



TOWN OF KITTERY
Office of the Town Manager
200 Rogers Road, Kittery, ME 03904

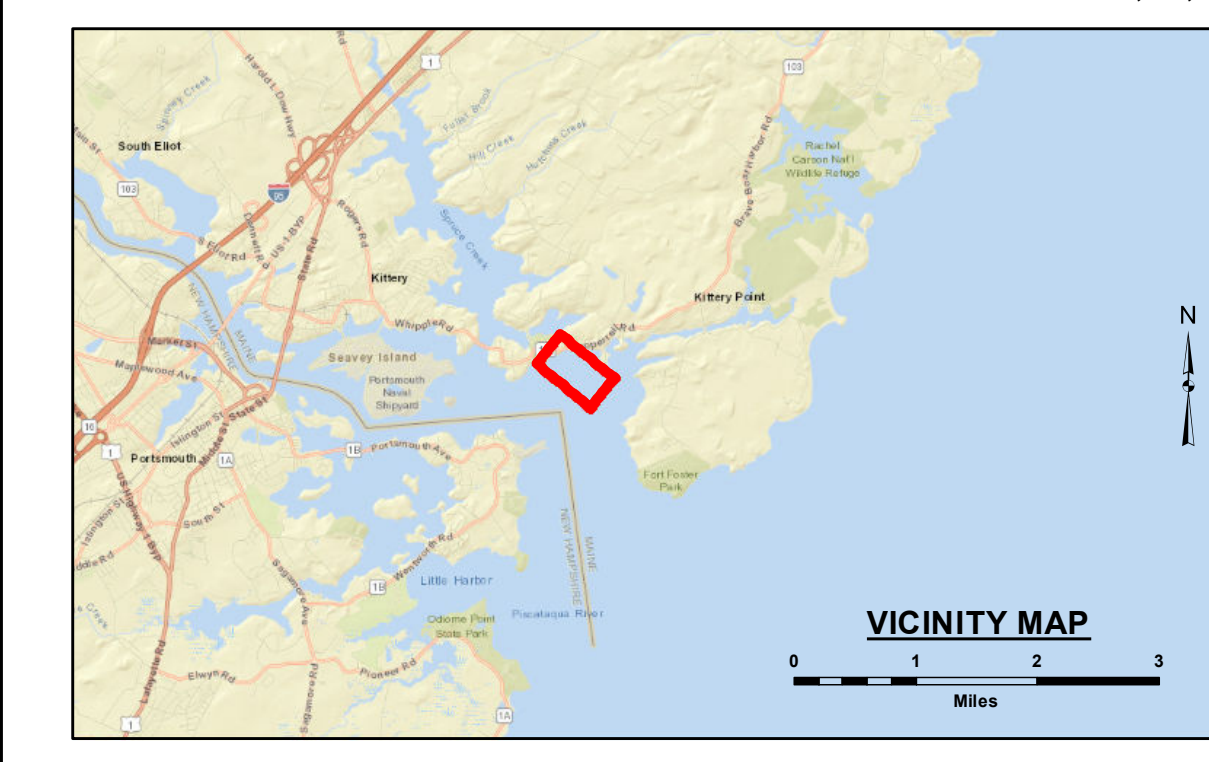
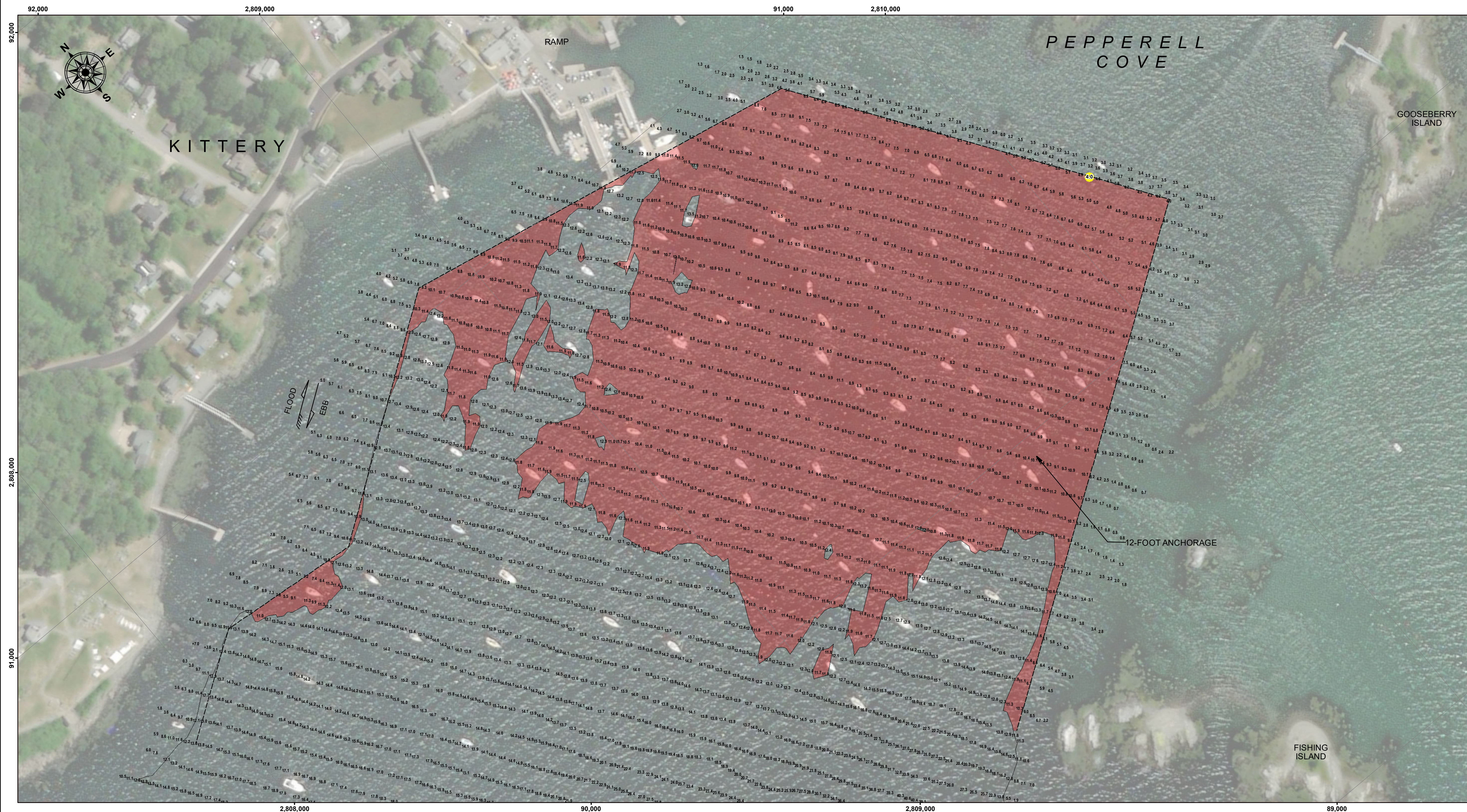
May 29, 2019

