



Michael Morse
Senior Environmental Consultant
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1 Dana Street
Portland, Maine 04101
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October 17, 2023

Coastal Waters Commission
Town of Freeport
30 Main Street
Freeport, ME 04032

Re: Carter Becker, Shore Drive (Map 5, Lot 96A)
Coastal Waters Commission Application Revisions and Insurance Policy

Dear Commission Members:

In response to the Commission's request for additional information at its October 11th meeting, please find attached a revised project description and the Certificate of Liability Insurance for Falls Point Marine, with the Town of Freeport as a Certificate Holder. Falls Point Marine is the contractor for the project.

The revised project description is provided to you in both a track change formatted version for ease of identifying the specific revisions, and a clean copy with only those revisions incorporated.

Please don't hesitate to contact me with any questions. I look forward to discussing this with you at the Commission's next meeting in November.

Sincerely,

Mike Morse

Enclosures
Cc: Carter Becker



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1 Dana Street
Portland, Maine 04101
(207) 558-0102

REVISION: 10/17/2023

Carter Becker
Temporary Boat Ramp
0 Shore Drive, Freeport
Coastal Waters Commission Application

Project Description

The applicant owns a parcel identified as Map 5, Lot 96A located on Shore Drive in Freeport, Maine. The property is depicted on the Town's Zoning Map as being in the Shoreland Area District and is partially developed with a small storage shed, a well, driveway, shoreline access footpath, and other relic features from previous development on the lot. The lot is approximately 0.64 acres with 100 feet of shore frontage.

The project proposes to construct a temporary access road to a temporary boat launch ramp in order to launch the vessel, Island Rover, which is currently located on a nearby property. The sole function and purpose of the temporary access road and temporary boat launch ramp is to facilitate the launching of the Island Rover into Casco Bay. Once the vessel has successfully launched, all materials used for the temporary access road and temporary boat launch ramp will be removed from the site. This application is specifically intended for the construction of the temporary boat launch ramp located within the coastal wetland. Pursuant to Section 305 of the Shoreland Zoning Ordinance, the temporary access road leading to the shoreline is subject to approval by the Town of Freeport's Code Enforcement Officer.

A temporary timber mat access road will be constructed from Shore Drive to the shoreline. To construct the temporary launch ramp structure within the coastal wetland, a layer of geotextile fabric will be applied over the salt marsh and mudflat and it will be held in place using sections of loose chain and dense sinking rubber mats. The launch ramp surface will be installed using a series of 20' x 4' x 12" crane mats placed on top of the geotextile fabric (perpendicular to the course of the swale) creating a temporary road. Additional 4' x 16' x 8" crane mats will be installed, running longitudinally on top of the timber mats to prevent the vessel dolly wheels from rolling on a single mat and causing the mat to dig into the ground as the wheels transition from mat to mat in the process of launching the vessel.

Where needed, construction bags filled with washed ¾" stone will be used to fill vertical transition zones between the fabric mesh and the mats. The mats will be fastened together longitudinally using hawsers. The proximal end of the launch ramp will be secured to the temporary access road mats, while using Danforth mud anchors and chains to secure the boat

launch ramp mats from excessive lateral movement. This will allow the crane mats in the intertidal area to float with the tide but prevent them from moving out of position.

The crane mats creating the boat launch ramp structure will extend approximately 110 feet below the HAT line. The total temporary impact to the coastal wetland from the placement of geotextile fabric and crane mats will be approximately 2300 square feet (1745 SF marsh grass and 555 SF mud flat).

The project proposes to launch the Island Rover when the intertidal vegetation is dormant in order to substantially reduce or eliminate impact to the vegetation. Although the mats may compress some of the remaining vegetation, no significant impact of the intertidal area is expected. Should any permanent damage to vegetation occur, the applicant will restore the area by replanting similar native vegetation as needed during the beginning of the next annual growing season for the species.

