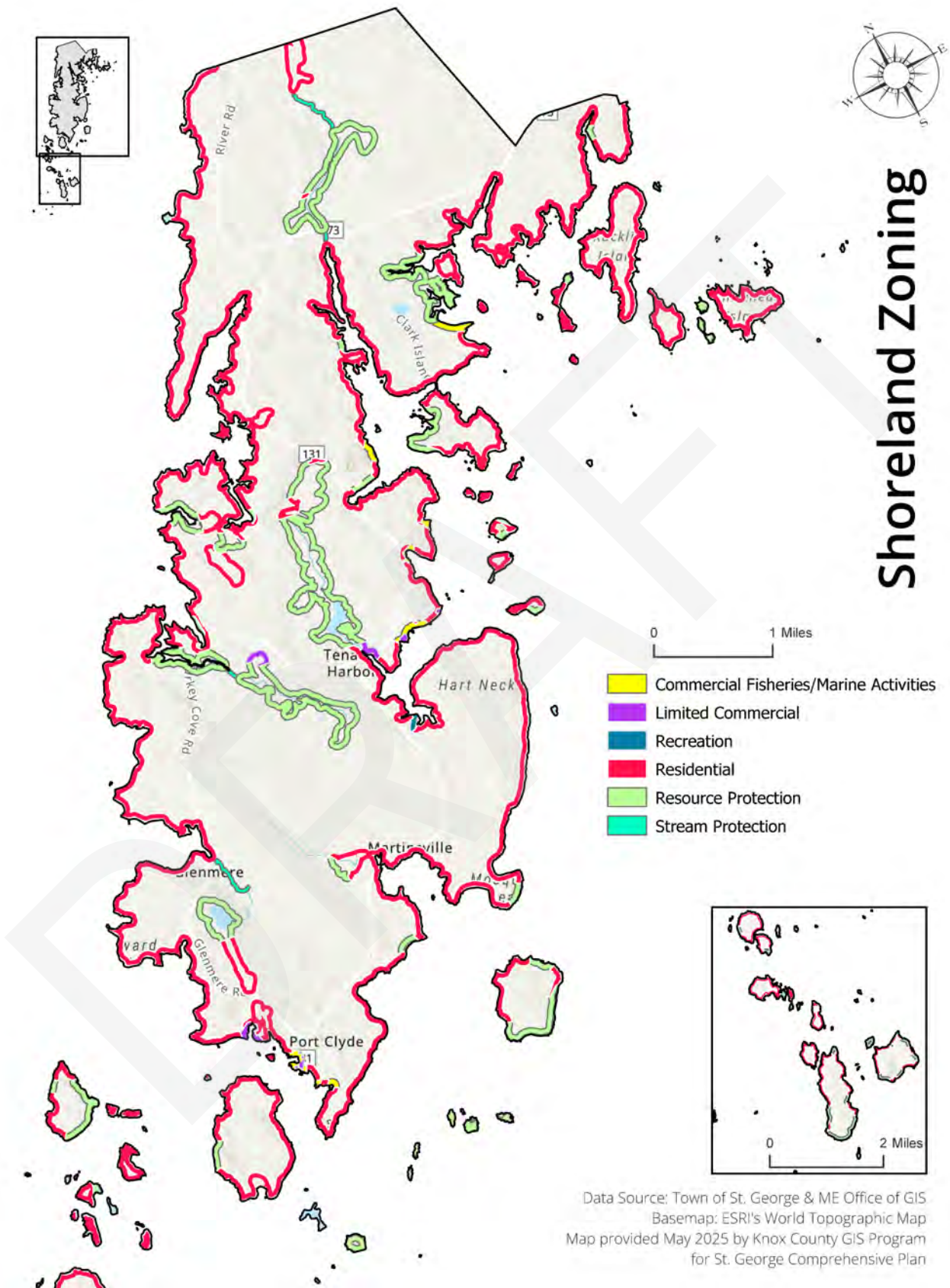
A conservation easement is a legally enforceable restriction on the future uses of property, which can be sold or granted as a gift by the land's current owners. Granted in a deed to a governmental entity or a qualified conservation land trust, it is designed to preserve and protect the land's conservation values over time, while maintaining private ownership and keeping the land on the tax rolls. The easement holders have the right to enforce the restrictions on the land. Conservation easements can be designed to maintain a property in an essentially wild state or to permit limited residential uses, farming, and forestry.

See **Table 6A.1** for a list of conservation easements in St. George. Additionally, **Table 6A.2** lists some additional conserved and preserved lands in town that do not have easements. (Note that these tables were prepared with significant care but may have some omissions or inaccuracies.)

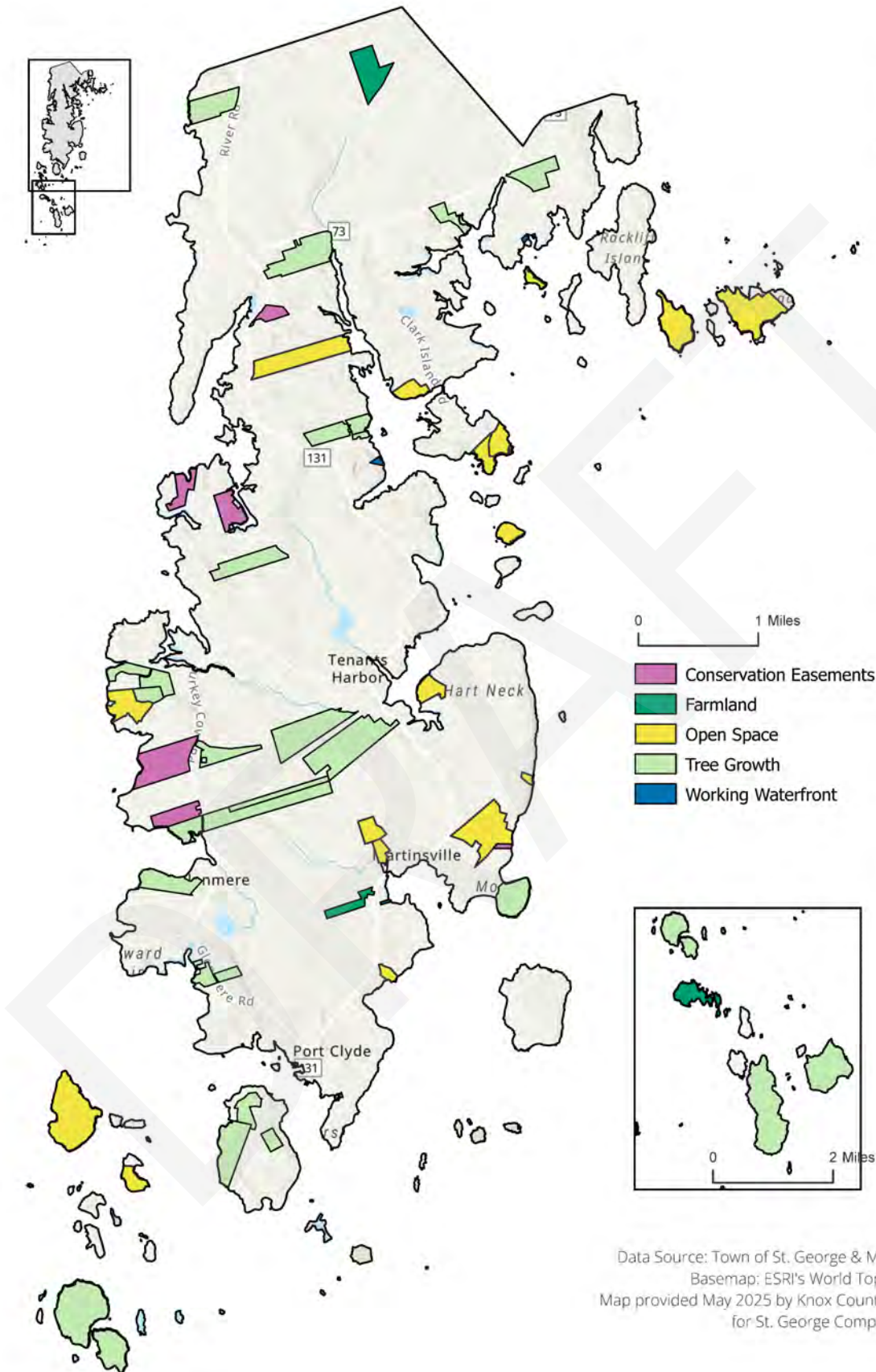
<b>Table 6A.1: Conservation easements in St. George</b>		
<b>Location</b>	<b>Acres</b>	<b>Holder</b>
Teel Cove	80	GRLT
Whitehead Island	86	MCHT
Route 131	71	GRLT
Wheeler Bay Wildlife Sanctuary	55	MCHT
Norton Island	44	MCHT
Watts Cove	33	GRLT
Clark Island	33	State of Maine
Mosquito Head	32	MCHT
Turkey Cove	31	GRLT
Hathorn Point	28	GRLT
Cutler Cove	24	GRLT
Lang Road	23	CMLT
Meadow Brook	22	GRLT
Long Cove	18	GRLT
Seavey Island	6	State of Maine
Eider Lane	3	MCHT
Roaring Spout	2	GRLT
Tommy's Island	1	GRLT
<b>TOTAL</b>	<b>592</b>	
CMLT = Coastal Mountain Land Trust, GRLT = Georges River Land Trust, MCHT = Maine Coast Heritage Trust		
Sources: Town of St. George, GRLT, MCHT, CMLT, MDACF Maine Conserved Lands map		

<b>Table 6A.2: Additional conserved/preserved lands in St. George</b>		
<b>Location</b>	<b>Acres</b>	<b>Owner</b>
Clark Island Preserve	124	MCHT
Old Woods Farm Preserve	83	Town of St. George
Various islands	65	State of Maine, U.S. FWS
St. George Town Forest	37	Town of St. George
Bamford Preserve (Long Cove)	36	MCHT
High Island	20	MCHT
The Brothers & Hay Ledge Islands	12	Nature Conservancy
Elwell Island	8	MCHT

Fort Point Access	8	Town of St. George
Fort St. George	3	State of Maine
CMLT = Coastal Mountain Land Trust, GRLT = Georges River Land Trust, MCHT = Maine Coast Heritage Trust, U.S. FWS = U.S. Fish & Wildlife Service		
<u>Sources:</u> Town of St. George, GRLT, MCHT		







# Current Land Use Tax Programs

## 6B. Housing

*Addressing housing challenges in St. George requires collaboration beyond local government, as factors like affordability, availability, and development regulations are influenced by regional and state policies. While the Town does not control most issues that affect the cost of housing, it plays a key role in facilitating solutions by working with community partners, developers, and policymakers to support a range of housing options that meet local needs, and can adopt land use ordinances that promote more affordable housing.*

### Housing Challenges

St. George faces significant housing challenges that reflect broader regional trends, intensified by the Town's coastal character and popularity among seasonal visitors. Key challenges are discussed below. While there are many benefits to living in St. George, such as a great school with several innovative programs, the difficulty of finding affordable housing limits both new and current families and individuals, along with people who work in town but must live elsewhere.

**Rising Home Costs and Affordability Gaps.** Housing prices have risen sharply, creating barriers for essential workers, young families, and seniors seeking suitable housing. From 2018 to 2022, the median home price in Knox County increased by nearly 78%, from \$211,000 to \$375,000. By 2023, the median price had reached \$419,000, while the median household income in St. George was \$78,598, indicating a "very unaffordable" market with a price-to-income ratio significantly below the 1.0 benchmark.

This issue is especially challenging for St. George and Maine's low- and moderate-income families. To address this, the state passed legislation in 2022 (LD-2003) establishing standards for affordable housing and Accessory Dwelling Units (ADUs). The Town has since updated its Land Use Ordinance to align with these new regulations.

ADUs are permitted wherever single-family homes are allowed and are exempt from parking and minimum lot size requirements, except in the Shoreland Zone. However, property owners building an ADU must ensure that adequate water and septic services are provided to the ADU, in compliance with State and local regulations. These can add significant costs to building an ADU in a town with a limited public water supply and no sewer system.

Additionally, affordable housing developments within designated growth areas are granted higher residential densities and reduced parking requirements. Developers must commit to keeping these units affordable for 60 years (double the state's requirements of 30 years), with



rental housing limited to households earning at or below 80% of the local median income and owned housing capped at 120%. However, since these standards only pertain to the Town's growth areas—in St. George, this has consisted of the Port Clyde and Tenants Harbor village areas—their applicability is limited. (See the Future Land Use Plan, Chapter 6G, for more information on growth areas.)

St. George has no affordable housing developments within or outside the growth areas. Still, a development project led by the Community Development Corporation (CDC), a local nonprofit, is underway. Early project plans are for a multi-phase project and include ownership and rental options on Seal Harbor Rd. (Rt. 73). As of spring 2025, construction has not yet begun, but efforts to move it forward are ongoing. As outlined in Chapter 6G below, this development would be sited in a new growth area, designated herein.

**Community Cohesion/Dark Homes.** Seasonal residences and short-term rentals (STRs) reduce the number of year-round residents, workers, and school-age children, making it more challenging to sustain active community participation. Non-residency disqualifies one from town committee membership and limits opportunities for engagement in local institutions, such as the school and library, when a seasonal resident is in town.

The Town does not maintain records on the number of homes converted between seasonal and year-round use; however, data from the State of Maine Housing Data Portal indicates that the share of homes that are seasonally vacant in St. George has fluctuated over time. It reports that 37% of homes were seasonally vacant in 2013. This percentage increased to 45% in 2018 and decreased to 38% in 2023.

Because these estimates are derived from the American Community Survey, which samples a portion of the population and then extrapolates the results, they may not be highly accurate for a small town like St. George. However, they do offer some insight into shifts in housing seasonality.

Community survey responses provide additional context. When asked if they plan to move to St. George permanently within the next five years, 17% of seasonal residents said yes, 48% said no, and 35% were unsure. Ultimately, while seasonal-to-year-round and year-round-to-seasonal conversions are happening, the Town lacks clear data on which is more common.

**Senior Housing Needs.** One impact of the national housing shortage is that older residents remain in larger homes longer, with few downsizing options. This limits opportunities for growing families to move into these larger existing homes. Ensuring the availability of suitable, affordable housing for seniors who wish to downsize or move into congregate housing not only addresses their unique needs but also helps free up existing homes for younger generations,

supporting the multigenerational character of the Town and contributing to a more dynamic housing market.

Senior housing can include independent living or assisted living facilities. Currently, the closest of both types of housing is in Rockland. Still, there was some support for these housing types in the community survey: 65% thought independent senior housing was important, while 13% thought it was unimportant. Additionally, 56% thought assisted living facilities were important, and 16% thought they were unimportant. However, there are no known plans for such developments in St. George.

**Rental Market Shortages.** Approximately 23% of dwelling units in Knox County are renter-occupied; however, year-round rentals have decreased due to competition from short-term rentals (STRs). Median rent in 2020 was \$1,195 per month, requiring an annual income of \$47,800 to remain affordable, far below the \$36,685 median income for renters in Knox County.

The shortage of long-term rentals is particularly severe in St. George. According to a Midcoast Council of Governments study, in 2021, only 6% of the housing units in St. George were occupied by long-term renters. The median renter household in St. George paid \$2,264 in rent in 2018, which decreased to \$1,742 in 2023, according to the State of Maine Housing Data Portal. Conversely, the median rent in St. George increased from \$934 to \$1,455 during this time (anecdotally, this may be higher). This suggests that housing in St. George is also becoming less affordable for those who prefer renting over buying. Affordable units typically do not stay on the market for long and must often be found through personal connections.

**Short-Term Rentals (STRs).** The growth of STRs in St. George has reduced the availability of year-round housing, driving up costs and displacing long-term renters, including members of the local workforce. A June 2024 report by Granicus identified 229 unique STRs in town, with a median nightly rate of \$333. Of these, 85% were homes rented out in full rather than shared or partial spaces. These rentals account for 10% of the Town's approximately 2,296 dwelling units, as noted by Census Reporter. According to the State of Maine Housing Production Needs Study, at least one-third of these STRs could serve as year-round housing, highlighting a critical opportunity to address housing shortages.

**Balancing Competing Values.** The Town's governance must navigate tensions between owners' property rights, free-market beliefs, and the need to sustain a thriving year-round population.

**Aging Housing Stock.** 36.3% of homes in Knox County were built before 1950<sup>22</sup>, requiring modernization, safety upgrades, and energy efficiency investments. Many of these homes are in poor condition and unfit for occupancy without substantial improvements.

**Sea-level rise (SLR) Impacts.** Rising sea levels threaten coastal properties, increasing housing costs through higher insurance premiums and reducing available land for development. In Knox County, an estimated 10% of residential properties are vulnerable to flooding, compounding the affordability crisis.

**Recent Housing Development Trends.** From 2019 to 2024, new dwelling permits issued in St. George demonstrate a notable increase overall:

- **2018:** 7 permits (including two manufactured homes)
- **2019:** 6 permits (including one manufactured home)
- **2020:** 5 permits (no manufactured homes)
- **2021:** 5 permits (no manufactured homes)
- **2022:** 14 permits (including six manufactured homes)
- **2023:** 23 permits (manufactured home data unavailable)
- **2024:** 11 permits (including four manufactured homes)

This sharp rise post-COVID reflects increased housing demand and highlights the Town’s growing need for sustainable planning.

According to the State of Maine Housing Data Portal, 1,700 additional housing units will be needed in Knox County by 2030 to accommodate predicted population and demographic changes. Similarly, the Midcoast Council of Governments estimates that the Rockland-Camden area will require 1,061 new units.

For St. George specifically, the number of additional housing units needed over the next decade is unclear. While the Town’s population is not projected to grow (see Chapter 4A: Population and Demographics), this is partly due to affordability challenges. Many people who work in St. George, year-round or seasonally, would like to live here but cannot find housing within their budget. Additionally, as the population ages, the need for senior housing remains a growing concern.

However, a rough estimate can be made for additional dwellings built in the next decade. From 2020 to 2024, 11.6 annual building permits were issued for new dwellings. If this trend continues, approximately 110 new dwellings may be built over the next 10 years (11.6 permits

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<sup>22</sup> According to the “Knox County Health Profile” in the *Maine Shared Community Health Needs Assessment* (Jan. 2025).

per year multiplied by 10 years). This would translate to a minimum land area of approximately 110 acres (110 dwellings multiplied by the minimum lot size of 1 acre), or approximately 0.7% of the total land in town. Again, this is a rough estimate with significant limitations—for instance, it does not consider denser types of housing that may be built (affordable housing developments, ADUs, mobile home parks, etc.), and it assumes that the rate of residential development will remain constant. Still, it gives a general sense of what might be expected.

**Regional Housing Issues.** St. George is one of many towns facing housing challenges, and looking at how other communities and organizations address these issues can provide valuable insights. One example is the Midcoast Regional Housing Trust (MCRHT), founded in 2022 by concerned Midcoast residents and members of the Camden Rotary Club. As a nonprofit, MCRHT is “committed to developing and stewarding permanent year-round workforce housing in Knox County and neighboring towns” (according to their website). This organization could be a potential partner for St. George. The Town could also study how MCRHT—and similar groups, such as the Boothbay Housing Trust—collaborate with municipalities and apply those strategies to working with its local nonprofit, the Community Development Corporation.

The Midcoast Council of Governments (MCOG) also supports municipalities on various planning topics, including housing. They have gathered data, conducted regional studies, convened working groups on housing needs and conflicts, and produced guidance materials on short-term rentals, local housing preservation, and other related topics. MCOG helps towns understand and comply with state housing laws and explore opportunities. They could be a valuable resource for St. George in housing-related planning efforts.

## 2024 Community Survey Analysis

The 2024 Community Survey provided key insights into community perspectives on housing challenges, highlighting the importance of increasing housing availability while preserving St. George's unique character. The findings highlight shared concerns about affordability, satisfaction with current housing options, and the role of short-term rentals (STRs) in the housing market. See **Figures 6B.1** and **6B.2** for some of the housing-related survey results, and see **Appendix Y** for full results of all surveys and interviews.

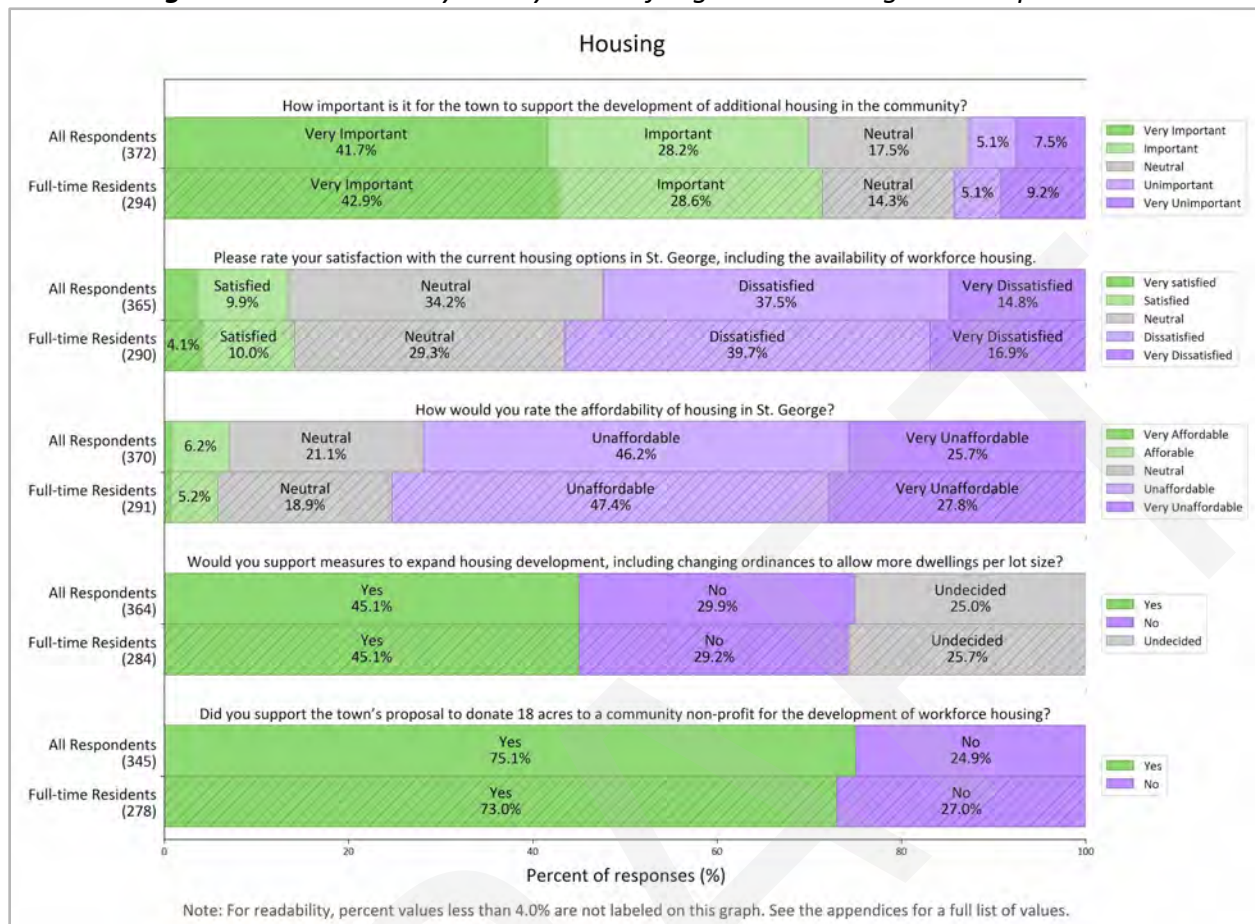
**Community Priorities for Housing Development.** Most respondents (70.6%) indicated that supporting additional housing development is important or very important for the Town. Full-time residents expressed similar levels of support, underscoring the community's shared commitment to addressing housing availability. Measures to expand housing development, such as revising ordinances to allow more dwellings per lot, received backing from 45.1% of respondents, demonstrating moderate but actionable support for regulatory changes.

**Housing Affordability.** Affordability remains a critical concern, with 71.5% of respondents rating housing in St. George as unaffordable or very unaffordable. This perception was consistent among full-time residents and the broader community, underscoring the need to address housing costs and provide opportunities for diverse income levels.

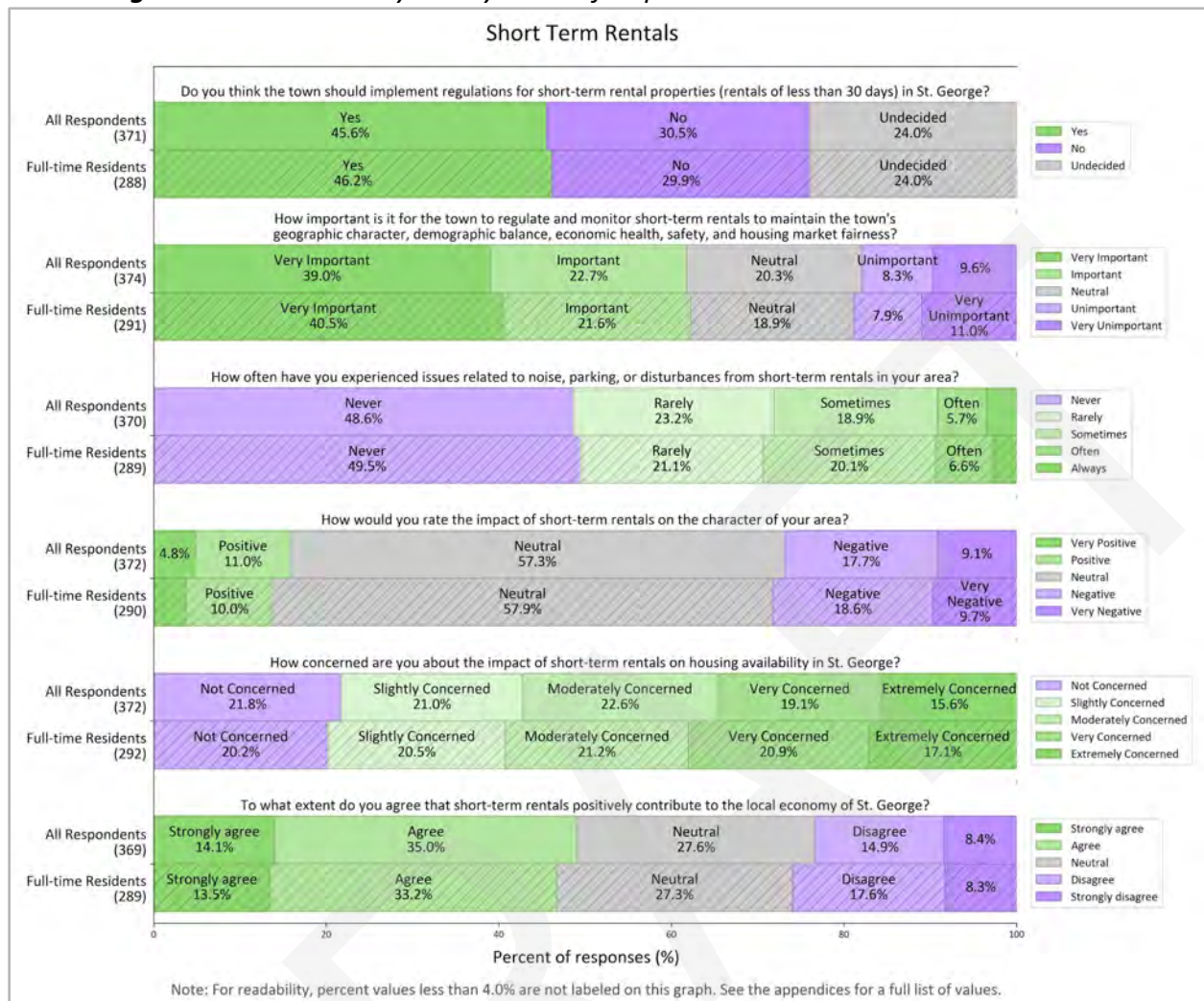
**Satisfaction with Current Housing Options.** Dissatisfaction with current housing options, including the availability of workforce housing, was evident, with 55.5% of respondents expressing dissatisfaction or strong dissatisfaction with their current housing options. These responses reflect an unmet need for diverse housing solutions that cater to essential workers, young families, and seniors.

**Supportive Measures for Housing.** Respondents favor initiatives such as promoting affordable housing and fostering public-private partnerships, but show limited support for taxpayer-funded rent subsidies or no intervention.

**Short-Term Rentals and Their Impacts.** Survey responses on STRs were mixed but provided important insights. While 45.6% of respondents supported implementing STR regulations and 61.7% emphasized the importance of monitoring to preserve St. George's character, economic health, and housing fairness, concerns about their impact on housing availability remain significant. Disturbance issues, such as noise or parking, were less common, with nearly half of the respondents reporting no problems. Full-time residents showed slightly higher support for regulation, reflecting shared priorities of maintaining community character and addressing housing affordability. These findings underscore the need for balanced approaches integrating STR oversight into broader housing strategies.

**Figure 6B.1: Community survey results for general housing-related questions**



**Figure 6B.2: Community survey results for questions related to short term rentals**

## Policies & Strategies

**State Goal:** To encourage and promote affordable, decent housing opportunities for all Maine citizens.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. "SR" indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

To address housing challenges in St. George, local efforts should focus on leveraging land use ordinances, designating appropriate growth areas, and collaborating with groups like the Community Development Corporation (CDC) to guide development, monitor short-term rentals, and improve affordability.

<b>Policy 6B-1: Promote a community-centered approach to housing challenges.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Determine the resources needed to address housing challenges by exploring the potential benefits of hiring a planner to coordinate housing initiatives, establishing a town housing committee, and engaging with external organizations and stakeholders.	Select Board, Town Manager	Various partners (Appendix X.6B)	Short Term
<b>2.</b> Foster community engagement through forums and surveys to gather input and to ensure housing policies reflect local priorities.	Select Board	Various partners (Appendix X.6B)	Midterm
<b>3.</b> Continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition. (SR)	Select Board	Various partners (Appendix X.6B)	Midterm
<b>4.</b> Encourage and support the efforts of regional housing coalitions in addressing affordable and workforce housing needs. (SR)	Select Board	Various partners (Appendix X.6B)	Midterm
<b>5.</b> Encourage periodic evaluations of relevant policies, ordinances, and growth areas to better understand their impact on housing availability and affordability.	Select Board, Town Manager	CEO, Planning Board, various partners (Appendix X.6B)	Midterm

<b>Policy 6B-2: Review and consider amending zoning and land use policies to ensure that land use controls encourage the development of quality affordable housing, including rental housing. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Ensure compliance with state ordinances to allow accessory dwelling units (ADUs) and explore adopting flexible zoning to accommodate a range of housing types.	Select Board		Ongoing



<b>2.</b> Rely on community input to 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). (SR)	Select Board		Short Term
<b>3.</b> Consider allowing higher-density housing developments in appropriate growth areas to increase the supply of affordable homes.	Select Board, Town Manager	Planning Board	Midterm
<b>4.</b> Maintain, enact, or amend growth area land use regulations to increase density, decrease lot sizes, setbacks, and road widths, or provide incentives such as density bonuses, to encourage the development of affordable and workforce housing. (SR)	Select Board	Town Manager	Midterm

<b>Policy 6B-3: Promote housing affordability, accessibility, and resilience. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Collaborate with state and regional housing organizations to seek grants and funding for workforce housing initiatives.	Select Board	Various partners (Appendix X.6B)	Short Term
<b>2.</b> Encourage retrofitting and climate-resilient construction standards to address SLR & severe weather impacts, and to enhance safety, energy efficiency, & long-term affordability.	Select Board	Planning Board, Town Manager, CEO	Short Term
<b>3.</b> Encourage year-round residency through initiatives highlighting the benefits of year-round living and offering incentives, such as tax benefits or community recognition programs.	Select Board, Town Manager	Planning Board, St. George MSU, all town committees, various partners (Appendix X.6B)	Midterm
<b>4.</b> Explore attracting developers willing to build affordable housing that serves the diverse needs of the community (e.g., accessibility features, intergenerational living, proximity to essential services, etc.).	Select Board		Midterm

5. Seek to achieve a level of at least 10% of new residential development built or placed during the next decade that is affordable. (SR)	Select Board, Planning Board	Town Manager	Long Term
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Policy 6B-4: Explore potential monitoring or regulatory policies for short-term rentals (STRs).			
Strategy	Responsibility	Consulting	Timeline
1. Explore using monitoring tools (e.g., software or a registration system) for STRs to produce data that could guide future decision-making and policy development.	Select Board, Town Manager	Planning Board, CEO	Short Term
2. Explore opportunities to incentivize the conversion of STR properties into long-term rentals as a potential strategy to address housing shortages.	Select Board	Planning Board, Town Manager, CEO	Short Term
3. Consider a certification process for STRs to promote compliance with safety standards and local ordinances, ensuring equitable enforcement.	Select Board	Planning Board, Town Manager, CEO	Short Term
4. Evaluate the potential for capping STR registrations, informed by the data from the above strategy, by insights from neighboring communities, and by feedback from residents (including STR owners).	Select Board	Planning Board, Town Manager, CEO	Midterm

## 6C. Water Resources

### Inventories & Analysis

#### Surface Water

St. George's surface freshwater resources are limited. Howard Pond (11 acres) is the only contained natural water body in Town, although "The Marsh" also has about 12 acres of open water connected with a wetland system. Some of the abandoned quarries are also filled with water. There are a few major year-round streams, including: one flowing from Howard Pond to Turkey Cove, one flowing south of Wallston Road into an arm of Otis Cove (Meadow Brook), one flowing into The Marsh, one flowing under Route 131 into Cutler Cove, and one flowing

from the Town Forest marsh to Long Cove (Jones Brook). Additionally, numerous intermittent streams only flow during the spring and after heavy rainfall. None of these water bodies is noted to have invasive aquatic plant infestations by the Maine Department of Environmental Protection (DEP).

The DEP rates streams/rivers as AA, A, B, or C, with AA being the highest quality. All of the streams in St. George are Class B. The St. George River is given the marine/estuarine classification of SB. Classes B and SB have fewer restrictions on activities than Classes AA, A, or SA, but still maintain high water quality criteria.

However, the St. George River Estuary (from the Route 1 crossing to the head of tide) is listed on the DEP's Impaired Marine Waters Priority List, which reflects the frequent shellfish closures. See Chapter 6F: Marine Resources for more information.

St. George has two major watersheds: the southeastern side of the Town/peninsula, which drains into Penobscot Bay; and the northwestern side, which drains into the St. George River.

For a more detailed view of surface water resources, see the **St. George Water Resources map** in **Appendix Z**.

## Groundwater

Groundwater is one of the Town's most valuable resources. Without a source of pure water for drinking and other household purposes, it is impossible to live in the area. Commercial establishments also require varying amounts of water to operate.

Most town residents receive their drinking water from private wells, though there are also two small public water districts in Tenants Harbor and Port Clyde. There is no municipal testing of private wells. The State of Maine Department of Health and Human Services provides resources for monitoring drinking water from private wells.<sup>23</sup> Some residents obtain drinking water from the spring near the head of the Fort Point Trail. The Town does not test this water, and individuals drink it at their own risk.

Aquifers are saturated geological formations containing usable quantities of water. There are two types: 1) sand and gravel, and 2) bedrock. The Maine Department of Environmental Protection (DEP) reports no "significant aquifers" in St. George. The drinking water source is primarily from drilled wells that tap into local bedrock fractures.

Some dug wells are fed by surface water and tend to dry up during little rainfall.

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<sup>23</sup> Resources for monitoring drinking water from private wells are available at:  
<https://www.maine.gov/dhhs/mecdc/environmental-health/eohp/wells/index.htm>

The Water Well Database, maintained by the MGS, currently includes 547 wells in St. George. 16% were built in 2019 or later, and 96% were built for domestic use. This database is not entirely comprehensive, as it only includes records collected before 1973 under an outdated collection procedure and those collected since 1986. Location information is not always accurate, if it is included at all. However, the MGS constantly aims to improve it.

The Well Inventory can be particularly useful to St. George in identifying areas with low yields at deep depths, providing a clear signal that there may not be sufficient groundwater for additional development in those locations. This method is not valid for determining areas of high yield because homeowners will not continue drilling after achieving an adequate yield. The data would be greatly improved by augmenting it with local anecdotal information collected by a citizen survey and/or Town records.

### **Public Water Districts**

Both water districts in St. George, described below, are owned and operated by non-profits rather than the Town.

*Tenants Harbor Water District.* Severe contamination of wells by petroleum products occurred in the village of Tenants Harbor in the 1990s. This was first discovered in 1996 when an oil leak was found in a house on the corner of Watts Avenue and High Street. The Department of Environmental Protection (DEP) tested other wells in the village and found over 200 contaminated wells. The State Legislature chartered the Tenants Harbor Water District, with assistance from the State DEP and the Superfund. Carbon filters were installed in 87 homes during the project to remove hydrocarbons. Two production wells were drilled on the Water District property to supply a community water system for approximately 125 households in the village of Tenants Harbor.

The property, located off Wallston Road, is owned and managed by the quasi-state utility, the District, which features a state-of-the-art treatment plant. Because this district is currently nearing capacity, should there be significant additional development within the village, a supplementary well or wells would need to be drilled. Due to the District's financial restrictions, any additional wells must be funded through a grant, federal or state funds, or private funding, such as a developer's contribution.

Currently, the DEP rates the water district's two wells as having "low" or "moderate" risks of contamination in all categories (existing/future acute contamination, existing/future chronic contamination, and risk based on well type and site geology). The risk exists partly because the water district does not legally control the entire wellhead protection area. The **Tenants Harbor Water District Source Water Protection map** in **Appendix Z** shows the source water protection areas for the Tenants Harbor Water District wells.

*Port Clyde Water District.* The Port Clyde Water District began as a private company and is one of the oldest water companies in Maine; however, it is now considered a non-profit utility. There are 148 homes served, 84 of which are year-round. Water pipes in the village are underground, but overground plastic pipes that serve summer residences must be drained in the fall. The water is treated with chlorine to ensure safety. The wells are assigned an 800-ft wellhead protection area, though a hydrologic capture zone study revealed that the capture area is significantly larger than 800 ft. This has resulted in minor water quality issues, such as mineral contamination after a clear-cut within the capture zone, which should be addressed to prevent more serious problems.

The Port Clyde Water District also lacks legal control over at least a 150-foot radius around its wells, leading the DEP to rate its wells as “high” risk for future acute contamination. In all other contamination categories, its wells are rated as “low” or “moderate” risk. The **Port Clyde Water District Source Water Protection map in Appendix Z** shows the source water protection areas for the Port Clyde Water District wells.

In the community survey, 47.3% of respondents indicated that they were satisfied or very satisfied with the public water supply and quality, while only 5.1% were dissatisfied or very dissatisfied. 47.6% were neutral, likely because most residents don’t get water from the water districts.

### **Additional Public Water Systems**

The Maine Department of Health & Human Services<sup>24</sup> defines a public water system as any water system (publicly or privately owned) that “has at least 15 service connections or serves at least 25 individuals daily at least 60 days out of the year.” In addition to the two community water districts mentioned above, there are three non-community public water systems in St. George: Blueberry Cove Camp, the Caignair Inn, and the Hurricane Island Outward Bound School landing.

### **Floodplains**

Floodplains exist in St. George around the islands and along the shores of the peninsula, the Marsh, and several small creeks that flow into the St. George River or the Harbors. These floodplains will shift as sea level rises at an increasing rate along the Maine coast. According to the 2024 Scientific Assessment of Climate Change and Its Effects in Maine (released by the Maine Department of Environmental Protection), the sea level in Maine is 7.5 inches higher

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<sup>24</sup> For more information about public water systems, see the Drinking Water Program webpage maintained by the Maine Department of Health & Human Services: <https://www.maine.gov/dhhs/mecdc/environmental-health/dwp/index.shtml>

than in the early 20th century. Over the past 30 years, the rate of sea level rise was 1.4 inches per decade, nearly double the previous rate.

The January 2024 storms exemplified the impacts of sea level rise. The executive summary of the report above states: “The combination of high tide and storm surge (called storm tide) on January 10 and 13 was not historically unprecedented, but coming on top of a rising sea level is what caused the events to break records.”

As the sea level continues to rise, it will impact coastal properties, natural resources, and the livelihoods of those who depend on them for survival. Still, it may also lead to saltwater intrusion in groundwater systems.

For information about local floodplain ordinances and management, see the Land Use Ordinance section of Chapter 6A: Existing Land Use.

## Water Quality

### Pollution Sources

Pollution in surface and groundwater can be caused by point sources (sources that can be directly traced to a specific location, such as a discharge pipe) and nonpoint sources (diffuse sources indirectly discharged into waterways, often through runoff). St. George has examples of both, including (or potentially including):

- **Point sources:** septic tank leaks; fuel storage tank leaks; overboard discharges; old landfill; substances used in small boat-building, working waterfront, repair, or mechanical shop businesses
- **Nonpoint sources:** saltwater intrusion; timber harvesting; pesticides/herbicides; salt leachate; automobile junkyards; industrial activities; road runoff; livestock waste

The groundwater in many areas of town has high iron concentrations, which stain plumbing fixtures and color laundry. Additionally, some wells are contaminated with coliform bacteria, which can be caused by the well being too close to a septic field. The soil is so thin in many places that bacteria are not filtered out and get into the groundwater. Additionally, the gasoline additive MBTE has been found in many wells in St. George.

Contaminants may enter through the top of a buried well or the joints between the casing and the bedrock. Areas with high residential density have the highest potential for contamination. Additionally, the old landfill on Wallston Road is closed but unlined, and it's unknown what types and amounts of pollutants it is releasing or where, though contaminants have

occasionally been observed in the adjacent Meadowbrook watershed surface water. This area should be included in any town's efforts to monitor or remediate water quality.

Although not currently a significant problem for St. George, saltwater intrusion is also a potential threat to the Town's water resources, which will worsen as sea levels rise. The issue is likely to be more problematic in the drier and summer months, and development that leads to more houses extracting water could also contribute to lowering the water table.

Excess salt in drinking water can pose a health risk, even at levels undetectable by taste, especially for individuals on sodium-restricted diets. Monitoring is therefore essential. The Tenants Harbor water district is currently testing for sodium content.

Water testing is just as necessary for private wells, and installing a reverse osmosis system or home filter can remove total dissolved solids and salt. On a larger scale, desalination is expensive and produces toxic saline waste. Instead, drilling new wells and utilizing atmospheric freshwater sources like snow and rain can help. Implementing these solutions is likely outside the Town's purview (except for town-owned buildings), but the Town can help provide information, coordinate regionally, and facilitate conversations as needed.

### **Protection & Preservation**

The Town uses best management practices to protect water quality in its daily and long-term operations. For instance, salt and sand are stored in a building on a cement pad to prevent leaching, and maintenance staff are careful to avoid dumping in old sand or gravel pits and quarries that could impact the groundwater supply.

The Town's Land Use Ordinance includes various measures to protect water resources. Site plan review standards require that developments manage sewage disposal by the Maine Subsurface Wastewater Disposal Rules, do not burden existing water supplies, do not impair designated uses or classifications of water resources, and do not adversely affect public or nearby water supplies in terms of quality or quantity.

Further protections exist for wellhead zones. For instance, mining and solid waste disposal are prohibited in these areas, as are the storage, handling, use, and disposal of hazardous materials. Abandoned wells must be filled with cement, construction sites must have approved erosion control plans, salt piles must be stored on an impervious surface, and boatyards must adhere to several waste and material management regulations.

Additionally, sewage systems must be designed to prevent the infiltration of floodwaters in areas with special flood hazards.

To date, the Town’s role concerning water quality issues has been limited to establishing the requirements outlined in town land use ordinances, code enforcement, participation in monitoring of the quality of the St. George River by our shellfish warden (in coordination with the DMR), and a local nonprofit that monitors some ocean water in the area. In the event of contamination concerns, the Town collaborates with the relevant State officials, depending on the water source and type of contamination (Department of Environmental Protection, Department of Health and Human Services, or Department of Marine Resources), and takes action within the CEO’s jurisdiction. There are plans to be more proactive about educating residents about the importance of monitoring their drinking water from private wells, by providing information about well testing and State and regional resources on the Town website. See the policies and strategies below and the list of potential water resources partners in **Appendix X.6C**.

## Policies & Strategies

**State Goal:** To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.

### Local Policies & Strategies

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. “SR” indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

Policy 6C-1: Protect drinking water sources (current and potential), significant surface water resources, and groundwater from pollution, and improve water quality where needed. (SR)			
Strategy	Responsibility	Consulting	Timeline
1. Maintain, enact, and/or amend public wellhead and aquifer recharge area protection mechanisms, as necessary. (SR)	Select Board	Tenants Harbor Water District, Port Clyde Water District, DEP	Ongoing



<b>2.</b> Review and update water quality protection practices and standards for the construction and maintenance of public and private roads, as well as public properties, and require their implementation by contractors, owners, community officials, and employees. (SR)	Select Board, Planning Board	Town Manager, Code Enforcement Officer	Ongoing
<b>3.</b> Review (and update as needed) 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 (SR)	Select Board, Planning Board	Town Manager, CEO	Ongoing
<b>4.</b> Provide educational information to private well owners in town about how to access water quality testing via the Town office.	Select Board, Town Manager	Various partners (Appendix X.6C)	Short Term
<b>5.</b> Provide educational information to residents regarding resources for addressing compromised wells and septic systems via the Town office.	Select Board, Town Manager	Various partners (Appendix X.6C)	Short Term
<b>6.</b> Provide educational materials regarding aquatic invasive species via the Town office. (SR)	Shellfish Warden, GRRSM	Town office staff, various partners (Appendix X.6C)	Short Term
<b>7.</b> Provide local contact information through the Town office for water quality best management practices, sourced from resources such as the Natural Resources Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Maine Woodland Owners. (SR)	Select Board, Town Manager	Various partners (Appendix X.6C)	Short Term

<b>Policy 6C-2: Work with neighboring communities and regional/local advocacy groups to protect water resources. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Collaborate with state agencies, other municipalities, and regional organizations to monitor the quality of coastal waters around St. George.	Select Board, Town Manager	Resilience Committee, various partners (Appendix X.6C)	Ongoing
<b>2.</b> Collaborate with other educational and science groups that engage in water quality monitoring in St. George.	Town Manager	Various partners (Appendix X.6C)	Ongoing

<b>Policy 6C-3: Protect water resources in growth areas while promoting more intensive development in those areas. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Review and update local land use ordinances as applicable to incorporate low-impact development standards that protect water quality and quantity. (SR)	Select Board, Planning Board	Town Manager, CEO	Ongoing

## 6D. Natural Resources

### Conditions & Inventories

St. George benefits from diverse natural resources, including ponds, streams, wetlands, wildlife populations, and scenic areas. This chapter discusses these resources holistically, emphasizing their ecological and geological aspects. For more information on drinking water and groundwater, refer to Chapter 6C: Water Resources. For more information on agriculture and forestry's social and economic aspects, refer to Chapter 6E: Agriculture and Forest Resources. See Chapter 6F: Marine Resources for information on the Town's extensive coastal and ocean resources.

The feedback collected for this plan revealed that, according to the community survey, 82% of respondents expressed a desire for greater protection of natural areas. In comparison, 79% of respondents wanted increased protection for scenic areas, and 80% favored the same protection for wildlife areas. Furthermore, 99.5% of respondents indicated they wanted to see

open spaces, such as marshes, bogs, or shore, either expanded (55%) or maintained (45%). However, many of the natural resources highly valued by both new and existing residents can be threatened by residential growth and other factors.

### **Topography and Geology**

An area's geologic characteristics determine its topography. Topography, in turn, influences land cover and suitability for various human activities, such as building construction, waste disposal, utility installation, and vehicular access.

The slope of the land is a topographic characteristic that has the greatest impact on land-use activities. Slopes greater than 15% can limit development capabilities. 8-15% slopes are commonly found in the headlands and along the shorelines in St. George. Some parts of Town have steeper slopes, such as the southern part of the peninsula below the line drawn between Turkey Cove and Drift Inn Beach, the Otis Cove area, a section between Long Cove and Watts Cove, and scattered pockets north of Route 73.

Depth to bedrock, especially in St. George, is another important characteristic that can limit development potential. When the depth to bedrock is less than 20 inches, utilities, roads, cellars, and septic systems can be challenging and expensive to construct. Finally, areas where the water table is within 18 inches or less of the surface are unsuitable for development.

The Town of St. George consists of approximately 25.02 square miles (16,013 acres). It occupies most of the St. George peninsula, which is bordered on the west by the St. George (also known as Georges) River and on the east by Penobscot Bay. Approximately fifty islands and ten ledges are also within St. George's municipal boundaries (see **Appendix W.16** for an inventory).

The land is rolling with elevations ranging from sea level to 120 feet. The steepest slopes are generally found along the shore and on the knobs that form headlands. There are numerous wetlands, few streams, and only one large freshwater body, Howard Pond, which is about 12 acres in size. Many of the islands are rounded and dome-like.

The topography of St. George is largely the result of the last glacier, which reached its maximum extent on the continental shelf approximately 18,000 years ago. The glacial tills formed the dominant soil associated with St. George.

The bedrock underlying this surface geology is of two basic types. Under the northern two-thirds of the Town, near Tenants Harbor, is primarily granite with some mica. Four quarries, active between the 1800s and the 1960s, are located in the areas of Flat Ledge Hill, Long Cove, Wildcat Quarry, Atwoods Quarry, Clark Island Quarry on Clark Island itself, and Hocking's Quarry on Clark

Island Road. The granite was quarried for paving and building stone. Numerous small quarries or “motions” can be found near these more extensive commercial quarries.