WORKSHOP MATERIALS

TOWN COUNCIL

&

KITTERY PORT AUTHORITY



LEGEND

- Federal Navigation Channel
- Pipes (Gas/Sewer)
- Contour Line
- ⊗ Obstruction Point
- ⊗ Fixed Navigation Aids
- Red Navigation Buoy
- Green Navigation Buoy
- Shoaling Area
- Shoalest Sounding**

** Shoalest Sounding per Quarter per Reach

GRAPHIC SCALE

1" = 100'

0 100 200 Feet

Notes:
 Horizontal Datum: Maine West, (Zone 1802)
 Distance Units: U.S. Survey Feet
 Vertical Datum: MLLW
 Depth Units: U.S. Survey Feet
 Vessel Name: Popham Beach
 Sonar System: Odom Mk 3 (Single Trace)
 Sounding Frequency: 200 MHz
 Survey Method: RTK, GPS TIDES
 GPS System: Leica 1200 (RTK)
 RTK Base Station: BM 5 (1953)
 Software Used: Hypack
 Sounding Sort Distance: 15'
 Field Books: R&H 3273
 Survey No.: 14-1304
 Reference NOAA Chart No.: 13283

General Notes
 The sounding information shown on this map represents the SHOALEST soundings of those obtained from hydrographic surveys conducted during January 2014. The sounding information depicted on this map represents the results of surveys made on the dates indicated, and can only be considered as indicating the conditions existing at that time.

Project Remarks
 None

Bench Mark Information
 Tides were recorded using RTK GPS. The MLLW to NAVD88 correction for this project is 4.95 feet. This correction is referenced from NOAA's V-Datum Model in the vicinity of Peppereil Cove, Kittery, Maine. NAVD88 is above MLLW; therefore the correction should be added to NAVD88 to convert to MLLW. No tide gauges were used on this project. The mean range of tide is 8.7 feet.



DISCLAIMER: The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the Government makes no warranty, express or implied, as to the accuracy, completeness, or availability of the data for any purpose other than the intended purpose. The recipient shall be responsible for the accuracy of any application of the data for other than the intended purpose.

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U.S. ARMY CORPS OF ENGINEERS NEW ENGLAND DISTRICT	
SUBMITTED BY: Maureen Murray	SURVEYED BY: PKO
APPROVED BY: Maureen Murray, Survey Section Chief	CHECKED BY: AEB
MAP DOCUMENT: ME_67_PEP_20140191_CS_15	ISSUE DATE: 8/23/2016
SIZE: A3SID	

**PEPPERELL COVE
KITTERY, MAINE
CONDITION SURVEY
12-FOOT ANCHORAGE**

File Name: ME_67_PEP_20140191_CS_15

SHEET IDENTIFICATION
 Peppereil Cove
 Sheet 1 of 1

**REPORT OF CHANNEL CONDITIONS
LESS THAN 100 FEET WIDE
(ER 1130-2-520)**

DATE: **April 18, 2014**

TO: NAVIGATION INTEREST	FROM:
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RIVER/HARBOR NAME AND STATE: Pepperell Cove, Kittery, Maine Dwg. No. PEP-2747, Sheet 1 of 1, Dated 18 April 2014	MINIMUM DEPTHS IN CHANNEL ENTERING FROM SEAWARD
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NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			DEPTH AVAILABLE
		WIDTH (feet)	LENGTH Nautical (miles)	MLLW DEPTH (feet)	
<u>CONDITION SURVEY</u>					
<u>12-Foot Anchorage</u>	01/14		42.9 acres	12.0	(1) 7.0

GENERAL NOTE: The information shown on this sheet(s) represents the results of surveys made on the dates indicated and can only be considered as indicating the general conditions existing at that time.

FOOT NOTES:

(1). Except for shoaling to 5.5' within 15' of northern limit; shoaling to 6.7' within 5' of southern limit and shoaling to 4.0' within 325' of eastern limit.



**US Army Corps
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New England District

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MUNICIPAL HARBOR ORDINANCES, RANDOM CONSIDERATIONS

A harbor ordinance and state regulations provide the legal basis for the town and its harbormaster to regulate the assignment of moorings and other harbor management matters. Once created, a harbor ordinance should be considered a living document that requires regular, if not annual updating to address new issues or situations that arise. The following items represent issues a town may wish to consider as it develops/updates a harbor ordinance. *The Corps is available to assist towns by reviewing draft ordinances and is happy to meet to discuss harbor management issues with harbormasters and their harbor committees.*

1. Lobster Cars/Work Floats. For purposes of this discussion, lobster cars are floats/crates used to temporarily store lobsters. Work floats are floats on a mooring that are most commonly used by fishermen to store traps/gear and/or to tie up their boat. How does the town treat lobster cars and/or work floats? Do they need a local permit? There is often very little difference between a lobster car or a work float and a mooring float. Similarly, there are some harbors where strings of lobster crates take up a lot of space and offer very little above water profile for the unwary boater. Does your ordinance empower the harbormaster to address these cases? *These structures all require a permit from the Corps.*

2. Waste Disposal. Ordinances should include a prohibition against dumping of garbage or other pollutants into town waters.