Pursuant to the Town's Shoreland Zoning Ordinance, Section 306(c), the Coastal Waters Commission shall be the reviewing authority for any proposed tidal piers, wharves, bridges, and other structures and uses extending over or below the normal high-water line of a water body or within a wetland. The Coastal Waters Commission shall consider the following criteria:

- A. The project shall be no larger in dimension than is necessary to carry on the activity and is consistent with the conditions, uses and character of the surrounding area; and it shall not adversely affect water use by adjacent properties.

The temporary boat ramp will be no larger in dimension than is required to successfully move the vessel down the boat launch ramp and into the water – approximately 110 feet. The project will be constructed and removed during the 'off-season' for most recreational boating. A float associated with an abutting pier to the southeast of the end of the proposed boat launch ramp will be located approximately 45 feet away at the closest point between the two structures. The presence of mud flat at and around the immediate project location and the angle of orientation of the face of the float suggests that the temporary launch ramp should not impact docking at the float while the launch ramp is installed. It is possible that the seasonal float will already be removed at the time of the ramp installation. As the proposed project is temporary and will be removed once the vessel has successfully launched, it will not adversely affect water use by adjacent properties.

- B. The total length of a project from the highest annual tide line shall not exceed one hundred twenty-five (125) feet, and no part of the project (e.g., walkway, dock, wharf, platform, ramp or float) may extend more than one-fourth of the way across the width of a water body or wetland, as measured by the total straight line distance from the highest annual tide of the shoreline on which the project would be placed to the highest annual tide mark of an opposing shoreline.

The total length of the project from the highest annual tide is approximately 110 feet. The width of the cove as measured as a straight line in the direction that the project will extend is approximately 950' to the highest annual tide line of the opposing shoreline. Accordingly, the proposed structure would extend approximately 11.5% across that distance of the cove.

- C. The property for which the project will be constructed shall have a minimum of sixty (60) feet of shore frontage. No more than one pier, dock, wharf, float or similar structure extending or located below the normal high-water line of a water body or within a wetland is allowed on a single lot.

The subject property has approximately 100 feet of shore frontage and the proposed project will be the only such structure extending within the coastal wetland on the property.

- D. For projects in non-tidal areas, all portions of a non-residential project shall not be wider than six (6) feet.

N/A

- E. New permanent projects on non-tidal waters shall not be permitted unless it is clearly demonstrated to the Code Enforcement Officer and/or the Project Review Board that a temporary pier or dock is not feasible, and a permit has been obtained from the Department of Environmental Projection, pursuant to the Natural Resources Protection Act.

N/A

- F. Construction of the project must be completed within two (2) years of final approval.

The project proposes to construct the temporary boat launch within two years of final approval. Launching of the vessel would occur shortly after installation, and removal of the launch ramp structure will occur immediately after launch.

- G. The project must not unreasonably interfere with customary or traditional public access ways to, or public trust rights (fishing, fowling, and navigation) in, on, or over the submerged lands; unreasonably interfere with fishing or other existing marine uses of the area; unreasonably interfere with existing developed or natural beach areas; unreasonably diminish the availability of services and facilities necessary for commercial marine activities; unreasonably interfere with ingress or egress of riparian owners. No project located on a river, stream, or brook shall obstruct public access to navigable portions of such water body upstream or downstream of the project. The project may require accommodations such as steps or pier elevations allowing passage over or beneath the structure.

The project is located on an undeveloped area of shoreline in front of the applicant's property and therefore it will not interfere with existing development. No public access exists at this site. Temporary placement of the launch ramp will not unreasonably interfere with fishing activities, if such activity occurs in this location. Navigation through the project area is tenuous even without the structure due to the presence of shallow water salt marsh and mud flat conditions. Fowling is prohibited within this area due to the close proximity of extensive residential development (discharge of a firearm for hunting is prohibited within 300' of a residential dwelling). There is no natural sand beach area located above the high tide line. The project will not diminish the availability of services and facilities necessary for commercial marine activities as there are no such facilities in the vicinity. The project is located from the shoreline of the applicant in an area that does not offer ingress or egress to others. The project is temporary and will be removed from the site once the vessel has successfully launched.