Sandstone is the bedrock in the southern third of the Town. At least five gravel pits exist in St. George, but they are not being mined commercially now. The **Bedrock Geology map** in **Appendix Z** shows the bedrock geology in St. George.

There is minimal sand dune geology in St. George. Still, a few areas exist on the southeastern side of the peninsula, including some islands, such as Hupper, Mosquito, Hart, Clark, and Norton Islands. Most, if not all, of these areas are within sand dune erosion hazard areas, as designated by the Maine Geological Survey.

## Soils

Different soil types present various developmental limitations, which can often be addressed through specific planning and construction methods. Soil characteristics affect agricultural practices, timber growth, and native plant species. The 1987 Soil Survey of Knox and Lincoln Counties by the U.S. Department of Agriculture provides a low-intensity mapping of soil types, indicating predominant soils suitable for general planning. A high-intensity map is necessary for detailed site planning.

The Knox County Soil and Water District has developed "Soil Potential Ratings," which assess soil suitability for particular uses, enhancing the survey's Soil Limitation Ratings. The Soil Potential Index considers soil performance and the costs of corrective measures.

In St. George, the only soil rated high for development potential is Tunbridge-Lyman fine sandy loam (TrB), found infrequently in locations such as Drift Inn Beach and along Seavey Cove. While this soil is advantageous for septic systems, over half of St. George is limited by low or very low potential soils. However, new septic technology has opened more development opportunities.

Prime farmland, defined by the U.S. Conservation Service, requires adequate moisture, favorable conditions, and slopes between 0% and 8%. In Knox County, only 11% of the land is prime farmland, with three such soils present.

*(For a more detailed view of soils, see the **Hydric Soils map** and the **Farmland Soils map** in **Appendix Z**.)*

## Wildlife

St. George has abundant wildlife resources due to the many offshore islands. The Department of Inland Fisheries and Wildlife (IFW) has identified several “significant wildlife habitats” as defined in Maine’s Natural Resources Protection Act, including:

- Inland waterfowl/wading bird habitat - Jones Brook, the Marsh in Tenants Harbor, Howard Pond, near the Ridge Road/Route 131 intersection
- Shorebird areas - Turkey Cove, Cutler/Watts Coves, near Mosquito Harbor, Eastern Egg Rock
- Seabird nesting islands - several of the islands to the southwest and east of the peninsula; many of these are conserved, including Eastern Egg Rock (IFW), Little Egg Rock (IFW), Shark Island (IFW), Old Hump Ledges (IFW), Shag Ledges (IFW), Hart Island (USFWS), Gunning Rocks (IFW), the Brothers and Hay Ledge Islands (The Nature Conservancy), Seal Island (IFW), Yellow Ridge Island (IFW)

Many significant tidal waterfowl/wading bird habitats are also along the coast. The **Wildlife Habitats map in Appendix Z** shows these habitats and those listed above.

No deer wintering areas are identified in St. George, whereas three were reported in the 2013 and 2018 plans. However, the average deer harvest from 2019 to 2023, as reported by the IFW, was 122 per year, significantly higher than the five years that the 2013 Comprehensive Plan reported on, 2008-2012, which had an average deer harvest of 52 per year.

The IFW has also identified multiple important animal species within St. George, including species of special concern—purple sandpipers and great blue herons—and threatened species—Arctic terns and Atlantic puffins.

The Beginning with Habitat program has not identified any rare plants or rare/exemplary natural communities/ecosystems in St. George.

However, the program has identified many undeveloped habitat blocks, which extend across most of the land not adjacent to town roads. The largest block is an interior area of 1464 acres surrounded by Wallston Rd, Turkey Cove Rd, Ridge Rd, and Route 131. See the **Habitat Blocks map in Appendix Z**.

## **Wetlands**

For many years, wetlands were considered breeding habitats for mosquitoes and areas that needed to be drained or filled for agricultural purposes or to create developable land. More recently, there has been a growing awareness of the value of wetlands. Wetlands provide various services, including groundwater recharge and discharge, flood control, wildlife habitat and biodiversity, water filtration, recreation, and nursery grounds for certain fish species (both freshwater and saltwater).

Perhaps the most well-known wetland area in St. George is “The Marsh” in Tenants Harbor. This area is used for fishing, hiking, canoeing, bird-watching, and ice-skating, and it’s an important spawning ground for alewives.

However, wetlands are dispersed throughout St. George—see the **Wetlands & Conserved Lands map** in **Appendix Z**.

Wetlands of ten acres or more that are not part of a river, stream, or brook are protected by the State of Maine’s Natural Resources Protection Act, Title 38 M.R.S.A., Sections 490-a through 480-s. This includes both mapped and unmapped 10-acre wetlands, as well as forested wetlands. This Act requires obtaining a permit from the Board of Environmental Protection for the following activities in a regulated wetland:

- Dredging, bulldozing, removing, or displacing soil, sand, vegetation, or other materials
- Draining or otherwise denaturing
- Filling
- Any construction, repair, or alteration of any permanent structure

The mandatory Shoreland Zoning Act, Title 38 M.R.S.A., requires that municipalities regulate the land immediately around wetlands. Under the State’s Shoreland Zoning Revision, freshwater wetlands are defined as: being 10 or more acres, OR less than 10 acres, but when combined with an adjacent waterbody (except streams or rivers) to total 10 or more acres AND characterized by a prevalence of vegetation typically adapted for life in saturated soils.

St. George’s Land Use Ordinance (which includes shoreland zoning standards) requires wetlands to be considered in many aspects of site plan review. Wetland areas with certain qualities within the shoreland zone may be classified as resource protection districts.

### **Vernal Pools**

Vernal Pools are found throughout town. These are defined as small water bodies that contain water in the spring but dry up in the summer, preventing fish populations from becoming established. Vernal pools provided critical breeding habitat for amphibians, including salamanders, frogs, and toads such as the spotted salamander, eastern newt, wood frog, spring peeper, green frog, and American toad. The Beginning with Habitat program has mapped one “significant vernal pool” in St. George, between Long Cove and Long Cove Road.

### **Freshwater Fisheries**

The most prominent freshwater fishery resource in St. George is the St. George River, which is tidal. This river provides essential habitat for alewives, Atlantic salmon, and sea-run rainbow smelt. There are also rainbow smelt access routes in Otis Cove, Long Cove, and Harrington Cove.

Marsh and Ripley Creek are well-documented historical habitats for alewives, and the Conservation Commission and local school groups have been working since 2005 to restore this alewife population. In May, these fish return from the sea to spawn in the Marsh, and the young alewives leave the Marsh in the fall to mature in saltwater, where they are important as lobster bait and a primary food source for many marine mammals and fish in the Gulf of Maine. Replacing the culvert under Route 131 at Ripley Creek with a “fish-friendly” culvert in 2015 was an essential step in this project. Unfortunately, subsequent studies and efforts by the science classes at St. George School determined that restoration is likely not realistic.

### Scenic Vistas and Open Spaces

The residents and visitors of St. George value the Town’s open spaces and scenic vistas. Some notable panoramic views are listed in **Table 6D.1**. Additionally, see **Table 6F.3** in the Marine Resources chapter for a list focused on marine scenic resources (though there is significant overlap between the two).

<b>Table 6D.1: Scenic resources in St. George</b>	
<b>Scenic View/Area</b>	<b>Location</b>
Marshall Point Light	Port Clyde
Port Clyde Village/Landing	Port Clyde
Horse Point Road	Port Clyde
Drift Inn Beach Area	Port Clyde
Mosquito Harbor	Martinsville
Tenants Harbor/Landing	Tenants Harbor
Haskell’s Cove/Lobster Pound	From Route 131
Seavey Cove	From Route 131
Clark Island	From Craginair Inn by the Sea
Rackliff’s Island Causeway	Island Ave causeway
Kallio’s Cove	Eastward across marsh
Turkey Cove at intersection	Turkey Cove Rd/Glenmere Rd
Harrington Cove	Route 73
Fort Point	Wiley’s Corner Rd
Old Woods Farm Preserve	Old Woods Rd
Watt’s Cove	Route 131, Wallston Road
Ponderosa	Wallston Road

There are also many other places throughout the Town with wonderful scenic views. Several sites provide vistas along the road. Parking is usually available within walking distance of the best viewing site.

## Development and Protection

Over the fifteen years preceding the 2008 economic recession, the rate of residential development in St. George increased significantly, and it has accelerated again since 2021. From 2022 to 2024, there was an average of 16 building permits per year, compared to an average of 5.3 per year from 2019 to 2021. However, most residential development has occurred along major roads, and there has been very little commercial or industrial development in the past decade. Therefore, large undeveloped areas remain, although connectors between these blocks are limited, and there is a risk of wildlife being hit by vehicles while trying to cross the roads.

The Conservation Commission has taken steps to identify critical natural resources that can aid in planning. In 2021, they updated five natural resource maps displaying wetland resources, high-value wildlife habitats, protected lands, soils, and public access—these maps are available on the Town website.

The Conservation Commission, partly in response to the policies and strategies outlined in St. George's 2013 Comprehensive Plan, identified seven areas in the Town with important conservation values as Significant Ecological Areas (SEAs) in 2015. The SEA designation aims to identify locations where multiple natural and human-made features create high-value habitats for wildlife. The SEA designation also highlights opportunities for recreation, farmland conservation, and access to the shore. The Conservation Commission used the following criteria in designating significant ecological areas:

- Undeveloped stretches of land along freshwater, tidal, or saltwater bodies
- Wildlife habitat blocks with intact forest, stream, and wetland ecosystems
- High-value bird and other wildlife habitat ecosystems
- Seabird nesting islands
- Lands providing public shore land access
- Important farmlands
- Lands adjacent to or otherwise linked with Town-owned or other conservation lands

The following are all the areas the Conservation Commission designated as a SEA:

1. Jones Brook, Long Cove, and adjacent islands
2. Ripley's Stream, Tenants Harbor Marsh, and Mud Flats



3. Little Falls Brook, Otis Cove, and Teel Cove
4. Howard Pond, Brook, and Turkey Cove
5. Mosquito Brook, Harbor, Beach, and Head
6. Fort Point Historic and Recreation Area
7. Wheeler Bay, Seal Harbor, and adjacent shore lands

Additionally, the Conservation Commission manages several town-owned trails and preserves. They recently began developing trails on the newly acquired and town-owned Old Woods Farm Preserve. They also collaborate with the Georges River Land Trust and the Maine Coast Heritage Trust on trails or preserves owned by these land trusts. See Chapter 5C: Recreation for more information on trails in St. George.

The Town is open to acquiring additional properties for public use (such as conservation) and maintains a modest fund reserve for matching funds for this purpose. Land is sometimes acquired through donations, as well. Whether donated or purchased, such acquisitions are voted on by residents. As of the end of 2024, the Town owns approximately 150 acres of land used for conservation purposes. Adding conservation easements on private property and conserved land owned by non-profits, it is estimated that 988 acres of land are conserved within St. George. However, this may be underestimated—see **Tables 6A.1** and **6A.2** in Chapter 6A: Existing Land Use.

Invasive species are a concern throughout town, and the Conservation Commission has carried out several educational programs, such as talks, plant walks, and articles in the Town newsletter, to help residents identify and contain them. Some of these programs have been or plan to be coordinated with South Thomaston’s Conservation Commission. More broadly, St. George participates in an informal working group of conservation commissions in Knox County. This group includes St. George, South Thomaston, Thomaston, Owls Head, Rockport, Camden, and Rockland representatives.

Finally, the Town has taken some regulatory measures to protect natural resources, including the designation of resource protection districts within the shoreland zone. These districts have additional restrictions on mineral exploration/extraction, agriculture, dwellings and other structures, road construction, and parking facilities. Regulations also include site plan review standards, such as the effect on the existing landscape, the relationship of the proposed development to the environment, the soil suitability, water quality, and erosion and sedimentation control.

As expressed in Chapter 6G: Future Land Use Plan, especially Strategy 6G-1.4, this Plan recommends that a thorough land use planning process occur within the next few years, to include the consideration of an open space plan and zoning beyond shoreland zoning. This

process could result in further regulatory or non-regulatory measures to protect natural resources. Beginning in 2025, the Town is also partnering with the Town of South Thomaston to create a Climate Action Plan, which may identify natural resources that are threatened or likely to change due to climate change.

## Policies & Strategies

**State Goal:** To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, dunes, shorelands, scenic vistas, and unique natural areas.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. "SR" indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

Policy 6D-1: Conserve critical natural resources in the community. (SR)			
Strategy	Responsibility	Consulting	Timeline
1. Consider measures for conserving scenic areas in town, open space, and properties deserving of preservation as opportunities arise, such as purchasing properties or easements.	Select Board	Conservation Commission, Planning Board, future land use planning group (when formed - see Strategy 6G-1.4), various partners (Appendix X.6D)	Ongoing
2. Through local land use ordinances, continue to 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. (SR)	Planning Board, Select Board	CEO	Ongoing

<b>3.</b> Through local land use ordinances, continue to require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent maps produced by the Maine IFW Beginning with Habitat program and information regarding critical natural resources. (SR)	Select Board, Planning Board	Town Manager, CEO, various partners (Appendix X.6D)	Ongoing
<b>4.</b> Make information available to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations. (SR)	Select Board, Town Manager	Assessing staff	Ongoing

**Policy 6D-2: Coordinate with neighboring communities, local organizations, and regional and state resource agencies to protect shared critical natural resources. (SR)**

Strategy	Responsibility	Consulting	Timeline
<b>1.</b> Continue to ensure that land use ordinances are consistent with applicable state law regarding critical natural resources. (SR)	Select Board	Planning Board, Town Manager, CEO	Ongoing
<b>2.</b> Pursue public/private partnerships to protect critical and important natural resources, such as through purchase of land or easements from willing sellers. (SR)	Select Board, Town Manager	Conservation Commission, Resilience Committee, various partners (Appendix X.6D)	Ongoing
<b>3.</b> Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources. (SR)	Select Board, Town Manager, Conservation Commission	Resilience Committee, various partners (Appendix X.6D)	Ongoing

## 6E. Agricultural & Forest Resources

### Agriculture

Most soils in St. George are not well-suited for farming (see Chapter 6D: Natural Resources for more information), and agriculture is not a major industry in the Town. In 2024, only 221 acres of land were tax-coded as farmland (see **Figure 6E.1** below). This represents a slight decline from 234 acres in previous years, but farmland remains relatively stable in St. George. **The Current Land Use Tax Programs map** at the end of Chapter 6A: Existing Land Use shows the areas tax-coded as farmland.

According to the USDA's Quick Stats Tool, only four farms grew crops in 2022—two producing hay and two categorized as “other” field crops. The USDA did not list fruit, nut, vegetable, or horticultural operations (e.g., flowers, Christmas trees). It also recorded eight animal operations, including chickens, sheep, goats, and hogs, but no cattle or dairy farms.

However, St. George does have agricultural activity beyond what the USDA records, just on a smaller scale. Local farms include market gardens, horse farms, and small beef and dairy operations. The Herring Gut Coastal Science Center also maintains an aquaponic greenhouse, primarily for educational and research purposes. The Historical Society and the Jackson Memorial Library also run community gardens.

Agricultural operations in St. George also tend to be highly diversified rather than focusing on just a few types of produce or livestock. For instance, some businesses sell produce and products made from their produce, or people may irregularly sell products in small roadside stands as a side business. In 2025, the Town adopted a new Food Sovereignty Ordinance that exempts these types of roadside businesses from standard food preparation and sale regulations.

There are also more permanent farm stands that sell a variety of produce, baked goods, crafts, or artisanal goods, some from small businesses outside of St. George. Farmers' markets occur occasionally and are hosted by various organizations, including the granges.

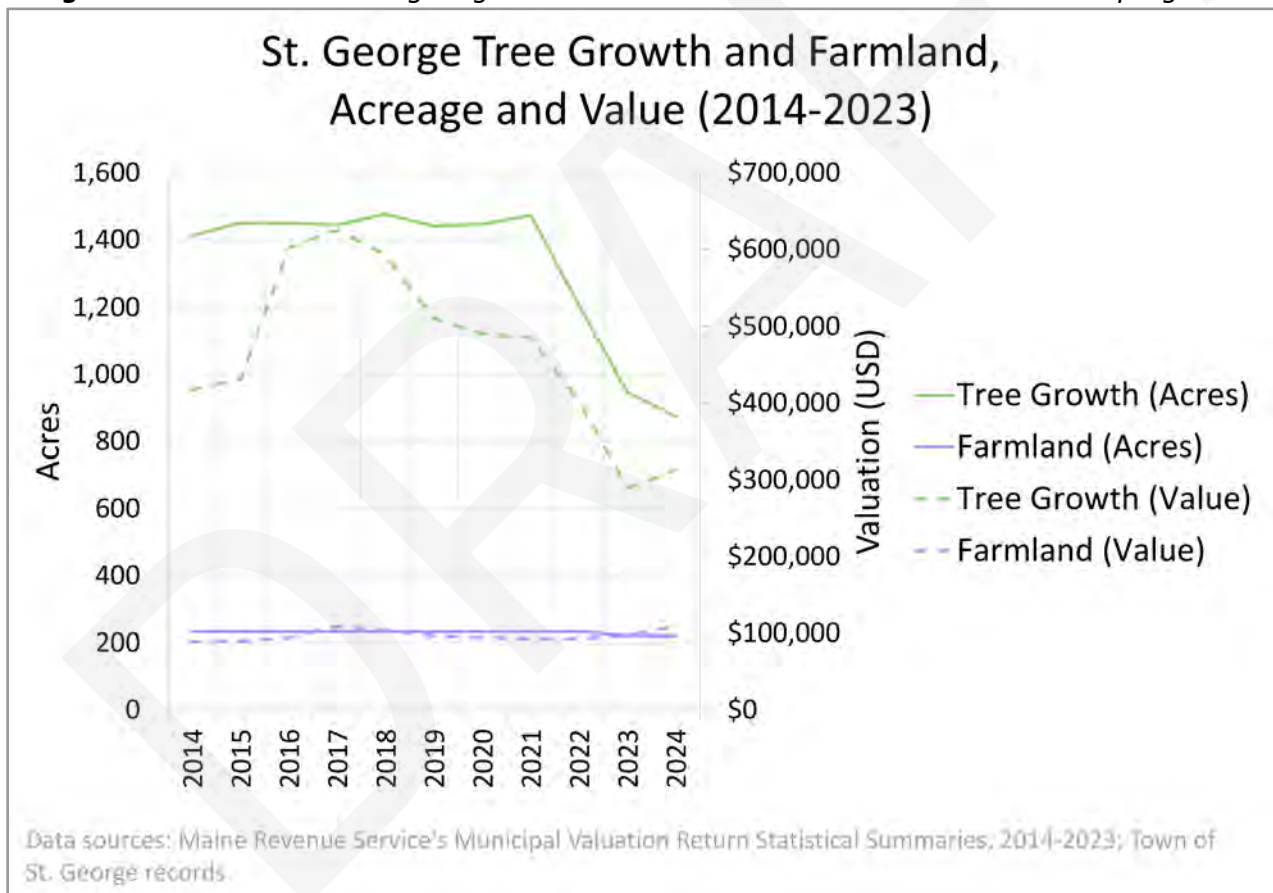
These agricultural businesses are well-supported by the community, as evidenced by the frequency of sell-outs and the high volume of inquiries on the St. George Message Board, a community Facebook group maintained by the St. George Business Alliance. When asked in the community survey what types of commercial development the Town should prioritize, the second most-selected response was agricultural businesses (selected by 56%). However, based on comments, some may have interpreted this to include fishing. Still, respondents also

overwhelmingly supported the maintenance or expansion of agricultural land—63% wanted it maintained, and 35% wanted it expanded.

The Town is not taking any regulatory or non-regulatory measures to protect productive farmland. Large farmland areas are not expected to be developed in the foreseeable future, and the proximity of new homes or other uses has not been observed to affect normal farming operations. However, due to the relatively small farming presence in St. George, the Town does not allocate specific monitoring resources.

The Maine Department of Agriculture and the Knox-Lincoln Soil and Water Conservation District provide some technical assistance and environmental oversight for farming operations in town. However, problems associated with farming activity are often resolved promptly by the Town's Code Enforcement Officer.

**Figure 6E.1:** Land in St. George registered in the State's Tree Growth and Farmland programs



## Forest Resources

Timber harvesting is a relatively small industry in St. George, though it has been more significant in the past. It does generate additional revenue for some residents.

From 2014 to 2021, the number of acres enrolled in the State's Tree Growth Tax Program remained relatively stable between 1400-1500 acres, but there was a decline in both 2022 and 2023 (see **Figure 6E.1**). This may be due to residential development. Large tracts of forest land are occasionally for sale throughout the peninsula, and they are most often bought for residential purposes rather than specifically for timber harvesting. Therefore, the impacts can vary. Subdivisions, for instance, may result in clearing relatively large forest areas over a short period. The development of individual residences may result in a small area being removed, and the owner may or may not choose to utilize their forested areas for harvesting. Overall, since timber harvesting occurs only on a small scale, the proximity of new homes or other incompatible uses has not significantly affected normal logging operations.

In addition to the economic benefits, the Town's forested areas add recreational, aesthetic, cultural, and environmental value. In the community survey, 60.6% wanted to see forest land maintained, and 37.8% wanted to expand it. The Town has already implemented some measures to this end, both regulatory and non-regulatory.

The Town's Land Use Ordinance includes regulations to protect natural vegetation from development. For instance, minimizing tree removal and soil disturbance must be considered during site plan review. In the shoreland zone, in particular, there are very specific regulations surrounding removing vegetation (including trees and ground cover) for purposes other than timber harvesting. Where timber harvesting does occur, both within and outside the shoreland zone, the ordinance refers to the Maine Forest Service's harvesting standards.

Additionally, the Town owns the Town Forest located on Kinney Road to help preserve forested lands and maintain public access to them. The forest is currently managed for passive, low-impact recreation and includes a hiking trail maintained by the Conservation Commission. The Town also owns some other forested lots that are currently under conservation but may benefit from a management plan in the future.

**Figure 6E.2: Forest cover in St. George**



## Policies & Strategies

State Goal: To safeguard the State's agricultural and forest resources from development that threatens those resources.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. "SR" indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

<b>Policy 6E-1: Safeguard lands identified as prime farmland or capable of supporting commercial forestry. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Consult with the Maine Forest Service district forester when developing any land use regulations about forest management practices (as required by 12 M.R.S.A. §8869), and consult with Soil and Water Conservation District staff when developing any land use regulations about agricultural management practices. (SR)	Select Board	Maine Forest Service, Knox-Lincoln Soil and Water Conservation District, Planning Board	Ongoing
<b>2.</b> Encourage owners of productive farm and forest land to enroll in the current use taxation programs. (SR)	Planning Board, Town Manager	Assessing staff	Ongoing
<b>3.</b> Consider amending land use ordinances to require commercial or subdivision developments in critical rural areas (if designated in the future) to maintain areas with prime farmland soils as open space to the greatest extent practicable. (SR)	Select Board	Town Manager, Planning Board	Long Term
<b>4.</b> Limit non-residential development in critical rural areas (if designated in the future) to natural resource-based businesses and services, nature tourism and outdoor recreation businesses, farmers' markets, and home occupations. (SR)	Select Board, Town Manager, Planning Board	Planning Board	Long Term

<b>Policy 6E-2: To support farming and forestry and encourage their economic viability. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> 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. (SR)	Select Board	Planning Board, Town Manager	Ongoing



2. Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans. (SR)	Town Manager, Select Board	Various partners (Appendix X.6E)	Ongoing
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## 6F. Marine Resources

### Inventories & Access Points

The Town of St. George boasts 125 miles of varied coastline featuring rich physical and cultural waterfront landscapes. These areas have experienced significant residential growth in recent years, accompanied by a corresponding increase in demand for access and recreational use of harbor spaces. Ensuring access to the shore for commercial fishing is a high community priority. Still, the development pressures and the high cost of shorefront land put enormous pressure on this historic balance of land and water use in town. The impacts of development are particularly visible in Tenants Harbor and Port Clyde. Commercial fishermen rely on privately owned waterfront areas to access public fishing grounds and perform maintenance on their gear and vessels. Meanwhile, increasing residential development capitalizes on the natural beauty of waterfront property, while the general public seeks access to Maine's coastal waters for recreation and commerce.

St. George's marine resources are integral to the local economy and are valued for their role in habitat preservation and the fishing and boating opportunities they provide. This chapter aims to assist the Town in identifying, managing, and protecting its marine resources, maintaining critical habitats, safeguarding the health of its residents, and supporting the local economy that relies on these resources.

For a snapshot of local marine geology and related resources—including mud flats, beaches, channels, marshes, and ledges—see the **Marine Geology map** in **Appendix Z**.

### Waterfront Land Uses

- **Patten Point, Rackliff Island, and Wheeler Bay:** The waterfront along Patten Point Road includes two operating commercial fishing wharves east of Wheeler Bay. Rackliff Island features a subdivision of residential waterfront lots and access points at Seal Cove and

Wheeler Bay. Wheeler Bay hosts four family-run commercial fishing wharves for lobster landings, gear storage, and fuel loading.

- **Scraggle Point, Mill Cove, and Patricia Lane:** These subdivisions on Wheeler Bay are reached via Clark Island Road. The Hurricane Island Outward Bound School has a private wharf and launching ramp for Clark Island village residents and commercial boat operators. The Craignair Inn offers year-round lodging and meals adjacent to the 140-acre Clark Island Preserve.
- **Long Cove:** The eastern waterfront is primarily residential and underdeveloped. The western side, accessed via Long Cove Road, features residential homes with seasonal floats and two public commercial wharves (New Moon Fisheries LLC and Carlson's Lobster Wharf). Two private commercial wharves exist on the Seavey Cove side, and the William Atwood Lobster Company operates a public wharf at Atwood Quarry Road. Haskell Point is residential and developed.
- **Tenants Harbor:** This area features a mix of residential and commercial fishing uses. The Tenants Harbor boatyard lies adjacent to Cozy Harbor. Residential patterns continue south along Route 131, with various establishments contributing to the area's character. As of the latest update, Tenants Harbor has a marked 75-foot main channel with a "no wake" buoy. A fully utilized mooring field is present.
- **The Back Shore—Hart's Neck:** The accessible waterfront along Hart's Neck Road and Roaring Spout Road remains primarily residential and less developed.
- **Mosquito Harbor:** Primarily residential with two operational family/commercial fishing wharves. The waterfront from Mosquito Harbor to Marshall Point is fully developed.
- **Marshall Point and Port Clyde Harbor:** Marshall Point Light Station serves as a town-owned public space with historical significance, and the surrounding areas consist mainly of seasonal residential properties. The Herring Gut Learning Center engages in experimental aquaculture, and the Port Clyde Fresh Catch seafood processing plant represents ongoing commercial efforts. Port Clyde offers a mix of land uses, retaining its fishing village character while adapting to tourism and commercial activities such as ferry services and various local businesses. The construction of a new commercial wharf further supports the area's fishing and developing aquaculture industries and recreational boaters.
- **Hupper Island:** Hupper Island features seasonal residences with natural shoreline vistas.
- **Southeast St. George River:** The shoreline is primarily residential and developed, with some properties preserved from further development through easements managed by the Georges River Land Trust. Fort Point is safeguarded under state ownership, and this area is home to intertidal clam flats that are among the most productive in Maine.

## Islands of St. George: Overview and Land Use

The Town of St. George encompasses approximately 50 islands and 10 exposed ledges, stretching from the St. George River on the peninsula's west side to the Mussel Ridge Channel. Most islands are accessible by private boats via privately owned wharves and docks. Public access is available at the Town dock facilities in Port Clyde and Tenants Harbor. Over the past decade, island development has significantly increased, boosting St. George's property tax revenue.

Due to their seasonal nature and remote locations, most islands require caretaking and maintenance, which creates local employment opportunities.

Land use on the islands includes:

- **Seasonal Use:** 30 islands
- **Year-Round Use:** 3 islands
- **Multiple Owners or Structures:** 12 islands
- **Agriculture/Farming**
- **Utilities from the Mainland:** 8 islands
- **Regular Camping:** 6 islands
- **Hurricane Island Outward Bound School:** 1 island
- **Conservation:** 11 islands
- **Islands Connected by Causeways:** 3 islands (Rackliff Island's causeway is town-owned; the causeways for Mouse Island and Clark Island are privately owned)

See **Appendix W.16** for a full list of islands in St. George.

The islands and ledges provide critical habitats for marine wildlife, including invertebrates, seabirds, and seals. Maine's Natural Heritage Program identifies certain islands as key nesting areas for seabirds like Eiders, Common Terns, and Laughing Gulls. The Nature Conservancy's ownership of The Brothers and Hay Ledge islands helps preserve these habitats. The Natural Resources chapter provides a detailed description of wildlife habitats.

Soils on St. George's islands are primarily Lyman-rock outcrop-Tunbridge complex, with a 3-15% grade and varying development potential. LrB soils have medium development potential, while LrC soils are rated to have low development potential. Unlike the mainland, island soils often have non-restrictive areas in their centers, likely due to steeper shore slopes. Some islands have higher-potential Tunbridge-Lyman soils, such as Caldwell, Hupper, Allen, Burnt, Mosquito, Northern, Clark, and Elwell Islands. Hupper Island includes two mapped wetlands, classified by the National Wetlands Inventory as seasonally saturated.

## **Anadromous Fish**

St. George has historically been home to various anadromous fish species, including alewives, elvers, and striped bass, with the elver fishery serving as a significant economic resource today. However, municipal road construction has disrupted the migration patterns of these species, particularly impacting the alewife, a crucial fish for both lobster bait and as food for marine wildlife.

## **Public Harbor Facilities and Access**

The Harbormaster oversees water access at public landings and moorings in the coastal waters surrounding the St. George Peninsula and monitors compliance with boat safety guidelines.

The primary harbor facilities include the Tenants Harbor Town Landing and the Port Clyde Town Landing. The shoreland zoning around these two landings comprises limited commercial and commercial fishery/maritime activity districts.

Tenants Harbor Town Landing. Located at the foot of Commercial Street, this facility is a granite crib structure with a paved surface. Several repairs have been made to this facility, including adding new floats, repaving the pier's surface, and replanting the gangway.

Parking is provided at the landing (15 spaces), St. George School (during summer months), and the Town Office. The total capacity of 15 spaces is generally adequate to support existing use, but the landing becomes congested during summer. When necessary, the remote parking areas at the school can/need to be utilized. Expansion of the Tenants Harbor landing would be highly beneficial, but it's not expected that any adjacent land will become available in the foreseeable future.

Port Clyde Town Landing. Located at the end of Route 131 in Port Clyde village, this newly completed facility features a concrete-walled pier extending into the harbor, with approximately 40 paved parking spaces available for commercial fishermen and the public. The Landing also boasts two hoists for commercial fishing use, which are permitted by the Town. The launch ramp is aging and will need to be replaced.

Parking problems in this area are seasonal and are exacerbated during the summer months, when the Monhegan Ferry and village shops experience peak use. Additional parking spaces are located along Factory Road and at Drift Inn Beach. Monhegan Boat Lines provides some commercial parking.

Navigation and Mooring Areas. State laws allow towns to regulate their harbors. St. George has a full-time Harbor Master who governs the location, permits all moorings within town boundaries, and issues permits for use of the Port Clyde Landing facility.

There are 1,100 moorings permitted in town, with just over 40% allocated for vessels operated for commercial purposes. The Town prioritizes applications from residents, especially riparian owners and commercial vessel owners. A small number of moorings are available for visitors to rent. Parking at all these locations will continue to be constrained by space limitations.

Analysis of Town records indicates the following mooring permits by harbor:

<b>Table 6F.1: Moorings by location and use (as of fall 2024)</b>			
<b>Location</b>	<b># of Moorings</b>		
	<b>Commercial</b>	<b>Recreational</b>	<b>Total</b>
Tenants Harbor	110	209	319
Port Clyde	140	135	275
Wheeler's Bay	68	64	132
Long Cove	74	54	128
Mosquito Harbor	0	29	29
St. George River	6	114	120
<b>TOTAL</b>	<b>398</b>	<b>605</b>	<b>1003</b>

Source: Town of Saint George

Port Clyde has limited parking capacity, which restricts the potential for additional moorings. It is especially important to maintain a clear approach for vessels accessing the Monhegan Ferry pier.

The Tenants Harbor mooring field is fully utilized. Extending the float system further into the harbor and limiting the anchorage of visiting vessels to the outer harbor has improved access to and from the Tenants Harbor landing.

The Tenants Harbor channel was previously designated as a Federal Navigation Project, but it was decommissioned approximately 15 years ago. If the Town wants or needs dredging, it must pay for it without federal funds. However, there are no severe dredging needs near St. George, though dredging near the Tenants Harbor landing and Rackliff Island would be beneficial due to the silt that storms have washed in.

There is currently no town harbor management plan that guides priorities for harbor facilities, but one should be developed, as outlined in Strategy 6F-3.4.

### Private Access/Open Space Sites

Numerous private access sites support the commercial fishing industry and may permit limited recreational and tourist-related uses. As listed below, several private facilities provide some degree of public access to the waterfront.

<b>Table 6F.2: Private water access facilities</b>	
<b>Site/Facility</b>	<b>Location</b>
William Atwood Lobster Company	Long Cove
New Moon Fisheries LLC (former Sea Hag)	Long Cove
Carlson's Wharf	Long Cove
Bean Maine Lobster Inc.	Port Clyde
Cozy Harbor	Tenants Harbor
Tenants Harbor Boat Yard	Tenants Harbor
Tenants Harbor Co-Op	Tenants Harbor
Miller's Lobster Company	Wheeler Bay
Outward Bound Boat Launch	Wheeler Bay
Monhegan Boat Line	Port Clyde
Port Clyde General Store	Port Clyde
Port Clyde Fishermen's Co-Op	Port Clyde

Source: Town of Saint George

### Scenic Resources

The residents and visitors of St. George highly value the Town's open spaces and scenic vistas, which are accessible from public right-of-way areas. Some scenic views worthy of mention are:

<b>Table 6F.3: Marine scenic resources</b>	
<b>Location</b>	<b>Ownership</b>
Marshall Point Light, Port Clyde	Public
Port Clyde Village/Landing	Public
Horse Point Road, Port Clyde	Public
Drift Inn	Public
Mosquito Harbor, Martinsville	Public
Tenants Harbor Landing	Public
Haskell's Cove/Lobster Pound from Route 131	Public
Seavey Cove, from Route 131	Public

Clark Island	Public (conserved) & private
Rackliff's Island Causeway	Public
Kallio's Cove, eastward across marsh	Public
Turkey Cove	Public
Watt's Cove, Route 131, Wallston Road	Public
Roaring Spout	Private (conserved)
Fort Point	Public (conserved)
High Island	Public (conserved)

Source: Town of St. George

There are also many other places throughout the Town with incredible scenic views. Several sites provide vistas along the road. Parking is usually available within walking distance of the best viewing site.

The Georges River Land Trust (GRLT) and the Maine Coast Heritage Trust (MCHT) have several conservation easements and preserves, including waterfront land. Many are privately owned, but some are open to the public, including Tommy's Island, Bamford Preserve, Clark Island Preserve, High Island, and Roaring Spout (privately owned- parking not allowed).

## Preservation, Sustainability, and Resilience

*The future of St. George's working waterfront depends on a mix of local, regional, and state actions. While the Town does not control broader market forces or state-level regulations, it plays a critical role in advocating for waterfront access, supporting sustainable fisheries, and coordinating efforts to protect the maritime economy that has long defined the community.*

(See Chapter 2B: Public Participation Summary, which indicates strong support for the working waterfront and public access to the shore.)

Working waterfronts are crucial to St. George's economic fabric, encompassing lobstering, ground fishing, shell fishing, aquaculture, tourism, and related sectors. However, these waterfronts are increasingly under pressure from climate change, real estate development, regulatory complexity, economic dependency on a few industries, and cultural shifts.

This section synthesizes key barriers, strategies, and recommendations for preserving St. George's working waterfronts, emphasizing the importance of local, state, and federal collaborative partnerships.

St. George can ensure that its working waterfronts thrive for future generations through resilience efforts, policy frameworks, innovative economic diversification, cultural

understanding, and infrastructure development. The Town can safeguard its waterfronts against ongoing environmental, economic, and social challenges by prioritizing collaboration and aligning resources from all government and non-profit organizations.

## **Pollution**

Improving water quality is crucial for human health and the well-being of marine resources. Shellfish harvesting, in particular, is sensitive to environmental changes and pollution.

Pollution can be caused by both point and nonpoint sources. Point sources include direct overboard discharges of sewage effluent from homes, land development, and vessels in the harbors. Non-point sources include groundwater contamination from septic systems and pollution created by runoff from land-based activities such as residential landscaping, agricultural operations, and coastal roadways.

The Maine Department of Marine Resources (Maine DMR) and local shellfish wardens monitor seawater quality and brackish seawater regionally. Water quality testing is conducted regularly, which has allowed the reopening of previously closed intertidal flats to harvesting activities, except during occasional red tide closures. Overboard discharges have decreased dramatically over the last decade, and many areas previously closed for decades are now open again.

There is no specific local plan to identify and eliminate pollution sources; however, the Town has taken several positive steps to address water pollution issues in recent years. There are still some septic overboard discharges in St. George; however, several have been eliminated over the past few years through funding from the Maine Department of Environmental Protection. This is a priority for the Town and will continue as long as funding assistance is available. In addition, the Town has worked closely with the Maine Department of Marine Resources to identify and manage non-point sources of pollution. Community- and individually driven water quality monitoring initiatives can also help maintain clean waters for harvesting, thereby protecting this vital industry. The Chairman of the Shellfish Committee has conducted DNA testing at his own expense. As of 2025, the Herring Gut Coastal Science Center has trained numerous community volunteers to sample ocean water at various locations throughout the Town. This information is shared with the DMR through the Watershed Watchers Program.

## **Overboard Discharges**

The Maine Department of Environmental Protection (DEP), Bureau of Land and Water Quality, listed 7 licensed, active overboard discharges approved within Saint George as of 2024. By comparison, there were 19 licensed active overboard discharges in 2016 and 32 in 2011. Currently, there are no active wastewater facilities—the last license, held by Sea Hag Seafood, expired in 2017, and the company is no longer in business in St. George.



**Table 6F.4: Licensed active overboard discharges (OBD)**

DEP ID	ATS ID	Owner	Water Body	Flow	Treatment	Seasonal	Expiration
2209	85404	Butler Family Realty Trust	Tenants Harbor	300	Sandfilter	Yes	1/6/25
2374	86058	TD Bank, NA	Long Cove	300	Mechanical	No	6/10/25
2800	86062	Ronald and Deanna Ray	Tenants Harbor	300	Sandfilter	Yes	6/10/25
4215	88439	Halcyon Point LLC	Rackliff Bay	300	Sandfilter	Yes	12/20/26
6683	90747	Anderson Revocable Trust	Port Clyde Harbor	270	Mechanical	No	4/10/28
4300	91454	Jane O. Staman	Rackliff Bay	360	Sandfilter	No	10/16/28
4576	92185	Emilie S. Born	Rackliff Bay	180	Sandfilter	No	4/16/29

Source: Maine DEP, 2024. Note: Flow in GPD (gallons per day)

### Other Environmental Pressures and Climate Change Impacts

- Habitat/Environmental Shifts:** Rising sea levels, warming waters, and increasing pollution are reshaping St. George's coastal ecosystems, posing significant threats to marine habitats and species essential to the local economy, such as lobsters and shellfish. These environmental changes endanger biodiversity and jeopardize the livelihoods of harvesters and growers who rely on these resources for survival. As coastal ecosystems and infrastructure are highly sensitive to climate change, protecting them is crucial to ensuring the long-term sustainability of marine life and the community's economy.
- Resiliency:** Communities investing in resilient infrastructure, such as climate-adaptive wharves and docks, alongside protective waterfront covenants, ensure ongoing access and ecological protection. In collaboration with local governments, land trusts and other nonprofits can play a key role in this effort by securing grants for these projects and working with the state's Department of Marine Resources (DMR).
- Adaptive Infrastructure:** To mitigate the impacts of climate change, St. George can invest in adaptive infrastructure. This includes resilient wharves, docks, and bulkheads designed to withstand rising sea levels and more frequent, severe storms. Additionally, the establishment of waterfront covenants and other legal protections can preserve access to waterfronts for water-dependent industries, ensuring that these areas remain ecologically protected and economically accessible.
- Physical Infrastructure:** Additionally, investments in infrastructure on a private entrepreneurial level, such as walk-in cold storage and refrigeration units, bulk ice made from tested water, and a depuration facility, would help extend the shelf life of seafood products and promote market stability and growth, particularly when excessive rainfall

leads to harvest closures. Another item would be a washing and sorting shellfish tumbler. Bulk purchasing of gear and equipment can provide significant savings and increase profit margins. A co-op could also act as a dealer, saving individuals large amounts spent on licenses, transportation, and insurance. This kind of physical infrastructure could be part of a community shellfish co-op. Bulk ice and cold storage could stimulate the reestablishment of lost bulk and retail groundfish markets and the development of value-added artisanal canning, smoking, and pickling ventures. The Town's role would be that of encouragement and advocacy. Some towns take a more active role with municipal aquaculture leases. Beyond this, co-ops would be private ventures, and the co-op would bear responsibility for lease writing, licensing, and other expenses associated with the municipal lease. DMR offers training in water quality testing, which can sometimes expedite reopening previously closed areas. Although non-DMR personnel are not authorized to open or close areas, they can inform DMR that certain areas are safe to open after the 14-day wait following a rainfall closure.

- **Partnership Local/State/Federal Government:** In partnership with local land trusts and the Maine Department of Marine Resources (DMR), the Town of St. George can help secure grants and coordinate efforts to build this climate-adaptive infrastructure. This collaborative approach helps ensure the long-term viability of the working waterfront in the face of environmental changes.

### **Real Estate Pressures, Access Challenges, and the Role of Land Trusts as Mediators**

The surge in real estate values along the coast pushes traditional waterfront activities out as properties transition to private ownership, potentially limiting access for water-dependent uses. This shift places economic pressure on those who rely on the waterfront for their livelihoods and creates cultural tensions, as new property owners may not fully understand the significance of traditional waterfront activities.

For example, clam diggers may struggle to access mudflats from town roads. Riparian owners are usually not legally obligated to grant land access to their intertidal property. This is especially important during the winter, when a hostile environment makes access by boat potentially life-threatening. It also eliminates the need to own a boat, which keeps entry costs to the business low. However, with the help of land trusts and local organizations, partnerships can be achieved between landowners and those who depend on waterfront access by land. Once there's a shift in perspective, the clam digger in front of the house becomes part of a cherished tradition rather than an intruder.

- **Balancing Development and Heritage:** Ordinances and comprehensive plans are essential tools for balancing the interests of new residents with those of the wild

capture fishery and aquaculture communities. Local policies can prioritize water-dependent uses while accommodating residential needs, protecting the traditional roles of working waterfronts. Unified planning approaches help establish regulations that prevent incompatible development, safeguarding these waterfront areas' economic and cultural heritage.

- **Land Trusts as Essential Partners:** Land trusts have emerged as key partners in preserving access to working waterfronts by establishing waterfront covenants, securing grants, and acting as intermediaries between private property owners and the local fishing community. For example, organizations like Maine Coast Heritage Trust and George's River Land Trust work to maintain access while building understanding and respect for the waterfront's cultural and economic significance.
- **Waterfront as Premium Real Estate:** Ordinances, designations, and zoning regulations often fall short in protecting the working waterfront, even when covenants restrict the property to marine or commercial use. It is the same dilemma on a commercial level as affordable housing is for the individual. These are very complicated economic pressures over which the government has little effect. As those who own and work on the waterfront retire, the tendency is, quite understandably, to “cash out” at the highest price. Most of these properties are not covered by covenants. If they are, they may stand empty and unusable. The only solution would be a public or private fund to purchase these properties in a manner that guarantees continued commercial usage, similar to the Monhegan Island Sustainable Community Association (MISCA).

### **Regulatory Complexity and Fragmented Management**

Waterfront work is governed by a complex web of federal, state, and local agencies with often overlapping jurisdictions. This complicates management and slows progress on pollution control and infrastructure development.

- **Unified Planning and Collaboration:** Streamlining management across levels of government requires partnerships among federal, state, and local stakeholders, including the Island Institute, Maine Coast Fishermen's Association, and other non-profits. These organizations can help coordinate efforts, leveraging legislative support to create a cohesive regulatory approach that more efficiently addresses the needs of working waterfronts.

### **Economic Pressures and the Need for Diversification**

Maine's coastal economy relies heavily on lobstering, making it vulnerable to environmental and regulatory pressures. However, aquaculture presents a promising avenue for economic

diversification, which can mitigate the risks associated with this dependence. Below is a brief discussion of aquaculture and value-added processes related to marine resources and the resilience of the working waterfront. For more details about aquaculture in the context of economic development, see Chapter 7B: Marine Economy.

- **Aquaculture as a Buffer:** Shellfish and marine algae farming can provide new revenue streams for fishers, reducing dependency on a single species. Sustainable aquaculture operations, such as those that farm oysters, scallops, and marine algae, offer high-value products with environmental benefits, as they filter water and contribute to the ecosystem's health. Aquaculture is a complementary, economically diverse strategy that aligns well with wild-capture fisheries in St. George, provided it is carried out sustainably and with respect for the customary uses and territorial precedents of these existing fisheries.
- **Value-Added Products and Local Processing:** There is significant economic potential in value-added processes, such as artisanal canning, pickling, and smoking of small fish, as well as small land-based aquarium-type facilities, like American Unagi, which raise glass eels to maturity for the domestic eel market rather than sending them overseas only to be shipped back. There is a growing need for seed from facilities similar to Muscongus Bay Aquaculture and Mook Sea Farm, including seed for cultivating sea urchins, oysters, clams, scallops, and mussels. There may be a market for kelp and other marine algae seeds.

### **Cultural Shifts and Community Dynamics**

St. George waterfront properties increasingly become residential as newcomers buy coastal properties, creating cultural friction between property owners and commercial fishers.

- **Fostering Cultural Understanding:** Land trusts and community organizations have initiated educational outreach efforts to promote a deeper understanding of Maine's maritime heritage. These efforts foster appreciation among new residents for traditional practices such as clamming and lobstering, highlighting the importance of working waterfronts as cultural and economic assets.

### **Infrastructure Needs and Maintenance Challenges**

Waterfront infrastructure, such as docks and processing facilities, often requires costly maintenance and upgrades. Limited access to funds makes it challenging for municipalities and independent fishers to sustain these assets.

- **Innovative Funding Models:** Shared-use infrastructure, supported by grants and state programs, can alleviate financial pressures. Partnerships with organizations like the Island Institute and funding sources like the Rural Energy for America Program (REAP) can help waterfront communities afford essential upgrades to support the fishing and tourism industries.