3. Fees. Many towns neglect to consider the fee structure for moorings, floats, slip space, dinghies, or boat launches. What happens to the fees? The Corps generally recommends that they go into a harbor management fund for use in harbor related activities (harbormaster's fees, municipal dredging, public dock maintenance, etc.) rather than into the general fund where you'll have to compete with new ball fields or a new fire truck.

4. Transient boaters. Does the town have a policy for accommodating transients? What about a provision for general anchoring areas? Does the town maintain any transient moorings? If private individual moorings are not being used are they available for transient use with harbormaster approval? What about someone who simply wants to drop anchor for the evening? Where do they go; who do they contact? If this is not an issue yet for the town, it is recommended that they become proactive and anticipate this use by adopting a policy. *If municipal transient moorings are rented, a Corps permit is required.*

5. Harbor Plan. Is there an actual harbor plan that accurately plots moorings, channels, fairways, anchorages, etc. on it? Without such a plan it is very difficult for the harbormaster to effectively do his job. Some towns have had their waters flown at peak boating season in order to establish a baseline map. There is also computer mapping/tracking software available from various vendors.

6. Other Permits. The Corps recommends that municipal ordinances make it very clear that Corps and often State DEP permits are also required before certain work can proceed, particularly for piers, ramps & floats (seasonal or permanent).

7. Guest moorings. Few ordinances mention "guest moorings". These are second or third moorings that a landowner might want for a weekend or seasonal guest. Generally they are not rented and they may remain unoccupied regularly. The Corps has seen many cases where guest mooring policies are abused. The moorings are often illegally rented, they take up valuable mooring or anchorage space especially if they lay vacant for extended periods of time, the owner begins to believe he has a right to them, etc. Suitable mooring areas and

room for general navigation is a high value and often limited resource in most towns and it is shortsighted to give it up unnecessarily. Towns may wish to adopt a one boat, one mooring policy unless it is a marina, boatyard, yacht club, or other similar entity. Riparian property owners are generally entitled to one mooring in front of their shorefront property. If they want others, let them fall in line with the rest of the population and obtain them wherever the harbormaster can accommodate them. Better yet, a town would have more direct control over them if they required applicants to obtain permission from the harbormaster for a “temporary mooring” on an as needed basis. If the owner needed one for two weeks in July, give it to him for only those two weeks. Any owner of a guest mooring that elects to rent the mooring requires a Corps permit.

8. Tackle Specifications. Some towns leave the size of the moorings and tackle up to owner discretion. This may be a short sighted policy. Towns may wish to at least establish minimum standards for mooring type (e.g. granite or concrete blocks, etc.) and tackle (e.g. size & scope). Without at least minimum standards, a town can't really control what goes into their harbor or establish a mooring plan effectively. At a minimum and ordinance should give the harbormaster the authority to review and approve mooring tackle.

9. Environmentally Friendly Moorings. Eelgrass and other submerged aquatic vegetation serves as a refuge and nursery for juvenile finfish and shellfish, and as food for fish, invertebrates, and waterfowl. These plants also produce oxygen needed by other organisms; filter contaminants and absorb nutrients that can cause excess growth of algae; and stabilize sediments with their root systems, helping to prevent erosion. In these resource areas, towns may wish to consider requiring low impact mooring technology that eliminates contact with the bottom substrate at all tides, such as helical anchors and elastic or other floating mooring tackle (i.e., no dragging chains).

10. Aquaculture. The aquaculture industry (particularly shellfish) continues to grow in Maine. While the Maine Dept. of Marine Resources and Corps often take a lead in processing permits, towns should consider what role, if any, they wish to play in the process. At a minimum a town may wish to at least add aquaculture projects to their list of activities that a harbormaster advises the harbor committee on. Towns where aquaculture is active or being considered should establish a relationship with DMR staff to insure that local harbor management efforts are fully considered in the review of aquaculture proposals. Municipal mooring permits may not be required for the aquaculture tackle but vessel moorings within an aquaculture lease should still be regulated by the town.

11. Rental Moorings. Towns may want to specify that private moorings may not be rented without prior written approval from the harbormaster and the Corps of Engineers. Towns should be aware that a Corps permit for rental moorings does not eliminate the need for local approval. Towns are under no obligation to permit rental moorings just because the applicant has a Corps permit. Any mooring that is rented requires a Corps permit, regardless of how long the rental period is.

12. Mooring Ball Color. The US Coast Guard posted new recommendations in 2001 concerning the color of mooring balls. Towns may or may not wish to include this in the harbor ordinance. An alternative would be to state that all moorings must also comply with USCG regulations.

13. Federal Navigation Projects. The Corps of Engineers is responsible for 68 Federal Navigation Projects (FNP) throughout the State of Maine. These include dredged channels and anchorages, some of which have not been actively maintained (dredged) for many years. Despite that, the Corps has very strict requirements regarding use of these areas. For example, no structures (piers, floats, etc.) can be permitted that encroach upon

the FNP. In most cases these structures must be set back a minimum of three times the authorized FNP depth. Similarly, Corps policy prohibits rental or service moorings from being located in a FNP. Furthermore, towns must maintain these areas open to all on an equal basis and cannot, for example, charge different fees for residents and non-residents or make mooring assignments based on residency. For information on the location and status of FNPs in your area, consult the Corps of Engineers Maine Project Office.

14. Harbormaster Training. Towns may wish to state in the ordinance that the harbormaster is authorized and in fact encouraged/required, to attend the annual harbormaster training by the Maine Harbormasters' Association. Annual attendance is suggested since each year new/updated topics are presented.

15. Mooring Inspection. Some ordinances fail to include a requirement for mooring inspections. Those that include it place this burden on the mooring owner and generally, proof of inspection must be submitted to the harbormaster. The periods between inspections varies, some towns require annual inspection and some less frequently.

16. Piers, Ramps, Floats and other Structures. An ordinance should ideally authorize the harbormaster to review/approve proposals for private or commercial piers, wharves, marinas, etc. Some towns actually establish standards in their ordinances for how large certain structures can be, e.g. piers. All piers, ramps, floats and similar structures in tidal waters, even if they're seasonal/temporary, require a Corps permit.