- H. The project will not pose hazard to navigational channels, nor pose a hazard to navigation by obscuring visibility or by the display of distracting lights or reflective material. If appropriate the project will display appropriate warning lights to aid in navigation and public safety at the discretion of the Harbor Master, the US Coast Guard, or the Army Corps of Engineers.

There is no navigational channel present within or immediately near the project area. The project does not propose to build out a structure into navigable waters. The applicant proposes to construct a temporary boat ramp for the purposes of a one-time launching of a vessel into the ocean. Once the vessel has successfully launched, all materials used for the temporary ramp will be removed from the site. No display or other lights, or reflective material, are proposed.

- I. The project will not encroach into, interfere with, or pose a hazard to: municipal or federal navigational channels; existing mooring or berthing areas (commercial and recreational); public access, public rights of way, public and private launching ramps in any Freeport Coastal Waters.

The project will not be located in or near a municipal or federal navigational channel, mooring or berthing area, public access, public right of way, or other launching ramps in Freeport Coastal Waters.

- J. The project will be developed on soils appropriate for such use and construction so as to control erosion.

The proposed project does not include grading, bulldozing, digging, scraping the earth, or filling, or intentionally causing any other disturbance of soil. However, a temporary

silt fence will be installed at the HAT to provide adequate erosion control consistent with Best Management Practices and will provide for the permanent stabilization of the upland portion of the project site upon removal of the project.

- K. The project will not cause water quality or other coastal resources to be degraded including developed or natural beach areas, marshes, grasses, and wildlife habitats.

The proposed project does not expect to cause any temporary or permanent impact to water quality or other coastal resources. The project will utilize geotextile fabric, crane mats and washed stone filled bags to construct the temporary launch ramp, which may compact some of the marsh vegetation but should not permanently degrade or destroy it. In addition, the project is proposed to be constructed when most of the vegetation is dormant for the season. Any unexpected impact to the marsh vegetation will be restored as needed. Wood construction mats will not be treated with any harmful chemicals or preservatives capable of leaching into the water.

- L. The project shall be located so as to minimize adverse effects on fisheries and shall not significantly impact fisheries or shellfish harvesting. Prior to approval applications may be reviewed by the Shellfish Commission.

Since proposed project is temporary and will be completely removed once the Island Rover has successfully launched, no permanent adverse effects on fisheries or shellfish harvesting are expected.

- M. Registration and identification will be required on all ramps and floats.

N/A

- N. No new structure shall be built on, over or abutting a float, pier, wharf, dock, or other portion of the project unless the structure requires direct access to the water body or wetland as an operational necessity. No existing structure built on, over or abutting a float, pier, wharf, dock, or other portion of a project shall be converted to a dwelling unit – residential.

N/A

- O. Structures built on, over or abutting a project, or other structure extending beyond the normal high water line of a water body or wetland shall not exceed twenty (20) feet in height above the project or other structure

N/A

Pursuant to the Town's Coastal Waters Ordinance, Article XIII(8)(b), the Coastal Water Commission must also determine that the project meets the criteria established in Section 404 of the Town of Freeport Shoreland Zoning Ordinance. The Coastal Waters Commission shall

approve an application for a permit, only upon finding that the use, activity, or structure complies with all requirements of this Ordinance and that it meets the following criteria:

- a. Will maintain safe and healthful conditions;

The proposed project will use only inert materials and no chemicals during construction. In addition, no soil grading is expected. The project is designed by a Licensed Professional Engineer to help ensure that the project will safely convey the vessel to the shoreline.

- b. Will not result in water pollution, erosion, or sedimentation to surface waters;

The proposed project does not require excavation in the intertidal zone and soil disturbance is expected.

- c. Will adequately provide for the disposal of all wastewater;

N/A- The proposed project will not generate wastewater.

- d. Will not have an adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat;

The project will not have an adverse impact on spawning grounds, fish, aquatic life, bird, or other wildlife habitat. Since the ramp is temporary, no materials used will remain onsite once the project is complete. Also, the project is proposed to take place in the fall, further avoiding any potential conflict for fish or wildlife.