## Policies & Strategies

**State Goal:** To protect the State's marine resources industry, ports, and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. "SR" indicates that the strategy incorporates a state-required policy/strategy. Note that policy and strategy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

<b>Policy 6F-1: 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. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Identify and address the needs for additional public recreational and commercial water access, including landings, parking, boat launches, docking space, fish piers, and swimming access. (SR)	Select Board, Harbor Committee, Conservation Committee, Parks & Rec Committee, Harbormaster, Town Manager	Fishermen, various partners (Appendix X.6F)	Ongoing
<b>2.</b> Evaluate & propose means of preserving access to working waterfront (e.g., purchasing additional shoreland property, obtaining rights of first refusal for access points, establishing permanent easements, TIF programs, tax relief, etc.).	Select Board, Conservation Commission	Land trusts, various partners (Appendix X.6F)	Ongoing
<b>3.</b> Work with local property owners, land trusts,	Select Board,	Property owners,	Ongoing

and others to protect major points of physical and visual access to the intertidal zone and coastal waters, especially along public ways and in public parks. (SR)	Town Manager, Conservation Commission, Parks & Rec Committee	land trusts, various partners (Appendix X.6F)	
<b>4.</b> Make available information about the Working Waterfront Access Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities. (SR)	Town Manager	Assessing staff	Ongoing
<b>5.</b> Foster educational outreach to property owners, particularly new owners and those with waterfront properties, about the economic and cultural significance of waterfront industries.	Select Board, Town Manager	Various partners (Appendix X.6F)	Ongoing
<b>6.</b> Leverage federal, state, municipal, regional, and local partnerships to ensure the long-term economic and environmental sustainability of the working waterfront.	Town Manager, Select Board	Various partners (Appendix X.6F)	Ongoing
<b>7.</b> Foster innovation to support the sustainability and resiliency of the working waterfront (e.g., through vocational training, energy-efficient upgrades, and research partnerships).	Town Manager, Select Board	Resilience Committee, CTE Makerspace, various partners (Appendix X.6F)	Ongoing
<b>8.</b> Pursue development of a group of working waterfront stakeholders to drive policy decisions and implementation regarding shoreland access and use.	Select Board, Town Manager	Harbor Committee, various partners (Appendix X.6F)	Ongoing

**Policy 6F-2: Foster water-dependent and water-adjacent uses where site and harbor conditions are most favorable, while balancing with other complementary land uses. (SR)**

Strategy	Responsibility	Consulting	Timeline
<b>1.</b> Continue to maintain the Shoreland Zoning Ordinance to permit a variety of uses, allow adequate space for water-dependent uses, and protect environmentally sensitive areas.	Select Board, CEO, Planning Board	Future land use planning group (when formed - see Strategy 6G-1.4)	Ongoing
<b>2.</b> Encourage & investigate grant programs (state, federal, or nonprofit) or incentive	Select Board, Town Manager	Resilience Committee, Harbor	Ongoing

structures that prioritize and promote water-dependent uses, including fishing, boating, and maritime activities.		Committee, various partners (Appendix X.6F)	
<b>3.</b> Consider which coastal areas are, because of coastal storms, flooding, landslides, or sea-level rise, hazardous to human health and safety, and explore means to discourage new development in these areas (e.g., low impact development practices, open space easements, redesigning infrastructure, future determination of growth areas, providing information to residents, etc.).	Select Board, Resilience Committee, future land use planning group (when formed - see Strategy 6G-1.4)	Comprehensive Planning Committee, Planning Board, Conservation Commission, local Emergency Manager	Ongoing

<b>Policy 6F-3: Maintain and, where warranted, improve harbor management and facilities. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Seek property or perpetual use rights to support town landing use within Port Clyde and Tenants Harbor.	Select Board, Town Manager	Harbormaster, Harbor Committee	Ongoing
<b>2.</b> Provide sufficient funding for and staffing the harbormaster and harbor committee. (SR)	Select Board, Town Manager	Budget Committee, Harbor Committee, Harbormaster	Ongoing
<b>3.</b> Support the development and implementation of local and regional harbor and bay management plans, ensuring that public input is solicited and effectively incorporated. (SR)	Select Board, Harbor Committee, Harbormaster, Town Manager	Various partners (Appendix X.6F)	Ongoing
<b>4.</b> Develop a town harbor management plan, including discussing facilities, fees, and usage. (See Appendix for further suggestions.)	Harbor Committee, Harbormaster, Town Manager, Select Board	Various partners (Appendix X.6F)	Midterm

<b>Policy 6F-4: Maintain and, where necessary, restore the quality of marine waters, coastal air quality, fisheries, and wildlife habitat. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Continue to work with the Department of Marine Resources and the Department of Environmental Protection regarding impacts on coastal water quality resulting from existing and potential pollution sources (such as septic disposal and overboard discharges).	Select Board, Town Manager, Harbormaster, CEO	DMR, DEP, Planning Board, GRRSM, various partners (Appendix X.6F)	Ongoing
<b>2.</b> Improve, implement, and enforce local ordinances to monitor and control the use, development, and pollution of the coastal waters in the Town of St. George (e.g., considering stormwater runoff, phosphorus generation, erosion, construction, etc.).	Select Board, Town Manager, Harbormaster, Planning Board	Harbor Committee, fishermen, GRRSM, various partners (Appendix X.6F)	Ongoing
<b>3.</b> Work with partners to promote monitoring of water quality in the Georges River, coastal waters, and harbors of St. George.	Select Board	GRRSM, various partners (Appendix X.6F)	Ongoing
<b>4.</b> Continue sharing public information and education on the issues related to coastal management.	Select Board, Conservation Commission, Harbor Committee	Various partners (Appendix X.6F)	Ongoing
<b>5.</b> Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs (e.g., the DEP's Pumpout Grant Program). (SR)	Harbormaster, Harbor Committee, Town Manager	Various partners (Appendix X.6F)	Ongoing

## 6G. Future Land Use Plan

### Future Land Use Plan

This Future Land Use Plan outlines land use policies and strategies based on community feedback gathered through interviews and surveys. It is informed by the resource and infrastructure inventory and analysis presented in the previous chapters.



While future land use planning is the primary focus of many communities' Comprehensive Plan, since St. George is not expected to experience significant population growth or business or residential expansion, this Comprehensive Plan process has focused on other pressing issues for the Town. This includes the threats of sea level rise and storm surge to infrastructure and working waterfront operations, efforts to ameliorate the high cost of housing, preservation of the working waterfront economy, support for workforce development, and long-range fiscal planning.

The future land use policies and strategies outlined below align with the community's land use priorities identified during this two-year comprehensive planning process. They aim to preserve the Town's current character and maintain its balance of residential, commercial, and recreational properties.

The Committee recognizes, however, that closer scrutiny and analysis are necessary regarding the Town's future land use plans. In many communities, development is regulated through zoning. St. George's only zoning limitations are those designated by the State in the Shoreland Zone, Marine Commercial, and other districts. Community input indicates that it may be time for St. George to consider area-based development policies that identify discrete areas for residential and commercial development, as well as designating areas for open space ("zoning"): in the community survey, 80.4 % of respondents opposed development "anywhere" in the Town; 60% wanted to see "buffer strips" in the villages; over 95% wished to see open space either expanded or maintained; 88.1% favored preservation of historic, cultural, or heritage sites; and 84.4% wanted to see increased access to the shoreline. Moreover, in interviews, public meetings, and comments, residents who live adjacent to several recently proposed businesses objected to the Planning Board's approval of applications in what they considered a residential area.

#### Community Survey Highlight

***When asked about growth management and development, a significant majority favored maintaining current land uses.*** 66% favored maintaining "mixed land use"; 71% favored maintaining the current amount of land dedicated to "light industry" use; 70.8% favored maintaining the current commercial land use, with 60% favoring maintaining the current land used for residential housing.

When asked whether development should be allowed "anywhere" in town, 80.4% said no.

Accordingly, one of the policies laid out below is for the Town to follow the adoption of this Comprehensive Plan with a process to consider area-based development. Following this process, the Comprehensive Plan can be amended if deemed appropriate.

## Growth Areas

The State defines growth areas as “suitable for orderly residential, commercial, or industrial development, or any combination of those development and related infrastructure.” In St. George’s 2018 Comprehensive Plan, two identified growth areas were centered around existing villages. Because those growth areas have limited vacant land of adequate size to accommodate the development of more-dense housing options permitted under LD 2003, growth in these areas is likely to be limited to single-family dwellings on the remaining one-acre lots.

A map of all three growth areas is included below their descriptions. It should be noted that any conserved/protected land within a growth area is still exempt from development as designated by law.

### *Tenants Harbor - Existing Growth Area & Expansion*

Tenants Harbor is an existing mixed-use village, a portion of which is served by public water. The area has an established core, which includes the Town Hall, two churches, the Post Office, the K-8th grade school, the library, a general store, an inn, several places to eat, public access to the harbor, lobster fishing businesses, and several other small-scale commercial uses. The village is situated along the main road running through town (Route 131) and features a public landing in its center. The Tenants Harbor village center includes areas within the Shoreland Zone and a Wellhead Protection area associated with the Tenants Harbor Water District, which will continue to be protected through appropriate regulations.

The Tenants Harbor Village Growth Area reflects the village center's mixed-use nature. Residents generally support continuing the balance of residential, working waterfront, and commercial uses in St. George.

Because the two production wells operated by the Tenants Harbor Water District are nearing capacity, there is currently little possibility for more dense development in the Tenants Harbor Growth Area. Little land is available within the wellhead protection zone, which is suitable for the more dense affordable housing allowed by LD 2003.

In addition, although LD 2003 permits Accessory Dwelling Units (ADUs) on properties with a single-family home, the Water District follows a plumbing code that requires a separate lateral to be installed for each dwelling on the property. That means that an ADU’s water line cannot simply be connected to a house—instead, a new lateral line must be built from the main line to the ADU, which is a major expense. (The property owner could, of course, drill a private well to service the ADU instead, as long as there is no deed restriction on drilling a new well.)

Should the Town wish to increase development within the Tenants Harbor village area, an additional production well would need to be drilled, at considerable expense. (Current estimates for drilling an additional well and connecting it to the system run between \$600,000 and \$1.2 million.) Still, this Plan seeks to provide at least the opportunity for such expansion.

Not all the Tenants Harbor Water District property was located within the 2018 Tenants Harbor growth area, and the Town's transfer station was omitted entirely. Although the Town does not plan to add a landfill, as noted Chapter 5A above, the public works department needs to expand its operations. Should the Town wish to erect a building to house public works' equipment, this would be the appropriate location for such storage.

Because the State requires that 75% of municipal growth-related capital investment be spent within a growth area, to allow for expansion of the transfer station and/or drilling of an additional production well for the water district, this Plan extends the Tenants Harbor Growth Area slightly to the west, as denoted in the map below.

#### *Port Clyde - Existing Growth Area & Expansion*

Port Clyde is situated at the southernmost tip of the St. George Peninsula, at the end of Route 131. It is also a small, mixed-use village, served by public water, although it is seasonal in some households. The area has an established core, which is centered around the harbor. There are several seasonal shops, a coffee shop, two inns, multiple commercial fishing wharves, and—historically—a small general store, though this burned down in September 2023. Port Clyde also has a commercial ferry service providing access to Monhegan Island. The recently-renovated Port Clyde Landing became fully operational in summer 2025, allowing for significantly more seafood harvesting to be brought ashore at this location, an important goal achieved since the Town's 2018 Comprehensive Plan. The Landing provides water access to both commercial and recreational users. The Marshall Point Lighthouse, also in Port Clyde, attracts thousands of visitors yearly.

The Port Clyde Village Growth Area reflects the village center's mixed-use nature. The Port Clyde Water District can support additional households at the current minimum lot size of 1 acre; however, whether it would accommodate denser development is unclear.

This growth area has been expanded northward, as outlined in the map below, to allow for potential municipal spending at the Port Clyde fire station building on Route 131 in the event of growth.

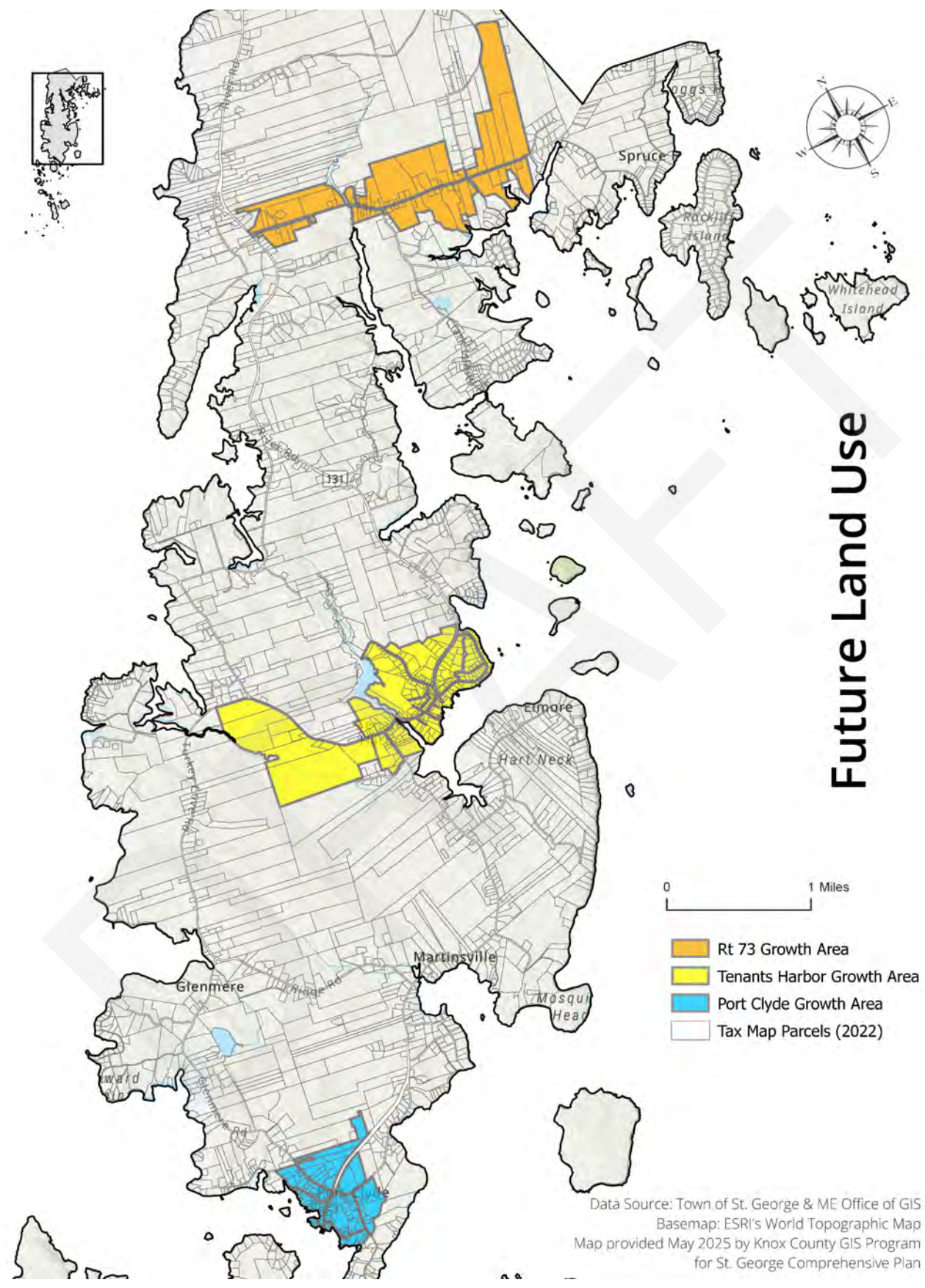
#### *Route 73 - New Growth Area*

As noted in Chapter 6B: Housing, there is strong community support for developing additional affordable housing. Without working-age families, St. George will have fewer workers for area businesses, fewer students for the community school, and fewer engaged year-round community members. Additionally, it is challenging for businesses to be profitable when as many as 38% of homes are vacant in the winter, according to the State of Maine Housing Data Portal. The identification of a new growth area is expected to make progress toward constructing more affordable houses for working families and seniors.

Because Tenants Harbor and Port Clyde villages have limited land for new subdivisions or developments requiring greater density for creating affordable housing, the Town has established a new growth area abutting Route 73. Reasons for selecting this area as a growth area include:

- The 2018 Comprehensive Plan acknowledged that the area along Route 73, between Route 131 and Harrington Cove, had experienced increased development over the preceding decade, including residential and small business growth.
- Between 2014 and 2024, approximately 19 building permits were issued for new dwellings near Route 73.
- This area already has a recent subdivision, the Jones Brook Subdivision, which was approved in 2018.
- This area is on a well-maintained State road, with recent culvert improvements.
- LD 2003 requires denser, affordable housing developments in a designated growth area.
- A local non-profit organization, the St. George Community Development Corporation, recently purchased 30 acres within this area. It plans to develop 18–24 affordable residences on approximately 20 acres.

Accordingly, this newly designated area is well-suited for growth and may accommodate more densely packed, affordable housing.



## Rural Areas

St. George is a fairly rural community, and survey results indicated that residents would like to maintain this rural character. Therefore, this Plan designates as “rural areas” any land not designated as a growth area, including the vast majority of the Town’s critical natural resources, parcels within current-use tax programs (tree growth, open space, or farmland), low-density residential areas, and smaller villages where little Town investment is expected in the next decade.

This Plan does not propose any new regulatory or non-regulatory protections for designated rural areas but does recommend maintaining or following those that already exist within current local and state regulations, such as: site plan review standards; the ability of the Planning Board to request that subdivisions hold 10% of land in open space; wetland protections; and the minimum lot size.

This Plan also recommends that the designation and protection of rural areas be more thoroughly considered in the future planning process outlined in Strategy 6G-1.4. For example, if the community desires, designating critical rural areas, giving denser residential areas a designation between “rural” and “growth” (e.g., “transitional”), implementing zoning, or adopting stricter site review standards for rural areas.

## Critical Natural Resources

As defined by the State, “critical natural resources” include various natural resources that, under federal and/or state law, warrant protection from the negative impacts of development. In St. George, the applicable natural resources include:

- *Resource protection districts as part of shoreland zoning.* See Chapter 6A: Existing Land Use for a description of these districts. See the **Shoreland Zoning map** at the end of Chapter 6A for the district locations.
- *Wetlands of special significance; significant wildlife habitat; threatened, endangered, and special concern animal species habitat; and significant freshwater fisheries spawning habitat.* See Chapter 6D: Natural Resources for a description of these resources. For a map of their distribution, see the **Wildlife Habitats map** and the **Wetlands & Conserved Lands map** in **Appendix Z**.
- *Coastal sand dune systems.* See Chapter 6D: Natural Resources for a description of these systems.

The State also defines “important natural resources,” which include areas important for strategic conservation planning purposes but not classified as critical natural resources. In St.

George, this includes (as designated by the State) large habitat blocks and habitat connections. See the **Habitat Blocks map** in **Appendix Z**.

Critical natural resources are currently protected through local site plan review standards, state/federal regulations, land acquisitions by the Town, collaboration with land trusts, and educational programs by the Conservation Commission (see Chapter 6D for more details). The strategies at the end of this Future Land Use Plan and Chapter 6D outline further ways to protect these resources and/or to gather the information needed to consider protections.

### **Additional Affordable Housing Considerations**

The Town's ability to address the housing challenge is mostly limited to land use regulation, particularly in light of the lack of municipal water and sewer systems, the many wetlands, the considerable rocky ledge, and the natural boundaries on this long, narrow peninsula. One additional growth area will not solve the housing crisis. However, it will hopefully make a start. The need for additional housing is particularly well-suited for collaboration with regional partners and developers, which the Town will continue to pursue.

In a subsequent planning process, the Town should consider other measures that make constructing more affordable housing possible, including modifying setback and lot-size requirements in growth areas, where permissible by State law.

### **Sea-Level Rise, Conservation, and Other Environmental Considerations**

85.7% of respondents to the community survey considered it important to incorporate climate change into planning efforts. The Town remains committed to planning for sea-level rise and protecting infrastructure from adverse consequences. The Town will continue to study the most vulnerable areas and pursue funding for engineering studies to explore possible means of enhancing the resilience of roads, wharves, piers, access points, and culverts to withstand sea-level rise and storm surges. Budgeting for long-term maintenance and resilience upgrades will help ensure the sustainability of such infrastructure.

The Town will continue to educate the public about resilience issues, including possible impacts on private wells and septic systems along the shoreline.

Additionally, the community survey revealed that conservation and general environmental considerations are important to residents. 70% of respondents believed that the Town should support the state's goal of achieving 30% conserved land; 82% supported or fully supported the Town conducting studies to monitor environmental conditions and identify potential risks; most respondents wanted to see greater protection of natural areas (82%) and wildlife areas (80%); and only 18% felt that existing preservation efforts are sufficient. As such, the Town should



continue and expand its efforts to promote conservation and environmental health, as discussed in the policies and strategies throughout many chapters of this plan, in concert with community-driven development. The upcoming development of a Climate Action Plan will advance these goals.

### **Tax Increment Finance Program**

The Town is currently developing a Tax Increment Financing (TIF) program to “capture” tax dollars to fund infrastructure improvements and specified projects. The TIF districts would most likely encompass parts of the Tenants Harbor and Port Clyde villages, where property tax valuations are expected to increase significantly following the Town-wide revaluation in 2026 and going forward.

The program would allow “captured” tax dollars to be spent on community priorities, either directly or indirectly, such as infrastructure improvements to address sea-level rise and storm surge, enhancing utility capacity or service, promoting workforce training, and other economic development initiatives. The TIF program will be submitted for voters’ consideration in late 2025 or early 2026.

### **Future Land Use Planning Needed**

As noted above, St. George residents are ready to consider designating specific areas for residential, commercial, and industrial development, as well as open space and shoreline access. This Plan proposes further community discussions about such designations and protections.

## **Policies & Strategies**

State Goal: To encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, efficiently using public services, and preventing development sprawl.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. “SR” indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*



<b>Policy 6G-1: Support the locations, types, scales, and intensities of land uses the community desires (see vision statement and public feedback), including maintaining the current character of the community. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Track types of current land uses as well as new development in the community by type and location to facilitate planning. (SR)	Town Manager, CEO	Assessing staff, Planning Board	Ongoing
<b>2.</b> Consider hiring a planner to work on the policies & strategies in the Future Land Use Plan and the Comprehensive Plan as a whole.	Select Board, Town Manager		Short Term
<b>3.</b> Monitor and educate the public regarding the threats of: A. Sea-level rise and storm surges; B. Steps they can take to fortify against damage; C. Funding that may be available to pay for resilience measures.	Select Board, Resilience Committee	Town Manager, Harbor Committee, various partners (Appendix X.6G)	Short Term
<b>4.</b> Undertake additional planning process to consider: A. Designating discrete areas for future development (e.g., residential and commercial); B. A possible open space plan; C. Future steps to preserve natural, historic, and cultural areas; D. Existing and potential growth area boundaries.	Select Board, Comprehensive Planning Committee, Conservation Commission	Planning Board, various partners (Appendix X.6G)	Midterm
<b>5.</b> Continue to preserve and increase opportunities for shore access, land conservation, and open space, especially in critical natural areas threatened by development (e.g., through land purchases/donations, conservation easements). (SR)	Conservation Commission, Select Board, Town Manager	Land trusts, property owners	Midterm
<b>6.</b> Periodically (at least every 5 years), evaluate implementation of the Future Land Use plan, including the following: A. The degree to which future land use plan strategies have been implemented; B. Percent of municipal growth-related capital investments in growth areas; C. Location and amount of new development in relation to community's designated growth areas and/or any future zones D. Amount of critical natural resource areas protected through acquisition, easements, or other measures. (SR)	Select Board, Town Manager	Planning Board, CEO, Conservation Commission, Comprehensive Planning Committee (10 years), various partners (Appendix X.6G)	Midterm

<b>Policy 6G-2: Support the level of financial commitment necessary for the land &amp; water use initiatives listed throughout this Plan and for needed infrastructure in growth areas. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Identify and pursue funding (e.g., grants, grant-matching funds, etc.) to conserve the land, water, and natural resource priorities listed in this plan.	Select Board, Town Manager, Resilience Committee, Conservation Commission	Various partners (Appendix X.6G)	Ongoing
<b>2.</b> Educate the voters about proposals involving taxpayer-funded initiatives in the Town budget.	Select Board, Town Manager, Resilience Committee, Conservation Commission	Budget Committee	Ongoing
<b>3.</b> In capital investment planning, include anticipated municipal capital investments needed to support proposed land uses. (SR)	Town Manager, Select Board	Budget Committee	Ongoing
<b>4.</b> Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan. (SR)	Town Manager, Select Board, Budget Committee	Finance staff	Ongoing
<b>5.</b> Consider development of a tax increment finance (TIF) program to support infrastructure improvements and development that support the local economy.	Select Board, TIF Committee, Town Manager	MCOG	Short Term

<b>Policy 6G-3: Consider revisions to building codes, permitting, and enforcement processes to increase efficiency, especially in growth areas, and to fortify resilience. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Consider modifications or innovations to current building codes, permits, and ordinances needed to mitigate against sea-level rise and storm surges (e.g., construction methods or materials designed to fortify or raise structures, infrastructure, or retrofits along the shoreline).	Select Board	Planning Board, CEO, Resilience Committee, various partners (Appendix X.6G)	Ongoing

<b>2.</b> Monitor the potential impacts of sea-level rise on local wells, septic systems, and other infrastructure, and consider whether ordinance changes are necessary to address any issues.	Select Board	CEO, Resilience Committee, Planning Board, various partners (Appendix X.6G)	Ongoing
<b>3.</b> 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. (SR)	Select Board	Town Manager, Planning Board, CEO	Ongoing
<b>4.</b> Provide the code enforcement officer with the tools, training, and 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. (SR)	Town Manager	CEO, Select Board	Ongoing
<b>5.</b> Consider simplifying the municipal permitting process for repairing and upgrading waterfront infrastructure after storms or flooding (e.g., a fast-track process for small-scale improvements that enhance climate resilience).	Select Board, Planning Board	Town Manager, Harbor Committee, Resilience Committee, CEO	Short Term
<b>6.</b> Consider whether land use ordinances need to be modified to promote resilient utilities and other infrastructure, such as electricity and communications.	Select Board, Town Manager	Planning Board, Resilience Committee, CEO	Short Term

**Policy 6G-4: Coordinate the community's land use strategies with other local and regional land use planning efforts. (SR)**

Strategy	Responsibility	Consulting	Timeline
<b>1.</b> Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies. (SR)	Town Manager	Select Board, Midcoast Council of Governments	Ongoing

## 7. ECONOMY

This chapter integrates local, regional, and state economic information, examining occupations, the labor force, income levels, commuter patterns, and taxable retail sales. This information provides a crucial perspective on the economy's overall well-being and is essential for determining the appropriate level and type of future economic development.

Much of St. George's economic growth is shaped by factors beyond municipal control, including regional market trends, workforce availability, and infrastructure investments. However, the Town can foster a resilient local economy by supporting small businesses, improving infrastructure, and facilitating partnerships that create economic opportunities while preserving the community's character.

### 7A. Overall Economy

#### **Knox County/Regional Economy**

A mix of major employers bolsters Knox County's economy, each playing a significant role in providing employment opportunities and supporting the local economy. Key regional employers with over 100 employees include FMC Corporation in Rockland, MaineHealth, Penobscot Bay Medical Center, the Maine State Prison in Warren, the State of Maine, and the Samoset Resort in Rockland.

These employers are considered financially sound and stable, offering a degree of economic resilience. Their presence contributes to the diversity of Knox County's economy, ensuring that these industries continue to thrive and are vital for regional economic planning and growth, with a mix of industrial, healthcare, government, and hospitality sectors. Promoting stability and building upon these sectors, Knox County can address broader economic challenges such as workforce development, housing affordability, and infrastructure improvements.

While St. George has no local economic development plan, the Town is included in the scope of the Midcoast Council of Governments' Comprehensive Economic Development Strategy for 2021-2025 and the Maine Economic Development Strategy for 2020-2029. St. George is not explicitly mentioned in either document, but they do reflect some of St. George's priorities discussed throughout this chapter.

## St. George Economy

St. George's economy has historically relied on its coastline and fishing grounds, with commercial fishing, especially lobstering, being a cornerstone industry that has supported local families for generations. However, rising real estate prices and increased taxes make it difficult for locals to live and work in the area, leading to challenges in attracting and retaining workers for fishing, trades, and service industries.

Since 2018, two significant trends have affected the economy: **escalating housing costs and an aging population**. While St. George has adapted to economic changes in the past, transitioning from shipbuilding to granite quarrying and, more recently, to tourism and hospitality, fishing and the building trades remain the primary sources of employment. Factors such as housing availability, workforce shortages, and access to childcare are interlinked in shaping the future economy of St. George. Without affordable housing, it becomes challenging for young families and workers to settle in the area, affecting local businesses' stability. Access to workforce training is crucial for maintaining competitiveness, while childcare availability directly impacts workforce participation among families with children.

While the Town of St. George **cannot directly control** many economic forces, it can help foster conditions for **long-term stability** by promoting diverse **housing options, supporting workforce development programs, and enhancing childcare availability**. Underlying these economic activities are broader factors shaped by regional market trends, workforce availability, and investments in infrastructure—all key contributors to economic growth in St. George.

Moving forward, St. George must strike a balance between preserving its traditional industries and addressing emerging economic needs. Addressing **workforce retention, supporting business sustainability, and ensuring that young families and workers can afford to live and work** in the Town are crucial for maintaining the community's vibrancy.

### Labor Force

The unemployment rate in St. George for 2023 was 3.0%, slightly higher than that for Knox County (2.9%) and the state (2.9%). **Table 7A.1** shows the labor force figures for St. George, Knox County, the State of Maine, and five reference communities.

<b>Table 7A.1: Civilian unemployment rates (in %)</b>					
<b>Town</b>	<b>2000</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2023</b>
Cushing	2.1	4.02	6.59	4.10	2.9
Friendship	2.7	4.83	6.04	3.30	2.7
Rockland	4.9	5.03	8.49	4.90	3.2



## Income

Over the past decade, St. George, Maine, has experienced a notable increase in median household income. In 2013, the State reported the median household income was approximately \$55,000, and by 2023, the report has risen to an estimated \$82,000. This represents a significant growth of nearly 50% over the past decade, reflecting economic development and an increase in higher-income households in the area. The median household income for Maine was \$71,773. This trend demonstrates a consistent pattern where St. George's income exceeds the state average. (See **Figure 4A.9** in Chapter 4A for a complete picture of the household income distribution in St. George from 2012 to 2022).

## Commuting to Work

A significant portion of St. George residents, 23.5%, work from home, compared to just 6.8% in South Thomaston and 14.5% across Knox County. This trend underscores the importance of monitoring vital services like broadband and electricity, which facilitate remote work capabilities. Regarding transportation modes, most St. George residents still drive alone to work, with minor percentages carpooling or using alternative methods like walking and biking.

**Table 7A.3: Means of travel to work (2023)**

Means of Travel	St. George	S. Thomaston	Knox County	Maine
Drove alone	63.8%	83.1%	69.4%	72.3%
Carpooled	2.5%	8.1%	9.6%	8.2%
Public transport	0.0%	0.6%	0.04%	0.5%
Walked	1.8%	0.3%	4.7%	3.5%
Taxi, motorcycle, bicycle, or other	8.4%	1.1%	1.8%	1.4%
Worked at home	23.5%	6.8%	14.5%	14.1%

Source: American Community Survey 5-year estimates, via Maine State Economist

Note: The margins of error for this data can be quite high. For instance, the “drive alone” percentage in St. George is estimated to be  $63.8 \pm 15.5\%$ . However, this table provides a good comparative view.

## Taxable Retail Sales

Taxable retail sales, which include consumer retail sales plus special types of sales and rentals to businesses where the tax is paid directly by the buyer (such as commercial or industrial heating oil purchases), can be used to analyze the strength of the local retail economy in St. George. **Table 7A.4** highlights total consumer retail sales information for St. George, Knox County, and the other towns from 2010 to 2020.

<b>Table 7A.4: Total annual taxable sales for St. George &amp; nearby towns, 2010-2020</b>					
	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2024</b>	<b>2010-2024 Change</b>
<b>Cushing</b>	\$1,025,492	\$1,795,254	\$1,072,425	\$3,871,786	+277.6%
<b>Friendship</b>	\$2,825,733	\$2,656,371	\$2,637,991	\$2,593,074	-8.2%
<b>Rockland</b>	\$210,783,600	\$198,646,464	\$230,478,496	\$299,027,776	+41.9%
<b>S. Thomaston</b>	\$4,146,062	\$4,120,861	\$4,238,315	\$7,176,249	+73.1%
<b>St. George</b>	\$8,591,588	\$7,134,859	\$5,240,745	\$7,041,385	-18.0%
<b>Thomaston</b>	\$46,509,212	\$115,229,104	\$154,869,552	\$167,941,808	+261.1%
<b>Midcoast*</b>	\$1,540,535,722	\$1,871,094,456	\$2,196,137,227	\$2,904,258,769	+88.5%
<b>Maine</b>	\$16,446,734,000	\$19,905,840,000	\$26,487,432,000	\$36,539,164,000	+122.2%
*Midcoast Economic Summary District, as defined by Maine Revenue Services Source: Taxable sales reports by Maine Revenue Services					

<b>Table 7A.5: Breakdown of St. George taxable sales, 2010-2024</b>					
	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2024</b>	<b>15-Year Change (2010-2024)</b>
<b>Restaurant</b>	\$1,365,323	\$1,687,766	\$1,359,161	\$1,923,654	+40.9%
<b>Lodging</b>	\$1,391,534	\$2,023,426	\$779,316	\$1,051,941	-24.4%
<b>Total Taxable Sales*</b>	\$8,591,588	\$7,134,859	\$5,240,745	\$7,041,385	-18.0%
Source: Taxable Retail Sales – Annual from Maine Revenue Services *Note: For St. George's taxable sales, the Maine Revenue Service only gives the total in two categories (restaurants and lodging). Other categories (e.g., building supply, general merchandise, food store, etc.) are not specified and are therefore not listed in this table, though they are included in the total taxable sales.					

**Table 7A.5** presents the composition of taxable sales in St. George, illustrating the changes from 2010 to 2024. The 41% increase in restaurant sales and the 24% drop in lodging sales are notable.

### Local Businesses

The Town faces challenges in maintaining year-round economic vitality, managing seasonal fluctuations, and ensuring sustainable growth without compromising its character. Concerns about the decline in lodging are attributed to the loss of hotels such as The Seaside and the Ocean House, and the rise of short-term rentals that skew the lodging figures downward. Anecdotal evidence suggests that the reduction of year-round food and retail options mirrors this decline. Only one retail store operates year-round now compared to three a decade ago, impacting liquor and beer sales, which are critical for tax revenue. The village areas have seen a



decline in the number of businesses more generally. Compounding these issues is the lack of affordable housing, which limits local families and younger residents from living on the peninsula and diminishes the demand for year-round restaurants, hotels, and shops.

While lodging sales have more than doubled since 2019, this growth is insufficient to offset the closure of several inns or their conversion to seasonal operations. Restaurant sales have surged tenfold since 2019, significantly bolstering tax revenue; however, reliance on individual businesses is precarious, especially considering multiple closures and reduced operational hours. The peninsula's geographical nature and seasonal population limit the capacity for year-round opening, resulting in St. George lagging behind neighboring communities in tax revenue increases.

To navigate these challenges, St. George must focus on expanding tourism, supporting local entrepreneurship, enhancing infrastructure, and fostering sustainable economic growth without sacrificing the Town's distinctive character. The St. George Business Alliance plays a vital role, representing a network of local enterprises focused on bolstering business interests and making St. George an inviting destination for tourists and potential residents. Regional market trends, workforce availability, and infrastructure investments influence economic activities in St. George, which are critical to the Town's growth. By continuing to support small businesses, improve infrastructure, and foster partnerships, St. George can cultivate a resilient economy that honors its distinctive character while embracing progress and future opportunities.

*For a list of St. George businesses, see **Appendix W.18**.*

## **2024 Business Survey Analysis**

This report serves as a follow-up to the employers' needs identified through the Summer 2024 Survey and subsequent surveys and meetings that gathered insights from St. George Business Alliance (SGBA) members and local business owners.

Key findings from the survey revealed that **workforce housing** has emerged as the top priority, concern, and need for St. George's business community. Rising home prices, lack of affordable rentals, and seasonal residences have complicated workforce attraction and retention, increasing housing costs.

Community sentiment indicates **significant dissatisfaction with current housing options**, particularly for essential workers, young families, and seniors. While there is strong support for promoting affordable housing, mixed feelings persist regarding taxpayer-funded rent subsidies and regulations on short-term rentals. **Workforce development has also been highlighted as vital for the Town's economic sustainability.**

St. George businesses recognize the importance of effective land-use policies, aiming to balance sustainable development and preserving community character. Future zoning initiatives may include innovative approaches, such as cluster zoning, to accommodate residential and commercial growth. Survey respondents showed **mixed support for stricter regulations**, underscoring the need for a balanced approach to land management.

There have been few to no new industrial or commercial developments recently. While there are some suitable locations for such development, particularly sites that previously served industrial or commercial functions but are now vacant, no performance standards are in place to ensure compatibility with adjacent land uses and the surrounding landscape. Only the site review standards outlined in the Land Use Ordinance apply.

### **Workforce Housing Needs**

Housing costs in Knox County have increased sharply, rising by 78% from 2018 to 2022 and continuing to rise. Addressing housing challenges is crucial for maintaining St. George's economic vitality. Increasing home prices, lack of affordable rentals, and an aging housing stock impact workforce attraction and retention. While supportive measures, such as promoting affordable housing, receive strong community backing, **there is limited enthusiasm for taxpayer-funded rent subsidies.**

Satisfaction with current housing options is low, particularly regarding workforce housing, with 55.5% expressing dissatisfaction, pointing to an unmet need for housing that supports essential workers, young families, and seniors.

Seasonal residences and short-term rentals (STRs) reduce the year-round resident base, exacerbating affordability and community cohesion issues. Overall, there is a strong emphasis on increasing housing availability while preserving the Town's unique character.

Responses on short-term rentals (STRs) reveal mixed sentiments; although 45.6% support STR regulations, **there is significant concern about their impact on housing availability.** Therefore, a balanced regulatory approach is essential, integrating STR oversight into broader housing strategies to ensure economic health and stability.

### **Workforce Development Needs**

Workforce development is essential to St. George's economic strength and sustainability. The Town recognizes its importance and supports efforts that enhance workforce opportunities through partnerships and advocacy. While education and workforce planning are led by the St. George Municipal School Unit, the Town can foster collaborations that benefit the local economy. Recently SGMU was awarded a \$684,715 grant through the Connectivity Hubs

Program, which enhances facilities, directly addresses the community's digital divide, and provides vital services both for student and for workforce training, education, and telehealth to households and underserved populations.

Proposed Career and Technical Education (CTE) programs will help students and adults acquire essential skills in demand by local businesses, including financial management, bookkeeping, machinery operation, horticulture, nursing, software development, and business startup fundamentals.

There is support for these types of commercial development, including education and workforce training; however, support for commercial development outside the working waterfront is mixed. 56.4% think the Town should encourage commercial and business development to create more jobs, while 20.5% do not.

When asked to prioritize types of commercial or business development, the top three selections were restaurants and cafes (67.0%), agricultural businesses (55.7%), and shared office space for multiple companies (40.7%).

When asked which areas should be prioritized for economic development, the top three selections were small business support (67.1%), environmental sustainability (55.3%), and education and workforce training (51.3%), with only 20.4% selecting the promotion of tourism.

Prioritizing workforce development and fostering strong partnerships, St. George is building a foundation for economic growth, equipping its residents with the necessary skills and resources to thrive in a dynamic job market, while aligning community development with the Town's broader economic goals. (See Chapter 5D: Education). St. George collaborates with key partners, including the Maine Department of Labor, Mid-Coast School of Technology, local businesses, and healthcare providers, to offer training opportunities, workshops, and telehealth access that support workforce participation and economic stability.

### **Land Ordinances/Policies/Regulations**

The Town of St. George recognizes that effective land use policies and regulations are critical to shaping a prosperous and harmonious community. By considering ordinances comprehensively, the Town aims to support sustainable development while preserving the region's unique character. Collaborations with the St. George CDC and town planning efforts are also crucial in this endeavor, ensuring that land use promotes economic growth, facilitates affordable housing development, and accommodates the community's evolving needs.

Support is lower for measures that involve greater regulation. When asked how development should be managed, respondents are almost evenly split on wanting to see more significant

regulations (35.0% yes, 31.7% no, 33.3% undecided). There is some support for regulating street vendors and food trucks. When asked how important it is for the Town to establish regulations for street vendors, 49.1% said it was somewhat important, necessary, or very important. In comparison, 19.4% said it was not important, unimportant, or very unimportant. When asked how important it is for the Town to establish regulations for food trucks, 55.2% said it was somewhat important, important, or very important. 18.3% said it was not important, unimportant, or very unimportant.

### **Healthcare & Childcare**

Healthcare and childcare services are essential to the well-being and productivity of St. George's workforce. In discussions with St. George Business Alliance members, childcare was highlighted as a critical issue, as options for early childcare are extremely limited on the peninsula for working parents/guardians. While this is likely outside the direct purview of the municipal government, at least at this point, the Town seeks to support relevant efforts by the CDC, the school, or other organizations.

Additionally, the telehealth service being established through collaboration between the school's CTE/Makerspace building, the CDC, and the Town's community paramedicine program will greatly enhance local healthcare resources.

### **Environmental Concerns**

In St. George, environmental stewardship is a deeply held commitment that guides the community's vision for a sustainable future. The Town recognizes that protecting its natural resources—from the pristine coastline to the lush inland regions—is crucial for ecological health and economic vitality. St. George is dedicated to integrating environmental considerations into all community planning and development aspects.

### **Economic Challenges and Opportunities**

Despite its strengths, St. George faces several economic challenges. The Town's reliance on seasonal industries, such as tourism and lobster fishing, can lead to fluctuations in income and employment. Additionally, environmental changes and regulations affecting the fishing industry pose long-term risks. The community survey revealed a high interest in business development, particularly in restaurants and service-oriented entities, agriculture businesses, and individual and small business entrepreneurship support.

The St. George community proactively seeks opportunities to diversify its economic base. Initiatives to promote year-round tourism, sustainable fishing practices, and support for local entrepreneurs are steps toward ensuring a resilient and adaptable economy. The local

economy also benefits from the Town’s unique assets, including historic sites, coastal resources, trails and preserves, water-based recreation, and the many events hosted by local organizations—these assets draw tourists to the community. The Town’s role in these efforts is collaborative, without an economic development staff or funding in the Town budget. The survey and public forums highlight a desire for increased economic development and employment opportunities.

## Policies & Strategies

**State Goal:** Promote an economic climate that increases job opportunities and overall economic well-being.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. “SR” indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

<b>Policy 7A-1: Support the type of economic development activity the community desires (as expressed through the surveys/outreach from this Plan and ongoing town outreach), reflecting the community’s role in the region. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Consider and, if warranted, enact local ordinances to reflect the desired scale, design, intensity, and location of future economic development. (SR) <i>See strategy 6G-1.4.</i>	Select Board, Town Manager	TIF Committee, CEO	Ongoing
<b>2.</b> If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating tax increment financing districts, a Community Development Block Grant or other grants, bonding, impact fees, etc.) (SR)	Select Board, Town Manager	TIF Committee	Ongoing
<b>3.</b> Support collaborative housing initiatives by encouraging partnerships between the Town and other entities (e.g., the CDC, nonprofit housing organizations).	Select Board, Town Manager	Housing partners (Appendix X.6B)	Short Term

<b>Policy 7A-2: Coordinate with regional development corporations and surrounding communities &amp; towns as necessary to support desired economic development. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Monitor for and participate in regional economic development planning efforts. (SR)	Town Manager, Select Board	Various partners (Appendix X.7A)	Ongoing
<b>2.</b> Promote industries that offer stable employment opportunities throughout all seasons to sustain year-round economic activity.	Town Manager, Select Board	Various partners (Appendix X.7A)	Ongoing
<b>3.</b> Use Town resources to continue leveraging the cultural and natural assets to foster economic development.	Select Board, Town Manager	Various partners (Appendix X.7A)	Ongoing
<b>4.</b> Collaborate with local organizations (e.g., educational initiatives, non-profits, businesses, etc.) to support workforce development programs and vocational training.	Select Board, Town Manager	Town, School, CTE/Makerspace (see Chapter 5D), various partners (Appendix X.7A)	Ongoing
<b>5.</b> Support childcare and healthcare services on the peninsula.	Select Board, Town Manager	Various partners (Appendix X.7A)	Ongoing

## 7B. Marine Economy

The coast of St. George, bordered by the Gulf of Maine, has long been shaped by the tides—a life of labor, inheritance, and endurance. Here, fisheries are not just industries, but legacies woven through generations. From the early cod fleets venturing into the Gulf to the emergence of oyster rafts in tranquil coves, wild-caught and farmed fishing remains central to St. George. Lobstering, ground fishing, shellfish harvesting, and marine farming unfold here like interlaced

chapters of an ongoing narrative: adaptation, resilience, and deep interdependence between people and the sea.

Once dominated by groundfish such as cod, haddock, pollock, and halibut, these waters have suffered from slow erosion over decades, from overfishing, warming currents, and regulatory delays. Yet amid this decline, fishermen in Port Clyde and Tenants Harbor are cautiously reporting cod landings not seen in years, suggesting the Gulf is never entirely done.

A Changing Sea

As of 2024, the fisheries of St. George reflect both legacy and transformation. Lobster continues to anchor the region’s economy, although its dominance faces new challenges. Rising water temperatures and shifting currents have prompted a gradual migration of lobsters north and east, coinciding with a noticeable decline in juvenile recruitment. With a decrease in both traps and harvesters (from 6,009 in 2016 to 5,218 now), lobster harvests fell from a peak of 132.5 million pounds in 2016 to 86.1 million in 2024. Nevertheless, strong demand and high prices in 2024 generated \$528 million statewide, showcasing the fishery’s resilience despite the lowest landings in over a decade.

While the lobster fishery exemplifies stewardship through practices such as V-notching egg-bearing females, trap escape vents, and size limits, along with collaborative zone management and enforcement, it must still adapt to shifting baselines and uncertain futures. International trade pressures and a fragmented U.S. policy landscape introduce structural vulnerabilities, especially compared to Canada’s more coordinated support for its maritime sectors.

Table 7B.1: St. George fishing & dealer licenses/permits		
Type	State Licenses (2023)	Federal Permits (2024)
Fishing	327	831
Dealer	14	160

Source: DMR, NOAA

Once abundant with cod, haddock, and pollock, the Gulf of Maine has become a cautionary tale of overfishing, yet in 2024, signs of a tentative recovery are evident. Groundfish stocks show localized improvements, particularly around Port Clyde and Tenants Harbor, due to reduced fishing pressure, habitat stewardship, and collaborative scientific efforts. The situation with cod is particularly noteworthy; its apparent resurgence in fishermen's catches contradicts federal assessments, leading to urgent calls for adaptive, real-time stock monitoring that combines lived experience with statistical analysis.

Amid these changes, diversification is emerging. As lobster populations decline, other fisheries are beginning to recover. Alewives and menhaden, essential forage fish, are gaining economic and ecological significance, while oysters are experiencing growth in both volume and value. Conversely, the herring population continues to struggle due to decline and mismanagement. The community now focuses on these keystone species, whose health mirrors the overall condition of the estuarine environment, which is crucial to all fisheries.

In 2024, soft-shell clams reclaimed their position as the second most valuable fishery, generating \$15.4 million, closely followed by oysters at \$14.8 million, menhaden at \$13.2 million, and elvers at \$12.2 million. The recovery of alewives and menhaden, which migrate between salt and freshwater, plays a critical role in the ecosystem, contributing to ecological stability and economic resurgence. **Table 7B.2** below highlights menhaden and oysters as significant recent success stories.

<b>Table 7B.2: Changes in landings and value of seafood products in Maine</b>		
<b>Species</b>	<b>Net Change in Landings (lbs.) (2019-2023)</b>	<b>Net Change in Value (\$) (2019-2023)</b>
Lobsters	-5,293,752	-11,103,144
Cod, Haddock, & Pollock	+13,807	+257,042
Softshell Clams	-436,958	-2,880,324
Oysters	+1,822,211	+6,385,770
Atlantic Herring	+1,197,207	-950,689
Menhaden	-1,901,868	+4,990,002
Alewives	+1,053,317	+747,805
<i>Source: DMR Historical Maine Fisheries Landings Data</i>		

This Plan calls for continued collaboration between fishing communities, regulatory bodies, and scientific communities to ensure sustainable practices while addressing economic viability and environmental concerns. Such efforts are critical to maintaining the balance and health of midcoast Maine's fishing industry going forward.

A collective commitment to research, management adaptations, and cooperation across international borders will position Maine's fisheries as a global benchmark for sustainability, providing environmental stewardship and economic vitality for future generations.



## Shellfish: A Fishery in Flux

The soft-shell clam fishery, once a key path to economic autonomy, now grapples with ecological upheaval. Acidifying tidal flats, invasive ribbon worms, and degraded habitats strain this resource. The intertidal zone is not merely a boundary but an arena of activity. Soft-shell clams face challenges from predation, ocean acidification, and habitat degradation. Green crabs, once peripheral invaders, have multiplied under warming waters, decimating juvenile clam beds. Control measures may involve recalibration rather than eradication: trapping, composting, and commercialization.

Soft-shell clams, historically a dependable complement to lobsters, have suffered under the invasive claws of green crabs, which destroy juvenile beds before they can settle. The narrative is shifting. Despite substantial changes, soft-shell clams play a vital role in the Town's maritime identity. Landings have plunged from a 1977 peak of 38 million pounds to approximately 5.7 million in 2024, yet with \$15.4 million in landings in 2024, clams regained their significance. However, this figure is somewhat optimistic, as DMR landing statistics did not account for inflation between 1977 and 2024.

The Georges River Shellfish Committee and Joint Board are implementing an adaptive, community-engaged plan involving seasonal closures, reseeding, predator control, and rigorous monitoring to balance harvesting with long-term recovery. The liminal, vulnerable, and rich intertidal zone demands comprehensive legal and ecological stewardship to safeguard public access, ecosystem function, and cultural continuity. Clam flats are sometimes closed due to rainfall, a Highest Astronomical Tide, or contamination (mostly from non-point sources such as sewage treatment plants or industrial activity). These closures are essential to ensure that the harvested clams are safe to eat, but they do burden clambers due to the limitation of harvesting locations.

Restoration efforts extend beyond clams. Habitat improvements benefit quahogs, mussels, and oysters. As blue crabs migrate into southern Maine and climate change reshapes ecosystems, opportunities arise to transform invasive adversities into commercial opportunities, as seen with the Mediterranean blue crab in Tunisia and Italy.

These changes are not isolated. Globally, 2023 marked a significant tipping point as farmed seafood surpassed wild-caught production, reflecting ongoing depletion crises. However, Maine presents a more balanced narrative, where local stewardship—whether through V-notching egg-bearing lobsters or resisting the urge to overreach—offers a counterpoint to despair.

## The Promise of Aquaculture

In 2023, farmed seafood surpassed wild catch globally for the first time. Maine's oyster farms, once few, now dot the coastline, yielding prized products recognized in restaurants and markets. Oysters are rising in prominence, grown from seed in sheltered coves, where they filter and purify water while anchoring a new economy.