17. Harbor management. Many ordinances fail to reflect any real management plan or goals for the waters of their town. Towns should become much more proactive in this area since boating activities and the associated pressures continue to increase. Should certain coves or areas within municipal waters be set aside for specific user groups e.g. fishermen who need unimpeded access to a town landing? Should local channels and transient/general anchorage areas be formally established and kept open? Should certain areas not contain rental or commercial moorings? Should lobster gear be allowed in a harbor? Where is it appropriate to moor/anchor only large visiting vessels e.g. schooners or cruise boats? Where does a town want growth to occur or not occur? Should work floats be encouraged for fishermen? Should mooring floats be encouraged instead of moorings to save space and better organize a harbor? These are just some of the things towns should be thinking about and incorporating into their ordinance.

18. Mooring Waiting List. Does the town maintain a waiting list for moorings? If the town does not yet, you may expect to in the future. A waiting list, once established should be constantly updated and also made available to anyone who wants to know where they're listed. Many towns now charge an annual fee for the privilege of being on the waiting list. This can help winnow down the list to only those that are serious about wanting a mooring.

19. Mooring Fees. As a general rule, the Corps does not support a residency based mooring assignment or fee system. This is especially true in areas where we maintain a Federal Navigation Project (e.g. Medomak River at Waldoboro or Camden Harbor at Camden). We believe that an open to all on an equal basis system is the only fair process for administering what amounts to a public resource, not a town resident only resource. In towns that do not have a FNP, the Corps has no specific requirements. Instead it is the State that has specific limitations for how much non-residents may be charged over residents. Towns with FNPs should consult with the Corps before establishing their fees.

20. Mooring Assignments. In general, towns may manage mooring assignments in accordance with their own harbor management goals. However, towns should be aware that there are state regulations that dictate certain minimum requirements that must be met for the number of non-resident moorings in a harbor. For towns that have FNPs, the Corps requires an open to all on an equal basis system that prohibits residence based mooring assignments (within the limits of the FNP). Towns with FNPs should consult with the Corps if they have questions on this issue.

21. Lobster Gear. Does the town have any position on lobster fishing in the harbor(s) and channel(s)? There have been cases in the past where the uncontrolled concentration and distribution of lobster buoys and traps have adversely affected navigation. Some towns mistakenly believe they have no authority to address this issue. Rockport's and Boothbay Harbor's ordinances are good examples of sound planning on this issue.

22. House Boats and Floating Businesses. Does the town have any position on house boats or floating businesses? In the case of house boats, people may live aboard for extended periods of time and the vessel doesn't move. Some operators have gone as far as to attach a motor to such a structure in order to have it qualify as a "vessel". The Town of St. George and the communities around Portland have wrestled with this issue in the past. Boothbay Harbor's ordinance is a good example of sound planning on this issue.

23. Public Access. Public/municipal access to town waters is a growing concern throughout the state. While this is not necessarily an ordinance issue, it should be a regular agenda item at harbor committee meetings and the annual town meeting. All opportunities should be pursued for developing and/or retaining public access including easements, purchase, land donations, grants, state/local partnerships, cooperative agreements with fishermen, etc. Public access is under regular threat from competing boating interests, private property owners, and ever increasing waterfront property values.

24. Education. In the past, Falmouth, Bristol, and other towns have printed a short list of their rules & regulations on an informational 3-fold flyer. Although clearly not complete compared to the full ordinance, the basic idea of a flyer/handout is sound. It would provide towns with something short and to the point that could be handed out to boaters at the landing or to anyone stopping by the town office.

25. Special & General Anchorages. Coastal towns should be aware of an issue that is broadly being discussed throughout the State. Most coastal communities do not have US Coast Guard designated special or general anchorages. As such, the rules of the road dictate that vessels on a mooring must have visual and audio signals at night and during poor visibility. Vessels moored within a US Coast Guard designated anchorage are exempt from this requirement. Obviously this is not regularly being enforced by the US Coast Guard but none-the-less, the rules apply. Falmouth had an incident where a boater was returning from Portland and hit a moored boat that was located outside their designated anchorage. Liability issues were tossed back and forth by the various parties and their insurance companies. Falmouth coordinated with the Coast Guard to expand its anchorage to encompass its entire mooring field. Rockland, Camden, Yarmouth, Chebeague Island, and Harpswell have had similar discussions. Towns may wish to consider formally designating an anchorage area to protect its boaters from liability. For information, please contact John Mauro with the Coast Guard, at 617-223-8355.

26. Local Aids to Navigation. Some towns install buoys or other markers to designate local channels, fairways, or anchorages. This is an excellent idea but please note that local channel markers and other local aids to navigation must be approved by the Coast Guard. There is an application form available for "private aids to

navigation” that must be filled out. The process is not particularly burdensome. For more information, contact your nearest Coast Guard station or Mr. John Mauro at 617-223-8355.

27. Cruise ships. Everyone wants the money that cruise ships, even the small coastal cruisers, can bring to a town but is your town prepared to accommodate them? Can your town dock accommodate the vessel or a series of tenders? Do you have sufficient anchorage area(s) set aside? What effect will the cruise boat have on existing uses and facilities in the area? For example, Bar Harbor had cruise boat anchors fouled in old fishing tackle, cables, and other debris.

28. Marinas. Many towns define marinas but do little to specifically regulate them. Marinas can have direct impacts on navigation, mooring fields, and the environment. They can also have indirect impacts include parking, traffic, lighting and noise pollution, and other neighborhood effects. The Maine DEP has published a set of best management guidelines for marina operation that may prove useful.

29. Town Facilities. For towns with municipal landings, wharves, fish piers, floats, boat ramps, etc, their ordinance should specify how these facilities are to be used, fees charged, penalties for misuse, etc.

DEFINITION OF OPEN-TO-ALL ON EQUAL TERMS

Federal navigation projects must be managed in the general public interest and must be accessible and available to all on equal terms. Any number of approaches may be used to assure that all citizens desiring mooring or other access to the projects are treated impartially; it is not the Federal Government's intention to prescribe specific procedures.