- e. Will conserve shore cover and visual, as well as actual, points of access to inland and coastal waters;

The lot will remain primarily vegetated and undisturbed from the existing condition. The applicant anticipates the removal of several trees and a minimal amount of ground cover vegetation to construct the temporary access road. Removal of other vegetation is not anticipated other than incidental removal during construction. The project proposes to retain existing vegetation to the extent practicable. Removal of vegetation for this project is an exempted activity in accordance with Section 306.P.2 of the Ordinance. There are no visual or actual points of access to the coastal wetland other than those enjoyed by the applicant.

- f. Will protect archaeological and historic resources as designated in the comprehensive plan;

The project does not impact any archaeological or historic resources designated in the comprehensive plan.

- g. Will not adversely affect existing commercial fishing or maritime activities in a Marine Waterfront District.

N/A

- h. Will avoid problems associated with the flood plain development and use; and

The proposed project is temporary and will be removed once the Island Rover has been successfully launched, thus having no impact to the floodplain.

Although construction timing of the project is not expected to occur during predicted flooding events, the timber mats and associated materials will be secured so as to not be dislodged during an unexpected flood event.

- i. Is in conformance with the provisions of Section 306, Land Use Standards.

Please see response to Section 306(c) review standards above. Other General Regulations within Section 306 either do not apply to the proposed project or are otherwise addressed and are satisfied, as described above.



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0 Shore Drive, Freeport
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Project Description

The applicant owns a parcel identified as Map 5, Lot 96A located on Shore Drive in Freeport, Maine. The property is depicted on the Town's Zoning Map as being in the Shoreland Area District and is partially developed with a small storage shed, a well, driveway, shoreline access footpath, and other relic features from previous development on the lot. The lot is approximately 0.64 acres with 100 feet of shore frontage.

The project proposes to construct a temporary access road to a temporary boat launch ramp in order to launch the vessel, Island Rover, which is currently located on a nearby property. The sole function and purpose of the temporary access road and temporary boat launch ramp is to facilitate the launching of the Island Rover into ~~the Harraseeket River~~Casco Bay. Once the vessel has successfully launched, all materials used for the temporary access road and temporary boat launch ramp will be removed from the site. This application is specifically intended for the construction of the temporary boat launch ramp located within the coastal wetland. Pursuant to Section 305 of the Shoreland Zoning Ordinance, the temporary access road leading to the shoreline is subject to approval by the Town of Freeport's Code Enforcement Officer.

A temporary timber mat access road will be constructed from Shore Drive to the shoreline. To construct the temporary launch ramp structure within the coastal wetland, a layer of geotextile fabric will be applied over the salt marsh and mudflat and it will be held in place using sections of loose chain and dense sinking rubber mats. The launch ramp surface will be installed using a series of 20' x 4' x 12" crane mats placed on top of the geotextile fabric (perpendicular to the course of the swale) creating a temporary road. Additional 4' x 16' x 8" crane mats will be installed, running longitudinally on top of the timber mats to prevent the vessel dolly wheels from rolling on a single mat and causing the mat to dig into the ground as the wheels transition from mat to mat in the process of launching the vessel.

Where needed, construction bags filled with washed $\frac{3}{4}$ " stone will be used to fill vertical transition zones between the fabric mesh and the mats. The mats will be fastened together longitudinally using hawsers. The proximal end of the launch ramp will be secured to the temporary access road mats, while using Danforth mud anchors and chains to secure the boat

launch ramp mats from excessive lateral movement. This will allow the crane mats in the intertidal area to float with the tide but prevent them from moving out of position. ~~It is anticipated that the launch ramp structure will be in place for several tide cycles, and possibly for several days.~~

The crane mats creating the boat launch ramp structure will extend approximately 110 feet below the HAT line. The total temporary impact to the coastal wetland from the placement of geotextile fabric and crane mats will be approximately 2300 square feet (1745 SF marsh grass and 555 SF mud flat).