St. George is positioned to capitalize on this transformation, with aquaculture surpassing wild-capture fisheries in volume. Oysters, mussels, kelp, and marine algae thrive in farms along nutrient-rich waters, reducing pollution and removing carbon. These endeavors enhance climate resilience, diversify income streams, and reduce environmental footprints. Farmed seafood aligns with value-added strategies—smoking, pickling, canning—that honor the artisanal traditions of Maine's fishing past while securing its economic future.

In 2024, oyster farmers generated \$14.8 million, ranking third statewide in value, following lobster and clams. St. George oysters, known for their deep ocean brininess and buttery richness, now have four separate farms from Port Clyde to Harrington Cove, and two more just over the line in South Thomaston. Together, these six farms supply the bulk of oyster consumption for area restaurants and farmers' markets in Camden, Rockport, and Rockland.

Kelp and marine algae production is slower to market but rich in ecological promise—filtering nitrogen, absorbing carbon, and opening new avenues in food, cosmetics, pharmaceuticals, packaging, and fertilizers. Although still nascent, kelp farming distributed \$255,000 in 2024 to growers in St. George. The marine algae market is underdeveloped, supplying more than is demanded, but substantial potential exists as new applications are explored. Additionally, one harvester collects wild rockweed from Tenants Harbor, representing further diversification. The market for rockweed, especially *Ascophyllum nodosum*, is growing due to its applications as fertilizer, soil conditioner, animal feed supplement, and a source of alginates. The global alginate market is valued at approximately \$400 million annually, driven by demand for its bio-stimulant properties. Mussels and quahogs await further investment, and even green crabs may become commercially viable—composted, cooked, or caught for emerging markets.

**All aquaculture leases in St. George are currently held by working fishermen or their families,** integrating this new industry within the Town's maritime tradition and signaling that it is not an imposed industry but one that has arisen from within. The equipment utilized—bags, ropes, and floating lines—is merely an extension of a longer maritime history.

Three types of leasing—Limited Purpose (LPA), Experimental, and Standard—govern these ventures, ensuring a deliberate, public, and careful process. Maine is quietly crafting a blueprint for harmonious coexistence between historical traditions and future innovations, fishers and farmers, wild and farmed. With its balance and oversight, Maine's lease system gives

communities like St. George a voice in siting, scale, and stewardship decisions. Towns such as Georgetown and Harpswell are cooperative governance models, featuring co-ops, working groups, and water-use mapping to ensure harmony between traditional and emerging uses. Challenges remain, including gear conflicts with lobster traps, permitting complexities, and resistance to change. Continued innovation, community engagement, and adaptable regulations will determine if aquaculture will thrive in tandem with traditional fisheries. When practiced at a human scale and in concert with nature, aquaculture offers a path forward, providing more food with fewer inputs, and more jobs with less extraction.

(See the **Aquaculture in St. George map** in **Appendix Z** to view the distributions of active aquaculture licenses and applications under review as of May 2025. In **Appendix Z**, the **Aquaculture Growing Area WU maps** and the **Aquaculture Growing Area WV maps** show the aquaculture growing areas around St. George as of May 2024, though these areas frequently change. All of these maps are publicly available from the DMR.)

### **Conclusion: Toward a Unified Fisheries Strategy**

Today, fisheries are no longer just about individual species or separate sectors. Lobstering, ground fishing, shellfish harvesting, and aquaculture combine to create a connected economic and ecological system. The sea doesn't distinguish between wild-caught and farmed; neither should our strategies for using it. St. George's fisheries represent a blend of traditions and innovative methods during uncertain times. The Town is building a marine economy focused on resilience and recovery, whether it's catching lobster, managing shellfish areas under chemical threats, or growing kelp lines in chilly estuaries. Central to this approach is the belief that the ocean, while shared, has a bright future. Elinor Ostrom's well-regarded idea of the "tragedy of the commons" illustrates this in St. George: a shared resource can thrive when managed together. The Town's future lies not in chasing the last fish but in fostering a vibrant marine economy grounded in resilience, diversity, and respect for the depths.

## **Policies & Strategies**

**Town Goal:** Maintain and promote traditional heritage fisheries while integrating aquaculture into local fisheries.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. "SR" indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.13*

**Policy 7 B-1: Build and maintain ongoing dialogue with heritage fishery and mariculture stakeholders on current and foreseeable needs in the industry.**

Strategy	Responsibility	Consulting	Timeline
1. Collaborate with industry stakeholders to educate St. George residents about wild-caught and ocean-farmed fishing through workshops, talks, and/or public conversations.	Select Board, Town Manager	Various partners (Appendix X.6F)	Ongoing
2. Develop and maintain effective communication channels for national, state, and local concerns and provide advocacy as needed.	Select Board, Town Manager	Shellfish Warden, Harbormaster, various partners (Appendix X.6F)	Ongoing
3. Support educational resources for fishermen and/or ocean farmers seeking to diversify, build new business models, create cooperative ventures, etc.	Select Board, Town Manager	Various partners (Appendix X.6F)	Ongoing
4. Seek to establish a collaborative working relationship between the Town and industry stakeholders (e.g., a Town committee, an industry-led group, etc.)	Select Board	Local fishermen, various partners (Appendix X.6F)	Ongoing

**Policy 7 B-2: Encourage research and harvester collaborations.**

Strategy	Responsibility	Consulting	Timeline
1. Collaborate with local stakeholders and state agencies to monitor ocean conditions, including weather, acidification, regulations, and species changes.	Select Board, Town Manager	Shellfish Warden, Harbor Committee, various partners (Appendix X.6F)	Ongoing
2. Consider supporting mapping commercial fishing areas to preserve heritage fisheries bottom/tows and point new applicants toward potential ocean farming sites that won't interfere.	Select Board, Town Manager	Various partners (Appendix X.6F)	Midterm

<b>Policy 7 B-3: Promote innovation and diversification in local fishing and ocean farming.</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Hold and/or support investments in infrastructure (e.g., depuration facilities, ice-making facilities, etc.).	Select Board, Town Manager	Town members, various partners (Appendix X.6F)	Ongoing
<b>2.</b> Maintain relationships to respond to marine resource access needs.	Select Board, Town Manager	Harbor Committee, various partners (Appendix X.6F)	Ongoing
<b>3.</b> As opportunities arise, consider supporting value-added and regional products R&D, and/or marketing with (or without) venture capital support.	Select Board, Town Manager	Various partners (Appendix X.6F)	Ongoing
<b>4.</b> Investigate working models, such as the Georgetown cooperative (see Appendix W.19 for details), that could be replicated by local heritage fishery stakeholders to diversify into aquaculture.	Select Board	Local industry members, Sea Grant, and co-op members of other towns	Midterm
<b>5.</b> Where possible, support alternative funding resources (e.g., Georgetown Co-op offers favorable loan rates and repayment schedules to reflect a longer ROI runway—see Appendix W.19 for details).	Select Board	Various partners (Appendix X.6F)	Midterm

## 8. FISCAL CAPACITY & CAPITAL INVESTMENT PLAN

### Conditions & Analyses

This chapter examines tax information, valuations, revenues, expenditures, long-term debt, and fund balance to demonstrate the Town's sound overall financial health. It is worth noting that St. George property taxes fund three separate areas: education, county government, and local government.

The information available and presented in this chapter suggests that St. George is in a healthy financial position. The real estate tax rate paid by its citizens remains among the lowest 20% of those in Knox County, despite the county's high relative assessed value, as detailed below.

### Comparative Tax Information

**Table 8.1** shows the Knox County comparative property valuation information for St. George and its other communities. St. George has the third-highest state valuation in Knox County, at \$1,413,500,000 (2025), behind only Camden and Rockport. It accounts for approximately 10.7% of the budget value of Knox County. Property revaluations for St. George were last completed in 2015.

Knox County Taxes for 2025 are based upon State Valuation and Dispatch Fees (not shown), the latter based upon Law Enforcement (85%), EMS (10%), and Fire (5%), and apportioned according to the population (2020 census) for each Town. According to the 2020 Census, St. George represents 6.4% of the Knox County population.

<b>Table 8.1: Knox County comparative property valuation</b>					
<b>MUNICIPALITY</b>	<b>STATE VALUATION</b>				
	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Appleton	\$138,250,000	\$147,300,000	\$164,050,000	\$198,700,000	\$224,750,000
Camden	\$1,434,300,000	\$1,478,800,000	\$1,660,500,000	\$2,005,450,000	\$2,329,900,000
Cushing	\$317,900,000	\$335,350,000	\$382,450,000	\$468,800,000	\$502,300,000
Friendship	\$256,700,000	\$278,300,000	\$313,650,000	\$387,750,000	\$485,600,000
Hope	\$223,900,000	\$235,550,000	\$266,300,000	\$333,300,000	\$389,250,000
Isle Au Haut	\$76,800,000	\$74,150,000	\$70,250,000	\$73,600,000	\$84,100,000
Matinicus Isle	\$33,550,000	\$33,700,000	\$35,850,000	\$37,100,000	\$38,250,000

North Haven	\$339,800,000	\$364,750,000	\$409,300,000	\$480,400,000	\$491,600,000
Owls Head	\$401,150,000	\$415,600,000	\$460,150,000	\$560,850,000	\$627,650,000
Rockland	\$834,750,000	\$897,750,000	\$983,150,000	\$1,191,200,000	\$1,322,550,000
Rockport	\$1,013,200,000	\$1,029,250,000	\$1,212,950,000	\$1,346,400,000	\$1,572,650,000
St. George	\$866,700,000	\$918,700,000	\$1,078,100,000	\$1,268,150,000	\$1,413,500,000
South Thomaston	\$287,750,000	\$309,350,000	\$341,150,000	\$428,500,000	\$448,200,000
Thomaston	\$370,750,000	\$388,750,000	\$455,750,000	\$535,250,000	\$641,650,000
Union	\$260,550,000	\$277,800,000	\$324,150,000	\$382,550,000	\$458,050,000
Vinalhaven	\$527,100,000	\$534,200,000	\$573,750,000	\$679,900,000	\$711,700,000
Warren	\$355,350,000	\$372,350,000	\$425,250,000	\$515,800,000	\$572,750,000
Washington	\$166,650,000	\$174,900,000	\$191,300,000	\$230,650,000	\$246,800,000
Sub-total	\$7,905,150,000	\$8,266,550,000	\$9,348,050,000	\$11,124,350,000	\$12,561,250,000
Not recognized	\$21,350,000	\$22,000,000	\$22,500,000	\$22,800,000	\$23,450,000
<b>TOTAL</b>	<b>\$7,926,500,000</b>	<b>\$8,288,550,000</b>	<b>\$9,370,550,000</b>	<b>\$11,147,150,000</b>	<b>\$12,584,700,000</b>

Source: Maine Revenue Services State Valuations

### Valuation and County Taxes

The St. George contribution to the overall Knox County Budget (which includes dispatch fees) is shown in **Table 8.2**. Note that the Town's portion has remained within 10-11 percent over the last 5 years. This may change with St. George's planned real estate tax revaluation, which is scheduled to occur over the 2025-2027 period.

<b>Table 8.2: St. George portion of Knox County budget by year</b>			
<b>Budget Year</b>	<b>Total Budget</b>	<b>St. George Portion (\$)</b>	<b>St. George Portion (%)</b>
2021	\$9,895,628	\$1,026,643	10.4%
2022	\$10,084,709	\$1,057,137	10.5%
2023	\$11,317,348	\$1,224,950	10.8%
2024	\$13,180,741	\$1,412,517	10.7%
2025	\$14,052,686	\$1,508,605	10.7%

### Comparative Property Tax Rates in Knox County

Mill rates (assessment per \$1000 of real estate assessment) for Selected Municipalities in Knox County are shown in **Table 8.3**. The most comprehensive data, showing the full adjusted mill rate for 17 communities in Knox County, is from 2022. The rates for other years (except St. George) are obtained from internet searches or direct contact with individual towns.

**Table 8.3: Knox County known full value tax rates (mill rate)**

<b>Municipality</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26</b>
APPLETON	17.91	14.37	21.5	24.25	
CAMDEN	12.52	10.86	13.75	10.5	
CUSHING	12.09	9.87	15.5	10.75	
FRIENDSHIP	10.02	8.39	11.7	9.8	
HOPE	13.28	10.88	17.1		
ISLE AU HAUT	9	9.05		9.77	
MATINICUS ISLE	7.51	6.19			
NORTH HAVEN	10.54	9.77	14.5	11.67	
OWLS HEAD	9.35	9.35	14.0	16.5	
ROCKLAND	20.87	18.68	24.27	24.48	
ROCKPORT	13.39	13.11	12.65	14.25	
SAINT GEORGE	8.09	7.09	11.1	11.85	Wait for Aug
SOUTH THOMASTON	10.59	10.59	16.15	14.9	13.0
THOMASTON	17.99	15.99	21.82	20.0	
UNION	13.81	14.1	14.8	15.5	
VINALHAVEN	12.15	10.33	11.9	12.3	12.9
WARREN	14.88	13.25	13.9	14.2	
WASHINGTON	13.73	11.91	15.6	13.9	
County Average	12.66	11.81			

### Town Revenues and Expenditures

**Table 8.4** summarizes the combined revenues and expenditures for the Town of St. George from 2021 to 2025. The revenues are broken down to identify their sources, including local property tax and federal and state sources. Expenditures are also categorized into education, municipality, and county.

For the five years from Fiscal 2021 to 2025, there was a 78.68% increase (over \$3.1 million) in revenue from property taxes.

Revenue from Federal and State sources decreased from \$570,524 to \$512,511 from 2024 to 2025. This decrease can be attributed to the State of Maine's general decrease in funding to municipalities.



**Table 8.4: St. George municipal revenues and expenditures**

	Fiscal Year						% increase
	2021	2022	2023*	2024*^	2025	2026 (budgeted)	2021-25
<b>Revenues</b>							
Property Tax	\$8,385,987	\$8,584,165	\$8,888,558	\$9,843,510	Wait for July	Wait for Aug	July
Fed & State	\$37,684	\$472,197	\$570,524	\$512,511	Wait for July	\$485,619	July
Other	\$1,071,796	\$954,370	\$1,165,617	\$1,653,749	Wait for July	\$1,331,600	July
Total	\$9,836,467	\$10,010,732	\$10,624,699	\$12,009,710	Wait for July	Wait for Aug	July
<b>Expenditures</b>							
Education	\$5,391,355	\$5,552,348	\$5,800,439	\$6,364,822	Wait for July	\$8,084,929	July
Municipal	\$2,751,502	\$3,105,008	\$3,356,531	\$3,998,859	Wait for July	\$5,124,246	July
County	\$1,094,067	\$1,026,643	\$1,057,137	\$1,224,950	\$1,412,517	\$1,417,624	July
Total	\$9,236,924	\$9,683,999	\$10,214,107	\$11,588,631	Wait for July	\$14,626,799	July
^Both the Fire Department and the Ambulance Service were taken over by the Town (See 5A Health & Emergency).							
*Port Clyde Landing (10 Cold Storage Rd) project not included and comprised:							
	2023	2024	2025				
Revenue	\$58,054	\$2,256,685	Wait for July				
Expense	\$36,481	\$3,193,996	Wait for July				

Note that for fiscal year 2024, the school represented 54.9% of Town expenditures, and the county represented 10.6%. All other Town programs and services constituted 34.5%.

### Town Municipal Budget

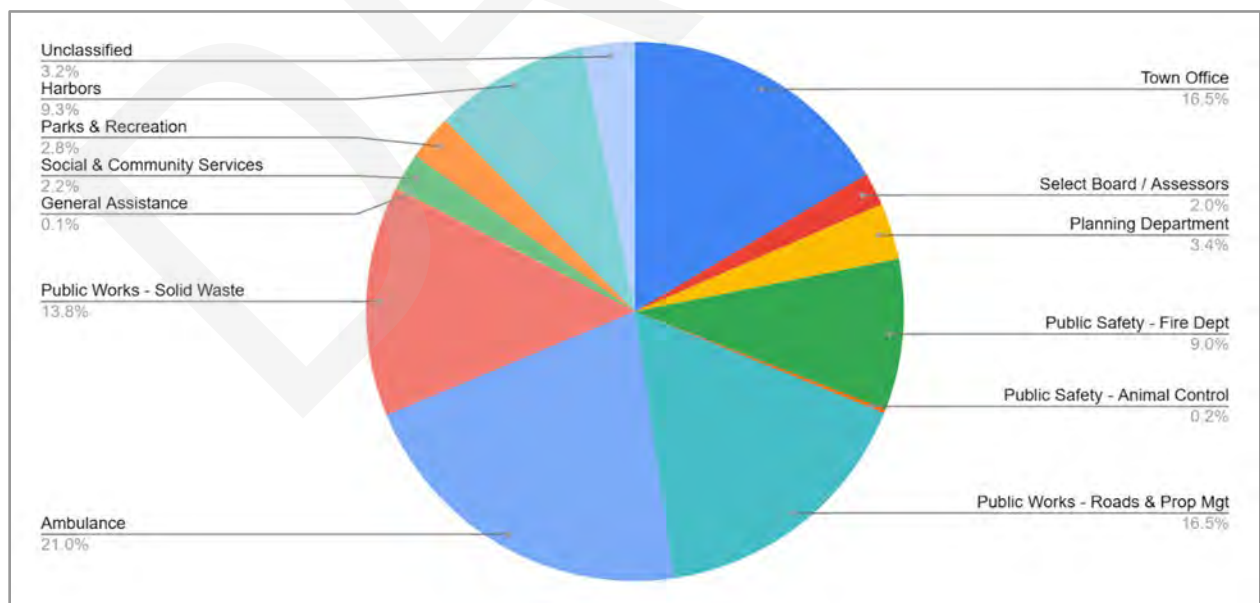
The St. George municipal budget for the last 5 years is shown in **Table 8.5** below.

**Table 8.5: St. George municipal town budget**

	Fiscal 2022	Fiscal 2023	Fiscal 2024	Fiscal 2025	Fiscal 2026
Town Office	\$590,550	\$605,885	\$682,350	\$756,863	\$808,269
Select Board/Assessors	\$79,135	\$81,345	\$83,845	\$90,418	\$336,077^
Planning Department	\$108,259	\$113,102	\$132,775	\$155,548	\$160,337
Fire Department	\$347,208	\$356,847	\$382,881	\$414,776	\$455,585
Ambulance	\$130,000	\$230,000	\$798,730	\$956,421	N/A*
Emergency Medical Ser.	N/A*	N/A*	N/A*	N/A*	\$1,044,835
Animal Control	\$6,330	\$8,434	\$8,737	\$19,750	\$10,981
Roads & Property Mgt	\$635,753	\$695,428	\$711,500	\$757,890	\$747,681
Solid Waste	\$557,085	\$673,607	\$619,400	\$633,400	\$712,279
General Assistance	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500
Social & Community Ser.	\$104,673	\$102,741	\$100,875	\$100,699	\$107,787
Parks and Recreation	\$100,048	\$104,921	\$118,500	\$126,514	141,989
Harbors	\$413,346	\$396,537	\$408,377	\$425,810	\$434,785
Unclassified	\$115,667	\$137,482	\$156,515	\$145,000	\$163,751
<b>Total</b>	<b>\$3,118,054</b>	<b>\$3,406,328</b>	<b>\$4,206,625</b>	<b>\$4,584,589</b>	<b>\$4,790,779</b>

\*The ambulance department was previously a community association but was folded into the Town Budget beginning in Fiscal 2024. In Fiscal 2026, it was combined with a community sponsored Paramedic Program into the Town's new Emergency Medical Services Department.

^Increase mostly due to the establishment of a revaluation reserve. Also, due to a higher salary for the assessor and the consolidation of the assessing clerk budget into this category.

**Figure 8.6: Municipal budget distribution, Fiscal Year 2025**

## Long-Term Debt

Port Clyde Landing: The Town acquired the property at 10 Cold Storage Road in Port Clyde in 2015 to develop a water access site. The purchase price was \$810,000. In 2015, the Town voted to take out a bank loan of \$785,000 to complete the purchase. The loan was for 10 years, and the final payment is scheduled for 2025.

To develop the property for recreational boating and commercial fishing, \$2,648,000 was procured in 2018 for a 20-year term that will mature in 2038.

In 2021, the Town received a federal grant of \$3,851,048 to develop the landing, which required a 20% match from the Town. In 2023, CPM Company was awarded the construction contract. The project was completed in June 2025.

In 2022, the Town completed its purchase of the solar panel system installed on the transfer station from Central Maine Power. Since then, the solar panel system has provided most of the electrical power to the Town Office, Fire Station/Ambulance Service, and street lighting.

Late in Fiscal 2025, the Maine State Department of Education, through the School Revolving Renovation Fund zero-interest loan forgiveness program, awarded St. George MSU \$1,946,280. The money is to replace and upgrade the non-serviceable HVAC system in the school. The Loan is from the Maine Municipal Bond Bank, which will forgive approximately 30% (up to an estimated \$583,884) of the total. The Town has taken out a no-interest bond in the amount of \$1,362,396 to replace the HVAC system. The loan is payable over ten years at \$136,240 per year, which will be paid from the school district's budget.

The total long-term indebtedness of St. George is:

- Total: **\$3,192,396**
  - Port Clyde Landing (Cold Storage Road Project): **\$1,830,000**
  - MSU HVAC Replacement (St. George School): **\$1,362,396**

St. George currently has no other long-term debt obligations. The obligations are well below the Maine Municipal Bond Bank guidelines, which stipulate that they should not exceed 5% of the state's assessed valuation, currently \$1,413,500,000.

## Investment

The Town of St. George has several trusts, scholarship funds, and designated funds. In June 2018, these were invested in the First National Wealth Management Fund. The current value of this fund, following disbursements, is \$1,188,459 as of November 30, 2024.

## Capital Investment

### Reserve Funds

St. George has established a range of reserve funds in its budget to accumulate sufficient resources to address periodic capital replacements, such as fire trucks, ambulances, and harbor master boats, as well as capital improvements, including solar panels, heat pumps, and roofing. The range of these reserves and their current value (as of September 2024) are shown in **Table 8.7**.

Table 8.7: Reserve accounts Fiscal 2025 (Sept. 2024 amounts)					
Title		Amount		Title	Amount
Sick Leave		\$36,507		Insurance	2,287
Revaluation		195,875		Public Landing	7,047
Fire Dept Vehicle		753,090		FD Training Building	57,046
Office Equipment		1,948		Water Hole	193
Ramps & Floats		15,432		Harbor Planning	32,133
Municipal Boat		87,143		Main Street Bldg.	2,211
Public Landing Acq.*		14,128		Tennis Court	8,723
Sewerage Corr		37,350		Generator (Fire Station)	41,961
SW Equipment		23,323		Ambulance	127,360
Energy Efficiency		11,052		Total	\$1,491,026
*Reduced with the acquisition of the Old Woods Farm property for conservation					

### Capital Investment Plans

In 2021, St. George identified nine areas or roads for which the Town or its citizens are responsible that are vulnerable to sea level rise (SLR). In 2022, the Town applied for and was successful in funding a state grant for an engineering study of these nine areas. Working with the Town, Sebago Technics Inc. performed LIDAR and bathymetric studies of these nine sites. The Sebago engineering recommendations and projected timeline for mitigation were presented to the Town in 2023.

During the above period, the Town formed an ad hoc Community Resilience Committee to address SLR and promote the green energy transition in St. George. This Resilience Committee has partnered with a similar committee in South Thomaston to further local efforts and was awarded a Community Action Grant in 2025 to develop a Climate Action Plan, including hiring a planner to coordinate this effort. The Resilience Committee has successfully acquired state

funding for a detailed engineering study of SLR mitigation for the Port Clyde Cold Storage and Factory Roads. This would build on the site data developed by Sebago Technics. Additionally, the Resilience Committee will investigate short-term mitigation strategies for the last portion of the road leading to Marshall Point Lighthouse and accordingly make recommendations to the Select Board.

The Sea Level Rise section of Chapter 5A: Public Services and Facilities covers the above in more detail.

**Table 8.8** presents the St. George Capital Investment Plan and timeframe for SLR mitigation and the CDC's initiatives addressing workforce and affordable housing.

Additionally, the Town owns multiple facilities that enable it to fulfill its services. Most of these facilities are located within the villages of Tenants Harbor and Port Clyde, so most investments in facility improvements are directed toward these growth areas, as designated in the Future Land Use Plan, Chapter 6G.

The Town is currently developing a Municipal Tax Increment Financing (TIF) program.<sup>25</sup> TIF is a State-sanctioned finance tool pursuant to which municipalities can “capture” tax revenue generated when property values rise within a defined geographic district(s). The Town may then retain the “captured” increased tax revenue and use it to finance programs or infrastructure improvements specified in the program. TIF programs may continue for up to 30 years. In 2025, the Select Board created an ad hoc TIF Committee, which, with assistance from the Midcoast Council of Government (MCOG) planners, will develop the proposed program for consideration by the Select Board and the voters, and submission to the State, if approved. Areas within Tenants Harbor and Port Clyde have been identified as possible TIF districts; infrastructure and resiliency spending is the most likely specified use of funds raised, although this is yet to be determined. The TIF Committee is slated to seek approval from a Town Meeting by early 2026 so that the TIF program may capture any increased property values impacted by the property revaluation.

The Resiliency Committee has also prioritized replacing the three road culverts addressed in the Sebago Technics SLR report to the Town: Drift Inn Beach, Turkey Cove Road, and Cline Road (Harrington Cove). The plan is to seek funding for these replacements. The priority is for Drift Inn Beach with the latter two over the next 10 - 20 years. The Town plans to establish a reserve fund for community matching, a requirement for many funding agencies. Drift Inn Beach culvert replacement has raised issues such as the Town’s right of way with property ownership to the high tide level on the beach and the actual road easement dimensions that must be resolved

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<sup>25</sup> For more information on TIFs, see the website for the Maine Department of Economic & Community Development: <https://www.maine.gov/decd/MTIF>

prior to any funding applications as these matters do not allow proper engineering design of the culvert, road drainage, and roadway elevation.

The Town seeks funding for a combination of electric vehicle and boat charging stations for its greening program. The priority is the Port Clyde Landing (site prepared) and later Tenants Harbor.

The Town does not plan to borrow to pay for capital investments.

<b>Table 8.8: St. George Capital Investment Plans</b>			
<b>Project</b>	<b>Time Frame (Years)</b>	<b>Estimated Cost (2023 Dollars)</b>	<b>Possible Funding Source(s)</b>
Port Clyde (Cold Storage + CO-OP + Factory Rds)	2-3	\$1,976,875	TIF, BRIC, ME Comm. Action Grant, ME Infrastructure Adaptation Fund, ME Shore and Harbor Coastal Community Planning Grant,
Drift Inn Rd	1-20	\$286,875	ME Stream Crossing Program (with new culvert/bridge \$600K-\$1 mil), or abandon through road
Factory Rd	2-3	\$928,125	As above for Port Clyde
EV and E Boat Charging Stations (Port Clyde + Tenant Harbor)	2-5	\$650,000	MaineDOT, Maine Won't Wait Program, Federal EPA, industrial partners
Workforce/Affordable Housing	2-10	*	Regional partners (e.g., St. George CDC, MCOG)
Marshall Point Rd	1-15	\$685,125	FEMA, BRIC, Adaptation Fund
Snows Point building (recreational uses)	5-10	\$100,000	Tax dollars, grants
Scraggle Point Rd	10-15	^	
Turkey Cove Rd	10-25	\$255,000	Maine Stream Crossing Program
Horse Point Rd	10-25	\$483,125	TIF, BRIC , Adaptation Find
Rackliff Island (Bridge)	15-30	#	
Harrington Cove	15-40	\$1,348,750	
<p>* The Community Development Corporation is currently spearheading some efforts and providing financing in this area; see Chapter 6B: Housing and Chapter 6A: Overall Economy. Highlighted in Policies 6B-1, 6B-3, and 7A-1.</p> <p>^ Not a Town Road; private and the responsibility of residents.</p> <p># No estimate from Sebago as limited expertise in this engineering; likely &gt; \$5 million.</p>			

## Policies & Strategies

**State Goal:** To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth, economic development, and community resiliency.

*Proposed strategies are assigned responsible parties, potential parties to consult, and a timeframe in which to be addressed. Short Term strategies are to be addressed within 1 to 3 years after the adoption of this Plan, Midterm strategies within 5 years, and Long Term strategies within 10 years. Ongoing strategies are regularly recurring activities. "SR" indicates that the strategy incorporates a state-required policy/strategy. Note that policy numbers are for reference purposes only and do not necessarily reflect the order of priorities.*

<b>Policy 8-1: Maintain a capital investment plan for financing the replacement and expansion of public facilities, services, and economic development programs in a cost-effective manner. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Identify and plan improvements to Town buildings and infrastructure, and formulate a more comprehensive and detailed 10-year capital investment plan.	Town Manager and Select Board	Budget Committee, Resilience Committee, School Board (property)	Ongoing
<b>2.</b> Work to provide in the annual budget sufficient capital reserves to address the capital improvement needs of Town departments including one for matching grants.	Select Board, Budget Committee, Town Manager	Town Departments and Committees	Ongoing
<b>3.</b> Investigate regional funding for projects aimed at mitigating sea level rise. <i>(Strategies for this policy are covered in greater detail in Policy 5A-2.)</i>	Select Board	Resilience Committee	Ongoing
<b>4.</b> Work on a TIF program proposal for the consideration of the State and voters, and implement if adopted, pursuant to its terms.	Select Board, Town Manager, TIF Committee	MCOG	Short Term
<i>Strategies for this policy are covered further in Policy 5A-6.</i>			

<b>Policy 8-2: Limit the local tax burden, and support the State's goal of staying within LD 1 spending limitations. (SR)</b>			
<b>Strategy</b>	<b>Responsibility</b>	<b>Consulting</b>	<b>Timeline</b>
<b>1.</b> Continue to plan responsibly and manage the Town's finances and tax burden.	Select Board, Budget Committee	Town Manager, Finance Director & other staff, all committees	Ongoing
<b>2.</b> Explore grants available to assist in the funding of capital investments. (SR)	Town Manager, Select Board	Budget Committee, other committees, School Board, various partners (Appendix X.8)	Ongoing
<b>3.</b> Assure that a minimum of 75% of new municipal growth-related capital investments are in designated growth areas identified in the Future Land Use Plan. (SR)	Town Manager, Select Board	Budget Committee	Ongoing
<b>4.</b> Explore opportunities to collaborate with neighboring communities to plan and finance shared or adjacent capital investments, aiming to increase cost savings and efficiencies. (SR)	Town Manager, Select Board	Budget Committee, all applicable committees	Short Term



## 9. REGIONAL COORDINATION PROGRAM

### Public Facilities & Services

The Town of St. George engages in several key regional collaborations to support the provision of public services.

In public safety, St. George participates in mutual aid agreements for fire and ambulance services. Given the Town's location on a 15-mile-long peninsula and its lack of full-time firefighters, these mutual aid agreements with neighboring towns are critical for timely emergency response. St. George and other area fire departments also use the fire department's live-fire training facility for a fee. The ambulance department's paramedics also provide some in-home care services through the Town's Community Paramedicine Program, a partnership with Pen Bay Hospital.

St. George has no public transportation facilities, though bus services are available in Rockland. Residents can, however, request rides from Neighbor to Neighbor for groceries and doctor appointments. This non-profit service operates on a case-by-case basis rather than on a regular schedule and receives some funding from the Town annually. Additionally, the Monhegan Boat Line is an essential mode of transportation between St. George and Monhegan Island, though it is a private company and thus not managed by the Town.

For recreational programming, St. George frequently collaborates with other towns. The Recreation Department occasionally coordinates senior trips with South Thomaston. Youth sports teams compete with roughly 20 communities, and the Town hosts the regional Mussel Ridge basketball tournament annually.

### Land & Water Use

St. George shares and manages several significant regional natural and water resources, necessitating cooperation with neighboring towns and conservation organizations.

The Georges River, which flows through or borders Cushing, South Thomaston, Thomaston, Warren, and St. George, is a key example of shared resource management. Since 1996, these five towns have collaborated through the Georges River Regional Shellfish Management (GRRSM) Interlocal Joint Board and Shellfish Committee, requiring joint approval of any changes to the regional shellfish ordinance. Additionally, parts of Rockland and Rockport—along with the five GRRSM towns—are located within the Georges River watershed, which has

been designated a Nonpoint Source (NPS) Priority Impaired Watershed by the Maine Department of Environmental Protection.

Land use coordination also occurs in more informal settings. St. George participates in an informal working group of conservation commissions in Knox County. This group includes St. George, South Thomaston, Thomaston, Owls Head, Rockport, Camden, and Rockland representatives.

Additionally, zoning is consistent between St. George and its only direct neighbor, South Thomaston. The shoreland zoning on the St. George side of the Town's boundary is zoned as "marine residential," while the South Thomaston site is zoned as "residential-recreational." As listed in the Towns' shoreland zoning ordinances, there are no significant conflicts in the allowed uses for each type of zoning.

South Thomaston has no Comprehensive Plan with an active consistency finding that can be compared to this St. George Comprehensive Plan. However, the Natural Resources and Land Use policies in South Thomaston's 2010 Comprehensive Plan are generally consistent with those presented here. Moreover, several priorities identified in the 2010 plan's Vision Statement—such as supporting affordable housing, promoting the fishing industry, and preserving the Town's rural and waterfront character—closely align with the goals emphasized throughout this plan. St. George and South Thomaston will also collaborate on a Climate Action Plan beginning in 2025.

## 10. APPENDICES

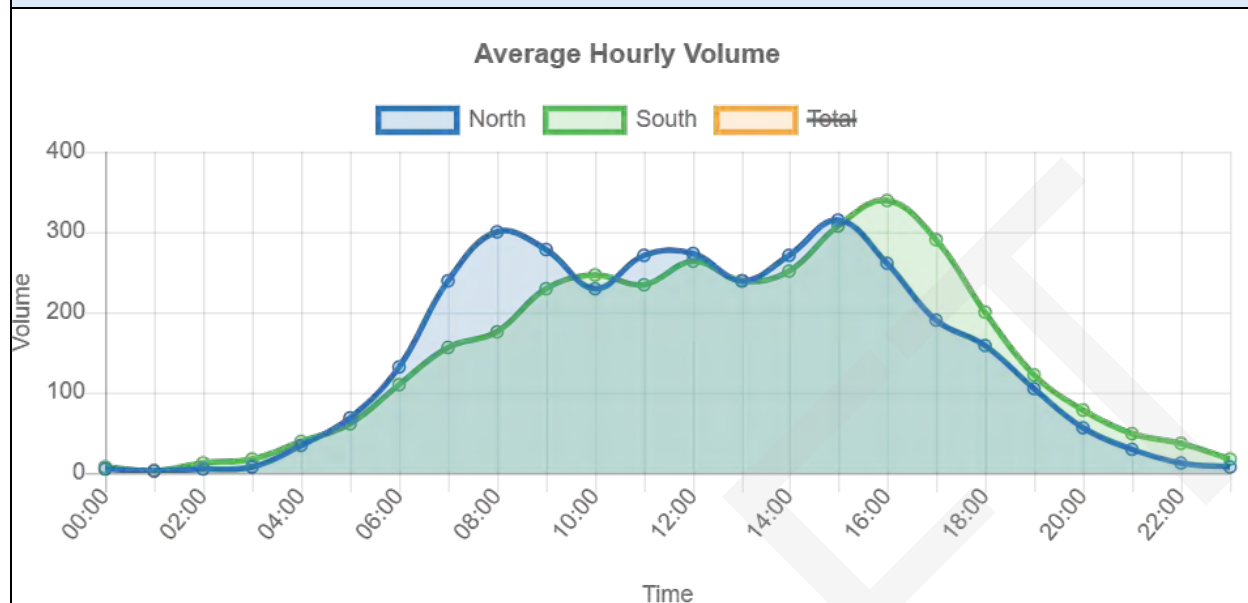
### Appendix W - Additional Information

#### W.1 - Additional Resources

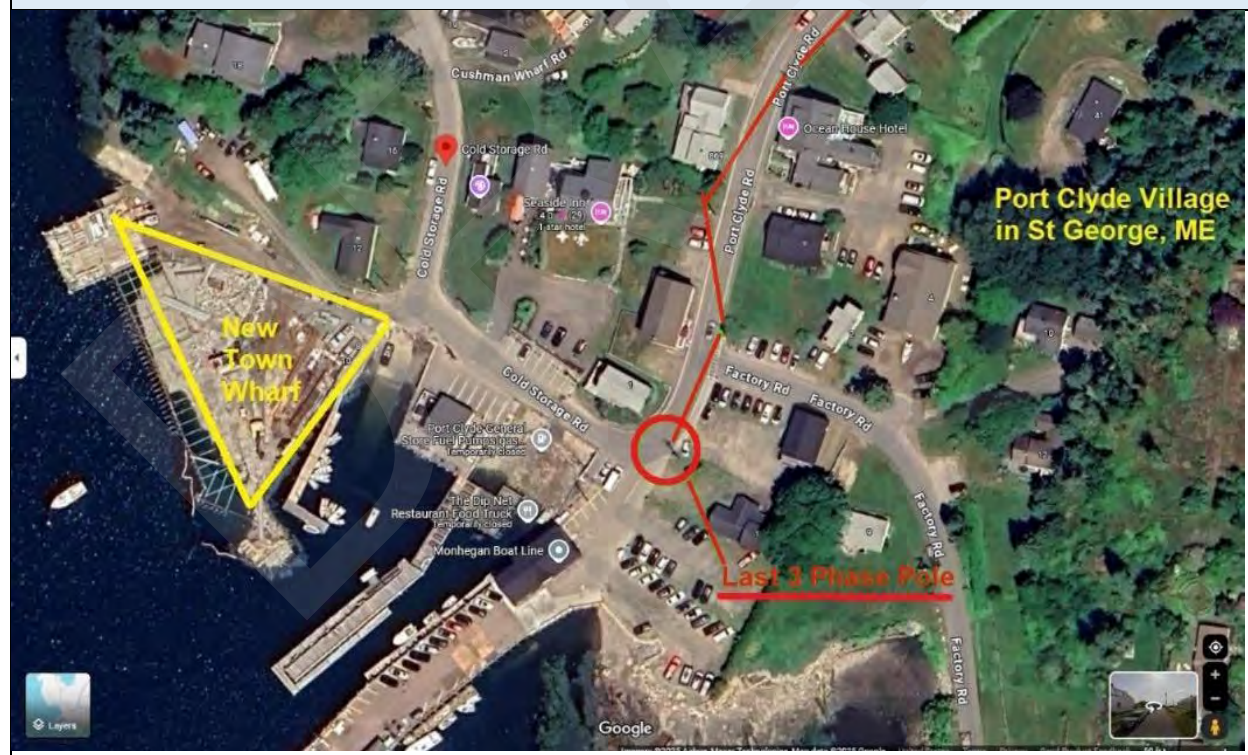
Below is a list of some of the reports that were commonly referenced in this Plan and/or that serve as resources for additional information.

- Annual Town Reports, Town of St. George.
- *St. George, Maine: Sea Level Rise Vulnerability & Resiliency Assessment*, Sebago Technics, 2023
- *Housing Gap Analysis*, Midcoast Council of Governments, 2023.  
<https://storymaps.arcgis.com/stories/b5d4d0c93a6a46818265251ac3bf9ff3>
- *Measures of Community Sustainability Part 2: Housing*, Midcoast Council of Governments, 2023.  
<https://storymaps.arcgis.com/stories/534eba7aef504459be13a57e86937e13>
- *St. George Working Waterfront Vulnerability Study*, Midcoast Council of Governments, 2024
- Sanitary Survey Reports for shellfish growing areas WU and WV, Maine Dept. of Marine Resources. <https://www.maine.gov/dmr/fisheries/shellfish/shellfish-growing-area-classification>

### W.2 - Maine DOT Traffic Count on Route 131 Heading South Just Before Westbrook Road (data last collected in 2022)



### W.3 - Port Clyde 3-phase power line map



### W.4 - Power outages in St. George

Source: Central Maine Power

NUMBER OF OUTAGES ST GEORGE NO STORM	2019	2020	2021	2022	2023	2024	Grand Total
Tree Out ROW	15	21	26	57	36	27	182
Cause unknown/undetermined	14	38	13	25	20	8	118
Animal	8	9	13	6	21	28	85
Accident (MVA)	3	4	4	2	7	6	26
OH Transformer & Parts	1	4	6	1	7	3	22
Public Authority - Other	3	2	2	2	1	5	15
Defective Protective Device	3	2	1	4		4	14
Tree in ROW	2	1	2	1	2	1	9
Conductor Problem	4			1		1	6
Defective Connection	1	3		1		1	6
Misc Overhead Equipment				1	3	1	5
Defective Insulator			2		3		5
Fire - House/Building		1	1		1	1	4
Other - Overload			1		2		3
Foreign Object	2			1			3
Fuse Blown - Lightning					2		2
Underground Equip & Pad Mount Xfmr		1		1			2
Tree Contact - Customer or Cust Contractor Felled			1	1			2
Company Tree Contractor Crew Error						1	1
Reset Fuse/Breaker Weather Related - Overload		1					1
Equipment Change - Pre Arranged	1						1
Substation Equipment					0		0
Grand Total	57	87	72	104	105	87	512

NUMBER OF OUTAGES ST GEORGE STORMS INCLUDED	2019	2020	2021	2022	2023	2024	Grand Total
Tree Out ROW	30	79	46	79	54	82	370
Cause unknown/undetermined	14	41	13	27	20	9	124
Animal	9	9	13	6	21	28	86
Tree in ROW	2	1	5	1	10	11	30
Accident (MVA)	3	4	4	2	7	6	26
OH Transformer & Parts	1	4	6	1	7	3	22
Public Authority - Other	3	2	2	2	1	5	15
Defective Protective Device	3	3	1	4		4	15
Conductor Problem	4	1	1	2	1	2	11
Defective Connection	1	4		1		1	7
Defective Insulator	1		2		3	1	7
Misc Overhead Equipment				1	3	1	5
Fire - House/Building		1	1		1	1	4
Other - Overload			1		2		3
Foreign Object	2			1			3
Tree Contact - Customer or Cust Contractor Felled			1	1			2
Underground Equip & Pad Mount Xfmr		1		1			2
Fuse Blown - Lightning					2		2
Company Tree Contractor Crew Error						1	1
Equipment Change - Pre Arranged	1						1
Reset Fuse/Breaker Weather Related - Overload		1					1
(blank)							
Substation Equipment					0		0
Grand Total	74	151	96	129	132	155	737



### W.5 - St. George Town Road Inventory

Road Name	Length (miles)	Status	Year	Boundaries	Known Width	Assumed Width	Paved/ Gravel	Year Paved
Barter Hill Road	0.19	prescriptive	unk	unk	-	33'		2023
Barter's Point Road	0.66	deeded	1963	unk	33'	-		2016
Clark Hill Cem.Road	0.15	accepted	1906	unk	-	20'	Gravel	-
Clark Island Road	1.50	accepted	1845	unk	-	49.5'		2017
Cline Road	0.75	accepted	1822	unk	-	49.5'		2023
Cold Storage Road	0.10	accepted	1931	yes	33'	-		2006
Commercial Street	0.06	prescriptive	unk	unk	-	33'		2016
Dennison Road	2.00	accepted	1822/1840	yes	49.5'	-		2021
Drift Inn Road	1.07	turned over	1960s	unk	-	49.5'		2014
Eagle Quarry Road	0.40	accepted	1846	unk	-	33'		2017
Elementary School Rd	0.19	accepted	1962	yes	33'	-		2016
English Town Rd-East	0.17	accepted	1970s	unk	-	49.5'		2014
English Town Rd-West	0.25	accepted	2009	yes	49.5'	-		-
English Town Road	0.34	laid out	1890	unk	-	33'	Closed to maint	-
Factory Road	0.33	laid out	1884/1912	yes	33'	-		2017
Fogerty's Corner Rd	0.95	laid out	1834	yes	49.5'	-		2019
Front Street	0.08	prescriptive	unk	unk			Gravel	-
Glenmere Road	2.23	accepted	B4-1803	unk	-	33' / 49.5'		2020
Granite Lane	0.07	prescriptive	unk	unk	-	33'	Gravel	-
Harrington Cove Road	0.65	accepted	1960	unk	33'	-		2022
Harts Neck Road	1.47	accepted	1808	unk	33'	-		2022
High Street	0.13	laid out	1873	yes	35'	-		2016
Horse Point Road	0.92	laid out	1855	yes	33'	-		2014
Howard's Head Road	0.20	accepted	1910	unk	-	33'	Gravel	2017
Island Avenue	0.60	laid out	1970	yes	33'	-		2017
Juniper Street	0.09	laid out	1873	yes	35'	-		2016
Kinney Woods Road	1.59	prescriptive	unk	unk	-	33'		2015
Long Cove Road	0.70	laid out	1891	yes	-	33'		2014
Marshall Point Road	0.84	accepted	various	yes	33'/41.25'	-		2014
Mechanic Street	0.10	laid out	1868	yes	-	33'		2016
Mosquito Head Road	0.54	several	unk	unk	24.75'	33'		2021
Patten Point Road	0.90	deeded	1967	unk	33'	-		2015
Pink Street	0.06	laid out	1891	yes	41.25'	-	Gravel	-
Raspberry Lane	0.05	laid out	1836	unk	33'	-		2006
Ridge Church Road	0.20	laid out	1882	yes	49.5'	-		2012
Ridge Road	1.55	accepted	1818/1839	unk	-	33'		2018
Ripley Creek Rd	0.09	laid out	1891	yes	33'	-		2016
School Street	0.13	prescriptive	unk	unk	-	33'		2016
Sea Street	0.13	laid out	1860	yes	41.25'	-		2016
Second Street	0.09	laid out	1890	yes	33'	-		2008
Shipyards Road	0.08	laid out	1894	yes	24.75'	-	Gravel	-
Simons Lane	0.35	prescriptive	unk	unk	-	33'		2010
Smalley Town Road	0.10	accepted	B4-1803	unk	-	33'		2019
Snows Pt. Road	0.87	several	B4-1803/1908	unk	-	49.5'		2015
Taylor Point Road	0.32	accepted	1849	unk	-	49.5'		2019
Third Street	0.09	prescriptive	unk	unk	-	33'		2008
Turkey Cove Road	2.16	accepted	B4-1803	unk	-	49.5'/66'		2018
Wallston Road 1	2.00	accepted	B4-1803	unk		49.5'/66'		2019
Wallston Road 2	1.49	accepted	B4-1803	unk	-	49.5'/66'		2012
Water Street	0.09	Co.Comm.	1885	yes	33'	-		2016
Watts Avenue	0.70	laid out	1834	yes	49.5'	-		2016
Wharf Road	0.05	prescriptive	unk	unk	-	33'		2023
Wiley's Corner	0.25	turned over	1970s	unk	-	49.5'		2023

Source: Town of St. George

W.6 - St. George Bridge Inventory						
Bridge Name	Owned	Length	Year Built	Inspection Date	Federal Sufficiency Rating	Average Annual Daily Traffic
Rackliff Island	Municipality	6 ft	1971	3/27/23	91.7	313
From Island Avenue to the private road on Rackliff Island. This is a causeway 475 feet long, on which there is a 14-foot-wide paved roadway with 2-foot-wide gravel shoulders. The span in the causeway consists of three six-foot diameter cement culverts lined with plastic. The Town of St. George is responsible for the maintenance of this bridge, and it remains in good condition. In 2012, its sufficiency rating was 92.0, and as of 2023, this rating has decreased only slightly to 91.7. It fell short of a perfect score because of shrinkage cracks, light scaling, and minor needed repairs to the bank protection.						
Mill Brook	MaineDOT	10 ft	1932	5/20/21	33.8	1620
This is a bridge on Route 131 crossing Mill Creek in Martinsville. It remains in good enough condition, but its latest sufficiency rating is quite low at 33.8, which is a considerable decrease from its 2011 rating of 67.2. Rating deductions in 2021 were due to “advanced deterioration” of the deck and superstructure, “minor deterioration” of the substructure, and major bank erosion. It will need repairs in the future, but this is the responsibility of the State, not the Town.						

Sources: Maine Public Bridges Inventory, Town of St. George

W.7 - Sea Level Rise Road Recommendations from Sebago Technics Report
<p><i>Co-op &amp; Factory Road</i></p> <ul style="list-style-type: none"> <li>• Educate property owners about risks and available mitigation options;</li> <li>• Consider a plan to relocate and/or elevate Factory Road and some or all of Cold Storage Road by 2050. (Consideration for this proposal from the Resilience Committee has been moved due to the fire which destroyed the Port Clyde General Store and flood plain requirements for its reconstruction, which dictate that it be raised 2 feet. As a result, the Select Board is presently considering whether to raise the section of Cold Storage Road in front of the proposed General Store.)</li> <li>• Establish a FEMA community rating to facilitate grant funding.</li> <li>• Review and modify land use ordinances in the Shoreland Zone to promote mitigation efforts.</li> </ul> <p><i>Drift Inn Road &amp; Beach</i></p>

Sebago Technics expects this small beach to be preserved despite the rise in sea level, but its elevation will likely rise.

Drift Inn Road required immediate attention after the January 2024 storms, which reduced the road to one lane. The Sebago Technics/Resilience Committee recommendation was to consider raising the road, abandoning it, or replacing the section along the beach with a pedestrian bridge by 2050, and expanding the size of the culvert. In light of the need to make an immediate decision, after due consideration, the Select Board decided not to raise the road at this time, but to significantly increase the size of the culvert. This area can then be discussed in more detail within the context of the Climate Action Plan for future measures.