A management system shall be considered acceptable provided that it:

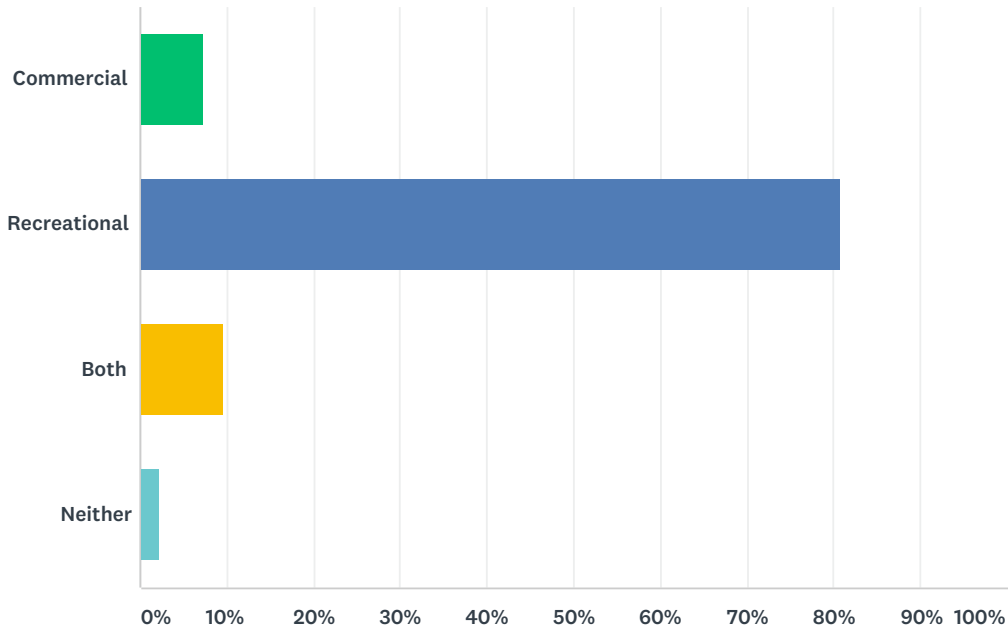
- Makes no arbitrary distinction or requirement of any kind of allocating use of the project and ancillary facilities and services to the public except as may be consistent with the purpose for which the project was constructed.**

- Does not impose arbitrary fees or arbitrary variations in fees among users. The cost of providing necessary management and ancillary facilities and services may be offset through equitable user fees based on the actual costs incurred.**

Information pertinent to harbor management – including but not limited to rules and regulations, lists of mooring holders, waiting lists and fee schedules – shall be readily available to the public at all times.

Q1 Do you use Pepperrell Cove for COMMERCIAL OR RECREATIONAL USES?

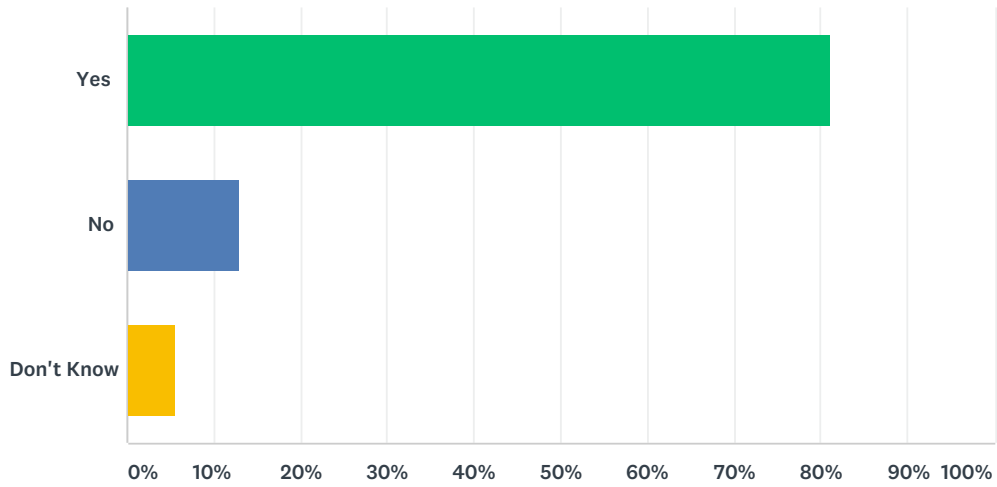
Answered: 176 Skipped: 0



ANSWER CHOICES	RESPONSES	
Commercial	7.39%	13
Recreational	80.68%	142
Both	9.66%	17
Neither	2.27%	4
TOTAL		176

Q2 Do you have the DRAFT YOU NEED where your mooring is located?

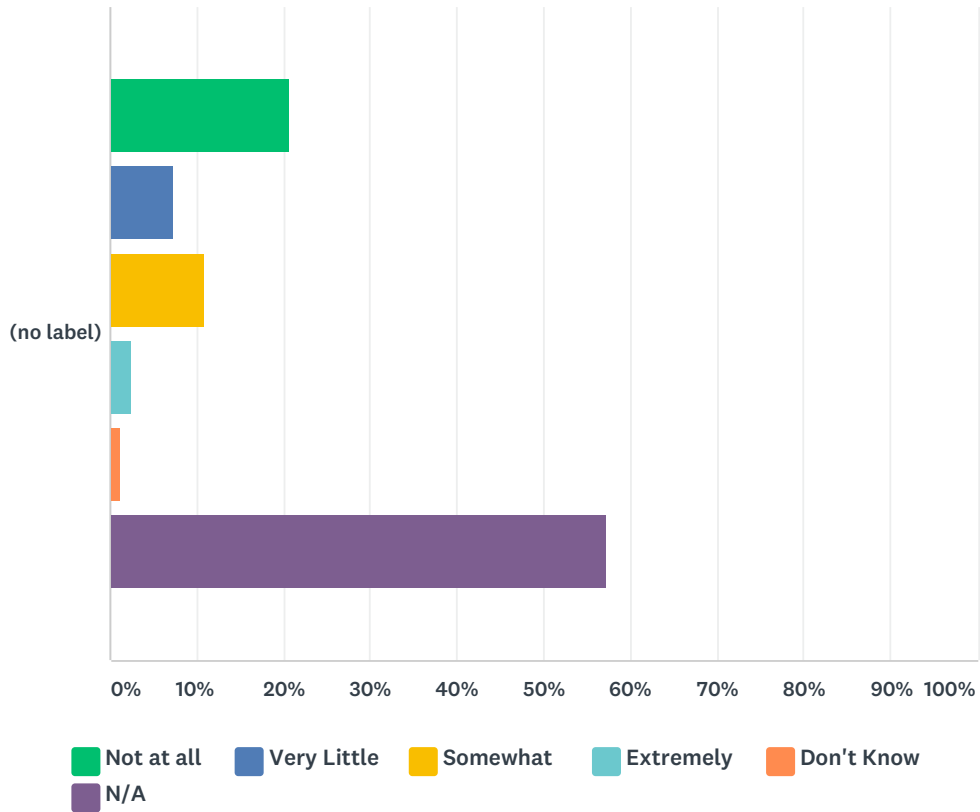
Answered: 176 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	81.25%	143
No	13.07%	23
Don't Know	5.68%	10
TOTAL		176