The project proposes to launch the Island Rover ~~in October 2023~~ when the intertidal vegetation is dormant in order to substantially reduce or eliminate impact to the vegetation. Although the mats may compress some of the remaining vegetation, no significant impact of the intertidal area is expected. Should any permanent damage to vegetation occur, the applicant will restore the area by replanting similar native vegetation as needed during the ~~spring of 2024 (in conjunction with the start of the annual growing season for the species)~~beginning of the next annual growing season for the species.

Pursuant to the Town's Shoreland Zoning Ordinance, Section 306(c), the Coastal Waters Commission shall be the reviewing authority for any proposed tidal piers, wharves, bridges, and other structures and uses extending over or below the normal high-water line of a water body or within a wetland. The Coastal Waters Commission shall consider the following criteria:

- A. The project shall be no larger in dimension than is necessary to carry on the activity and is consistent with the conditions, uses and character of the surrounding area; and it shall not adversely affect water use by adjacent properties.

The temporary boat ramp will be no larger in dimension than is required to successfully move the vessel down the boat launch ramp and into the water – approximately 110 feet. The project will be constructed and removed during the 'off-season' for most recreational boating. A float associated with an abutting pier to the southeast of the end of the proposed boat launch ramp will be located approximately 45 feet away at the closest point between the two structures. The presence of mud flat at and around the immediate project location and the angle of orientation of the face of the float suggests that the temporary launch ramp should not impact docking at the float while the launch ramp is installed. It is possible that the seasonal float will already be removed at the time of the ramp installation. As the proposed project is temporary and will be removed once the vessel has successfully launched, it will not adversely affect water use by adjacent properties.

- B. The total length of a project from the highest annual tide line shall not exceed one hundred twenty-five (125) feet, and no part of the project (e.g., walkway, dock, wharf, platform, ramp or float) may extend more than one-fourth of the way across the width

of a water body or wetland, as measured by the total straight line distance from the highest annual tide of the shoreline on which the project would be placed to the highest annual tide mark of an opposing shoreline.

The total length of the project from the highest annual tide is approximately 110 feet. The width of the cove as measured as a straight line in the direction that the project will extend is approximately 950' to the highest annual tide line of the opposing shoreline. Accordingly, the proposed structure would extend approximately 11.5% across that distance of the cove.

- C. The property for which the project will be constructed shall have a minimum of sixty (60) feet of shore frontage. No more than one pier, dock, wharf, float or similar structure extending or located below the normal high-water line of a water body or within a wetland is allowed on a single lot.

The subject property has approximately 100 feet of shore frontage and the proposed project will be the only such structure extending within the coastal wetland on the property.

- D. For projects in non-tidal areas, all portions of a non-residential project shall not be wider than six (6) feet.

N/A.

- E. New permanent projects on non-tidal waters shall not be permitted unless it is clearly demonstrated to the Code Enforcement Officer and/or the Project Review Board that a temporary pier or dock is not feasible, and a permit has been obtained from the Department of Environmental Projection, pursuant to the Natural Resources Protection Act.

N/A

- F. Construction of the project must be completed within two (2) years of final approval.

The project proposes to construct the temporary boat launch in October 2023within two years of final approval. Launching of the vessel would occur shortly after installation, and removal of the launch ramp structure will occur immediately after launch.

- G. The project must not unreasonably interfere with customary or traditional public access ways to, or public trust rights (fishing, fowling, and navigation) in, on, or over the submerged lands; unreasonably interfere with fishing or other existing marine uses of the area; unreasonably interfere with existing developed or natural beach areas; unreasonably diminish the availability of services and facilities necessary for commercial marine activities; unreasonably interfere with ingress or egress of riparian owners. No

project located on a river, stream, or brook shall obstruct public access to navigable portions of such water body upstream or downstream of the project. The project may require accommodations such as steps or pier elevations allowing passage over or beneath the structure.