Other recommendations for this area from the Resilience/Sebago process included:

- Consider expanding car parking along one side of the road.
- Seek funding for these plans and obtain easements from affected property owners; and
- Explore nature-based solutions, such as wetland restoration and beach nourishment, to protect the beach and the surrounding area. (It should be noted that the Town does not own the beach itself, and all remedial measures in this area would require collaboration with the neighboring property owners, easements, and complex financing arrangements.)

#### *Marshall Point Road and Lighthouse*

The Marshall Point Lighthouse is arguably the Town's greatest historical treasure and most-visited landmark. Sebago Technics projected that the lighthouse itself is safe through 2050. However, the January 2024 storms significantly damaged the granite supports of the walkway and eroded approximately 4 feet of shoreline where the walkway connects with the shore. The Town is working on repairs to the walkway support structures. Still, shoreline erosion has identified a new issue: any further erosion might necessitate the construction of a different walkway or supports.

Sebago identified the most significant challenge related to the lighthouse property as the risk of access. Storm surge routinely overwhelms and damages Marshall Point Road, which will likely worsen. The apartment on the upper floor of the lighthouse is inhabited, and access was cut off after the January 2024 storms.

Possible remedial measures to be considered include ensuring access to the lighthouse property and the homes closest to the lighthouse:



- Seawall enhancement along Marshall Point Road to limit wave surge across the road;
- Seek funding for seawall mitigation along Marshall Point Road.
- Consider closing Marshall Point Road and redirecting traffic to the lighthouse via a new road, either by extending Cottage Road or constructing a new middle-of-the-peninsula road to the lighthouse property by 2070 or sooner.

#### *Turkey Cove Road*

- Collaborate with Otis Point residents and other stakeholders to plan road elevation and culvert enlargement between 2050 and 2070. Realigning the junction of Otis Point and Turkey Cove Roads to the southwest may be necessary.
- Consider elevating approximately 180 feet of road.
- Consider enlarging the culvert, necessitating rock ledge blasting just beyond the riverside of the culvert (to the northeast); and
- Identify funding sources for these modifications.

#### *Horse Point Road*

- Educate landowners and residents about the long-term road needs.
- Although the current wave action does not reach the road, it is expected to become routine by 2050. The Highest Astronomical Tide (HAT) is below the roadway in both areas, but the storm surge is more extensive near Johnny's Wharf Road.
- Consider raising Horse Point Road by 3-4 feet at both inlets by 2050 (approximately 950 feet). Short-term, a 2-3-foot elevation may suffice at the Lobster Pound Inlet (Western portion).
- A larger culvert will be necessary in this area.

#### *Rackliff Island Road*

- Monitor wave action on the road during severe storms.
- Inform the Town and island residents about the likely long-term necessity for bridge construction between 2050 and 2100. The Town is responsible for the road up to the small island off the main island.
- Initiate bridge engineering plans and fundraising by 2040, for a possible completion date by 2050.

#### *Harrington Cove Road and Cline Road Culvert*

- Educate land and homeowners about the long-term issues expected in the affected area.

- Plan to enhance the box culvert at Cline Road by 2050 to accommodate increased runoff and safeguard the road.

#### *Scraggle Point Road*

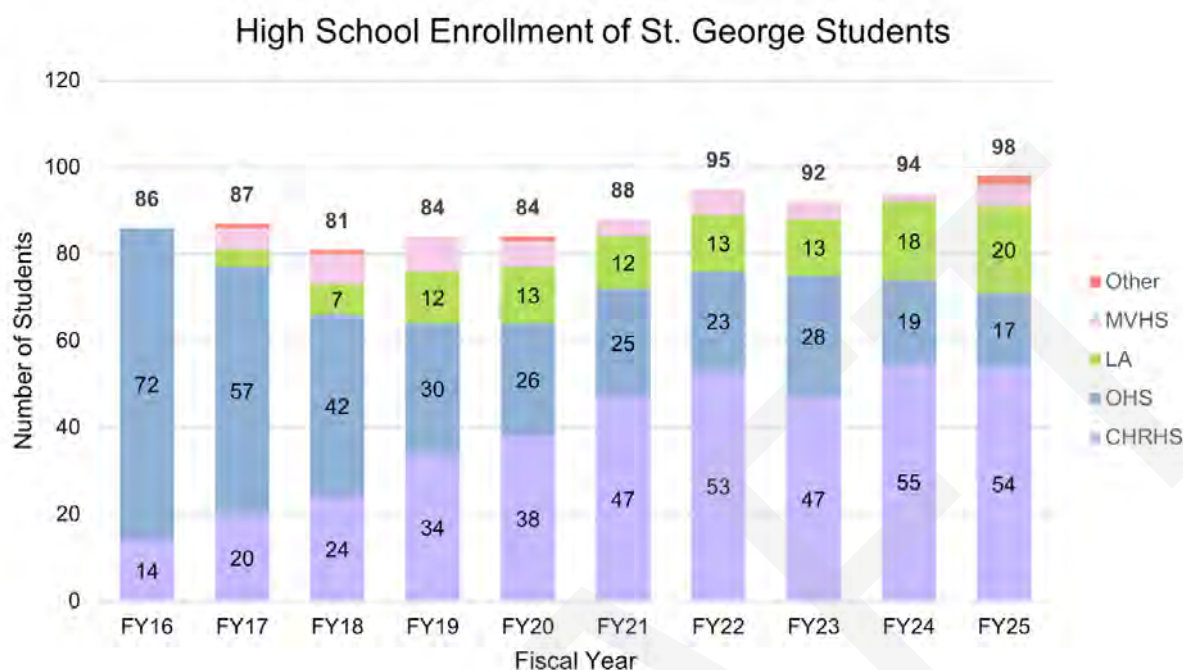
Note: This is a private road, and all mitigation is expected at the expense of landowners on Scraggle Point. Sebago Technics projects that sea-level rise will affect over 650 feet of the near-terminal end of the road.

- Inform the owners of the 12 residences (16 parcels) on Scraggle Point about the projected Highest Astronomical Tide (HAT) expected by 2050, which will likely inundate the road regularly.
- Storm surge and wave action could render the road impassable for extended periods without raising the road and implementing rock fill or revetment, especially on the southwest side of the road.
- By 2050, consider elevating the road by at least 2 feet and reinforcing embankments to prevent storm surge damage or abandoning the road, effectively turning Scraggle Point into an island.

#### **W.8 - PreK-8 enrollment history by economically disadvantaged status and by special education status (based on annual Oct 1, 2024 certified data sets)**

<b>Economically Disadvantaged Status</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>
<b>No</b>	79	123	93	94	100	114	120	141	129	106
<b>Yes</b>	92	77	99	95	96	89	66	46	80	91
<b>Special Education</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>
<b>No</b>	151	173	169	161	166	174	155	152	170	154
<b>Yes</b>	20	27	23	28	30	29	31	35	39	43
<b>All Students</b>	<b>171</b>	<b>200</b>	<b>192</b>	<b>189</b>	<b>196</b>	<b>203</b>	<b>186</b>	<b>187</b>	<b>209</b>	<b>197</b>

### W.9 - High school enrollment choices of students from St. George.



*Camden Hills Regional High School (CHRHS), Oceanside High School (OHS), Lincoln Academy (LA), Medomak Valley High School (MVHS). "Other" includes Wayfinder Schools, Watershed School, or Gould Academy.*

### W.10 - Local Educational Organizations

- **Jackson Memorial Library (JML)** is a non-profit organization receiving annual town funding. It offers a vast collection of physical and online books accessible to residents with a library card (free of charge). The library also serves as the St. George School library, providing resources to PreK-8 students during school hours. For more information, visit the [Jackson Memorial Library](https://www.jacksonmemoriallibrary.org/)<sup>26</sup> website.
- **The Herring Gut Coastal Science Center** in Port Clyde educates students and the community about the interconnectedness of the ocean, inland waters, and Maine's economy. It offers a science education program specifically for St. George students and provides curriculum, professional development, and various supports for science

<sup>26</sup> <https://www.jacksonmemoriallibrary.org/>

teachers across Maine. For more information, visit the [Herring Gut Coastal Science Center](https://www.herringgut.org/)<sup>27</sup> website.

- **Blueberry Cove 4-H Camp and Learning Center** is in Tenants Harbor and operated by the University of Maine Cooperative Extension Service. Since 1949, it has aimed to teach through affordable ecology education and nature-based experiences. The camp collaborates with the St. George school and community, offering a unique venue for outdoor gatherings and activities when not in session. For more information, visit the [Blueberry Cove 4-H Camp](https://mainecamps.org/camps/blueberry-cove-4-h-camp/)<sup>28</sup> website.

### W.11 - St. George MSU Special Education Details

In the school's first year as a district (FY16), special education costs were \$435,127, accounting for 9% of the budget. In FY25, special education costs totaled \$1,744,470, accounting for 26% of the budget.

The school has invested in its special education programs to (1) address the growing number of students with intensive needs; (2) increase PreK-2 intervention services to reduce special education numbers and costs; and (3) reduce high-cost, out-of-district placements and keep St. George children in their community school. In the 2024-25 school year, students entering 3rd or 4th grade required less intensive services or were dismissed from special education altogether, and there were no PreK-8 out-of-district placements. However, the need continues to grow. For the 2024-25 school year, 30% of the school's PreK-2 students received special education services, higher than the district average of 24%.

### W.12 - Changes in Land Use Types (2014-2024)

Land Code	Number of Properties			% Change 2014-2024
	2014	2019	2024	
Uncoded	89	90	118	+33%
Residential	1872	1899	1919	+3%
Commercial	27	27	25	-7%

<sup>27</sup> <https://www.herringgut.org/>

<sup>28</sup> <https://mainecamps.org/camps/blueberry-cove-4-h-camp/>

<b>Industrial</b>	8	8	8	0%
<b>Utility</b>	10	10	9	-10%
<b>Institutional</b>	40	39	39	-3%
<b>Waterfront</b>	932	922	920	-1%
<b>Other</b>	3	3	4	-33%

Source: Town of St. George

<b>W.13 - Subdivisions in St. George (1989-2024)</b>		
<b>Year</b>	<b>Name</b>	<b>Location</b>
1990	Deer Run	Harrington Cove
1990	Coastal Property Mg.	Scraggle Point
1990	George C. Hall	Dennison Road
1990	Cottage Lot	
1990	Maine Island Corp.	
1990	Maine Island Corp.	Rackliff Island
1992	Wharf Lot	
1992	Elizabeth Mitchell	
1993	John Hosmer	
1994	Long Cove Estates	
	Treasure Point Subdivision	Treasure Point Road
1995	Crowe	Route 73
1998	Margery Plymrec	
1998	Mafole North	rescinded subdivision
1999	Turkey Woods	
1999	Edward & Alice Estes	Route 73
2000	Mill Creek	Mill Creek
2000	Treasure Landing Subdivision	Treasure Point Road
2002	Harts Neck Haven	Harts Neck
2003	Crowe	rescinded subdivision
2004	Cliffside	Glenmere Road
2004	Glenmere LLC	Waymouth Road
2004	Englishtown Road East	Carlson Lane
2004	Ocean View Subdivision	Pebble Beach Road
2005	Adric Lane Subdivision	Adric Lane

2006	Long Cove Woods	
2006	Old Woods Farm	Old Woods Road
2009	Spruce Head Road	Spruce Head Road
2012	Adric Drive Subdivision	Adric Drive
2018	Jones Brook Subdivision	Seal Harbor Road
2024	Long Cove Overlook	Atwoods Quarry Road

W.14 - Information about the State's Current Land Use Programs				
Current Use Program	Farmland Tax Bulletin #20	Open Space Tax Bulletin #21	Tree Growth Tax Bulletin #19	Working Waterfront Frequently Asked ?'s
<b>Purpose</b>	To encourage farmland owners to maintain and improve land that is used for farming, agricultural or horticultural activities.	To encourage landowners of open, undeveloped land to prevent or restrict its use from development by conserving scenic resources, enhancing public recreation, promoting game management or preserving wildlife or wildlife habitat.	To encourage forest landowners to retain and improve their forestlands; and to promote better forest management; and to support the overall forest products industry in Maine.	To encourage landowners of land located in the intertidal zone to maintain the primary use for that land to support or provide access to the conduct of commercial fishing activities.
<b>Types of Land Cover</b>	Mixed – annual and perennial crops, pasture, orchards, blueberries, wetlands, woodland and wasteland.	Undeveloped acres – open and/or wooded land that is not intended to be developed for commercial or residential purposes.	Forested land used primarily for the growing of trees used to produce commercial forest products.	Land located in the intertidal zone used primarily to support or to provide access to the conduct of commercial fishing activities.
<b>Length of Time</b>	Permanent: May be withdrawn with payment of a penalty; must be withdrawn if used for non-conforming purposes.	Permanent: May be withdrawn with payment of a penalty; must be withdrawn if used for non-conforming purposes.	Permanent: May be withdrawn with payment of a penalty; must be withdrawn if used for non-conforming purposes.	Permanent: May be withdrawn with payment of a penalty; must be withdrawn if used for non-conforming purposes.
<b>Legally</b>	Voluntary enrollment by landowner. The Town sets the value based upon value of the land as farmland only. State published per acre values recommended but not required.	Voluntary enrollment by landowner. The Town sets the valuation based upon comparable sales and statutorily prescribed percentage reduction from full value.	Voluntary enrollment by landowner. The State Tax Assessor determines the 100% valuation per acre for softwood, hardwood, and mixed wood cover types by region each year. Areas within a parcel other than classified forest areas must be valued on a fair market value basis.	Voluntary enrollment by landowner. Town sets the valuation based upon eliminating the excess value associated with proximity to water or by defaulting to the statutorily prescribed percentage reduction from full value.
<b>Tax Implications</b>	Landowner's proportionate tax burden is reduced.	Landowner's proportionate tax burden is reduced.	Landowner's proportionate tax burden is reduced.	Landowner's proportionate tax burden is reduced.
<b>Municipal Benefit</b>	Avoids cost associated with development; state subsidies are positively impacted.	Avoids costs associated with development; state subsidies are positively impacted.	Avoids costs associated with development; state subsidies are positively impacted; direct subsidy available from the state.	Avoids costs associated with development; state subsidies are positively impacted.
<b>Parcel Size</b>	5 contiguous acres minimum.	No minimum acreage: *Minimum and setback areas for non-conforming uses are excluded.	Minimum 10 forested acres devoted primarily to the growth and harvest of commercial forest products.	No minimum acreage: *Minimum and setback areas for non-conforming uses are excluded.

W.15 - Changes in Enrollment of Land in Current Use Tax Programs in St. George (2014-2024)								
Year	Tree Growth		Open Space		Farmland		Working Waterfront	
	Acres	% change*	Acres	% change*	Acres	% change*	Acres	% change*
2014	1,413	-	516	-	234	-	13.0	-
2015	1,451	+2.7%	516	0%	234	0%	12.5	-3.8%
2016	1,451	0%	516	0%	234	0%	12.5	0%
2017	1,445	-0.4%	497	-3.7%	234	0%	16	+28.0%
2018	1,477	+2.2%	451	-9.3%	234	0%	14.3	-10.6%
2019	1,442	-2.4%	456	+1.1%	234	0%	14.3	0%
2020	1,447	+0.3%	457	+0.2%	234	0%	12.8	-10.5%
2021	1,473	+1.8%	474	+3.7%	234	0%	12.8	0%
2022	1,206	-18.1%	508	+7.2%	234	0%	7.4	-42.2%
2023	946	-21.6%	799	+57.3%	221	-5.6%	7.0	-5.4%
2024	874	-7.6%	883	+10.5%	221	0%	8.4	+20.0%
*from the previous year								
Source: Maine Revenue Service's Municipal Valuation Return Statistical Summaries, 2014-2023; Town of St. George records								

### W.16 - List of Islands in St. George

#### Port Clyde Access:

- **Raspberry Island:** One seasonal dwelling; phone and water from mainland.
- **Blubber Island:** One seasonal dwelling; power from Hupper Island.
- **Hupper Island:** Four year-round dwellings, 26 seasonal dwellings; power and phone from mainland.
- **Little Caldwell's (2 islands):** Each has one seasonal dwelling.
- **Big Caldwell Island:** Two seasonal houses, barn, and sheds.
- **Teel Island:** Six seasonal dwellings, two potentially year-round; heliport; power.
- **Bar Island:** Seasonal; one shed.
- **Stone Island:** Old fishing camp.
- **Ram Island:** Seasonal camp; multiple buildings.
- **Eagle Island:** Undeveloped.
- **McGee Island:** Three seasonal dwellings, one year-round; outbuildings; timber growth.
- **Thompson Island:** Seasonal dwelling, new barn, sheep farming.
- **Davis Island:** Two seasonal dwellings, one main year-round house, greenhouse, barn, sheds, power, and two wharves.
- **Allen Island:** Two year-round dwellings, three seasonal dwellings, barn, sheep farming, power.
- **Benner Island:** Two seasonal dwellings and outbuildings.
- **Tom's Island:** Undeveloped.
- **Barter Island:** Undeveloped.
- **Little Burnt Island:** Undeveloped.
- **Burnt Island:** Two seasonal dwellings, camping for the Outward Bound School.
- **Thompson Islands (3 islands):** Large home with outbuildings.
- **The Brothers (3 islands):** Nature Conservancy bird rookery.
- **Hay Ledge Island:** Nature Conservancy.
- **Gunning Rocks Islands (2 islands):** Undeveloped.
- **Hart Island:** Undeveloped.
- **Shag Islands (2 islands):** Undeveloped.

#### Mosquito Harbor Access:

- **Mosquito Island:** Two year-round dwellings, double barn with apartment, extensive outbuildings.
- **Grandfather's Island:** Seasonal dwelling.

#### George's River Access:

- **Ten Pound Island:** Undeveloped.

#### Tenants Harbor Access:



- **Southern Island:** Two year-round dwellings, wharf, abandoned Coast Guard Light Station, lighthouse, fog bell towers, power.
- **Northern Island:** Seasonal dwelling, water, and power from mainland.
- **High Island:** Conserved (MCHT); hiking, camping.
- **Spectacles Island:** Seasonal dwelling (old fishing camp).
- **Seavey Ledges:** Conserved (Clark Island Trust).
- **Two Bush Islands (2 islands):** Undeveloped, with an automated lighthouse tower.
- **Tommy's Island:** Conserved (GRLT).

Wheeler's Bay Access:

- **Ram Island:** One dwelling, several outbuildings.
- **Eagle Island:** Two seasonal dwellings.
- **Calf Island:** Two seasonal dwellings.
- **Elwell Island:** Partly conserved (MCHT); camping; three-lot subdivision, two sold; one year-round dwelling.
- **Hen Island:** Camping.
- **Whitehead Island:** Mostly conserved (MCHT); three seasonal dwellings, two outbuildings, automated lighthouse tower, unused Coast Guard Life Saving Station, boys camp.
- **Slims Island:** Undeveloped.
- **Norton Island:** Conserved (MCHT).

Causeway Access:

- **Rackliff Island:** Approximately 70 dwellings, some year-round and some seasonal.
- **Clark Island:** Primarily conserved (MCHT & Clark Island Trust); one dwelling.
- **Mouse Island:** One dwelling.

### W.17 - Additional Marine Resources Suggestions

*During the development of the Marine Resources chapter, several ideas/suggestions surfaced that were deemed too specific or unnecessarily binding to be officially included in the chapter's policies. However, they have been included here as a potential reference for future users of this Comprehensive Plan.*

- For working waterfront innovation/efficiency:
  - Leverage grant programs for energy-efficient upgrades and microgrid development (e.g., the U.S. Department of Agriculture's "Rural Energy for America Program", the U.S. Department of Energy's "Energy Transitions Initiative")

- Encourage research partnerships with other working waterfronts to develop innovative solutions for access and educational strategies that benefit the local fishing community and residents.
- For coastal/harbor management:
  - Maintain mooring plans for Tenants Harbor/Long Cove and Port Clyde Harbors to increase the efficiency of mooring areas and to comply with Federal and State mooring regulations.
  - Maintain and mark a navigational channel in Tenants Harbor, relocating existing moorings if necessary.
  - Relocate moorings to improve harbor use efficiency, navigation, safety, and the separation of harbor user groups. Increase float and dinghy space as feasible to meet current needs.
  - Consider amending pier and dock regulations to minimize the potential negative impacts of these structures in ecologically sensitive areas, where navigation may be impeded, or where access below high tide is hindered by the construction of docks or piers.
  - Develop an improvement plan for town landings to help maintain functionality and safe conditions, increase float and dinghy space, and improve parking.
  - Review permit and use fees for the Port Clyde landing.
  - Develop land use regulations that require compatibility with environmentally sensitive areas and with the existing structures' scale, bulk, and architectural style.
- For the coastal environment/water quality:
  - Collaborate with partners to enhance public awareness and education regarding utilizing local marine resources and the potential effects of ocean acidification, sea level rise, and other environmental concerns.
  - Identify and mitigate existing pollution resulting from subsurface septic disposal, overboard septic discharge into coastal waters, and vessel septage discharge into harbor waters to improve shellfish habitats.
  - Meet with and encourage property owners with overboard discharges to replace these point sources of pollution with advanced engineered subsurface waste systems to reduce pollution and related shellfish closures.
    - Seek resources from state agencies, nonprofits, and local donations to cover a portion of the costs for these new systems to assist property owners.

- Request that Maine DMR more regularly test coastal waters after storms and heavy rains on a timely basis to reduce shellfish closure times so that the closures more accurately reflect the time necessary for safety.

### W.18 - List of Businesses & Industries Operating in St. George

*Disclaimer: This list is based on the best available information as of October 2024 and may not include every business currently operating in St. George. Inclusion in this list does not imply endorsement by the Town of St. George or its Comprehensive Planning Committee.*

*Additionally, a few businesses are not technically located with town boundaries but are included in this list due to their membership in the St. George Business Alliance or other such connections.*

- Antiques: Real Finds Consignment
- Arts: Deep Cove Gallery, Shelliam Glass Studio, Yarned Treasures, Lauren Gill Studio, Fox Art Studio, Granite Gallery, Red Barn Gallery, Ed Botkin Studio, Phoebe Bly Art Studio, Sylvia Murdock Gallery & Studio, Sarah G. Lee, Chris Moses, Kay Botkin, Angela Anderson Port Gallery, Studio Hannah, Harborview Studio, Leonette Ford, Mars Hall Gallery, Sandra Dickson, Barbara Ernst Prey, Stonefish, Peter Achorn Signs, Nancy Lincoln Jewelry, Wiley Farm, Barbara Aras Arts, Pond House Gallery and Frame Shop, Marvin Hupper, Linda Funk Illustrations
- Automotive Services: Beckett's Auto Service, Weekend Warrior Car Detailing, Roadside Rescue and Diesel Service, Mechanical Arts, Larry Oakes Automaster
- Barber/Salon Services: Green Scissors Salon, T.H.E. Salon
- Bed & Breakfasts/Inns/Lodging: Long Cove Cottages, The Blue Tulip Lodging, Mill Pond House, Pointed Fir B&B, Lilac Cottage, The East Wind Inn, The Ocean House Hotel, Craginair Inn, Seaside Inn, Your Summer in Maine, Overlook at Mussel Ridge, The Boathouse Rental, Coastline View, Hampton Inn & Suites
- Books: Roseledge Books, Sunshine Books, Maine Authors
- Community Organizations: Ocean View Grange #463, St. George Community Development Corporation, Georges River Land Trust, Neighbor to Neighbor, Finnish American Society, Friends of Maine Coastal Islands National Wildlife Refuge, Independent Order of Odd Fellows St. George #132, St. George Historical Society Old Library Museum Andrew Robinson Homestead Schoolhouse Museum, The Town of St. George

- Computer Services/Web Design: Long Cove Computers, JRM Tech Support, Alane Kennedy, Jeff Boulet
- Construction/Excavation: Harbor Builders Associates, Logan Woodbridge Builders, Lone Maple Construction, JD Miller Construction, William Morris and Son, Dennison Excavation, Ron Hall Landscaping, Steve Joseph Tractor Service, J.H.L. Construction
- Divers: Mark Ausplund, Field's Dive Service
- Entertainment & Events: Echo Hill Lodge, Saltwater Fields Barn
- Financial Services: Margaret Sawyer CPA, Ardich Managed Services, Midcoast Federal Credit Union, First National Bank, Allen Insurance
- Fish & Seafood: Tenants Harbor Fisherman's Co-Op, Port Clyde Fisherman's Coop, Atwood Lobsters, Miller's Lobsters, Art's Lobsters, Port Clyde Fresh Catch, Off the Dock Lobster, Port Clyde Lobster
- Food Stores/Markets: Tenants Harbor General Store, Port Clyde General Store (@ Monhegan Boat Line), Maritime Farms, Martinsville Market, Hedgerow
- Gift Shops: Lighthouse Gift Shop, REE'S Menagerie, Sea Star Shop, The Shop (Rockland), The Compass Emporium, Fiore Olive Oils, Flaura Flower's & Wine, Coastal Antiques and Collectibles, Nature's Gifts, Pizazz in Maine & Foggy Farm Herbs
- Graphic Design: Betsy Welch, Cushman Creative
- Health & Wellness: Midcoast First Aid, LLC, C. Anderson Massage
- Heating & Plumbing: Maine Coast Petroleum, St. George Heating, GC Minery Plumbing and Heating, David Olson – Jones Brook Plumbing, Glenn Haight, Bryce Carlson
- Lawn & Landscaping: St. George Property Management, Long's Landscaping Service, Hoppe's Tree Service, Hedgerow
- Learning Centers & Museums: Blueberry Cove Camp, Herring Gut Learning Center, Hurricane Island Outward Bound, Knox Museum, Finnish Heritage House, Owls Head Transportation Museum, Marshall Point Lighthouse, St. George Historical Society Old Library Museum-Homestead Schoolhouse Museum
- Marine Services: J. Parker Boatbuilder, Monhegan Boat Line, Star Boat Company, Tenants Harbor Boat Yard, C. Stickney Boatbuilders, Clark Island Boat Works, Allied Marine Transport, Ocean Explorer
- Pottery: St. George Pottery, George Pearlman Pottery, Blue Crow Pottery
- Real Estate: True Hall Realty, Tenants Harbor Real Estate, St. George Realty
- Recreation & Tourism Promotion: Port Clyde Kayaks, A Morning in Maine Sailing Tours, Marshall Point Lighthouse, Monhegan Boat Line, St. George Historical Society, Friends of Maine Coastal Islands National Wildlife Refuge, Georges River Land Trust
- Restaurants/Food Services: Dip Net Restaurant, Village Ice Cream Shop, The Black Harpoon, Miller's Lobsters, The Pour Farm, GreenBean Cookhouse, Smalleytown

Bakery, Happy Clam, Squid Ink Coffee, School House Bakery, Drift Inn Canteen, Causeway @ the Craginair Inn

- **Specialty Services:** Highliner Rope Company, Brooks Textiles, Art Centic Consulting, Faulkner Graphics, Solsten Cabinet Maker, R. Faustini- Monuments/Cottages, Tailored Closet, Paper Path Imaging, Dharma Design – Custom Furniture, Ridge Forge, Carolwood Productions

## W.19 - Examples of aquaculture groups in other towns

### The Georgetown Aquaculture Coop Model

The Georgetown Co Op provides a model for St. George to explore as a means of diversifying its fisheries, supporting the working waterfront as well as guaranteeing that younger residents will be provided with a foot in the door if the industry continues to grow. The structure of the Georgetown Co Op involves several critical components:

1. **Municipal Ownership and Local Membership:** The Town of Georgetown owns the 14-acre aquaculture lease. The coop is an LLC, with local fishing families as members. The goal is to integrate all aspects of the aquaculture process, from leasing and infrastructure to operations and marketing, under one cohesive entity.
2. **Funding and Support:** The Georgetown Co Op raised funds through donations and offers low-interest loans to local farmers to help them get started. This revolving loan program has helped numerous farmers achieve financial sustainability by offering a grace period of 4-5 years before their first loan repayment is due. Ocean farming, like land farming, requires a number of initial years to gain traction. Oysters, scallops, and urchins require roughly 3 years to reach market size.
3. **Training and Education:** To ensure success, all members of the Georgetown Co Op completed the "Aquaculture in Shared Waters" course, which provides comprehensive training on the technical, business, and marketing aspects of aquaculture. This course, while currently unfunded, could be replicated or funded in St. George to provide education and resources for new farmers.
4. **Cooperative Structure:** The Co Op model is based on a structured approach where farmers are provided with the tools and resources to succeed. They own their gear and stock, but they do not own the lease itself. If they leave the co Op, their spot is given to the next person on the waiting list, which ensures that the lease remains a shared resource for the community.

5. **Sustainability and Scalability:** The Georgetown model has shown that aquaculture can be a sustainable and profitable business for local families. Most farmers in the Co Op earn over \$60,000 per year, and the market for shellfish continues to grow. The cooperative structure allows new farmers to enter the industry, even as the market becomes more competitive.

#### **The Harpswell Aquaculture Work Group**

The Aquaculture Work Group in Harpswell was formed to try to stave off an abundance of aquaculture applications that members of the heritage fishing community felt were in conflict with their long-held fishing bottom. The group is made up of one of each of the stakeholders from the working waterfront to fully represent all access interests in the Town.

Their first efforts were to map the Town's waters and usages to facilitate the lease process for applicants interested in starting an aquaculture site. Within the lease application process, there is a requirement to defend that the site chosen will not interfere with other endeavors (fishing, ingress/egress of recreational vessels, eelgrass, mooring fields, etc.) Creating a map of the Town's water uses was chosen to establish a "co-existing matrix" for traditional and emerging fisheries to ensure the harmonious use of coastal resources.

Towns do not have final say in regulation of waters, however they are invited to participate in the DMR's lease process. Towns can set best practices for the growth of the industry and a working group, and a set of maps could be a useful tool in creating better understanding amongst all parties. To make such town maps a part of the lease application would require legislation and a change within the DMR.

As St. George considers future working waterfront industries, a working group to help define the needs and desires of stakeholders in town may prove useful for growing both heritage fisheries and aquaculture for our residents.

## Appendix X - Existing & Potential Partners

St. George partners with or utilizes resources from many organizations at the local, regional, state, and sometimes national levels. These organizations are listed here—rather than in the policy tables—for two reasons: to keep the policy tables concise, and to emphasize that partnerships may be numerous and changing. The lists below are not exhaustive of all the organizations that the Town currently partners with or could consider partnering with, but they were created to be a significant starting point.

*Lists are generally sorted alphabetically.*

X.4C - HISTORICAL & ARCHAEOLOGICAL RESOURCES	
Local	Regional
<ul style="list-style-type: none"> <li>• St. George Historical Society</li> <li>• Local property owners</li> <li>• Marshall Point Lighthouse &amp; Museum</li> <li>• Knox Museum</li> </ul>	<ul style="list-style-type: none"> <li>• Nearby municipalities</li> <li>• Knox County Daughters of the American Revolution</li> <li>• Rockland Historical Society</li> <li>• Wessaweskeag Historical Society</li> </ul>
State	National & Global
<ul style="list-style-type: none"> <li>• Maine Historic Preservation Commission</li> <li>• Maine Historical Society</li> <li>• Maine Memory Network</li> </ul>	<ul style="list-style-type: none"> <li>• National Historical Society</li> <li>• National Park Service</li> <li>• U.S. Coast Guard</li> </ul>

X.5A - PUBLIC FACILITIES & SERVICES	
Local	Regional
<ul style="list-style-type: none"> <li>• American Legion</li> <li>• Fraternal &amp; religious organizations</li> <li>• Granges</li> <li>• Jackson Memorial Library (JML)</li> <li>• Port Clyde Water District</li> <li>• St. George Community Development Corporation (CDC)</li> </ul>	<ul style="list-style-type: none"> <li>• Engineering consultants</li> <li>• Knox Clinic</li> <li>• Knox County Emergency Management Agency (EMA)</li> <li>• Knox County Regional Communications Center (RCC)</li> <li>• Knox County Sheriff's Department</li> </ul>

<ul style="list-style-type: none"> <li>• St. George Community Paramedicine Program</li> <li>• St. George School Telehealth Hub</li> <li>• Tenants Harbor Water District</li> </ul>	<ul style="list-style-type: none"> <li>• Maine Coast Fishermen's Association</li> <li>• MaineHealth</li> <li>• Meals on Wheels</li> <li>• Midcoast Council of Governments (MCOG)</li> <li>• Neighboring towns</li> <li>• Private companies (power, phone, Internet, etc.)</li> <li>• Rockland District Nursing Association</li> </ul>
<b>State</b>	<b>National &amp; Global</b>
<ul style="list-style-type: none"> <li>• Maine Emergency Management Agency (MEMA)</li> <li>• Maine Emergency Services Communication Bureau (E911)</li> <li>• Maine Forest Service</li> <li>• Maine Maritime Academy</li> <li>• Maine Public Utilities Commission (PUC)</li> <li>• State law</li> </ul>	<ul style="list-style-type: none"> <li>• U.S. Department of Energy</li> </ul>

<b>X.5B - TRANSPORTATION</b>	
<b>Local</b>	<b>Regional</b>
<ul style="list-style-type: none"> <li>• Monhegan Boat Line</li> <li>• Neighbor to Neighbor</li> </ul>	<ul style="list-style-type: none"> <li>• Knox County Emergency Management Agency (EMA)</li> <li>• Knox County Regional Airport</li> <li>• Knox County Regional Communications Center (RCC)</li> <li>• Knox County Sheriff's Department</li> <li>• Midcoast Council of Governments (MCOG)</li> <li>• Rockland Ferry Service</li> <li>• Waldo Community Action Partners (WCAP)</li> </ul>
<b>State</b>	<b>National &amp; Global</b>
<ul style="list-style-type: none"> <li>• Maine Department of Transportation (MDOT)</li> <li>• Maine Emergency Management Agency (MEMA)</li> </ul>	<ul style="list-style-type: none"> <li>• U.S. Department of Transportation (USDOT)</li> </ul>



X.5C - RECREATION	
Local	Regional
<ul style="list-style-type: none"> <li>• Private landowners</li> <li>• St. George CDC - Studio 47</li> <li>• The Boy Scouts</li> <li>• UMaine 4-H Camp - Blueberry Cove</li> </ul>	<ul style="list-style-type: none"> <li>• Land trusts (e.g. Georges River Land Trust, Maine Coast Heritage Trust, Coastal Mountains Land Trust)</li> <li>• Regional Sports Leagues</li> </ul>
State	National & Global
<ul style="list-style-type: none"> <li>• Maine Adaptive Sports and Recreation</li> <li>• Maine Community Foundation</li> <li>• Maine Department of Agriculture, Conservation, &amp; Forestry (DACF), including Maine Forest Service</li> <li>• Maine Department of Marine Resources (DMR) (e.g., licensing &amp; patrol)</li> <li>• Maine Inland Fisheries &amp; Wildlife (IFW) (e.g., licensing &amp; patrol)</li> <li>• Maine Office of Outdoor Recreation</li> <li>• Maine Recreation and Park Association</li> <li>• Ripple Effect Maine</li> </ul>	<ul style="list-style-type: none"> <li>• U.S. National Park Service</li> </ul>

X.5D - EDUCATION	
Local	Regional
<ul style="list-style-type: none"> <li>• St. George School/MSU</li> <li>• Local businesses</li> <li>• Herring Gut Coastal Science Center</li> <li>• Hurricane Island</li> <li>• Jackson Memorial Library (JML)</li> <li>• University of Maine - Blueberry Cove</li> </ul>	<ul style="list-style-type: none"> <li>• Chewonki</li> <li>• Colby College</li> <li>• Farnsworth Museum</li> <li>• Kieve Wavus Education</li> <li>• Midcoast Council of Governments (MCOG)</li> <li>• Midcoast School of Technology (MCST)</li> <li>• Regional businesses</li> <li>• UMaine at Augusta - Rockland Center</li> </ul>

	<ul style="list-style-type: none"> <li>• UMaine Cooperative Extension</li> </ul>
State	National & Global
<ul style="list-style-type: none"> <li>• Maine Adult Education Association</li> <li>• Maine Department of Education (Maine DOE)</li> <li>• Maine Department of Labor - Workforce Development</li> </ul>	<ul style="list-style-type: none"> <li>• U.S. Department of Education (U.S. DOE)</li> </ul>

X.6B - HOUSING	
Local	Regional
<ul style="list-style-type: none"> <li>• Local residents</li> <li>• St. George Community Development Corporation (CDC)</li> </ul>	<ul style="list-style-type: none"> <li>• Midcoast Council of Governments (MCOG)</li> <li>• Midcoast Habitat for Humanity</li> <li>• Midcoast Regional Housing Trust</li> </ul>
State	National & Global
<ul style="list-style-type: none"> <li>• Maine Department of Economic and Community Development</li> <li>• Maine State Housing Authority (MaineHousing)</li> </ul>	<ul style="list-style-type: none"> <li>• U.S. Dept. of Housing and Urban Development</li> </ul>

X.6C - WATER RESOURCES	
Local	Regional
<ul style="list-style-type: none"> <li>• Herring Gut Coastal Science Center</li> <li>• Port Clyde Water District</li> <li>• Tenants Harbor Water District</li> </ul>	<ul style="list-style-type: none"> <li>• Georges River Regional Shellfish Management Committee and Joint Board (GRRSM)</li> <li>• Knox-Lincoln Soil and Water District</li> <li>• Land trusts (e.g. Georges River Land Trust, Maine Coast Heritage Trust, Coastal Mountains Land Trust)</li> <li>• Maine Water</li> <li>• Midcoast Council of Governments (MCOG)</li> </ul>

State	National & Global
<ul style="list-style-type: none"> <li>• Maine Aquaculture Association (MAA)</li> <li>• Maine Aquaculture Innovation Center (MAIC)</li> <li>• Maine Coast Fishermen's Association (MCFA)</li> <li>• Maine Department of Agriculture, Conservation &amp; Forestry (DACF)</li> <li>• Maine Department of Environmental Protection (DEP)</li> <li>• Maine Department of Marine Resources (DMR)</li> <li>• Maine Woodland Owners</li> <li>• University of Maine Cooperative Extension</li> </ul>	<ul style="list-style-type: none"> <li>• National Oceanic and Atmospheric Administration (NOAA)</li> <li>• U.S. Department of Agriculture (USDA)</li> <li>• U.S. Environmental Protection Agency (EPA)</li> <li>• USDA's Natural Resource Conservation Service</li> </ul>

X.6D - NATURAL RESOURCES	
Local	Regional
<ul style="list-style-type: none"> <li>• Local residents/land owners (e.g. conservation easements)</li> <li>• Knox County GIS</li> </ul>	<ul style="list-style-type: none"> <li>• Land trusts (e.g. Georges River Land Trust, Maine Coast Heritage Trust, Coastal Mountains Land Trust)</li> <li>• Knox-Lincoln Soil and Water Conservation District</li> <li>• Midcoast Council of Governments (MCOG)</li> </ul>
State	National & Global
<ul style="list-style-type: none"> <li>• Maine Department of Agriculture, Conservation, &amp; Forestry (DACF)</li> <li>• Maine Department of Inland Fisheries &amp; Wildlife (MDIFW)</li> <li>• Maine GeoLibrary</li> <li>• University of Maine Cooperative Extension</li> </ul>	<ul style="list-style-type: none"> <li>• U.S. Department of Agriculture (USDA)</li> <li>• U.S. Environmental Protection Agency (EPA)</li> <li>• USDA's Natural Resource Conservation Service</li> </ul>

X.6E - AGRICULTURAL & FOREST RESOURCES	
Local	Regional

<ul style="list-style-type: none"> <li>Local farmers</li> </ul>	<ul style="list-style-type: none"> <li>Land trusts (e.g., Georges River Land Trust, Maine Coast Heritage Trust, Coastal Mountains Land Trust)</li> <li>Knox-Lincoln Soil and Water Conservation District</li> <li>Midcoast Council of Governments (MCOG)</li> </ul>
<b>State</b>	<b>National &amp; Global</b>
<ul style="list-style-type: none"> <li>Maine Department of Agriculture, Conservation, &amp; Forestry (DACF), including Maine Forest Service</li> <li>University of Maine Cooperative Extension</li> </ul>	<ul style="list-style-type: none"> <li>The Nature Conservancy</li> <li>U.S. Department of Agriculture</li> </ul>

<b>X.6F - MARINE RESOURCES</b>	
<b>Local</b>	<b>Regional</b>
<ul style="list-style-type: none"> <li>Fishermen/harvesters</li> <li>St. George working waterfront group (if established)</li> <li>Local businesses &amp; co-ops</li> <li>Local property owners</li> <li>Herring Gut Coastal Science Center</li> <li>St. George School</li> </ul>	<ul style="list-style-type: none"> <li>Nearby municipalities</li> <li>Georges River Regional Shellfish Management Committee and Joint Board (GRRSM)</li> <li>Island Institute</li> <li>Land trusts (e.g. Georges River Land Trust, Maine Coast Heritage Trust, Coastal Mountains Land Trust)</li> <li>Midcoast Council of Governments (MCOG)</li> </ul>
<b>State</b>	<b>National &amp; Global</b>
<ul style="list-style-type: none"> <li>Maine Department of Marine Resources (DMR)</li> <li>Maine Aquaculture Association (MAA)</li> <li>Maine Aquaculture Innovation Center (MAIC)</li> <li>Maine Coast Fishermen's Association (MCFA)</li> <li>Maine Department of Environmental Protection (DEP)</li> <li>Maine GeoLibrary</li> <li>Maine Sea Grant</li> </ul>	<ul style="list-style-type: none"> <li>National Oceanic and Atmospheric Administration (NOAA)</li> <li>Small Business Administration (SBA)</li> <li>The Nature Conservancy</li> <li>U.S. Coast Guard</li> <li>U.S. Environmental Protection Agency (EPA)</li> </ul>

<b>X.6G - FUTURE LAND USE</b>	
<b>Local</b>	<b>Regional</b>
<ul style="list-style-type: none"> <li>• Local residents</li> <li>• Local landowners</li> <li>• Local businesses</li> <li>• St. George Community Development Corporation (CDC)</li> </ul>	<ul style="list-style-type: none"> <li>• Nearby municipalities</li> <li>• Georges River Regional Shellfish Management Committee and Joint Board (GRRSM)</li> <li>• Island Institute</li> <li>• Knox County GIS Program</li> <li>• Land Trusts (e.g. Georges River Land Trust, Maine Coast Heritage Trust)</li> <li>• Midcoast Council of Governments (MCOG)</li> <li>• Regional Service Providers (e.g., thru Maine Climate Council/GOPIF)</li> </ul>
<b>State</b>	<b>National &amp; Global</b>
<ul style="list-style-type: none"> <li>• Maine Climate Council/GOPIF</li> <li>• Maine Department of Agriculture, Conservation and Forestry (DACF)</li> <li>• Maine Department of Environmental Protection (DEP)</li> <li>• Maine Department of Marine Resources</li> <li>• Maine GeoLibrary</li> <li>• Maine Office of Community Affairs (MOCA)</li> </ul>	<ul style="list-style-type: none"> <li>• U.S. Army Corps of Engineers (e.g., coastal permitting)</li> <li>• U.S. Environmental Protection Agency (EPA)</li> </ul>

<b>X.7A - OVERALL ECONOMY</b> See “Marine Resources” partners for Chapter 7B - Fishing Economy	
<b>Local</b>	<b>Regional</b>
<ul style="list-style-type: none"> <li>• Community Paramedicine Program</li> <li>• CTE/Makerspace (see Chapter 5D for details)</li> <li>• St. George Business Alliance (SGBA)</li> <li>• St. George Community Development Corporation (CDC)</li> <li>• St. George School/MSU</li> </ul>	<ul style="list-style-type: none"> <li>• Healthcare partners (see Public Facilities &amp; Services partners)</li> <li>• Island Institute</li> <li>• Midcoast Council of Governments (MCOG)</li> <li>• Neighboring municipalities</li> </ul>

State	National & Global
<ul style="list-style-type: none"> <li>• Maine Climate Council/GOPIF</li> <li>• Maine Department of Labor</li> <li>• Maine Revenue Services (MRS)</li> <li>• Maine Small Business Development Center (SBDC)</li> </ul>	<ul style="list-style-type: none"> <li>• U.S. Bureau of Economic Analysis</li> </ul>

X.8 - FISCAL CAPACITY & CAPITAL INVESTMENT	
Local	Regional
<ul style="list-style-type: none"> <li>• St. George School/MSU</li> </ul>	<ul style="list-style-type: none"> <li>• Neighboring municipalities</li> <li>• Midcoast Council of Governments (MCOG)</li> </ul>
State	National & Global
<ul style="list-style-type: none"> <li>• Maine Department of Labor</li> <li>• Maine Revenue Services (MRS)</li> <li>• Maine Small Business Development Center (SBDC)</li> </ul>	<ul style="list-style-type: none"> <li>• U.S. Bureau of Economic Analysis</li> </ul>

## Appendix Y - Survey & Interview Data

### Y.1 - Community Survey (Summer 2024 Survey)

1. What is your residency status in St. George? (428 responses)					
Full-time resident	Seasonal resident	Weekend resident	Occasional visitor	Prefer not to answer	Other
74.5%	20.1%	0.9%	1.4%	0.5%	2.6%

2. If you are currently a seasonal resident of St. George, do you plan to move here permanently within the next 5 years? (102 responses)		
Yes	No	Unsure
16.7%	48.0%	35.3%

3. How long have you lived in St. George? (419 responses)			
Less than 1 year	1-5 years	6-10 years	More than 10 years
2.4%	18.6%	13.4%	65.6%

4. What is your age group? (428 responses)					
Under 18	18-34	35-54	55-64	65-74	75 and over
0.0%	2.8%	19.6%	17.3%	32.9%	27.3%

5. What is your gender? (423 responses)					
Male	Female	Non-binary	Genderqueer/ Gender non-conforming	Prefer not to say	Other
37.6%	59.8%	0.0%	0.0%	1.7%	0.9%

6. What is the highest level of education you have completed?(425 responses)						
Less than high school	High school diploma or equivalent	Some college; no degree	Associate degree	Bachelor's degree	Graduate degree	Prefer not to answer
0.0%	4.5%	11.1%	8.5%	33.6%	40.2%	2.1%

7. What is your current employment status? (428 responses)						
Employed full-time	Employed part-time	Self-employed	Unemployed	Retired	Student	Prefer not to answer
24.5%	4.7%	17.5%	1.9%	50.0%	0.2%	1.2%

8. Does your household include children under the age of 18? (426 responses)	
Yes	No
16.0%	84.0%

9. Have you, do you currently have, or do you expect to have children enrolled in the local school system? (426 responses)			
Yes; have had children enrolled	Yes; currently have children enrolled	Yes; expect to have children enrolled	No; none of the above
11.0%	9.2%	1.6%	78.2%

10. Do you have internet service at your home? (422 responses)	
Yes	No
96.4%	3.6%

11. If you answered 'Yes' to having internet service at your home, is the speed of your internet service adequate for your needs? (408 responses)	
Yes	No
89.5%	10.5%

12. If the speed is not adequate or you do not have internet service, please specify what additional internet service you require. (top write-in responses)
More reliable/better connection (18)
Faster (12)
Better phone service (5)
Fiber (5)

13. Please share your feedback and any concerns about the "Demographics" survey questions. What did we miss? (top write-in responses)
Expensive Internet (2)
Include income levels (2)
Include living with other people besides children (elderly) (2)

*Question 14 results omitted as it was a functional question only (Would you like to respond to survey questions about "Development, Land & Water Use and Conservation"?)*

15. What land uses in your town would you like to see expanded, maintained, or reduced?			
	Expand	Maintain	Reduce
Residential (387 responses)	39.0%	57.9%	3.1%
Commercial (377 responses)	24.4%	70.8%	4.8%
Light Industry (357 responses)	21.6%	71.1%	7.3%
Open Space (marshes, bogs, shore) (395 responses)	54.9%	44.6%	0.5%
Agricultural Land (381 responses)	35.2%	63.0%	1.8%



Forest Land (386 responses)	37.8%	60.6%	1.6%
Recreational (390 responses)	47.4%	51.0%	1.5%
Mixed Uses (357 responses)	29.4%	66.1%	4.5%

16. Do you support the expansion of publicly owned shoreline in St. George? (411 responses)

Yes	No	Undecided
69.6%	15.6%	14.8%

17. Should the Town provide/maintain rights-of-way for public access to the shore? (410 responses)

Yes	No	Undecided
84.4%	8.8%	6.8%

18. What specific improvements would you like to see in the Town's hiking trails? (Select all that apply) (373 responses)

More trails	52.0%
Better maintenance	13.7%
Clearer signage	22.8%
Rest areas/benches	27.1%
Accessible walking paths	28.7%
Improved trail maps	23.3%
Trash receptacles and recycling bins	35.4%
Better trailhead facilities (parking/ portable toilet/ etc.)	29.2%
Require dogs to be leashed	55.0%

Top write-in responses:

- Dogs (10) - support off-leash (4), support leash laws (1), current lack of compliance with leash laws (1), existing leash guidelines seem to work (1), dogs should be controlled (1), no dogs (1), fenced dog park (1)
- Trail uses beyond walking and hiking (5) - biking (4), skiing (1)
- Improving roads for walkers/bikers (5)

19. Should the Town develop a plan to have 30% conserved land by 2030 in support of the state goal? Currently, approximately 21% of the state's land is conserved. (408 responses)

Yes	No	Undecided
69.6%	11.5%	18.9%

20. How much do you support the Town conducting studies to monitor environmental conditions and identify potential risks? (414 responses)

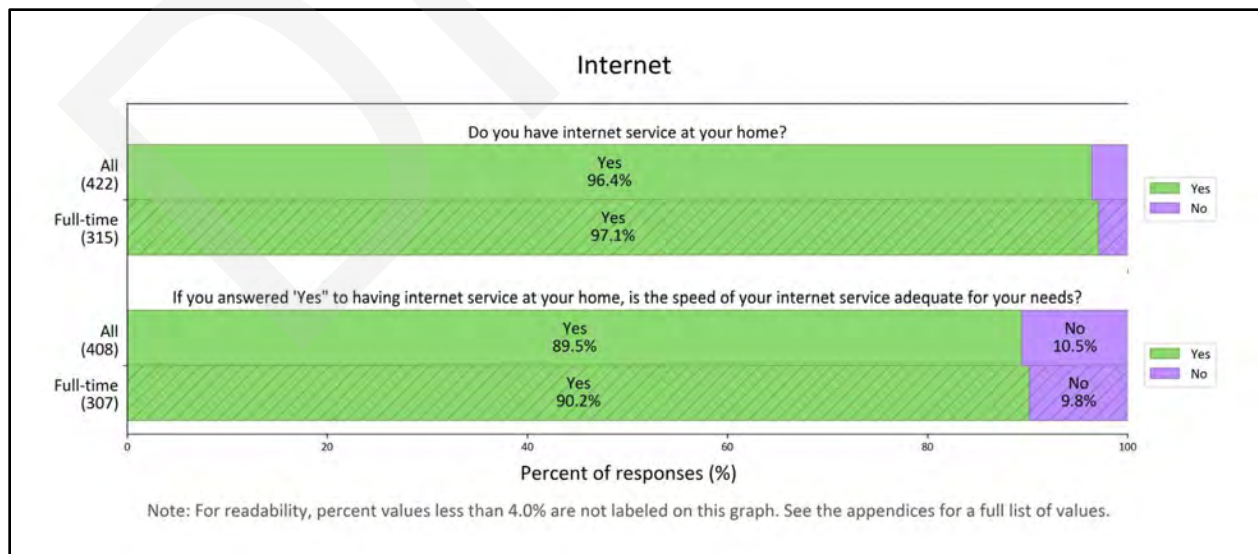
Full Support	Support	Neutral	Do Not Support	Strongly Do Not Support
61.6%	20.3%	10.4%	4.3%	3.4%

21. How important is it for St. George to include climate change resiliency and sea level rise projects in its future planning? (414 responses)

Very Important	Important	Neutral	Slightly Important	Not Important
71.7%	14.0%	5.6%	2.2%	6.5%

22. How would you prefer to see development managed? (Select all that apply)

	Yes	No	Undecided
Greater Regulations (366 responses)	35.0%	31.7%	33.3%
Planned Housing Cluster Development (grouping homes closely together to preserve open space) (387 responses)	52.5%	25.6%	22.0%
Greater Protection of Wildlife Areas (388 responses)	80.2%	10.3%	9.5%
Greater Protection of Scenic Areas (389 responses)	78.7%	10.3%	11.1%
Greater Protection of Natural Areas (386 responses)	81.6%	8.8%	9.6%
Greater Protection of Historical Sites (384 responses)	70.6%	12.5%	16.9%
Require Buffer Strips Along Main Roads (buffer zones or screening between roads and new developments) (390 responses)	59.5%	14.6%	25.9%
Require Buffer Strips Close to Village Areas (buffer zones or screening near village centers) (390 responses)	49.2%	20.5%	30.3%



Require Buffer Strips Away from Village Areas (buffer zones or screening away from village centers) (373 responses)	32.2%	27.6%	40.2%
Develop Anywhere (378 responses)	6.1%	80.4%	13.5%

23. Maine's shoreland zoning laws require buildings to be set back 75 feet from water bodies, limit lot sizes and frontage, restrict vegetation clearing within 100 feet of water bodies, mandate erosion controls, protect sensitive areas, limit building heights to 35 feet, and enforce water quality standards. Should the Town's shoreland zoning protections be stricter than these state requirements? (410 responses)

Yes	No	Undecided
18.3%	68.5%	13.2%

24. How important is it to you that the Town increases access to recreation programs for all age groups? (411 responses)

Very Important	Important	Neutral	Unimportant	Very Unimportant
30.7%	35.0%	25.5%	6.3%	2.4%

25. What actions and priorities should the Town focus on to increase land preservation? (Select all that apply) (402 responses)

Purchase land	39.6%
Zoning changes	24.6%
Conservation easements	48.5%
Public-private partnerships	47.0%
Wetland protection	59.5%
Shoreland protection	66.2%
Forest conservation	52.7%
Open space preservation	47.3%
Wildlife habitat	55.5%
Water quality	62.7%
Existing preservation efforts are sufficient	17.9%

Top write-in responses:

- Unsure/need more info (6)
- Less or enough town-managed land/preservation (3)

26. Please share your feedback and any concerns about the "Development, Land & Water Use - Conservation" survey questions. What did we miss? (top write-in responses)

Code enforcement (5)

Develop Recreational Programs (2)

Affordable Housing (2)

Safe Water (2)

Concerns about Marshall Point Cottages, lighthouse access (2)

Question 27 results omitted as it was a functional question only (Would you like to respond to survey questions about our town's local "Economy"?)