Q3 Commercial Users: Has the DEPTH in Pepperrell Cove AFFECTED YOUR LIVELIHOOD?

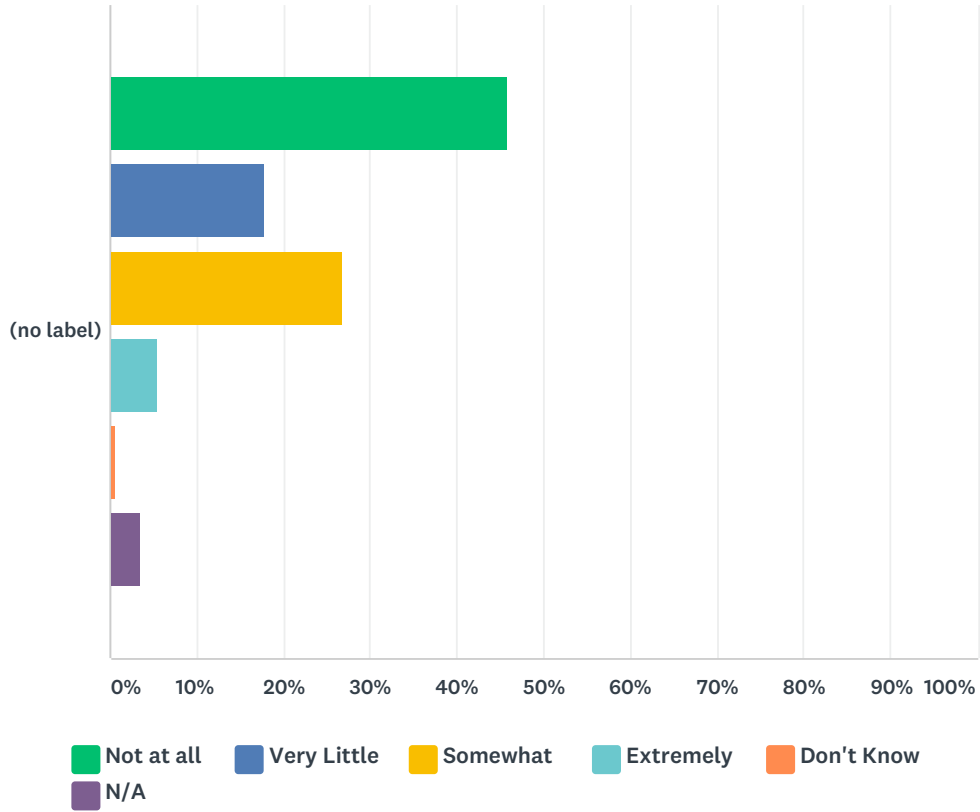
Answered: 82 Skipped: 94



	NOT AT ALL	VERY LITTLE	SOMEWHAT	EXTREMELY	DON'T KNOW	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	20.73%	7.32%	10.98%	2.44%	1.22%	57.32%	82	1.83
	17	6	9	2	1	47		

Q4 Recreational Users: Has the DEPTH in Pepperrell Cove AFFECTED THE USE of your recreational boat?

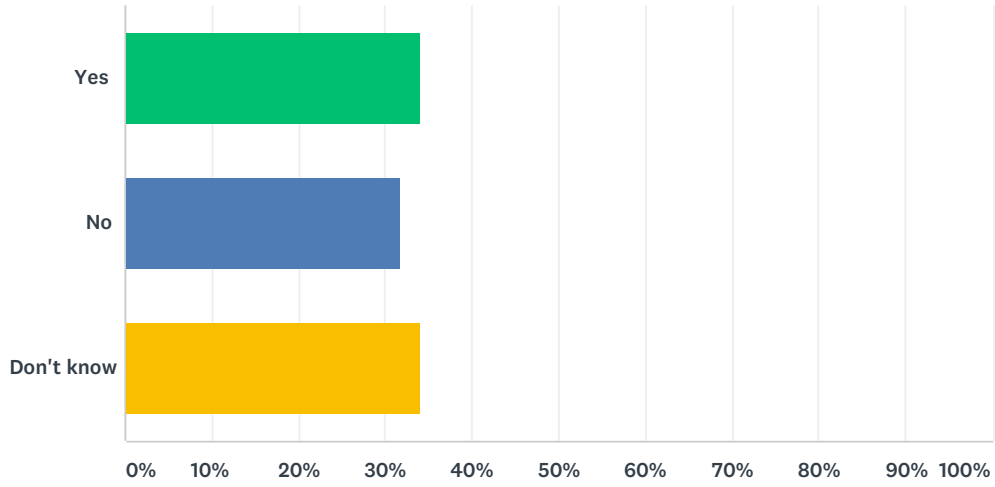
Answered: 168 Skipped: 8



	NOT AT ALL	VERY LITTLE	SOMEWHAT	EXTREMELY	DON'T KNOW	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	45.83% 77	17.86% 30	26.79% 45	5.36% 9	0.60% 1	3.57% 6	168	1.90

Q5 Do you BELIEVE that Pepperrell Cove NEEDS to be dredged?