The project is located on an undeveloped area of shoreline in front of the applicant's property and therefore it will not interfere with existing development. No public access exists at this site. Temporary placement of the launch ramp will not unreasonably interfere with fishing activities, if such activity occurs in this location. Navigation through the project area is tenuous even without the structure due to the presence of shallow water salt marsh and mud flat conditions. Fowling is prohibited within this area due to the close proximity of extensive residential development (discharge of a firearm for hunting is prohibited within 300' of a residential dwelling). There is no natural sand beach area located above the high tide line. The project will not diminish the availability of services and facilities necessary for commercial marine activities as there are no such facilities in the vicinity. The project is located from the shoreline of the applicant in an area that does not offer ingress or egress to others. The project is temporary and will be removed from the site once the vessel has successfully launched.

- H. The project will not pose hazard to navigational channels, nor pose a hazard to navigation by obscuring visibility or by the display of distracting lights or reflective material. If appropriate the project will display appropriate warning lights to aid in navigation and public safety at the discretion of the Harbor Master, the US Coast Guard, or the Army Corps of Engineers.

There is no navigational channel present within or immediately near the project area. The project does not propose to build out a structure into navigable waters. The applicant proposes to construct a temporary boat ramp for the purposes of a one-time launching of a vessel into the ocean. Once the vessel has successfully launched, all materials used for the temporary ramp will be removed from the site. No display or other lights, or reflective material, are proposed.

- I. The project will not encroach into, interfere with, or pose a hazard to: municipal or federal navigational channels; existing mooring or berthing areas (commercial and recreational); public access, public rights of way, public and private launching ramps in any Freeport Coastal Waters.

The project will not be located in or near a municipal or federal navigational channel, mooring or berthing area, public access, public right of way, or other launching ramps in Freeport Coastal Waters.

J. The project will be developed on soils appropriate for such use and construction so as to control erosion.

The proposed project does not include grading, bulldozing, digging, scraping the earth, or filling, or intentionally causing any other disturbance of soil. However, a temporary silt fence will be installed at the HAT to provide adequate erosion control consistent with Best Management Practices and will provide for the permanent stabilization of the upland portion of the project site upon removal of the project.

K. The project will not cause water quality or other coastal resources to be degraded including developed or natural beach areas, marshes, grasses, and wildlife habitats.

The proposed project does not expect to cause any temporary or permanent impact to water quality or other coastal resources. The project will utilize geotextile fabric, crane mats and washed stone filled bags to construct the temporary launch ramp, which may compact some of the marsh vegetation but should not permanently degrade or destroy it. In addition, the project is proposed ~~for October 2023 to be constructed~~ when most of the vegetation is dormant for the season. Any unexpected impact to the marsh vegetation will be restored as needed. Wood construction mats will not be treated with any harmful chemicals or preservatives capable of leaching into the water.

L. The project shall be located so as to minimize adverse effects on fisheries and shall not significantly impact fisheries or shellfish harvesting. Prior to approval applications may be reviewed by the Shellfish Commission.

Since proposed project is temporary and will be completely removed once the Island Rover has successfully launched, no permanent adverse effects on fisheries or shellfish harvesting are expected.

M. Registration and identification will be required on all ramps and floats.

N/A

N. No new structure shall be built on, over or abutting a float, pier, wharf, dock, or other portion of the project unless the structure requires direct access to the water body or wetland as an operational necessity. No existing structure built on, over or abutting a float, pier, wharf, dock, or other portion of a project shall be converted to a dwelling unit – residential.

N/A

O. Structures built on, over or abutting a project, or other structure extending beyond the normal high water line of a water body or wetland shall not exceed twenty (20) feet in height above the project or other structure

N/A

Pursuant to the Town's Coastal Waters Ordinance, Article XIII(8)(b), the Coastal Water Commission must also determine that the project meets the criteria established in Section 404 of the Town of Freeport Shoreland Zoning Ordinance. The Coastal Waters Commission shall approve an application for a permit, only upon finding that the use, activity, or structure complies with all requirements of this Ordinance and that it meets the following criteria:

- a. Will maintain safe and healthful conditions;

The proposed project will use only inert materials and no chemicals during construction. In addition, no soil grading is expected. The project is designed by a Licensed Professional Engineer to help ensure that the project will safely convey the vessel to the shoreline.

- b. Will not result in water pollution, erosion, or sedimentation to surface waters;

The proposed project does not require excavation in the intertidal zone and soil disturbance is expected.