28. Should the Town encourage commercial/business development to create more jobs? (e.g., tax incentives, simplified permits) (390 responses)		
Yes	No	Undecided
56.4%	20.5%	23.1%

29. What types of commercial/business development do you think the Town should prioritize? (Select all that apply) (361 responses)	
Retail stores	33.8%
Restaurants and cafes	67.0%
Technology and innovation centers	35.5%
Shared office space for multiple businesses	40.7%
Agricultural businesses	55.7%
Top write-in responses:	
<ul style="list-style-type: none"> <li>Marine (18) - fishing and lobstering (8), ocean-based businesses generally (6), aquaculture (4)</li> <li>None, or keep as is/good enough already (11)</li> </ul>	

30. In terms of future planning, what is your expectation for the year-round population growth of St. George over the next ten years? (402 responses)				
Remain the same	Increase slowly	Increase moderately	Increase rapidly	Decline
19.4%	53.5%	19.2%	2.0%	6.0%

31. How important is it for the Town to support the development of affordable housing for middle-income workers (e.g., teachers, nurses, fishermen, hospital workers)? Support could include zoning changes, tax incentives, or public-private partnerships. (405 responses)				
Very Important	Important	Neutral	Unimportant	Very Unimportant
53.3%	25.7%	11.4%	5.2%	4.4%

32. How would you rate the current economic development initiatives in St. George? (341 responses)				
Excellent	Good	Fair	Poor	Very Poor
5.0%	40.5%	41.6%	9.7%	3.2%

33. What areas do you believe should be prioritized for economic development? (Select all that apply) (398 responses)

Small Business Support	67.1%
Job Creation	39.2%
Tourism Promotion	20.4%
Infrastructure Improvement	42.5%
Technology and Innovation	34.4%
Education and Workforce Training	51.3%
Environmental Sustainability	55.3%
Housing Development	45.0%
Healthcare Services	40.2%
Community and Cultural Programs	35.2%
Prefer to restrict economic development	7.0%

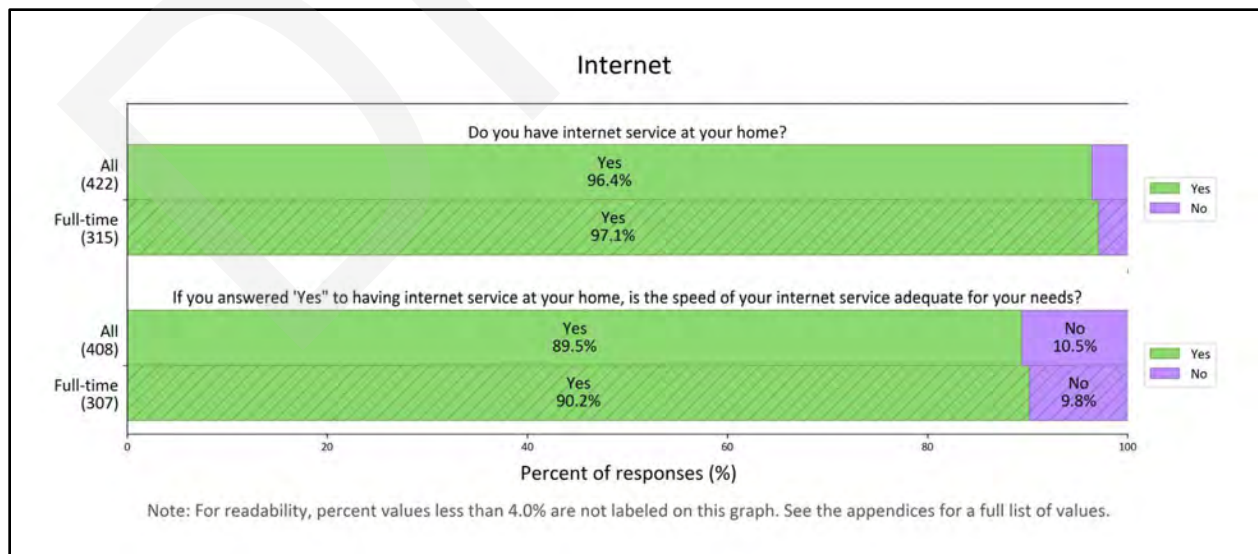
Top write-in responses:

- Infrastructure/services (7) - internet, wheelchair van and driving volunteers, home health agency, day care, adult day care, fire hydrants, central sewage and water, waterfront parking and sidewalks and walking paths, wider road edges
- None/town shouldn't get involved (4)
- Fishing (3)

34. How important is it for the Town to establish regulations for street vendors in St. George? (403 responses)

Very Important	Important	Somewhat Important	Neutral	Not Important	Unimportant	Very Unimportant
18.1%	27.3%	3.7%	31.5%	2.0%	12.4%	5.0%

35. How important is it for the Town to establish regulations for food trucks in St. George? (402 responses)



Very Important	Important	Somewhat Important	Neutral	Not Important	Unimportant	Very Unimportant
19.9%	30.3%	5.0%	26.4%	1.2%	12.9%	4.2%

36. How important is it to you that St. George preserves its working waterfront areas for traditional maritime activities such as fishing and boat building? (407 responses)

Very Important	Important	Neutral	Unimportant	Very Unimportant
74.4%	21.9%	0.7%	1.2%	1.7%

37. Do you support the development of sustainable wild-caught seafood projects in St. George to enhance local seafood production and create job opportunities? (404 responses)

Strongly Support	Support	Neutral	Oppose	Strongly Oppose
56.7%	32.4%	8.2%	1.5%	1.2%

38. Do you support the development of sustainable farmed seafood (aquaculture) projects in St. George to enhance local seafood production and create job opportunities? (405 responses)

Strongly Support	Support	Neutral	Oppose	Strongly Oppose
36.3%	34.3%	18.5%	5.7%	5.2%

39. Do you agree that the fishing industry in St. George will evolve significantly over the next ten years? (395 responses)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
27.6%	39.7%	22.5%	8.9%	1.3%

40. Do you agree that wild-caught fisheries (groundfish, lobsters, clamming, etc.) and ocean-farmed resources (oysters, seaweed, scallops, urchins, etc.) can successfully develop together over the next ten years? (400 responses)

Strongly agree	Agree	Neutral	Disagree	Strongly Disagree
31.3%	49.5%	14.0%	3.0%	2.3%

41. How important is it to prioritize specific areas of the fishing industry in St. George for future development and innovation? (397 responses)

Very important	Important	Neutral	Unimportant	Very unimportant
37.8%	39.0%	19.9%	2.3%	1.0%

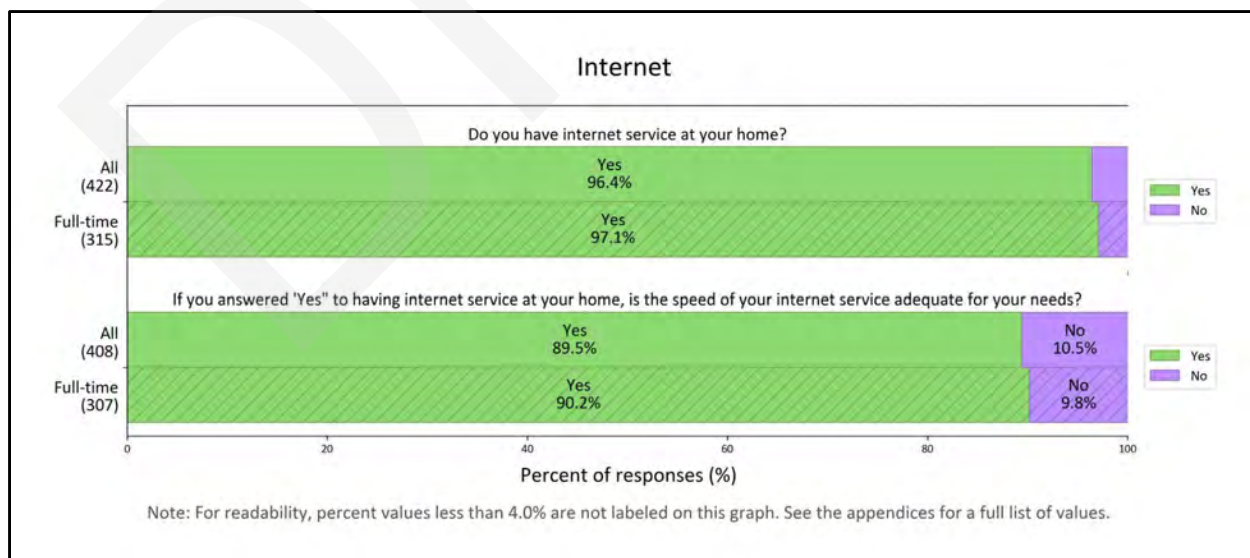
42. How promising do you believe land-based fish farming is as an opportunity for St. George? (396 responses)					
Extremely Promising	Very Promising	Moderately Promising	Slightly Promising	Not Promising	Don't Know
4.8%	11.6%	15.7%	12.4%	29.3%	26.3%

43. Do you support the development of land-based fin-fish or shellfish farming in St. George? (388 responses)				
Strongly Support	Support	Neutral	Oppose	Strongly Oppose
9.0%	23.5%	41.5%	17.8%	8.2%

44. What areas of the fishing or ocean farming industry would you want to see prioritized? (top write-in responses)
Lobstering (18)
Oysters (16)
Environmental/Sustainability Concerns (13)
Aquaculture (10)
Seaweed and Shellfish (9)

45. Please share your feedback and any concerns about the "Economy" survey questions. What did we miss? (top write-in responses)
Fish farming concerns (5)
Affordable housing (4)
Attract small businesses (2)

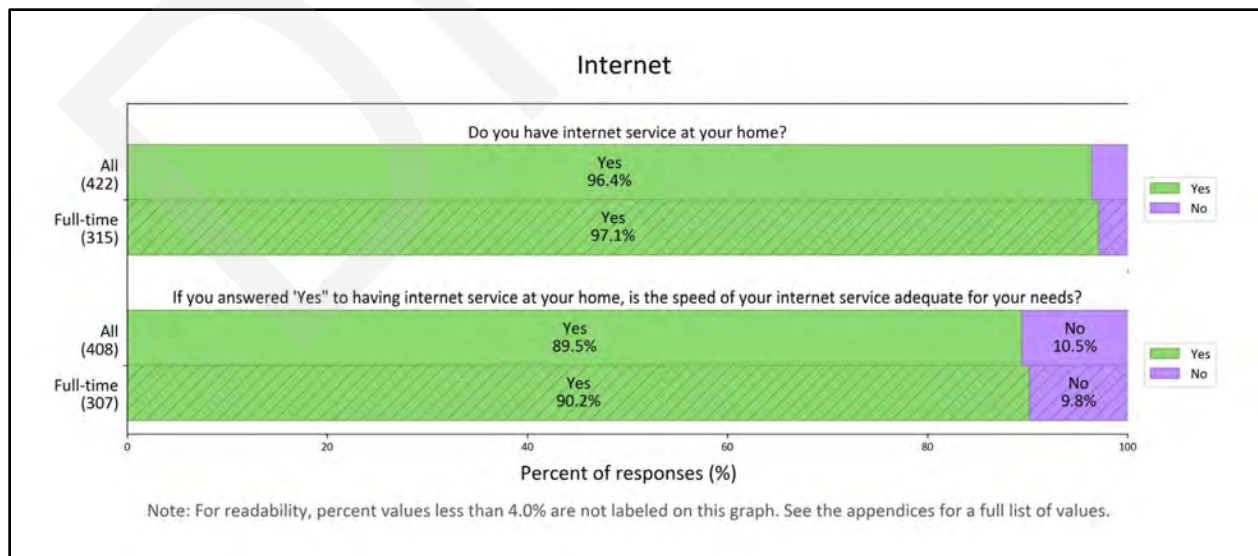
Question 46 results omitted as it was a functional question only (Would you like to respond to survey questions about "Town and Government Services"?)



47. How satisfied are you with the following General Services?					
	Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
Health Services (Community Paramedicine program & ambulance) (400 responses)	41.0%	39.0%	17.5%	2.0%	0.5%
Fire Protection (403 responses)	45.4%	41.4%	11.4%	1.5%	0.2%
Police Services (403 responses)	14.4%	31.3%	37.5%	12.9%	4.0%
Road Maintenance (408 responses)	17.4%	60.5%	16.7%	4.7%	0.7%
Waste Management (at the Transfer Station) (409 responses)	55.3%	39.9%	3.9%	1.0%	0.0%
Recycling Program (409 responses)	55.3%	36.9%	5.1%	2.0%	0.7%
Recreational Facilities (399 responses)	17.3%	45.9%	29.8%	6.3%	0.8%
Street Lighting (398 responses)	14.6%	38.7%	38.7%	6.3%	1.8%
Snow and Debris Removal (399 responses)	28.1%	49.6%	20.3%	2.0%	0.0%
Public Water Supply/Quality (376 responses)	17.8%	29.5%	47.6%	3.7%	1.3%
Top write-in responses: <ul style="list-style-type: none"> <li>• Less lighting (6)</li> <li>• Water quality/supply concerns (4)</li> <li>• Increase playgrounds/Recreation spaces (4)</li> <li>• Increase policing for speeding (3)</li> <li>• More public water access/Fund fire department (2)</li> </ul>					



48. How satisfied are you with the following Town Office Services?					
	Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
Permit Application (384 responses)	27.9%	41.1%	27.9%	2.6%	0.5%
Boat and Car Registration (391 responses)	44.8%	39.9%	14.8%	0.5%	0.0%
Property Tax Payments (399 responses)	40.4%	41.6%	14.0%	3.3%	0.8%
Voter Registration and Elections (383 responses)	41.0%	38.6%	18.3%	1.3%	0.8%
Vital Records (birth, death, marriage certificates) (366 responses)	23.5%	33.1%	43.4%	0.0%	0.0%
Public Meeting Information and Access (390 responses)	26.4%	43.6%	21.3%	6.2%	2.6%
Code Enforcement (387 responses)	16.0%	28.4%	35.9%	14.5%	5.2%
Town Communications (website, newsletters, etc.) (395 responses)	21.0%	43.5%	20.8%	11.6%	3.0%
Customer Service at the Town Office (400 responses)	69.5%	26.5%	4.0%	0.0%	0.0%
Business Licenses and Permits (367 responses)	21.3%	31.1%	46.6%	1.1%	0.0%



Top write-in responses:

- General compliments (20)
- Increase code enforcement (7)
- Increase Public Meeting Access/Advertising (7)
- Better communication with the Town (3)
- Improve the website (2)

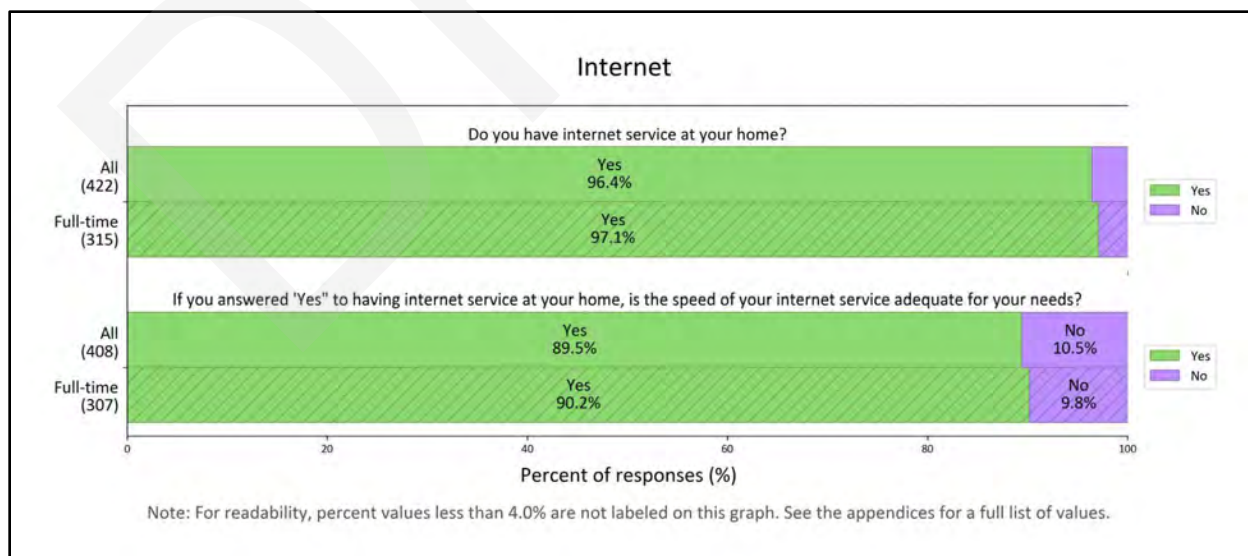
49. How important is it for you to receive notifications from the Town through the following methods?

	Very Important	Important	Neutral	Unimportant	Very Unimportant
Posts on the Town website (373 responses)	36.7%	42.9%	17.7%	2.4%	0.3%
Email (378 responses)	40.7%	42.3%	12.4%	3.2%	1.3%
Text message (357 responses)	18.2%	26.3%	35.6%	13.4%	6.4%
Automated telephone call to your landline (349 responses)	6.0%	11.2%	38.1%	21.5%	22.9%
Through the mail (371 responses)	16.2%	36.4%	26.4%	13.5%	7.5%
Social media (e.g. Facebook) (362 responses)	15.5%	32.6%	29.3%	13.5%	8.8%

50. How often do you look at the Town website? (411 responses)

Always	Often	Sometimes	Rarely	Never
2.2%	19.5%	46.0%	26.8%	5.6%

51. Evaluate your overall satisfaction with the Town's website. (395 responses)



Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
5.3%	43.0%	40.3%	10.1%	1.3%

52. How important is it that the Town website contains the latest available information? (404 responses)

Very Important	Important	Neutral	Unimportant	Very Unimportant
65.1%	30.0%	5.0%	0.0%	0.0%

53. How important is it for you to participate in town-sponsored community initiatives, programs, events and committees? (409 responses)

Very Important	Important	Neutral	Unimportant	Very Unimportant
19.6%	48.4%	27.1%	3.7%	1.2%

54. Should the Town of St. George collaborate with the State Department of Transportation to establish safe bike trails and paths? (407 responses)

Yes	No	Undecided
68.8%	13.8%	17.4%

56. Please share your feedback and any concerns about the "Town and Government Services" survey questions. What did we miss? (top write-in responses)

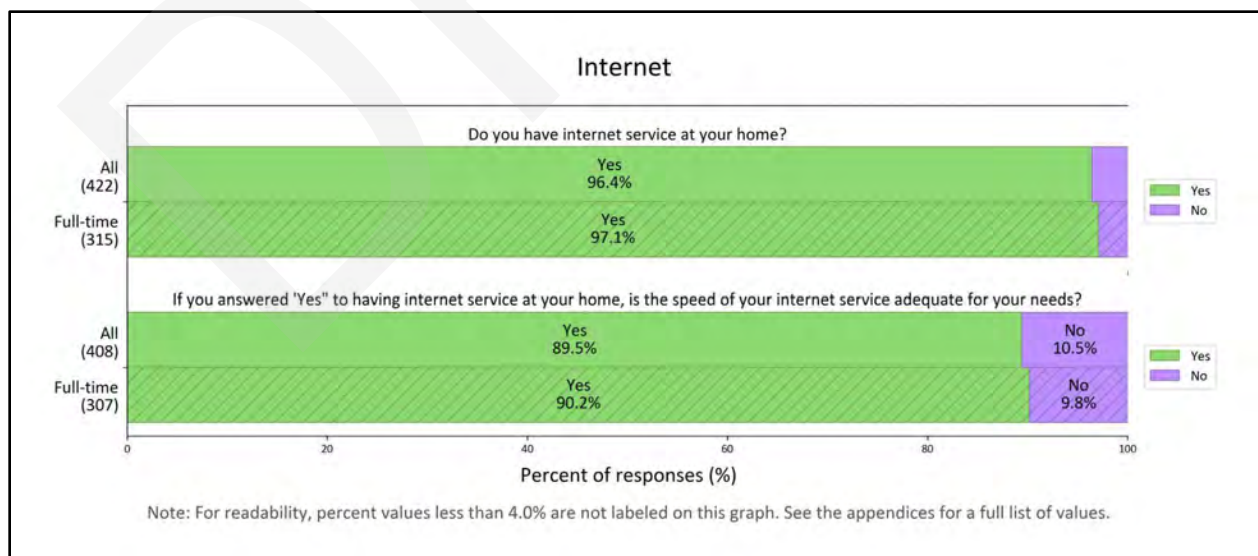
Increase bike paths (12)

Post committee minutes more promptly (3)

Code enforcement (3)

More seasonal police officers (2)

No new recreational facilities (2), New recreation facilities (2)



Question 57 results omitted as it was a functional question only (Would you like to answer questions about "Town and Community Facilities and Services"?)

58. Would you use a volunteer ride program for appointments, shopping, or other activities? (393 responses)		
Yes	No	Undecided
34.1%	47.3%	18.6%

59. Are you in favor of the Town expanding Senior services? (394 responses)		
Yes	No	Undecided
73.9%	7.6%	18.5%

60. How important is it to support key community institutions such as the Jackson Memorial Library and local educational programs, including after-school activities, adult education, and career technical education? (397 responses)				
Very Important	Important	Neutral	Unimportant	Very Unimportant
70.0%	23.2%	6.0%	0.5%	0.3%

61. How important is it to support innovative social projects, such as affordable housing initiatives, the Community Cupboard food pantry, aging in place services, home repair assistance, and wellness programs? (393 responses)				
Very Important	Important	Neutral	Unimportant	Very Unimportant
61.1%	27.7%	7.1%	1.8%	2.3%

62. How important is preserving the Town's history, cultural heritage, and heritage sites to you? (393 responses)				
Very Important	Important	Neutral	Unimportant	Very Unimportant
48.9%	39.2%	10.9%	0.5%	0.5%

63. How satisfied are you with the current condition and safety of the Town's road surfaces (e.g., pavement quality, potholes, signage, lighting)? (395 responses)				
Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
15.4%	63.8%	14.4%	4.8%	1.5%

64. How concerned are you about the current speed limits in St. George? (395 responses)				
Not Concerned	Slightly Concerned	Moderately Concerned	Very Concerned	Extremely Concerned
37.0%	16.5%	18.2%	14.2%	14.2%

65. How often do you observe vehicles exceeding the speed limit in St. George?  
(395 responses)

Never	Rarely	Sometimes	Often	Always
0.8%	6.1%	25.3%	42.5%	25.3%

66. How safe do you feel walking along Route 131 in St. George where there are currently no sidewalks? (386 responses)

Very Unsafe	Unsafe	Neutral	Safe	Very Safe
43.8%	33.9%	17.6%	4.4%	0.3%

67. How effective do you think traffic management measures such as "Entering Village Area" signs, "Reduce Speed Ahead" signs, solar-powered radar speed signs, bus stop, or pedestrian crossing signs would be in improving traffic safety in St. George? (395 responses)

Not Effective	Slightly Effective	Moderately Effective	Very Effective	Extremely Effective
11.1%	33.9%	34.4%	16.2%	4.3%

68. Are you aware of the bus stop locations on Route 131 where children cross the street? (393 responses)

Yes	No
39.9%	60.1%

69. Would you support the installation of additional signage to indicate school bus stops in St. George? (396 responses)

Yes	No	Undecided	No opinion
63.4%	11.9%	14.1%	10.6%

70. Would you support additional marked crosswalks in St. George? (391 responses)

Yes	No	No opinion
54.5%	13.3%	32.2%

71. If yes [to "Would you support additional marked crosswalks"], please specify locations where they are needed? (top write-in responses)

In the village centers (13)

By the general store (9)

Juniper Street (6)

By the post office (4)

Wiley's Corner with flashing orange light (4)

72. Do you support the installation of additional dynamic driver feedback signs (that tell you your speed) in St. George? (397 responses)

Strongly Oppose	Oppose	Neutral	Support	Strongly Support
5.5%	9.6%	38.3%	34.0%	12.6%

73. Do you think increased sheriff presence would improve traffic safety in St. George? (390 responses)

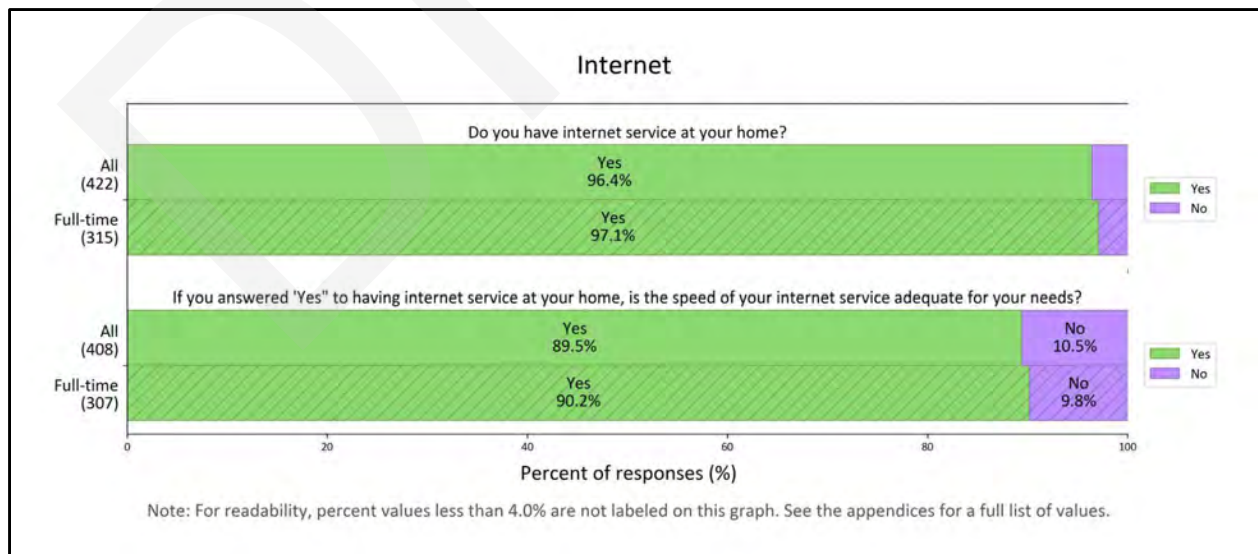
Not At All	Slightly	Moderately	Very	Extremely
3.6%	34.4%	33.3%	17.2%	11.5%

74. Do you think the Town should take measures to address parking challenges in Port Clyde? (396 responses)

Strongly Oppose	Oppose	Neutral	Support	Strongly Support
3.3%	3.8%	25.3%	42.4%	25.3%

75. What other measures would you suggest for improving parking and traffic safety in St. George? (top write-in responses)

More speeding tickets (12)



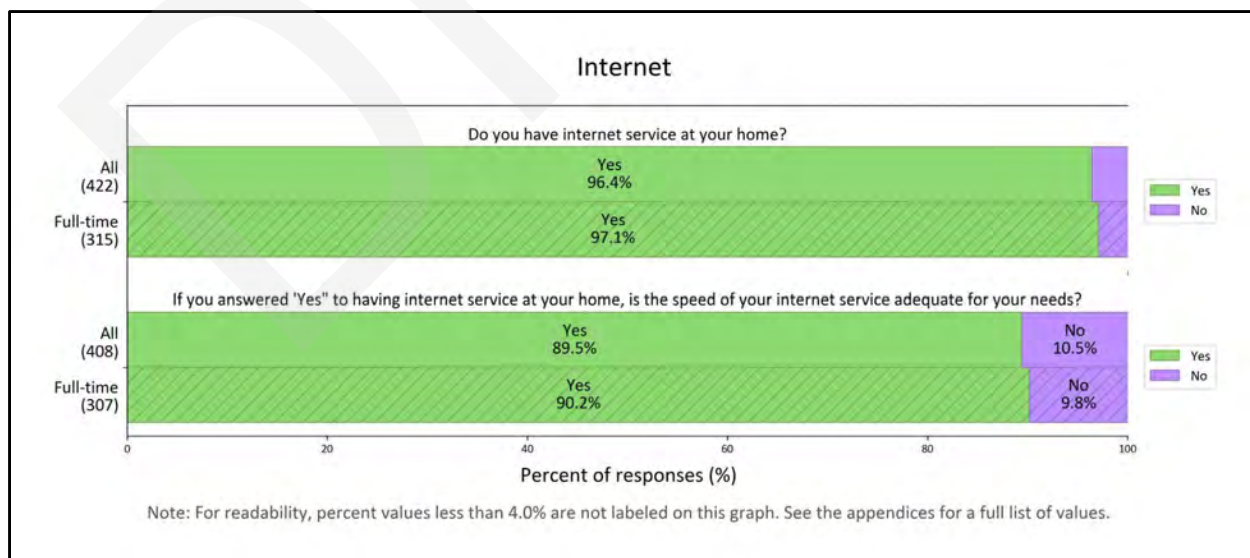
Bike/walking paths/expanded shoulder (10)
Enforce parking rules (9)
More sidewalks (8)
More speed bumps (7)

76. Should the Town collaborate with water companies to address and mitigate potential impacts on water sources caused by sea level rise or other environmental changes? (391 responses)		
Yes	No	Undecided
67.0%	10.0%	23.0%

77. How concerned are you about the impact of sea level rise on wastewater management and septic systems in St. George? (391 responses)				
Not Concerned	Slightly Concerned	Moderately Concerned	Very Concerned	Extremely Concerned
13.3%	26.3%	27.4%	19.4%	13.6%

78. What actions do you believe the Town should take to address the potential impacts of sea level rise on wastewater management and septic systems? (top write-in responses)	
Seek professional consultation (6)	
Educate town residents about risks (6)	
Stricter septic checks (5)	
Strict town enforcement (3)	

79. Please share your feedback and any concerns about the "Town and Community Facilities and Services" survey questions. What did we miss? (top write-in responses)	
Traffic and speeding concerns (10)	



Parking issues (6)
Code enforcement and ordinances (4)
Public facilities and parks improvements (3)
Environmental concerns (waterfront and development) (3)

*Question 80 results omitted as it was a functional question only (Would you like to respond to survey questions about "Education"?)*

81. How important is it for the Town to maintain our PreK-8 community school? (357 responses)					
Very Important	Important	Neutral	Unimportant	Very Unimportant	Undecided
82.6%	11.8%	4.2%	0.6%	0.3%	0.6%

82. How satisfied are you with the level of community involvement in St. George School's activities and programs? (353 responses)					
Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied	Don't Know
38.0%	29.5%	16.7%	1.4%	0.0%	14.4%

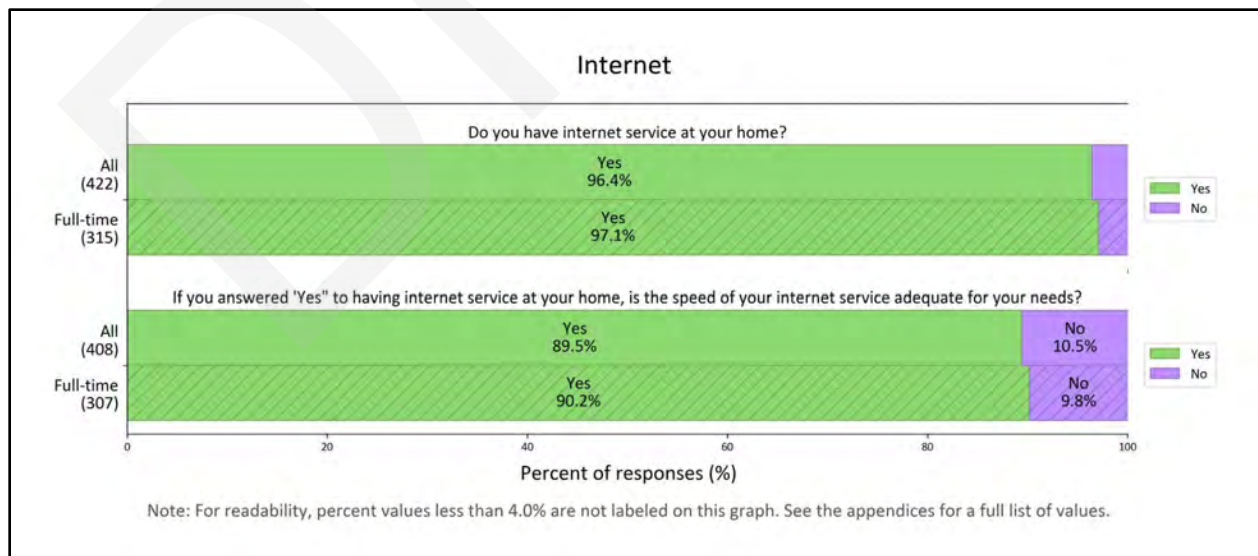
83. How effective do you find the St. George School Volunteer program in supporting students and teachers? (352 responses)					
Very Effective	Effective	Neutral	Ineffective	Very Ineffective	Don't Know
17.3%	22.7%	20.7%	0.9%	0.3%	38.1%

84. How important do you find the development of the Career and Technical Education - Makerspace Building for the future of students' education? (350 responses)				
Very Important	Important	Neutral	Unimportant	Very Unimportant
67.1%	21.7%	8.9%	1.4%	0.9%



85. How satisfied are you with the following aspects of St. George School? (rate each aspect)						
	Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Don't Know
Special Education Services (329 responses)	12.8%	20.7%	18.5%	2.1%	0.3%	45.6%
Academic Achievements (328 responses)	15.9%	29.9%	15.2%	1.8%	0.3%	36.9%
Character Development (330 responses)	16.7%	27.6%	15.8%	1.5%	0.3%	38.2%
Physical and Mental Health Needs (329 responses)	12.2%	25.5%	19.8%	1.5%	0.0%	41.0%
Social-Emotional Well-Being (328 responses)	13.7%	23.5%	20.7%	0.6%	0.0%	41.5%
Importance of New Educational Initiatives (329 responses)	20.1%	23.1%	19.8%	0.6%	0.3%	36.2%
Support and Resources for Teachers (329 responses)	13.1%	19.5%	21.9%	4.3%	0.3%	41.0%

86. Would you take advantage of adult education classes/workforce training if offered in the St. George School's CTE/Makerspace building? (354 responses)		
Yes	No	Perhaps in the future
42.9%	16.9%	40.1%



87. How interested would you be in attending digital literacy workshops (e.g., basic computer skills, internet safety, using online services) if they were available in the community? (345 responses)

Very Interested	Interested	Neutral	Uninterested	Very Uninterested
12.5%	23.5%	25.2%	27.5%	11.3%

88. Please share your feedback and any concerns about the "Education" survey questions. What did we miss? (top write-in responses)

Need more affordable housing to increase school enrollment (6)

General approval of school and staff (5)

Technology & workforce preparation (digital literacy in school) (4)

Special Education and resource allocation (3)

Need for increased community involvement and connection (3)

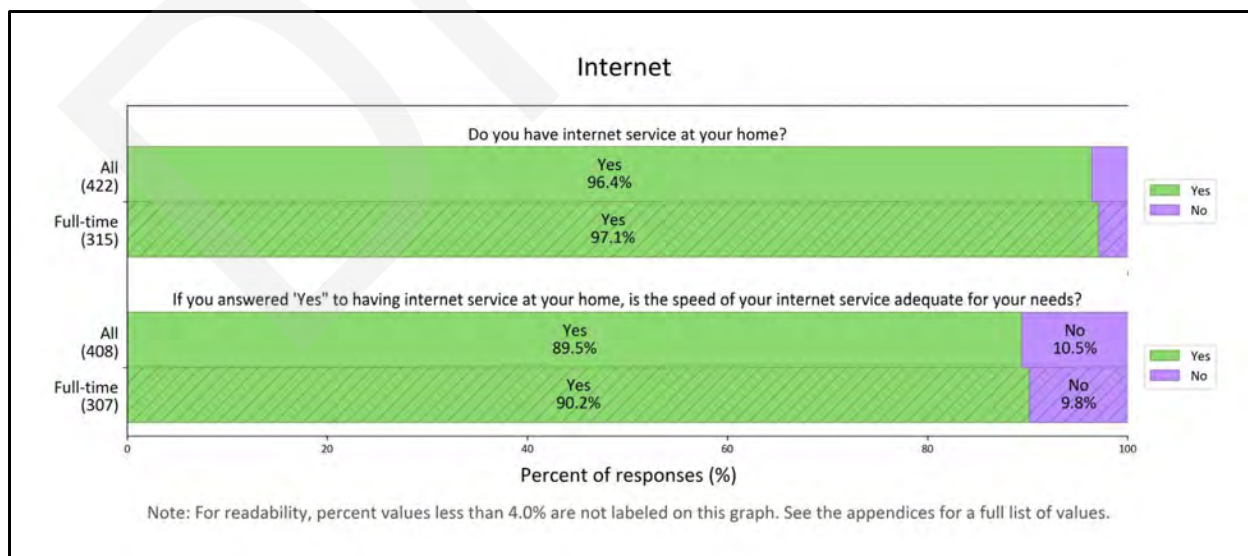
Question 89 results omitted as it was a functional question only (89. Would you like to respond to survey questions about "Housing"?)