Answered: 176 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	34.09%	60
No	31.82%	56
Don't know	34.09%	60
TOTAL		176

Q6 If YES, what SPECIFIC AREAS in Pepperrell Cove do you believe need to be dredged?

Answered: 46 Skipped: 130

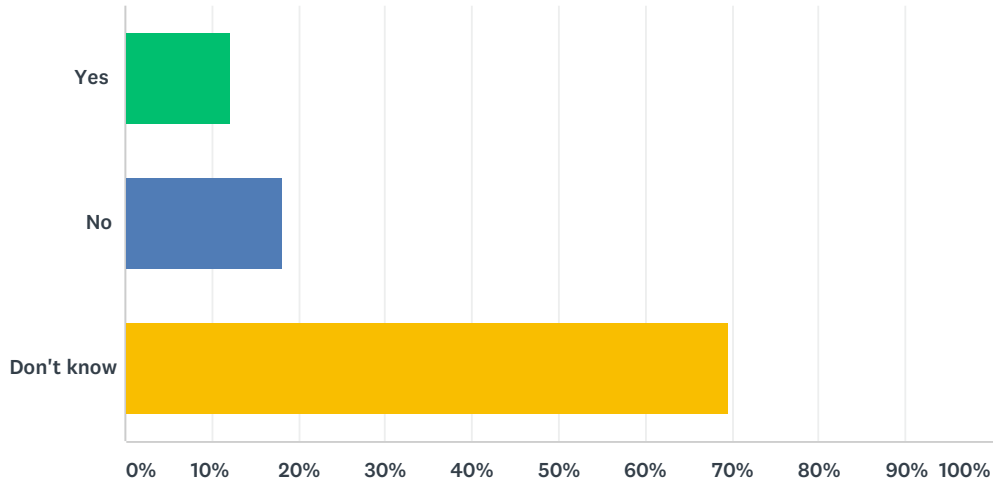
#	RESPONSES	DATE
1	Chauncey Creek	3/22/2019 5:16 PM
2	Closest to fort foster side	8/28/2018 9:49 PM
3	Dock	6/19/2018 8:11 AM
4	Up the creek	5/19/2018 5:28 PM
5	eastern edge	4/3/2018 7:02 PM
6	Along Gooseberry approach to Chauncey Creek, that whole distant portion of the mooring field where it really shallows out, it is traveled often by many boats and also those moorings could be moved to allow for more room/larger boats as that area is currently constrained by shallow water	3/1/2018 3:46 PM
7	Near the rocks out from the dock	11/9/2017 2:23 PM
8	no	3/29/2017 12:06 PM
9	The southeastern area near Phillips Island and the entrance to Spruce Creek would be great. That area in the past allowed lobster boats to transit up river during all tides.	3/28/2017 6:56 PM
10	in front of Fort McCleary east end to off Hicks rocks out to the inbound outbound range lights and back to the pre war controlling depth	3/26/2017 5:57 PM
11	Area around mooring 249. Each year getting off and on my mooring is more difficult do to shallow water.	3/24/2017 9:57 AM
12	The area of the Town Dock floats on the right facing shore are very shallow at low tide. The area of the mooring field near shore to the left of the Town Dock facing shore.	3/23/2017 5:17 PM
13	Sailing my CD Typhoon (2.5' draft) last year I ran aground just outside the southeast edge of the mooring field at low tide. There were much larger boats on moorings 20 yards north of me. As I waited for the water to rise I wondered how anxious it made them feel to be close to such shallow water. Not sure that's a reason to dredge, but that's what I got.	3/23/2017 1:28 PM
14	Specifically in front of and east of the town piers.	3/23/2017 1:06 PM
15	near Fishing Island	3/23/2017 12:37 PM
16	The area by the docks	3/23/2017 11:10 AM
17	I have a shallow draft sail boat, 3.5' so I am ok in most areas if I watch where I go. But I do see how it could be real tricky for boats with deeper draft.	3/23/2017 9:20 AM
18	The SE area at the approach to Chauncey creek.	3/23/2017 6:11 AM
19	boat ramp and adjusent area	3/23/2017 5:52 AM
20	Outer edges	3/22/2017 10:54 PM
21	near Fisher Island	3/22/2017 7:50 PM
22	The approach channel and in the turning area front of the floats	3/22/2017 4:07 PM
23	The area around the boat launch. Hauling out the boat is precarious! No margin for wind or error.	3/22/2017 3:46 PM
24	Center of harbor toward Chauncey Creek and new docks	3/22/2017 3:42 PM
25	East side	3/22/2017 3:34 PM
26	launch ramp and in front of ft mcclary and east of the channel	3/22/2017 1:59 PM
27	Those areas that have filled in over the last decade.	3/22/2017 1:06 PM

Kittery Port Authority

28	Not sure exactly how far Pepperrell Cove stretches. If it includes the area in front of Ft. McClary the answer is YES.	3/22/2017 1:03 PM
29	Entrance to Chauncey Creek	3/22/2017 11:48 AM
30	The pass between Gooseberry Island and Phillips Island. Also in front of Chauncey Creek and Weir Creek where there are a number of moorings that have no draft on extreme low tides.	3/22/2017 11:33 AM
31	Inshore on out	3/22/2017 11:30 AM
32	Along the break wall and at the dock under the winch.	3/22/2017 11:20 AM
33	Around Fishing Island, the eastern shoreline and the approach to the launch ramp	3/22/2017 11:13 AM
34	Back channel	3/22/2017 11:05 AM
35	Gooseberry Island and west.	3/22/2017 11:03 AM
36	The chanel between the mooring field and the small isands on the southeast side of Pepperell cove	3/22/2017 10:45 AM
37	the entire mooring basin should be dredged. The perimeter especially needs to be enlarged and the depth brought back. I have had a mooring since 1965 and have seen how much it has filled in. In 1965 a 36 foot boat could go up to Chauncey Creek Lobster pier at low water. Today a skiff has trouble.	3/22/2017 10:13 AM
38	Perhaps by islands in SE corner of cove	3/22/2017 10:11 AM
39	Channel to seven of creek (spelling)	3/22/2017 10:10 AM
40	Area near the island	3/22/2017 9:56 AM
41	Entrance to Chauncey Creek is acreting mud continuously very difficult to navigate	3/22/2017 9:29 AM
42	The Eastern Side towards Chauncy creek..	3/22/2017 9:22 AM
43	The mud flat area around the docks and the Chauncey creek area	3/22/2017 9:03 AM
44	At the mouth of Chauncey Creek	3/22/2017 8:59 AM
45	Near the town docks to allow for access at low tide	3/22/2017 8:40 AM
46	North east area	3/22/2017 8:31 AM

Q7 Commercial Users: We would need your LANDING DATA in pounds and dollars to proceed with the dredging project. Are you WILLING to SHARE this data?