- c. Will adequately provide for the disposal of all wastewater;

N/A- The proposed project will not generate wastewater.

- d. Will not have an adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat;

The project will not have an adverse impact on spawning grounds, fish, aquatic life, bird, or other wildlife habitat. Since the ramp is temporary, no materials used will remain onsite once the project is complete. Also, the project is proposed to take place in the fall, further avoiding any potential conflict for fish or wildlife.

- e. Will conserve shore cover and visual, as well as actual, points of access to inland and coastal waters;

The lot will remain primarily vegetated and undisturbed from the existing condition. The applicant anticipates the removal of several trees and a minimal amount of ground cover vegetation to construct the temporary access road. Removal of other vegetation is not anticipated other than incidental removal during construction. The project proposes to retain existing vegetation to the extent practicable. Removal of vegetation for this project is an exempted activity in accordance with Section 306.P.2 of the Ordinance.

There are no visual or actual points of access to the coastal wetland other than those enjoyed by the applicant.

- f. Will protect archaeological and historic resources as designated in the comprehensive plan;

The project does not impact any archaeological or historic resources designated in the comprehensive plan.

- g. Will not adversely affect existing commercial fishing or maritime activities in a Marine Waterfront District.

N/A

- h. Will avoid problems associated with the flood plain development and use; and

The proposed project is temporary and will be removed once the Island Rover has been successfully launched, thus having no impact to the floodplain. Although construction timing of the project is not expected to occur during predicted flooding events, the timber mats and associated materials will be secured so as to not be dislodged during an unexpected flood event.

- i. Is in conformance with the provisions of Section 306, Land Use Standards.

Please see response to Section 306(c) review standards above. Other General Regulations within Section 306 either do not apply to the proposed project or are otherwise addressed and are satisfied, as described above.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
10/13/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERs NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	Smithwick & Mariners Ins, A Division of Brown & Brown of MA, LLC 366 U.S. Route One Falmouth, ME 04105	CONTACT NAME: PHONE (A/C, No, Ext): (207) 781-5553	FAX (A/C, No): (207) 781-5571	
		E-MAIL ADDRESS: fal@smithwick-ins.com	INSURER(S) AFFORDING COVERAGE	NAIC #
INSURED	Falls Point Marine, Inc. PO Box 61 South Freeport, ME 04078	INSURER A : CNA		
		INSURER B : Maine Employers Mutual	14164	
		INSURER C :		
		INSURER D :		
		INSURER E :		
		INSURER F :		

COVERAGEs **CERTIFICATE NUMBER:** **REVISION NUMBER:**
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> MOLL and P&I GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO- JECT <input type="checkbox"/> LOC OTHER:			ML9783000	3/1/2023	3/1/2024	EACH OCCURRENCE	\$ 1,000,000
	DAMAGE TO RENTED PREMISES (Ea occurrence)						\$ 250,000	
	MED EXP (Any one person)						\$ 10,000	
	PERSONAL & ADV INJURY						\$ 1,000,000	
	GENERAL AGGREGATE						\$ 2,000,000	
	PRODUCTS - COMP/OP AGG						\$ 2,000,000	
MOLL	\$ 1,000,000							
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			BUA 6024167300	3/1/2023	3/1/2024	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
	BODILY INJURY (Per person)						\$	
	BODILY INJURY (Per accident)						\$	
	PROPERTY DAMAGE (Per accident)						\$	
							\$	
							\$	
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE	\$
	AGGREGATE						\$	
							\$	
							\$	
							\$	
							\$	
B	<input type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y / N N / A		1810080850	3/28/2023	3/28/2024	PER STATUTE	OTHE- R
	E.L. EACH ACCIDENT						\$ 1,000,000	
	E.L. DISEASE - EA EMPLOYEE						\$ 1,000,000	
	E.L. DISEASE - POLICY LIMIT						\$ 1,000,000	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER	CANCELLATION
Town of Freeport Coastal Waters Commission 30 Main Street Freeport, ME 04032	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 