90. How important is it for the Town to support the development of additional housing in the community? (372 responses)

Very Important	Important	Neutral	Unimportant	Very Unimportant
41.7%	28.2%	17.5%	5.1%	7.5%

91. How important do you consider each of the following types of housing developments for St. George? (Rate each on a scale from Very Important to Very Unimportant)

	Very Important	Important	Neutral	Unimportant	Very Unimportant
--	----------------	-----------	---------	-------------	------------------



Independent Senior Living (housing designed for seniors who do not need assistance with daily activities) (335 responses)	25.4%	39.4%	22.1%	6.6%	6.6%
Assisted Living Facilities (housing with services for seniors who need help with daily activities) (326 responses)	25.5%	30.7%	27.9%	9.8%	6.1%
Co-living Spaces (shared living spaces for individuals who may not be related) (321 responses)	15.6%	26.5%	35.2%	13.7%	9.0%
Single-Family Homes (detached houses for one family) (326 responses)	26.4%	42.6%	22.1%	4.3%	4.6%
Duplexes (two-unit houses sharing a common wall) (313 responses)	25.2%	32.9%	23.0%	10.2%	8.6%
Congregate Housing (shared housing with common facilities, e.g. Stella Maris, Methodist Conference Home) (305 responses)	15.1%	19.3%	35.4%	17.0%	13.1%
Multi-Family Units (apartment buildings or complexes) (316 responses)	19.0%	22.5%	26.9%	13.6%	18.0%
Condominiums (individually owned units within a larger building) (309 responses)	10.7%	15.2%	31.7%	20.7%	21.7%
Affordable Workforce Housing (housing for moderate-income workers) (343 responses)	44.0%	32.4%	12.2%	4.7%	6.7%
Low-Income Housing (housing for individuals and families with low incomes) (323 responses)	29.4%	30.0%	22.0%	8.4%	10.2%
Rental Properties (housing units available for rent, including apartments, houses, etc.) (328 responses)	23.8%	32.0%	22.3%	8.5%	13.4%
Cluster Housing (grouped homes sharing common open spaces) (321 responses)	21.5%	26.5%	24.0%	13.1%	15.0%

Subdivisions (planned communities with individual lots and homes) (319 responses)	12.9%	19.7%	27.9%	19.4%	20.1%
None of the Above (38 responses)	5.3%	5.3%	39.5%	21.1%	28.9%

92. Please rate your satisfaction with the current housing options in St. George, including the availability of workforce housing. (365 responses)

Very satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
3.6%	9.9%	34.2%	37.5%	14.8%

93. How would you rate the affordability of housing in St. George? (370 responses)

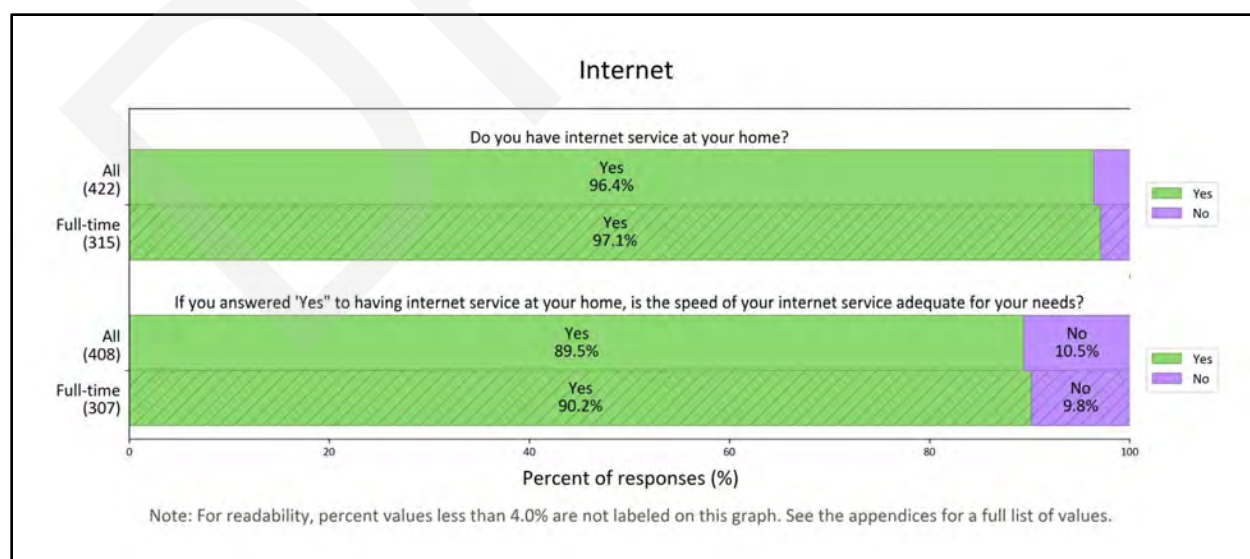
Very Affordable	Affordable	Neutral	Unaffordable	Very Unaffordable
0.8%	6.2%	21.1%	46.2%	25.7%

94. Would you support measures to expand housing development, including changing ordinances to allow more dwellings per lot size? (364 responses)

Yes	No	Undecided
45.1%	29.9%	25.0%

95. What challenges do you think the community faces regarding workforce housing? (Select all that apply) (355 responses)

High Costs	85.4%
Limited Availability	83.9%
Poor Quality	13.8%
Lack of Amenities	11.5%



Zoning Restrictions	23.7%
Insufficient Government Funding/Subsidies	23.9%
Insufficient Private Investment	28.2%
Long Commute Times	29.6%
Seasonal Nature of Jobs	54.6%
Limited Public Transportation	48.2%
Community Opposition	50.1%
Limited Incentives for Developers	18.6%
Regulatory Barriers	12.4%
Top write-in responses: <ul style="list-style-type: none"> <li>• Lack of info/awareness (4)</li> <li>• Short term rentals (negative impact) (4)</li> <li>• Town shouldn't get involved (4)</li> <li>• Low wages/income disparity (3)</li> </ul>	

96. Did you support the Town's proposal to donate 18 acres to a community non-profit for the development of workforce housing? (345 responses)

Yes	No
75.1%	24.9%

97. If you did not support it, please share your reason. (top write-in responses)

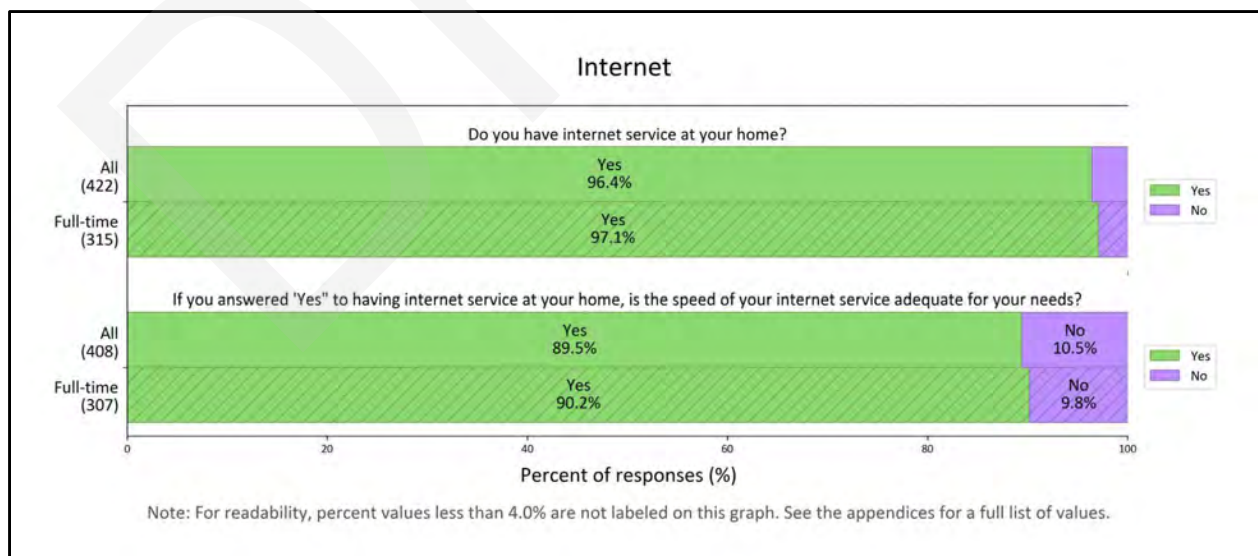
Town shouldn't be involved in this (10)

Need more information (9)

Don't want to give away land paid for by taxpayers (4)

General disapproval/no understanding of benefits of project (3)

Depends on location/plan details (3)



98. What measures do you think the Town should consider to assist existing and new workers in finding housing? (Select all that apply) (343 responses)	
Affordable housing initiatives	65.6%
Rent subsidies using taxpayer dollars	12.8%
Housing development incentives	35.9%
Public-private partnerships for housing	47.8%
Development of mixed-income housing	37.0%
Expansion of rental assistance programs	27.1%
Incentives for building accessory dwelling units (ADUs)	29.2%
Streamlining the permitting process for new housing developments	24.2%
No assistance needed	10.5%
Top write-in responses: <ul style="list-style-type: none"> <li>Regulate/reduce short term rentals/unused properties (8)</li> <li>None/town shouldn't get involved (4)</li> <li>Need more (or better-dispersed) info (4)</li> </ul>	

99. Do you think the Town should implement regulations for short-term rental properties (rentals of less than 30 days) in St. George? (371 responses)		
Yes	No	Undecided
45.6%	30.5%	24.0%

100. How important is it for the Town to regulate and monitor short-term rentals to maintain the Town's geographic character, demographic balance, economic health, safety, and housing market fairness? (374 responses)				
Very Important	Important	Neutral	Unimportant	Very Unimportant
39.0%	22.7%	20.3%	8.3%	9.6%

101. How often have you experienced issues related to noise, parking, or disturbances from short-term rentals in your area? (370 responses)				
Never	Rarely	Sometimes	Often	Always
48.6%	23.2%	18.9%	5.7%	3.5%

102. How would you rate the impact of short-term rentals on the character of your area? (372 responses)				
Very Positive	Positive	Neutral	Negative	Very Negative
4.8%	11.0%	57.3%	17.7%	9.1%

103. How concerned are you about the impact of short-term rentals on housing availability in St. George? (372 responses)				
Not Concerned	Slightly Concerned	Moderately Concerned	Very Concerned	Extremely Concerned
21.8%	21.0%	22.6%	19.1%	15.6%

104. To what extent do you agree that short-term rentals positively contribute to the local economy of St. George? (369 responses)

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
14.1%	35.0%	27.6%	14.9%	8.4%

105. Please share your feedback and any concerns about the "Housing" survey questions. What did we miss? (top write-in responses)

More regulation on short term rentals (STRs) (25)

Need for more affordable housing (18)

Points about positive impacts of STRs (12)

Criticism of empty homes/STRs eroding community character (10)

Complaints about taxes (taxing STRs vs long-time residents) (8)

106. Do you have additional general comments or suggestions about this survey? (top write-in responses)

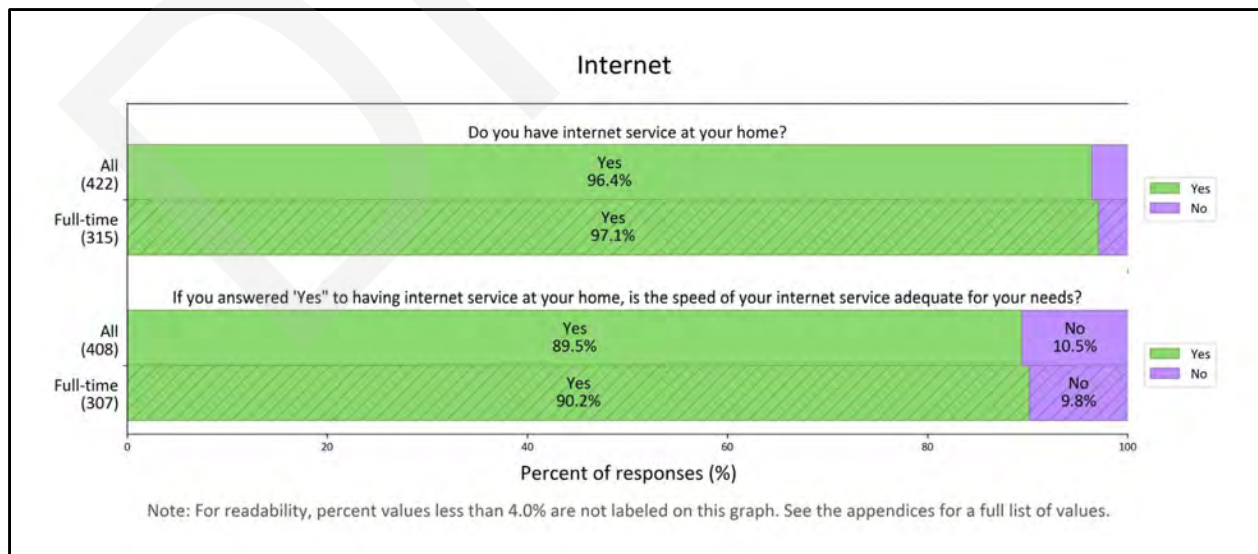
Gratitude and general approval (20)

Concerns about length and complexity (9)

Protecting private property and town character (7)

Affordable housing and taxes (6)

Short term rental restrictions (4)

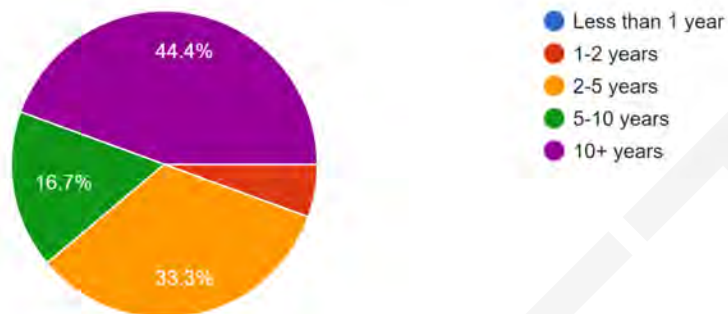




## Y.2 - St. George Business Alliance Survey

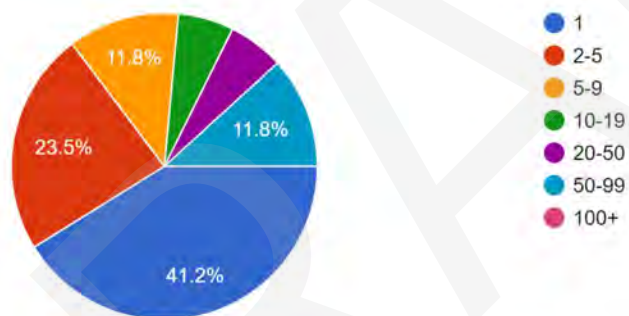
How long has your business been in operation? (Select one)

18 responses



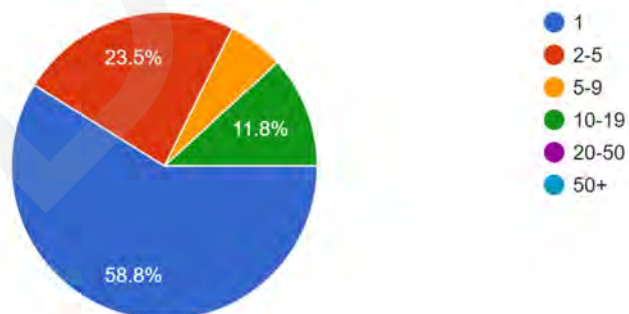
How many staff do you employ during your peak season each year? (Select one)

17 responses



Approximately how many of those staff reside on the peninsula? (Select one)

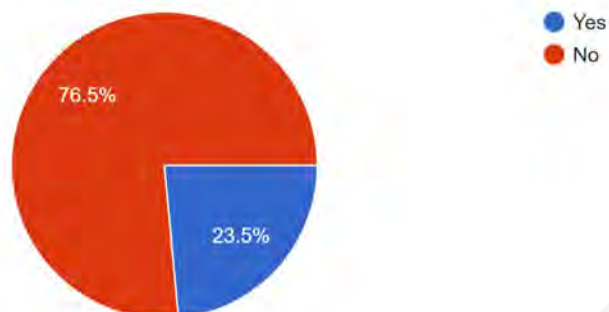
17 responses





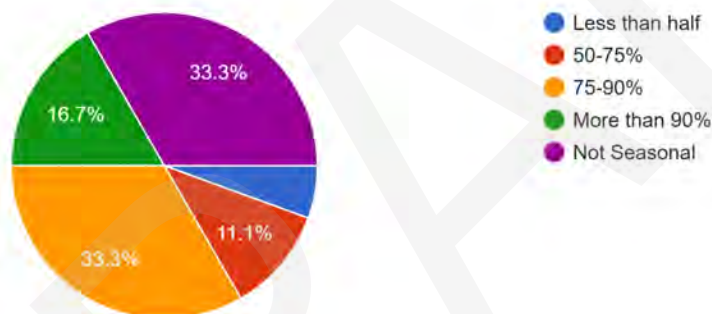
Do you regularly employ staff 18 years of age or under?

17 responses



How much of your business revenue is captured during the busy season (May through October)?  
(Select one)

18 responses



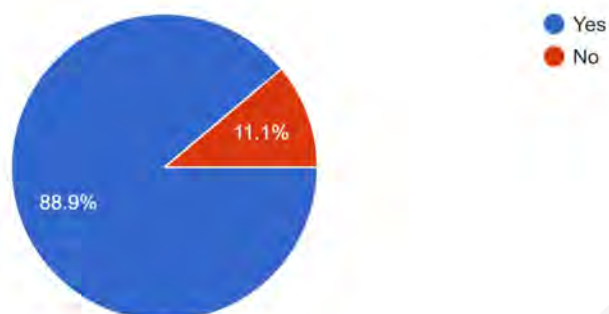
Which would you say describes your business best? (Select one)

18 responses



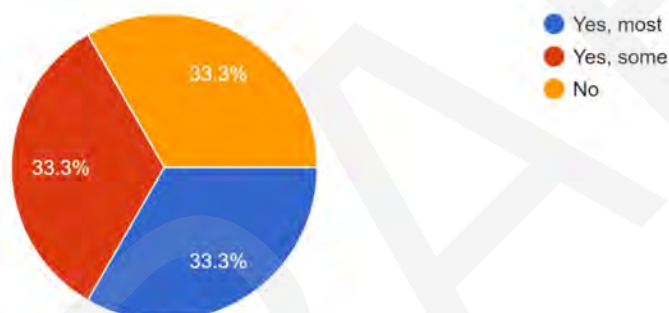
Are you aware that the Town has a Comprehensive Plan that gets updated every 10 years?

18 responses



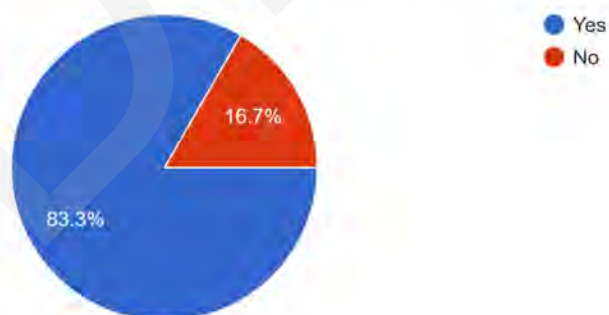
Have you ever read through any of the current Comprehensive Plan?

18 responses



Would you like us to contact you for more input as we continue to evolve the Comprehensive Plan as it relates to business policies and future operation in the Town of St. George?

18 responses



What do you see as the biggest benefit/asset to your current business operation in St. George? (aggregated write-in responses)

- Location (6)
- Community/connections (4)
- Demand for business (3) - water-based businesses (2), need for portable restrooms (1)
- Great place to live (3)
- Tourism (2)
- Internet/remote work capability (2)
- Other - help for small businesses (1), business doesn't depend on location (1)

What do you see as the biggest benefit/asset to your future business operation in St. George? (aggregated write-in responses)

- Community/connections (3)
- Location (3)
- Internet/remote work/infrastructure (3) - including electricity
- Expanding business's storefront (2) - home-based store front (1), open new shop on peninsula and move (1)
- Economic growth (2) - more new businesses other than art (1), growing economy (1)
- Other - tourism (1), changing climate creates adaptation work (1), business doesn't depend on location (1)

What do you see as the biggest challenge to your current business operation in St. George? (aggregated write-in responses)

- Infrastructure (5) - admin, shipping, ease of travel, air travel, power/electricity, internet, parking
- Getting clients (especially year-round) (3) - cultivating a fan base, shrinking winter community
- None or N/A (3)
- Distance from clients (2)
- Living costs/housing/staffing (2)
- Other - government (1), maintaining local character (1), mother nature (1), daily operations (1)

What do you see as the biggest challenge to your business operation in St. George in the next 5-10 years? (aggregated write-in responses)

- Infrastructure (6) - admin, shipping, ease of travel, air travel, internet, electricity/power, parking, wharf use
- Costs/housing (4) - expenses, housing, fuel
- Getting clients (2) - cultivating a fan base, attracting people to their home
- Staffing (2) - lack of staff and younger families, housing
- Other - climate (1), small town character (1), distance from clients (1), wharf access (1)

What changes in St. George would you believe could facilitate, enhance, or otherwise improve your business operation? (aggregated write-in responses)

- Housing (4) - workforce, low to moderate income
- None or N/A (3)
- Central office services (2) - service center with shipping, printing, etc. (1), gathering place remote workers (1)
- Working waterfront (2) - preserve WW (1), annual inspection for all moorings (1)
- Infrastructure (2) - broadband, expand Marshall Point parking lot
- More of related businesses (2) - bookstore, arts/galleries
- Other - Preserve open space (1), business incentives (1)

Since owning and operating your business on the peninsula have there been changes implemented to the Town ordinances that have positively or negatively impacted your business? (aggregated write-in responses)

- No/not aware of any yet (12)
- Possibly negative (1) - maybe zoning
- Yes, negative (1) - "Town ordinances have primarily worked against us"
- Yes, positive (1) - sign ordinance, site plan review process
- Unclear answers (1) - "Yes"

Since owning and operating your business on the peninsula have there been proposed changes to the Town ordinances that you believe would have positively or negatively impacted your business? (aggregated write-in responses)

- No/not aware of any yet (12)
- Yes, negative (1) - affects ability to build housing
- Yes, positive (1) - support for affordable housing
- Unclear answers (1) - "Yes"

### Y.3 - Postcard Survey

105 responses, summarized & categorized by chapter (numbers indicate the number of responses that mentioned each topic)	
Population and Demographics	4 - Prioritize young people/children/families (concerns about aging population) 3 - Foster the involvement in the community 2 - Income equality 3 - Small town atmosphere 2 - Welcome new residents
Historic and Archaeological Resources	2 - maintain character of the Town 1 - preserve local history
Public Facilities and Services	10 - Total mentions of (fire, police, ambulance, law enforcement services) 3 - Safety (pedestrian, public, town) 3 - Prioritize recycling (support the transfer station) 3 - Improve internet/cell service 3 - Addressing food insecurity and access 2 - Increased outreach and support for seniors
Transportation	12 - Do something about speeding 3 - Traffic on 131 3 - Bike/Sidewalk/Walking path on 131 3 - More sidewalks generally 2 - Add shoulders to roads 2 - Continued transportation for the elderly (Neighbor to Neighbor)
Recreation	7 - Recreation center/public gym 2 - Access to non-athletic opportunities and spaces (trails, beaches, etc.)

Education	6 - Education 3 - Increased investment/funding in education 2 - Pre-school 2 - Special Education
Housing	34 - Affordable housing 9 - Limit short term rentals/rentals generally 6 - Affordable workforce housing 6 - Housing 2 - Aging in place/elderly housing 2 - Lower property taxes
Water Resources	14 - Rising sea levels/plan to address this 6 - Working waterfront 3 - Roads closing due to water at high tide
Natural Resources	8 - Climate change concerns 4 - Preserve/protect natural resources and keep spaces clean of trash 5 - Land conservation
Agricultural and Forest Resources	4 - Protecting and supporting the fishing economy 3 - Access to waterfront and fisheries 3 - Environmental protection and conservation 2 - Lobstering laws and regulations
Future Land Use Plan	7 - Zoning regulations (whole town zoning, village zoning, appropriate zoning laws, restricting short-term rentals, storage unit zoning, etc.) 6 - Supporting local businesses and gathering spaces 5 - Preservation of open spaces and scenic properties 4 - Working waterfront protection 3 - Climate resiliency and mitigation (sea level rise planning, coastal flooding protection) 3 - Public infrastructure improvements (restrooms, pedestrian walkways, dog waste kiosks) 2 - Code enforcement and ordinance oversight
Economic Development (Economy)	5 - Food insecurity assistance 5 - Workforce development and job creation 5 - Support for small/local businesses 5 - Revitalization of Port Clyde 4 - Tax stabilization and reduction 3 - Responsible commercial land use 3 - Infrastructure improvements 3 - Rebuilding and revitalizing Port Clyde (general store, harbor) 2 - Business expansion regulations
Fiscal Capacity and Capital Investment Plan	2 - Fiscal responsibility

#### Y.4 - Interviews with Community Leaders

Themes & suggestions from ~30 interviews	
Question 1: What does St. George do well?	<ul style="list-style-type: none"> <li>• Appreciation of the quality of community services</li> <li>• Appreciation for libraries as social hubs</li> <li>• Appreciation for parks and recreation for offering youth activities</li> <li>• Praise for quality of local schools</li> <li>• Sea level preparation</li> <li>• Waterfront access</li> <li>• Importance of environmental conservation efforts, preserving natural beauty of the area</li> <li>• Value initiatives such as: waste disposal, water quality, conservation, trails, and renewable energy sources like solar panels</li> <li>• Expanded broadband access</li> <li>• Community engagement, unity</li> <li>• Specific appreciation for neighbors in need programs such as food pantries, ride-sharing initiatives, and hands-on learning opportunities</li> </ul>
Question 2: Top priorities for the Town	<ul style="list-style-type: none"> <li>• Concerns about demographic shifts away from full time residents</li> <li>• DEI, ensure all sectors of the community are represented</li> <li>• Importance of a community center</li> <li>• Crisis response and disaster preparedness</li> <li>• Road/public safety infrastructure</li> <li>• Traffic control, improve parking</li> <li>• Social clubs, organizations, community events</li> <li>• Affordable housing initiatives (address workforce needs)</li> <li>• Rising sea levels and infrastructure</li> <li>• Working waterfront, aquaculture</li> <li>• Create a volunteer network</li> <li>• Supportive services for vulnerable populations</li> </ul>
Question 3: What concerns you (future vs now)?	<ul style="list-style-type: none"> <li>• Lack of participation from younger population</li> <li>• "Hupper island demographic, fishing community vs homeowners there"</li> <li>• Increasing chronic illnesses without access to healthcare</li> <li>• Lack of workers</li> <li>• Isolation (especially for seniors)</li> <li>• Speeding</li> <li>• Reductions in affordable housing</li> <li>• Gentrification and property values driving young families, wage workers, artisans, and service people off the peninsula.</li> <li>• Gentrification and loss of socioeconomic diversity</li> <li>• Sprawl and displacement</li> <li>• Sea level rise (and impacts on property)</li> <li>• Warming seas</li> <li>• Salinization of freshwater sources due to head pressure from sea level rise</li> <li>• Offshore wind development</li> <li>• Climate change and its environmental impacts</li> <li>• Less open space and loss of environmental barriers/protections</li> <li>• Disappearing working waterfront, less fishermen</li> <li>• Cost of moorings and other down fees going up</li> </ul>

	<ul style="list-style-type: none"> <li>• Disappearance of lobsters</li> <li>• Rising costs (food, healthcare, living expenses, etc.)</li> <li>• Decreasing promotion of small businesses</li> <li>• Social services for low income and aging residents</li> <li>• Impact of liberalism and autocracy on local politics</li> <li>• Vigilante NIMBYism (controlling what happens on all private properties in the Town)</li> </ul>
Question 4: Is there anything the Town now does that we should NOT be doing?	<ul style="list-style-type: none"> <li>• Limiting marine cables from offshore wind projects (thinks that the Town should allow these cables to be laid since there is a long history of underwater cables in this area)</li> <li>• Town is currently failing to control costs (should do more)</li> </ul>

## Appendix Z - Maps

This section contains the following maps, in order:

1. Historic Sites
2. Prehistoric Archaeological Sites
3. Historic Archaeological Sites
4. Roads & Traffic
5. Water Resources
6. Tenants Harbor Water District Source Water Protection
7. Port Clyde Water District Source Water Protection
8. Bedrock Geology\*
9. Hydric Soils
10. Farmland Soils
11. Wildlife Habitats
12. Habitat Blocks
13. Wetlands & Conserved Lands
14. Marine Geology
15. Aquaculture in St. George
16. Aquaculture Growing Area WU (4 maps)
17. Aquaculture Growing Area WV (4 maps)

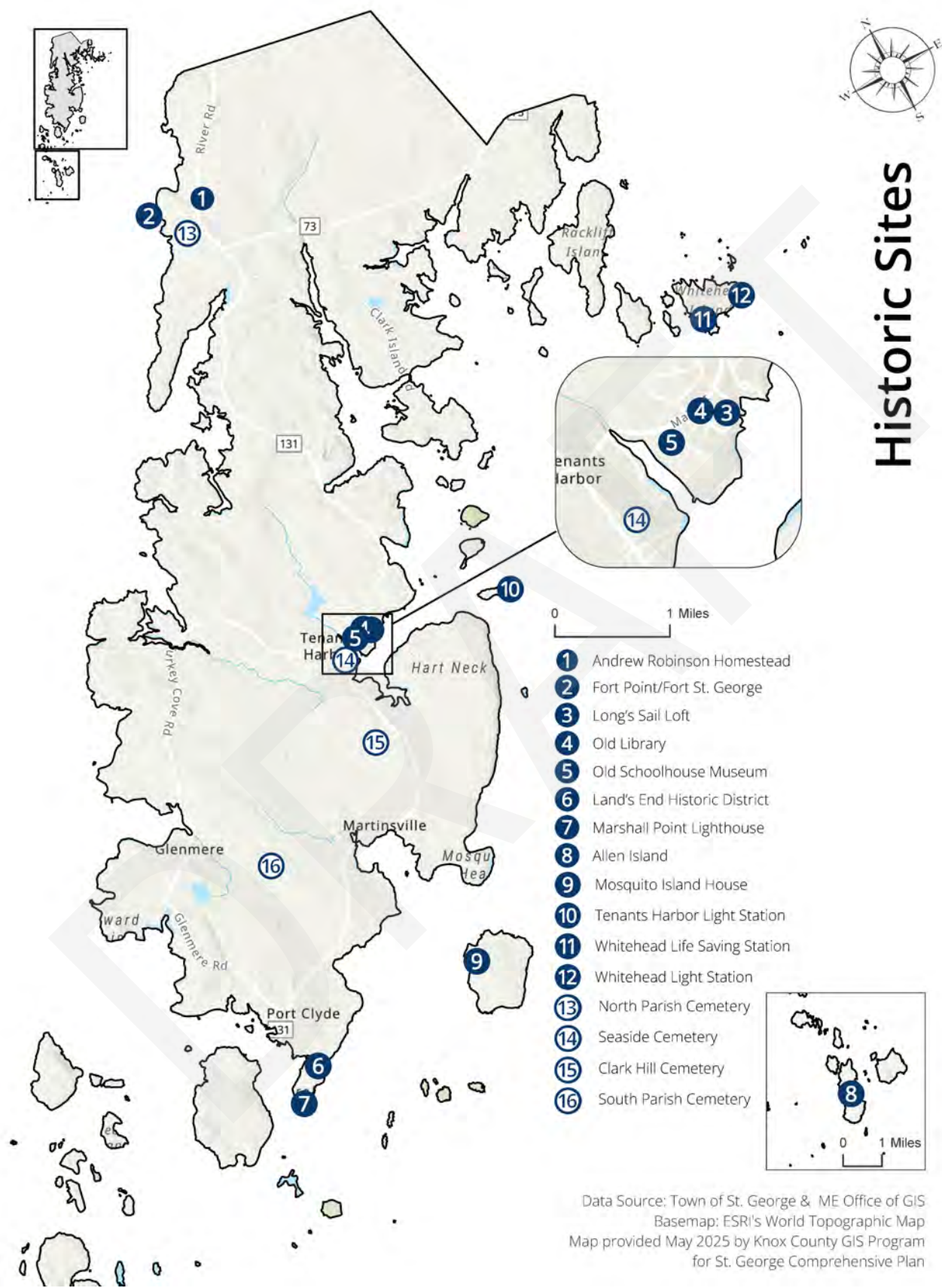
Additionally, the following maps are available in other chapters of this plan:

- Shoreland Zoning (Chapter 6A)
- Current Land Use Tax Programs (Chapter 6A)
- Future Land Use (Chapter 6G)

\*NOTE: For the Bedrock Geology map, visit the links below for additional context.

- [https://digitalmaine.com/cgi/viewcontent.cgi?article=3858&context=mgs\\_maps](https://digitalmaine.com/cgi/viewcontent.cgi?article=3858&context=mgs_maps)
- [https://digitalmaine.com/cgi/viewcontent.cgi?article=1515&context=mgs\\_maps](https://digitalmaine.com/cgi/viewcontent.cgi?article=1515&context=mgs_maps)



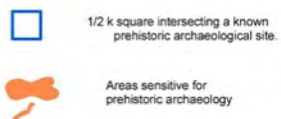


**Known Prehistoric Archaeological Sites\* and  
Areas Sensitive for  
Prehistoric Archaeology\* in**

**Saint George**



**information provided by  
Maine Historic Preservation Commission  
September 2011**

\*dated material subject to future revision  
map 1/1

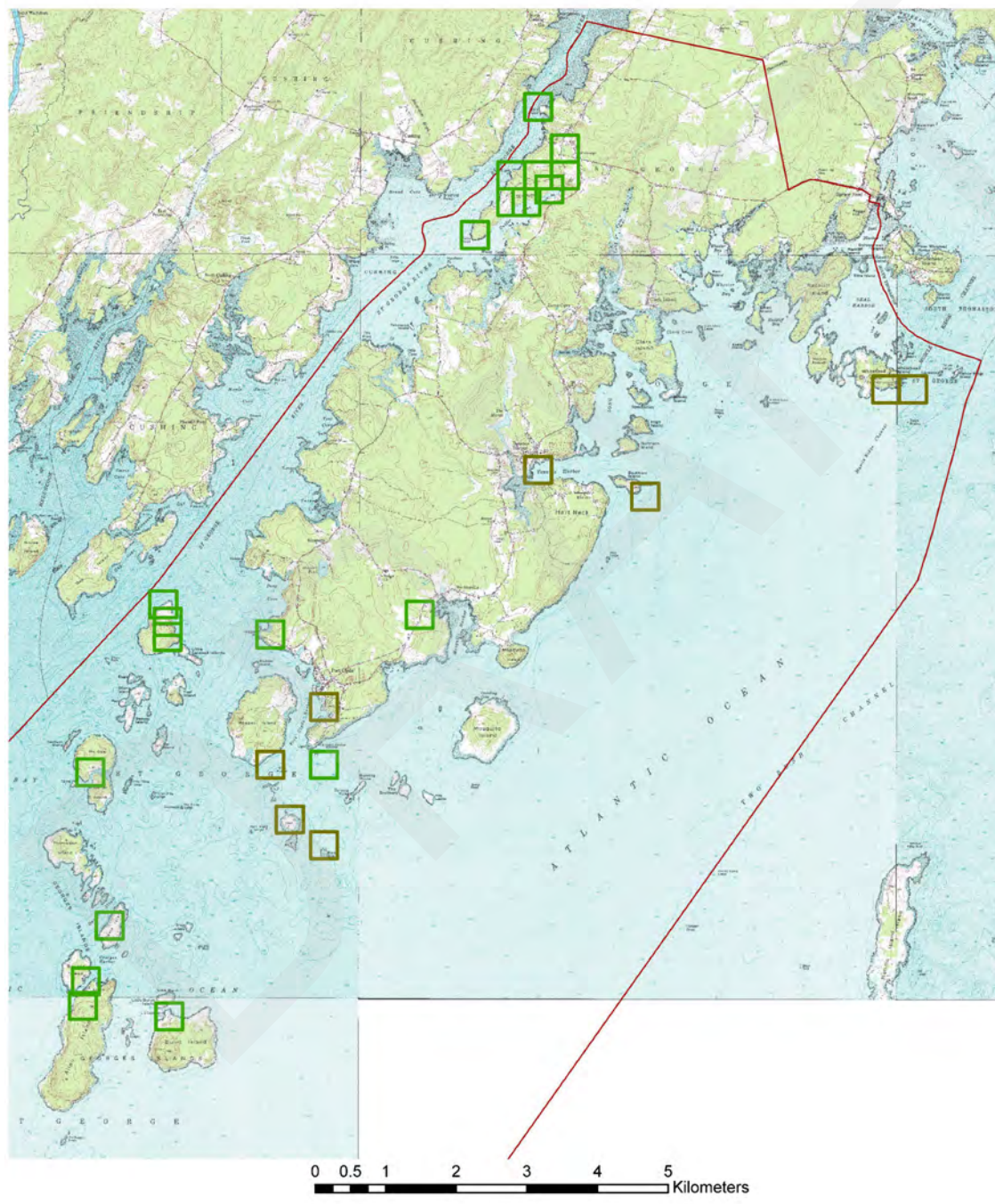


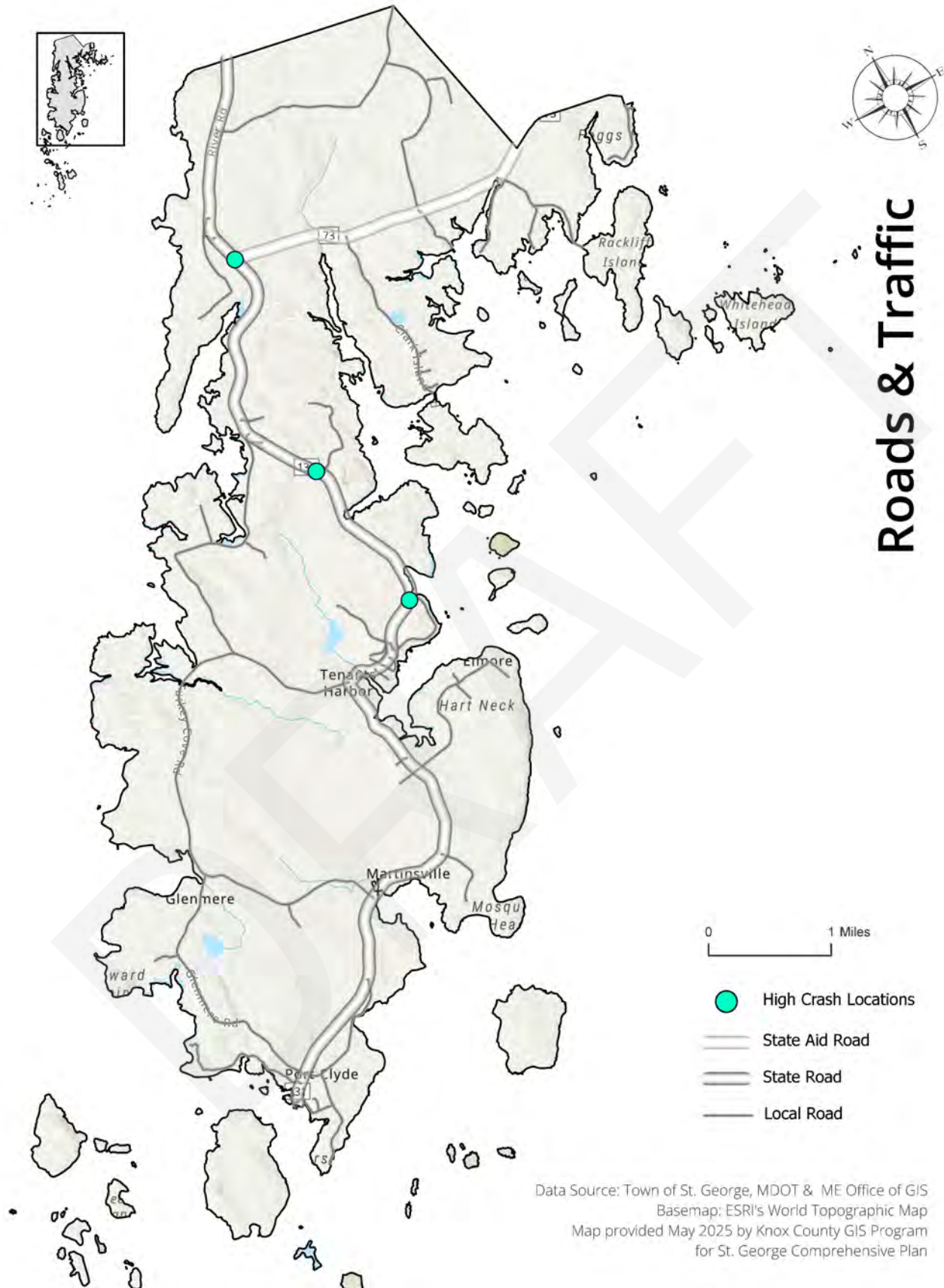


**Known Historic Archaeological Sites\* in  
Saint George**  
information provided by  
**Maine Historic Preservation Commission**  
**September 2011**

-  1/2 k square intersecting a known historic archaeological site with a good estimated location.
-  1/2 k square intersecting a known historic archaeological site.

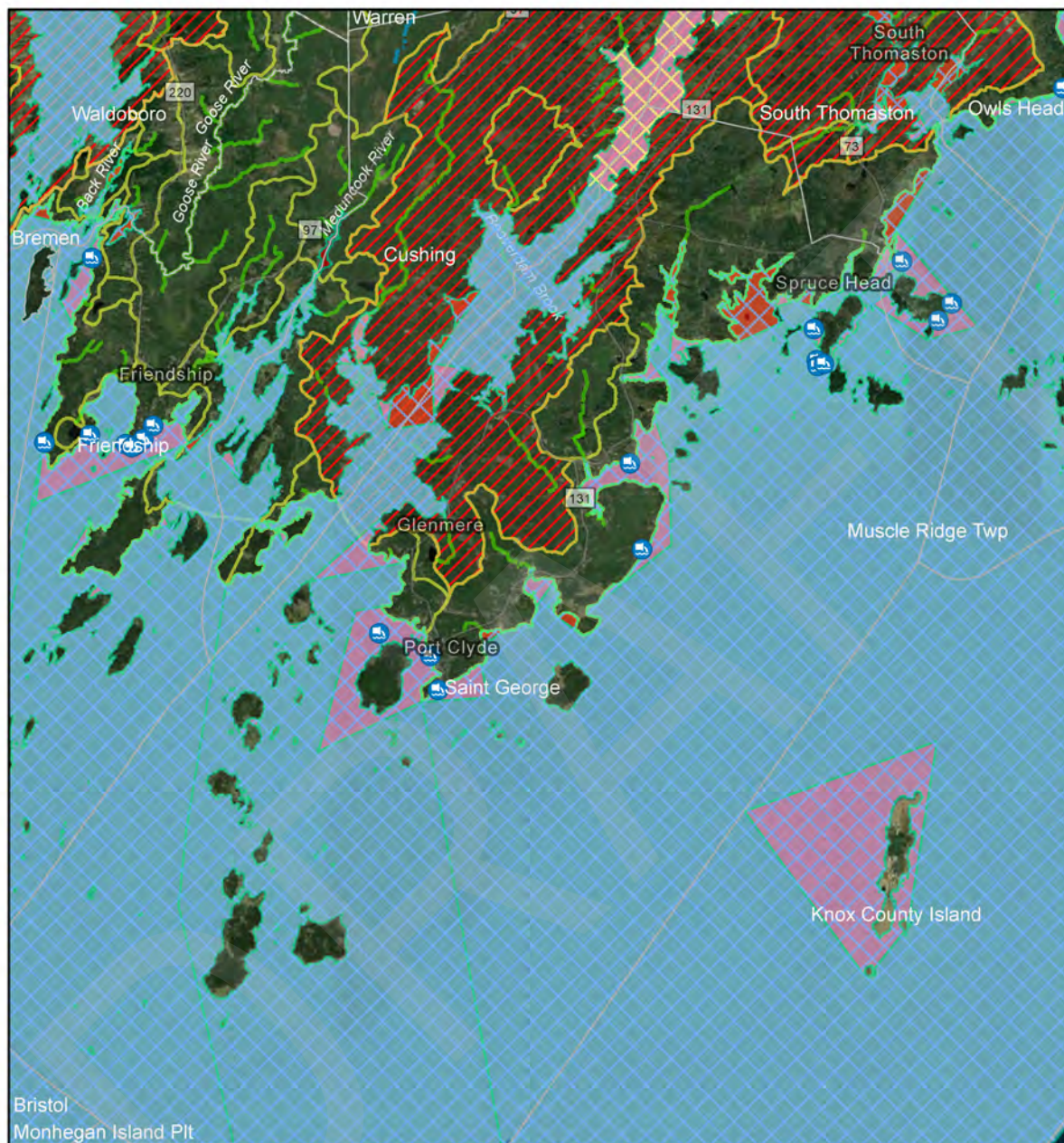
\*dated material subject to future revision  
map 1/1



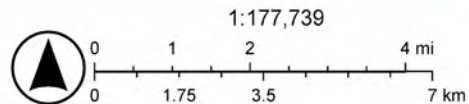
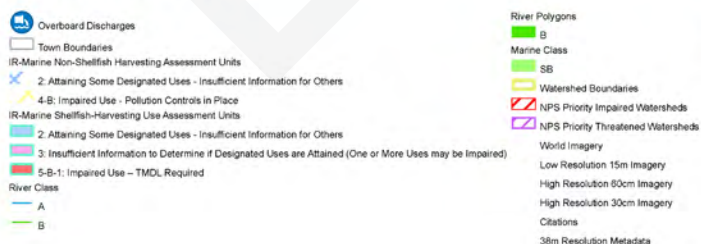




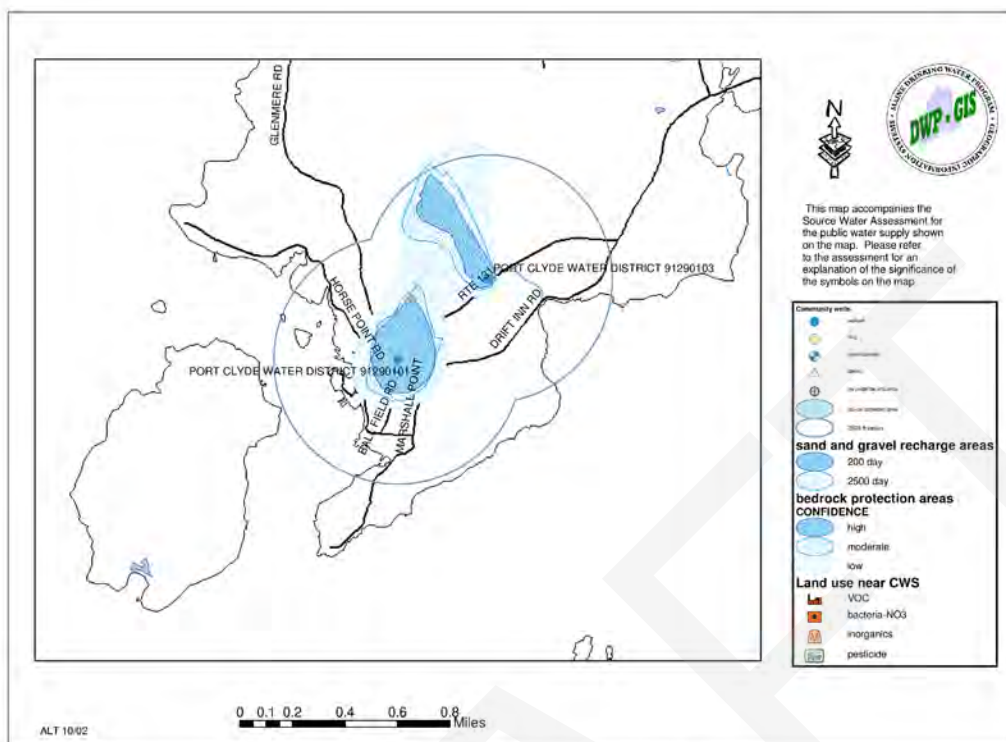
## St. George Water Resources



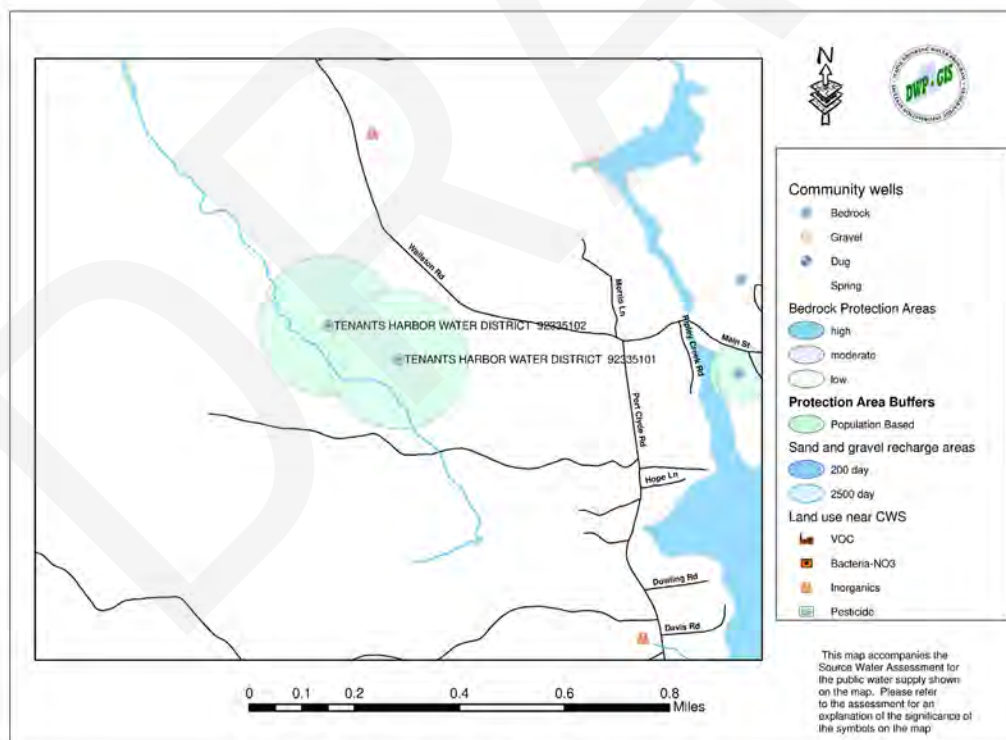
5/13/2025, 10:18:47 AM



Earthstar Geographics, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Maine DEP

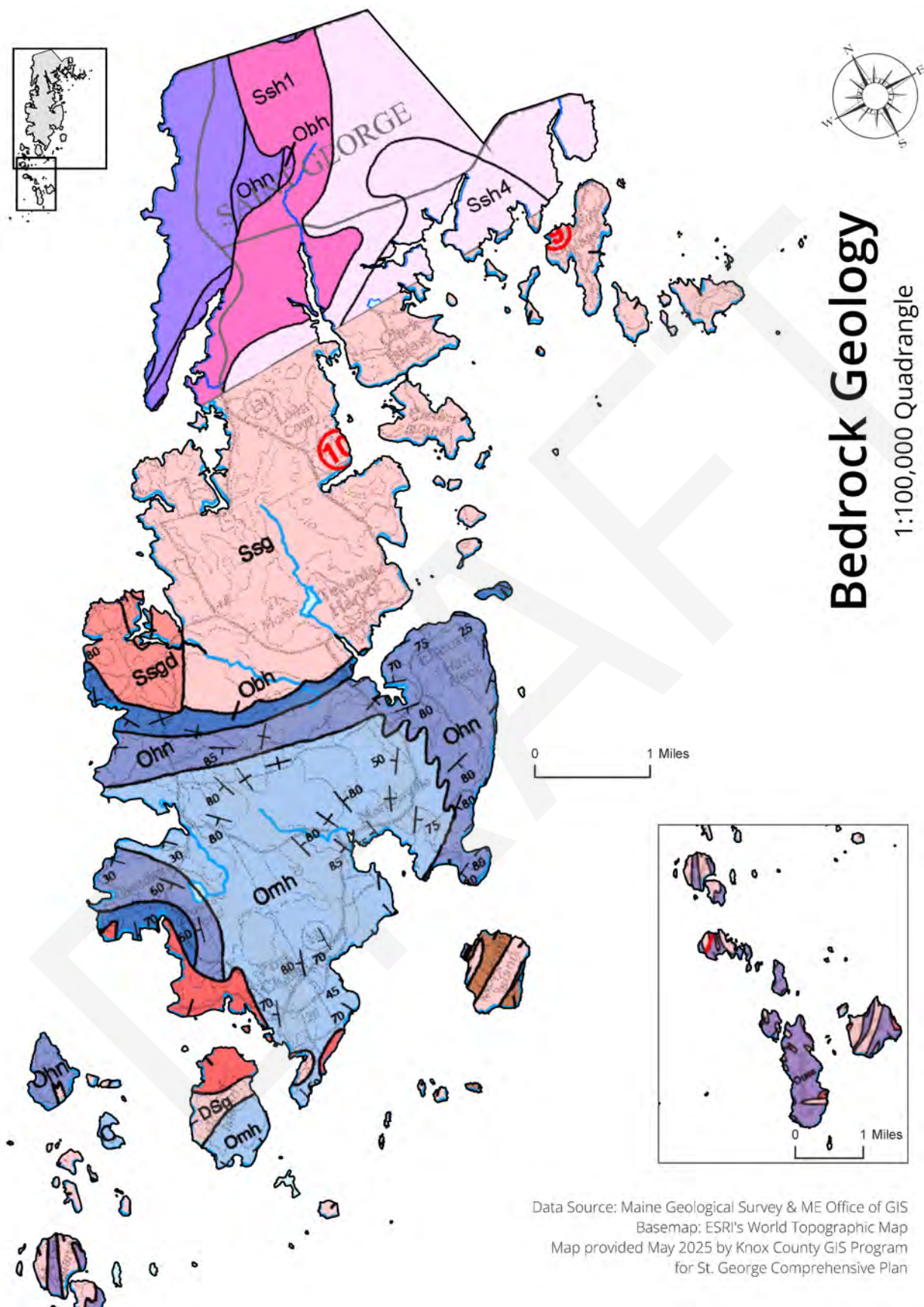


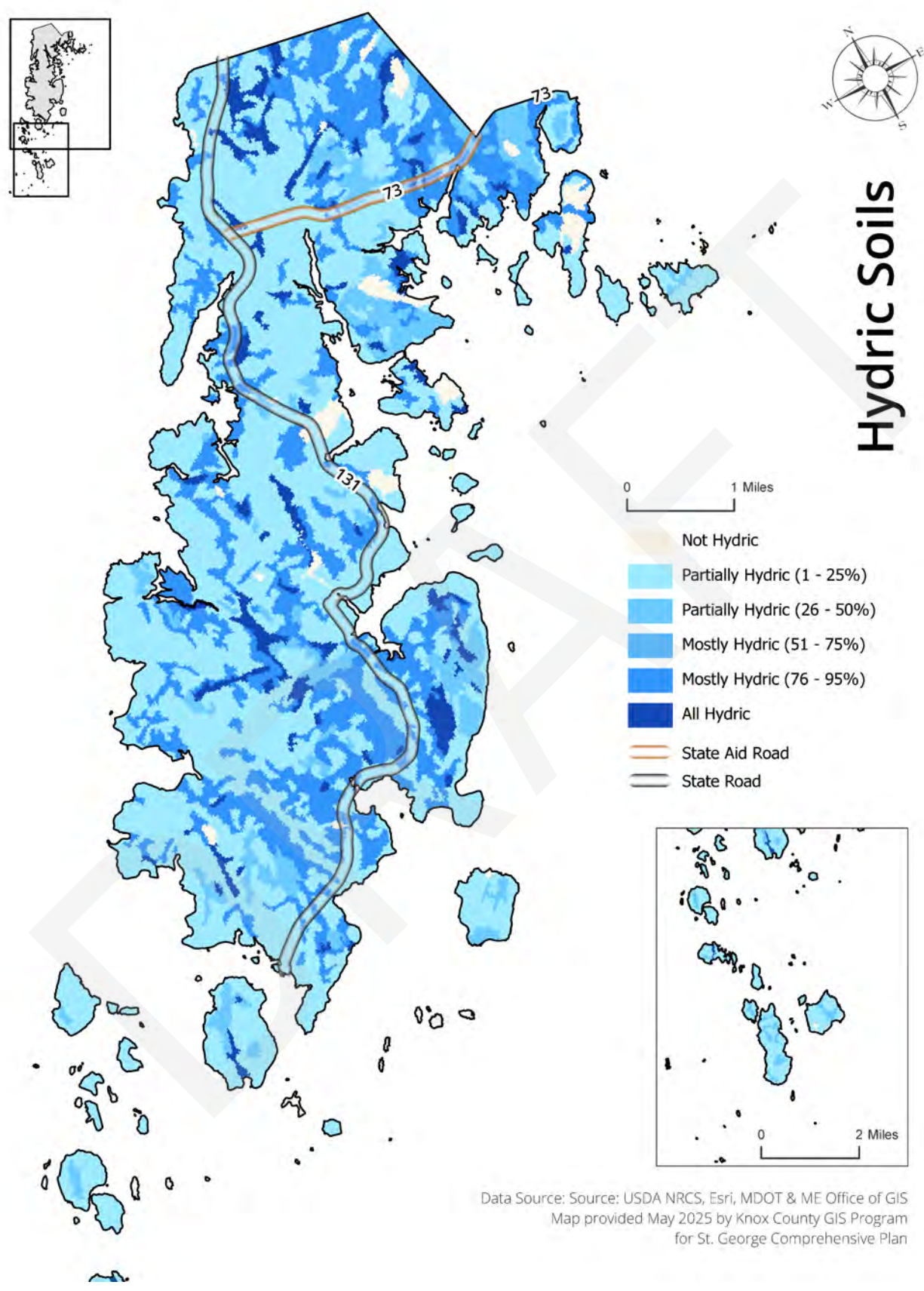
Community Source Water Protection Map



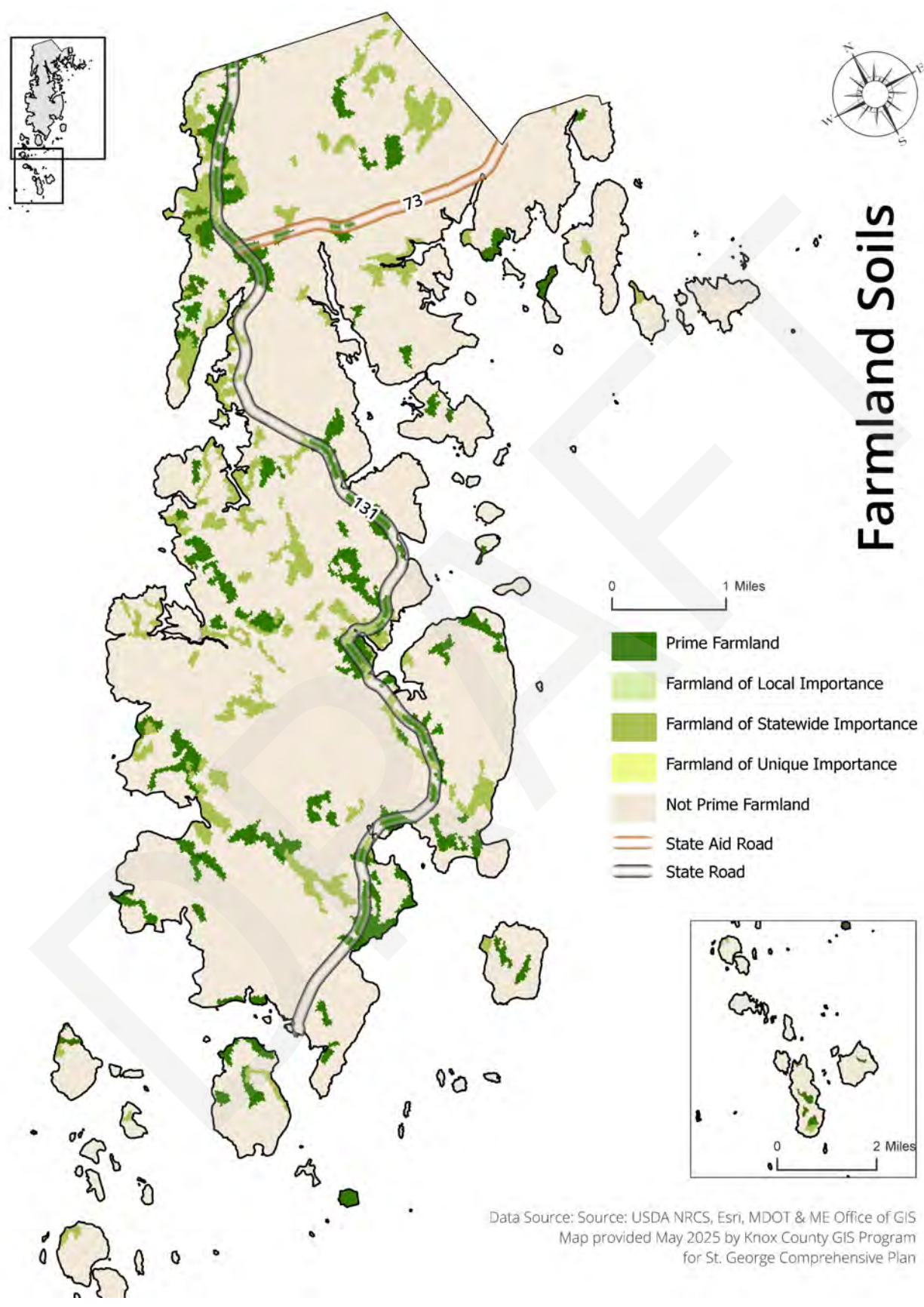
Community Source Water Protection Map



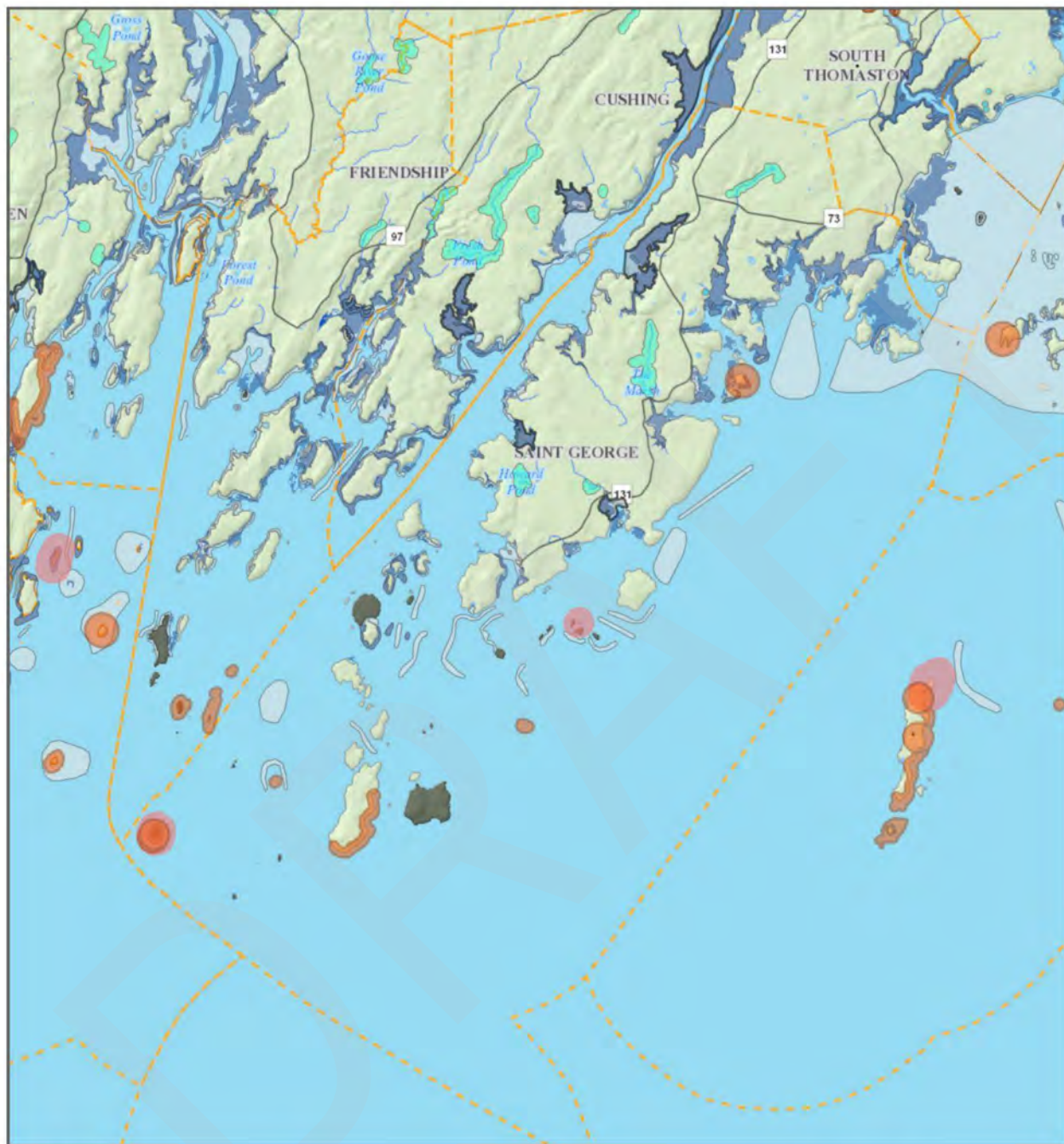






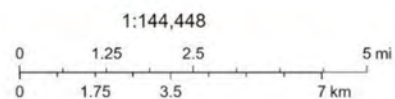


## St. George Wildlife Habitats



May 12, 2025

- |  |   |
|--|---|
| Shellfish Beds                         | Significant Vernal Pools                            |
| Shorebird Habitat                      | Deer Wintering Areas                                |
| Seabird Nesting Island                 | Essential Wildlife Habitats                         |
| Tidal Waterfowl / Wading Bird Habitat  | Endangered, Threatened, and Special Concern Species |
| Inland Waterfowl / Wading Bird Habitat |   |



Beginning with Habitat Program for Planning Purposes Only  
Map Created With BWH Map Viewer

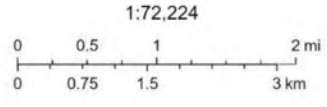


# St. George Habitat Blocks



May 12, 2025



- |                                    |                              |
|------------------------------------|------------------------------|
| Developed Land/Impervious Surfaces | Undeveloped Block Connectors |
| Riparian Connectors                | Less than 2000 Vehicles/Day  |
| Less than 2000 Vehicles/Day        | More than 2000 Vehicles/Day  |
| More than 2000 Vehicles/Day        | Undeveloped Habitat Blocks   |



## St. George Wetlands and Conserved Lands



May 12, 2025

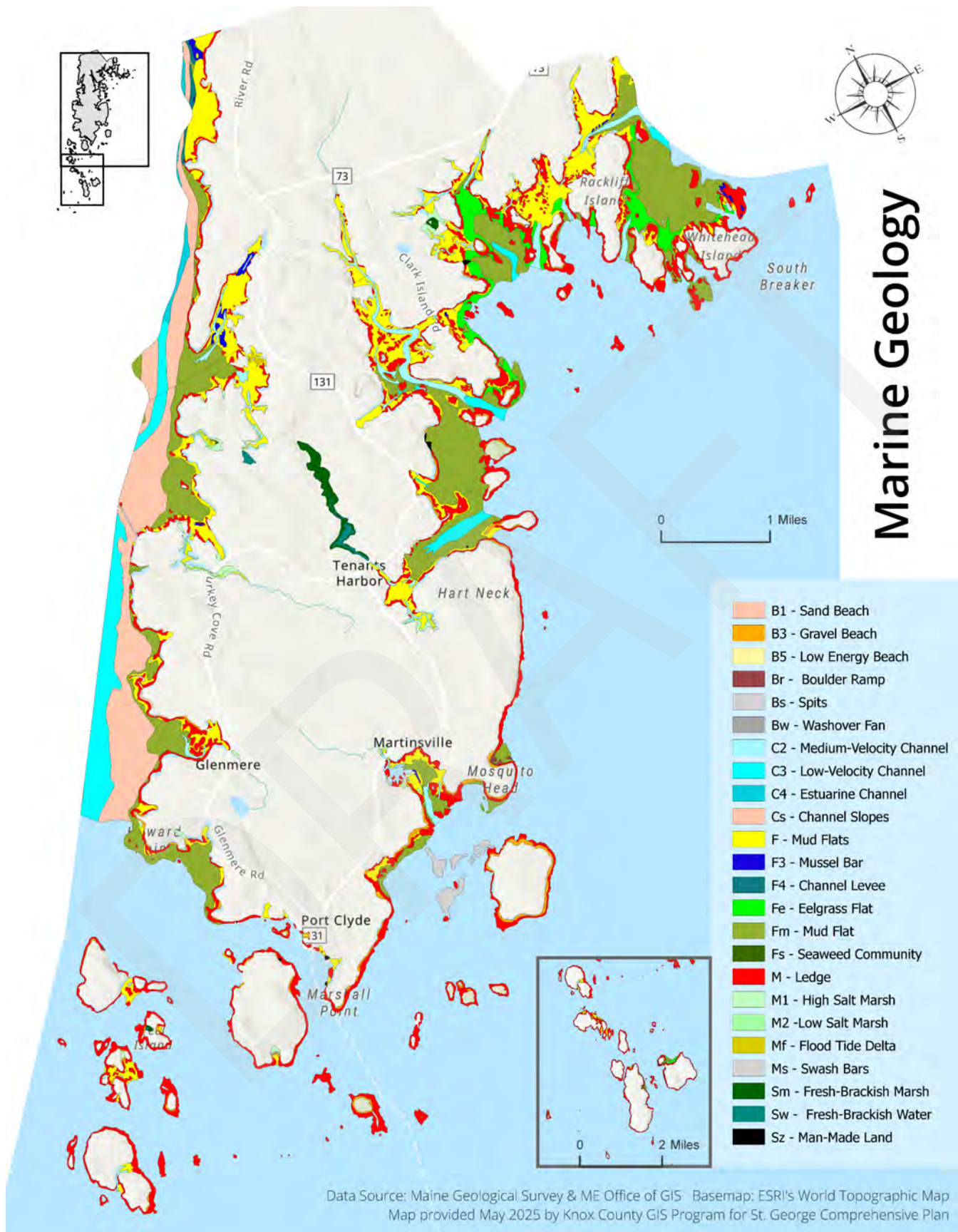
 National Wetlands Inventory Wetlands  
 Conserved Lands

1:144,448  
0 1.25 2.5 5 mi  
0 1.75 3.5 7 km

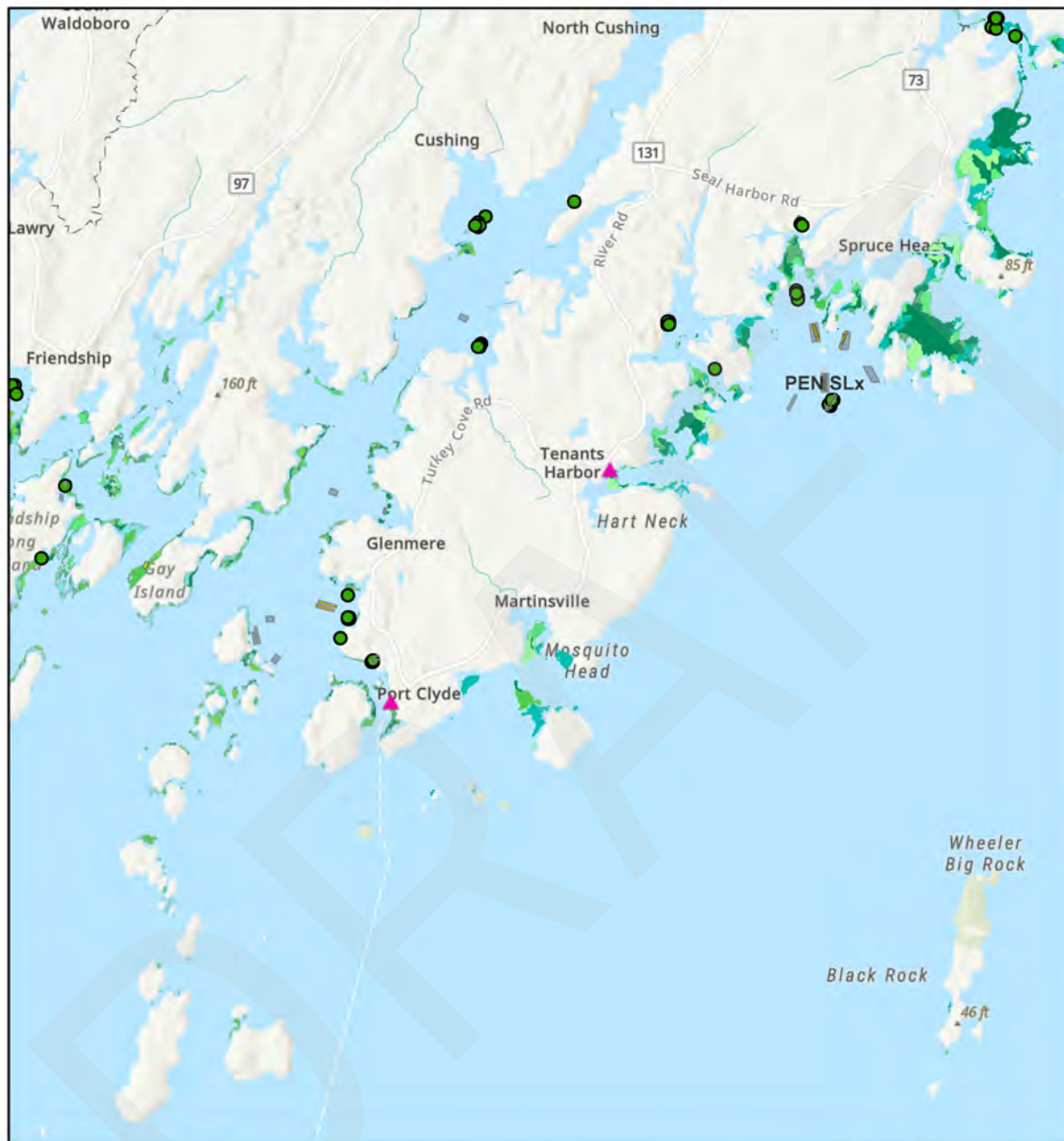
Beginning with Habitat Program for Planning Purposes Only  
Map Created With BWH Map Viewer



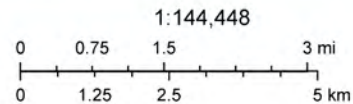
# Marine Geology



## Aquaculture in St. George



5/14/2025, 11:04:10 AM



Esri, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

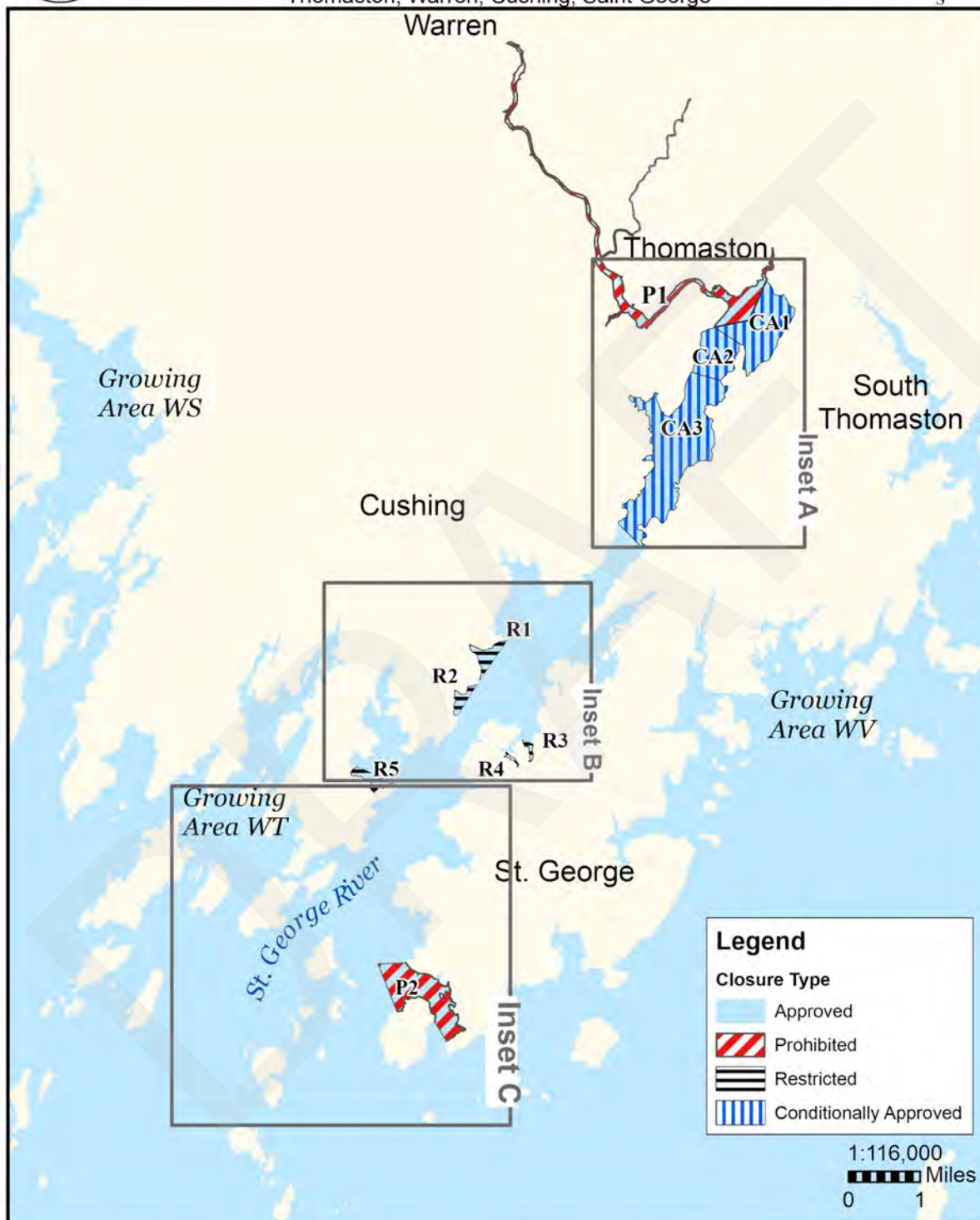




# Maine Department of Marine Resources

**Growing Area WU, Insets A - C**  
Thomaston, Warren, Cushing, Saint George

July 31, 2024



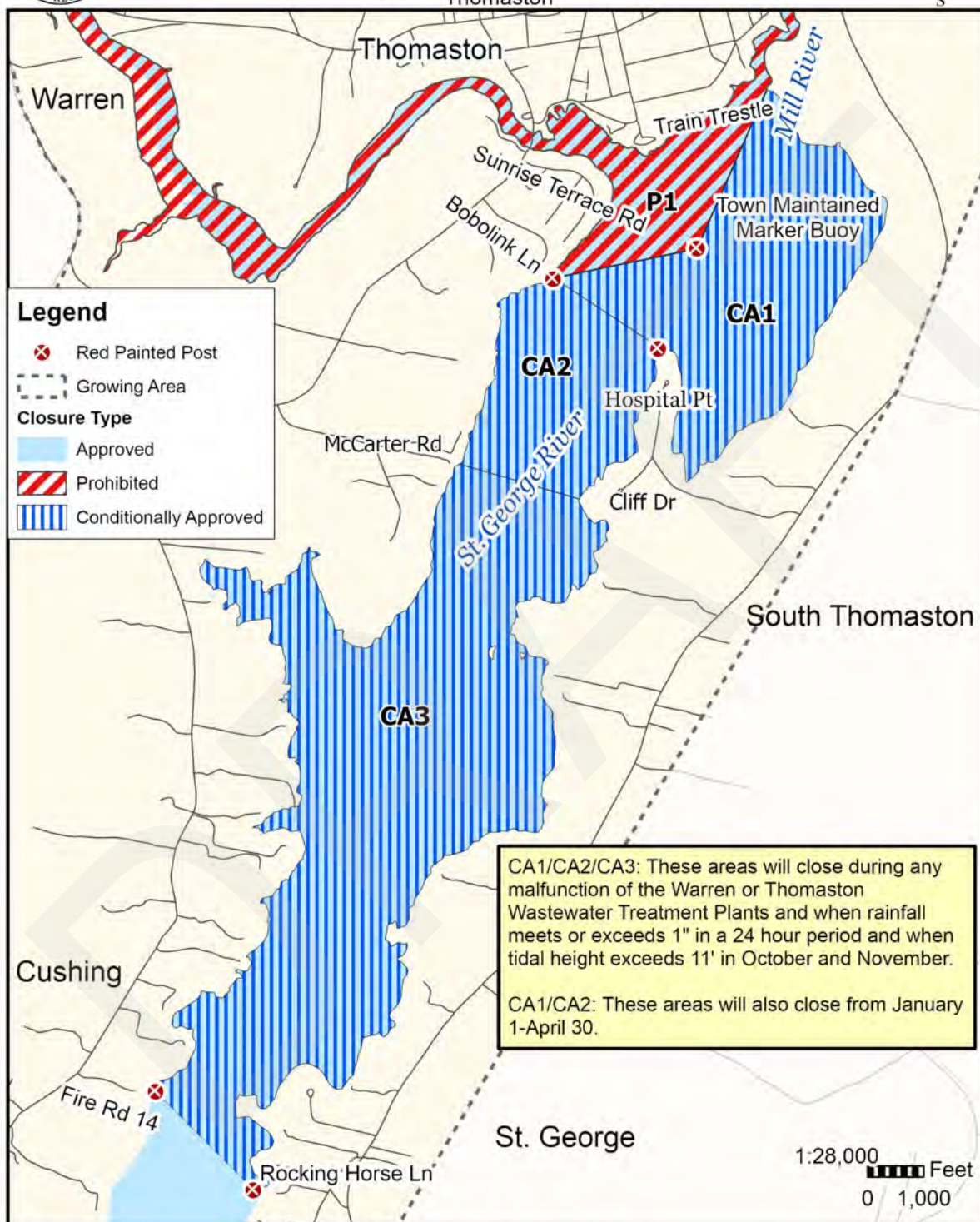
This map is provided as a courtesy. Read the provided legal notice for closure details. Closures are not shown outside of the designated growing area. Maritime navigational aids are for reference only and are not suitable for maritime navigation.



# Maine Department of Marine Resources

*Growing Area WU, Inset A*

July 31, 2024



This map is provided as a courtesy. Read the provided legal notice for closure details. Closures are not shown outside of the designated growing area. Maritime navigational aids are for reference only and are not suitable for maritime navigation.

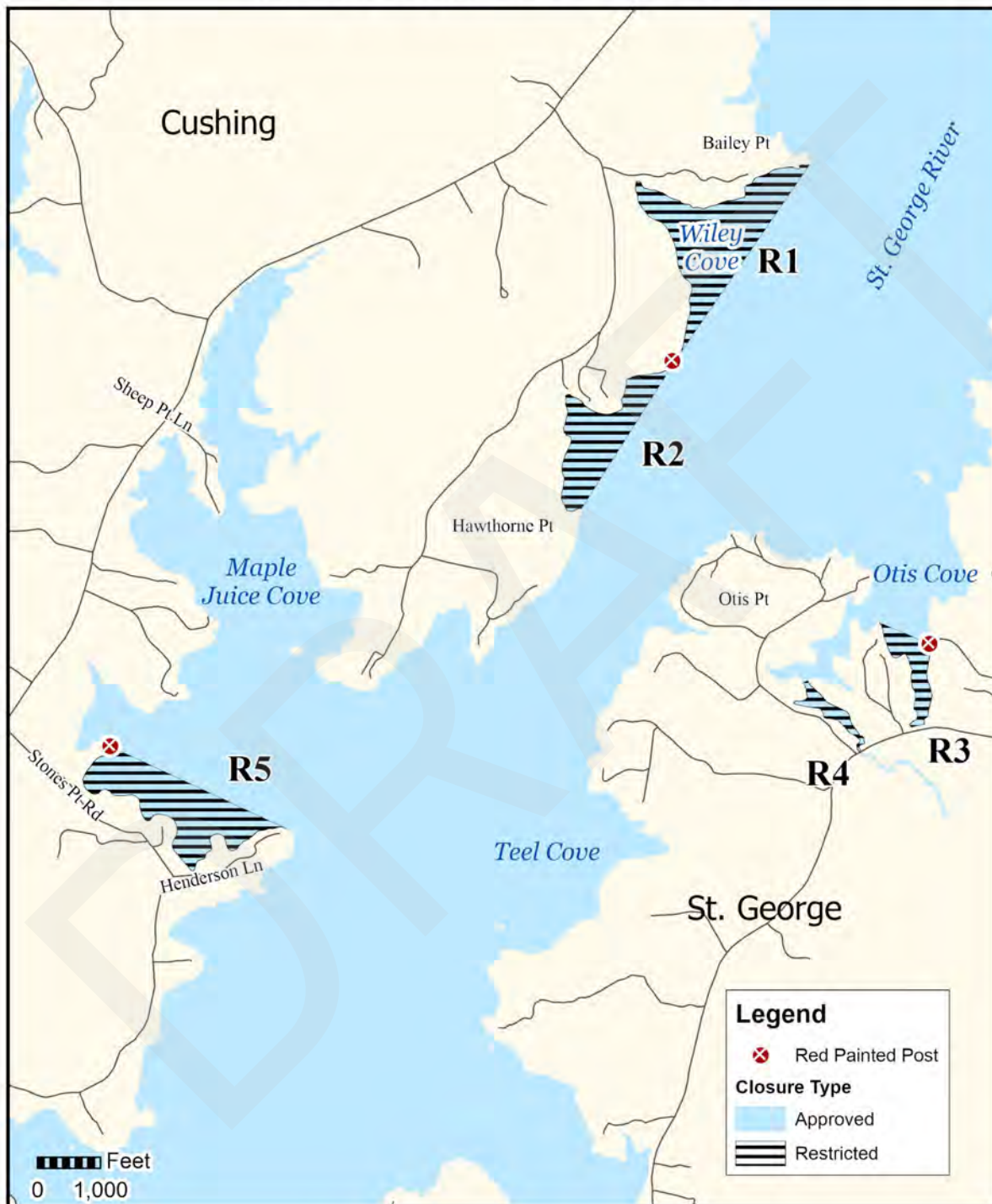




# Maine Department of Marine Resources

**Growing Area WU, Inset B** July 31, 2024

Thomaston, South Thomaston, Cushing, St. George



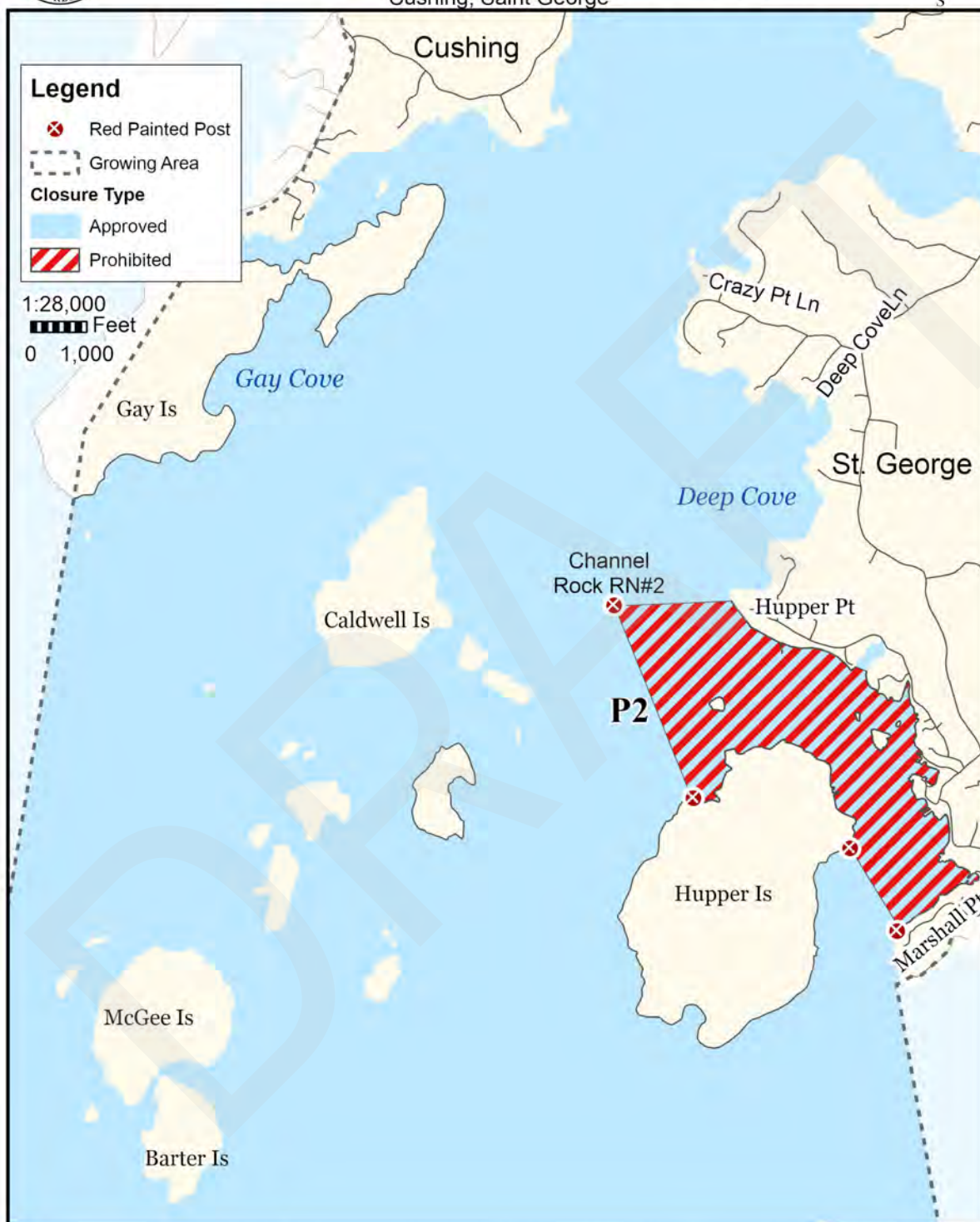
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# Maine Department of Marine Resources

*Growing Area WU, Inset C*  
Cushing, Saint George

July 31, 2024



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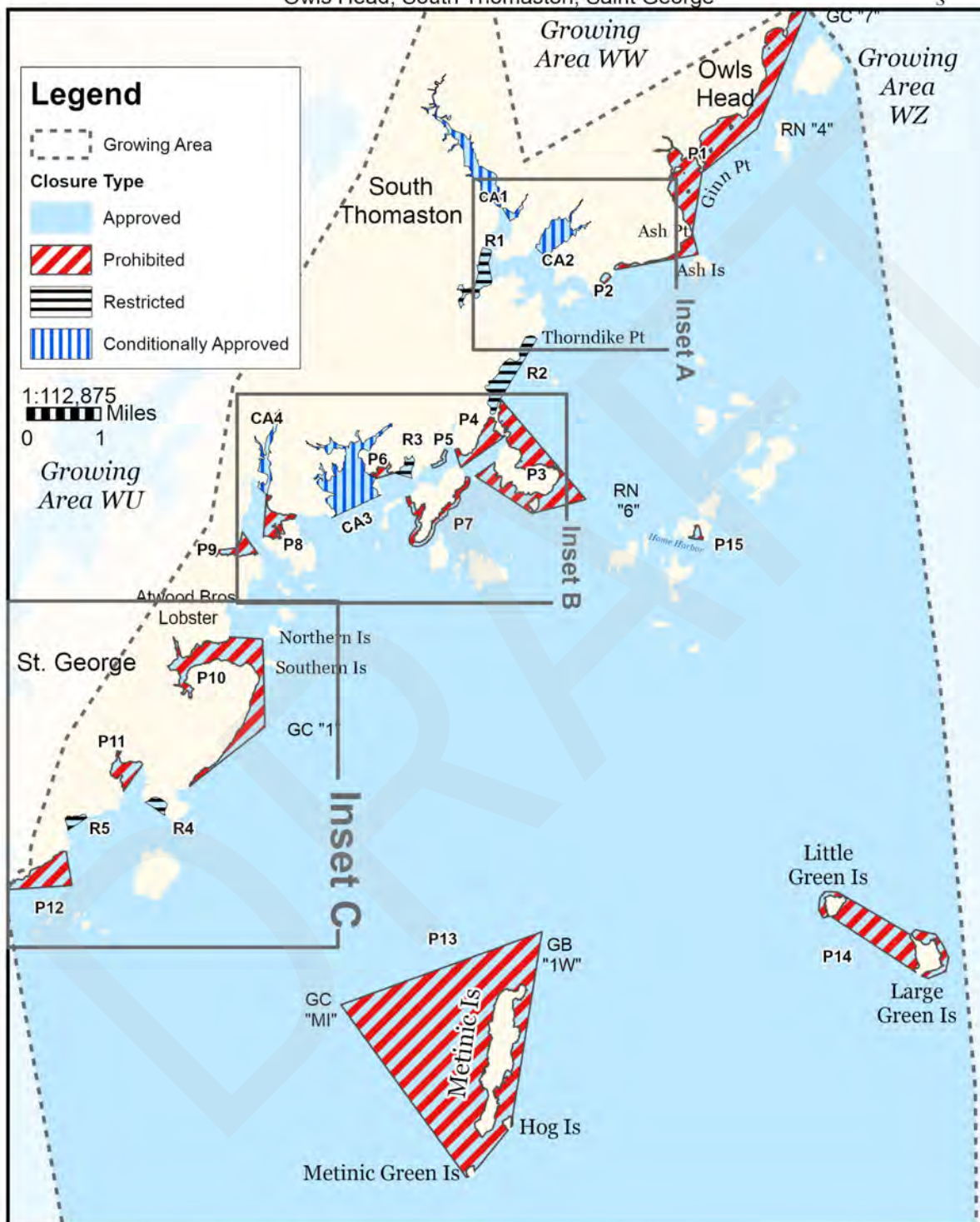
# Maine Department of Marine Resources

**Growing Area WV, Insets A - C**

May 6, 2024



Owls Head, South Thomaston, Saint George



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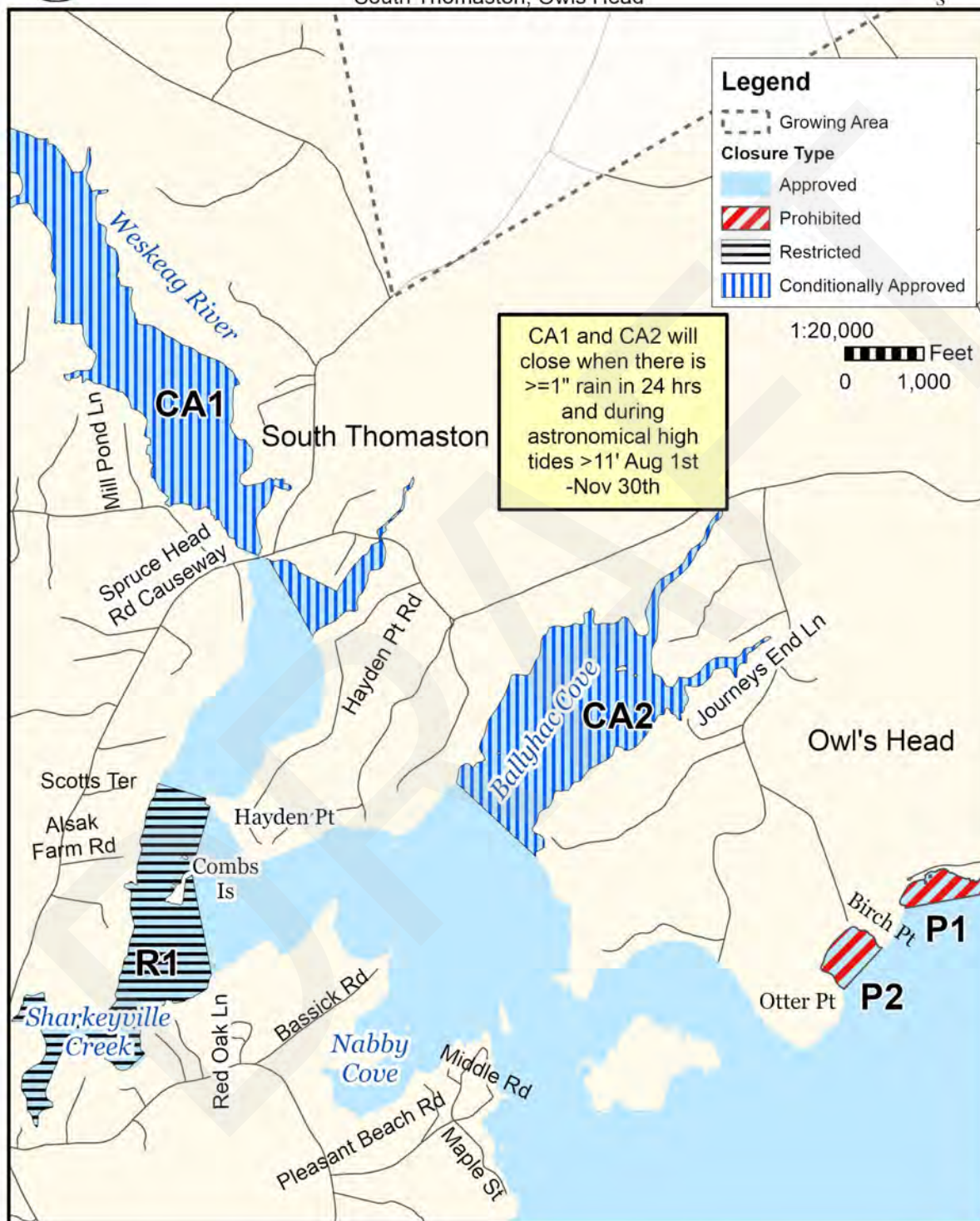


# Maine Department of Marine Resources

## Growing Area WV, Inset A

May 6, 2024

South Thomaston, Owls Head



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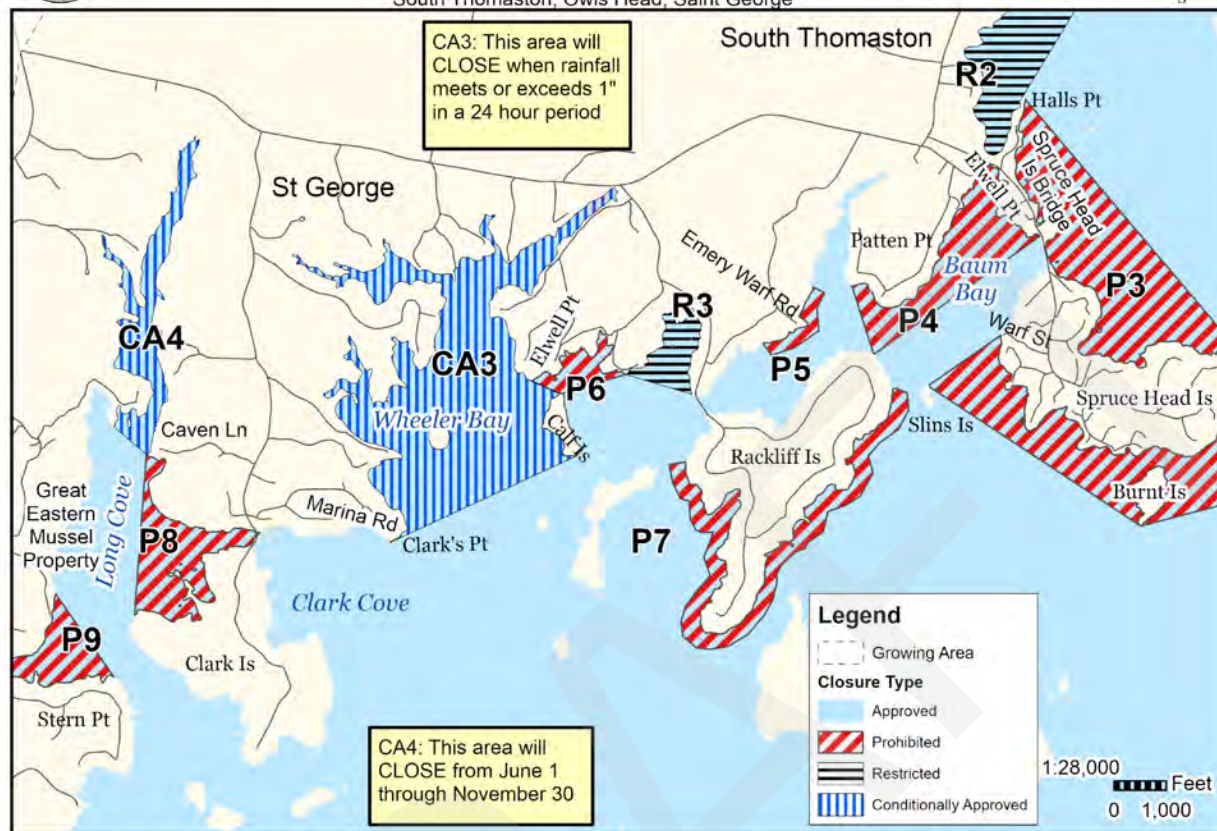


## Maine Department of Marine Resources

### Growing Area WV, Insets B

South Thomaston, Owls Head, Saint George

May 6, 2024



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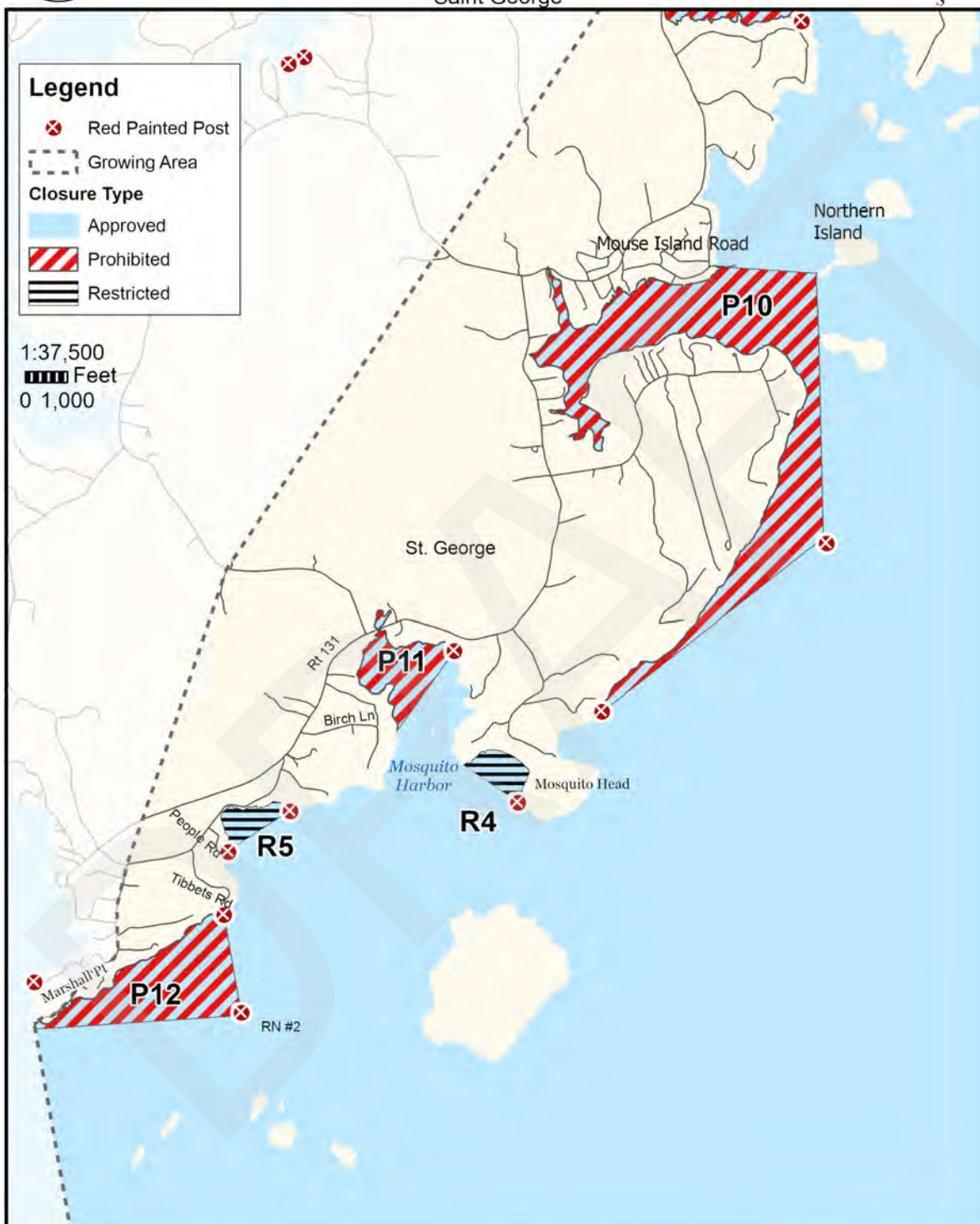


# Maine Department of Marine Resources

*Growing Area WV, Inset C*

May 6, 2024

Saint George



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