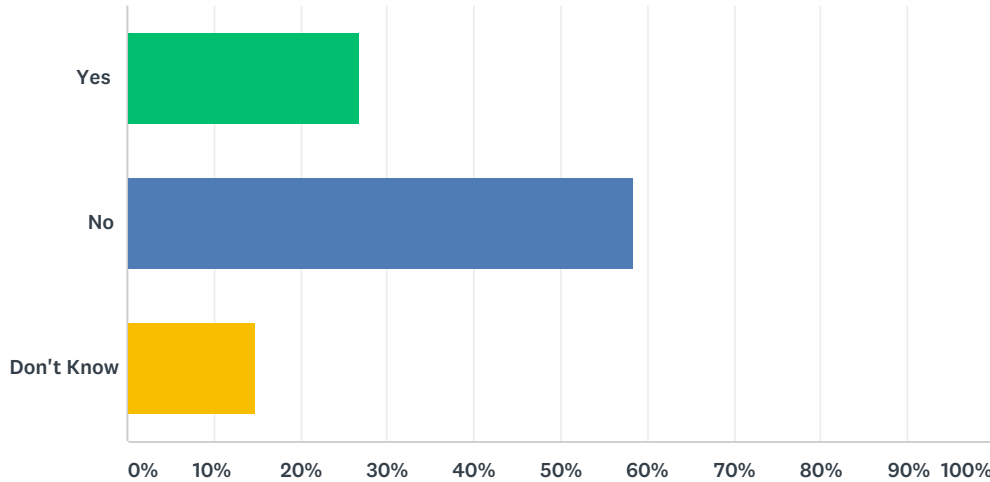
Answered: 33 Skipped: 143



ANSWER CHOICES	RESPONSES	
Yes	12.12%	4
No	18.18%	6
Don't know	69.70%	23
TOTAL		33

Q8 For Pepperrell Cove to be dredged all moorings will need to be removed at the expense of the mooring holders. Would you be WILLING to PAY to remove your mooring so dredging can occur?

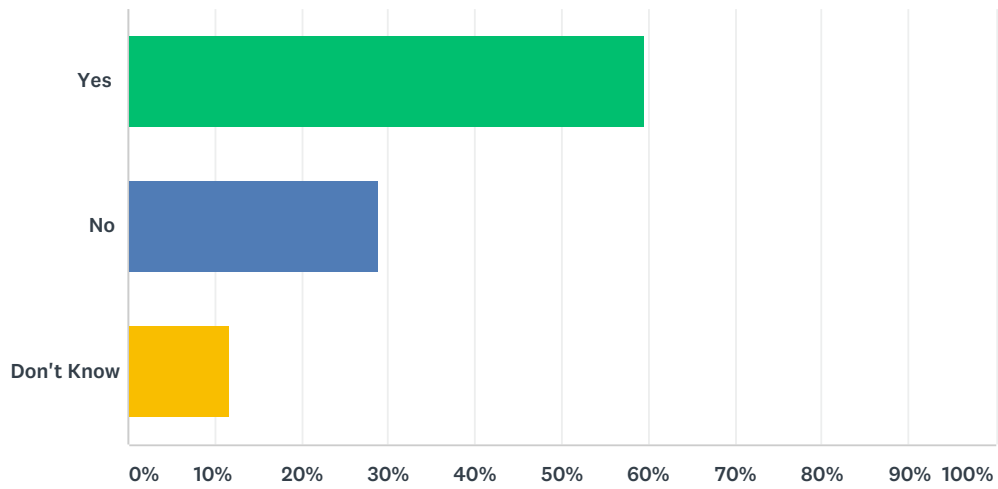
Answered: 142 Skipped: 34



ANSWER CHOICES	RESPONSES	
Yes	26.76%	38
No	58.45%	83
Don't Know	14.79%	21
TOTAL		142

Q9 Are you interested in a public meeting to LEARN MORE about the potential dredging project?

Answered: 146 Skipped: 30



ANSWER CHOICES	RESPONSES	
Yes	59.59%	87
No	28.77%	42
Don't Know	11.64%	17
TOTAL		146

Q10 WHERE is your MOORING LOCATED?

Answered: 124 Skipped: 52

#	RESPONSES	DATE
1	#101 in Pepperrell Cove	5/22/2019 7:21 AM
2	Chauncey Creek	3/22/2019 5:16 PM
3	PC, directly behind Fishing Island	6/19/2018 8:11 AM
4	Halfway between working pier and fishing island and second row in from channel.	6/7/2018 1:33 PM
5	entrance	5/19/2018 5:28 PM
6	pc	4/3/2018 7:02 PM
7	43.04.910N 070.42.290W	3/5/2018 4:14 PM
8	38, way out in the shallows :)	3/1/2018 3:46 PM
9	waitlist	1/29/2018 12:18 PM
10	Close to pepperrell pier	1/12/2018 8:06 AM
11	Pepperell Cove	5/3/2017 8:53 PM
12	center field	4/17/2017 9:50 AM
13	208 Behind fishing island	4/1/2017 1:59 PM
14	Pepperrel cove near the Chauncey creek outlet about 8 to10 feet deep at low tide	4/1/2017 11:20 AM
15	Pepperill Cove	3/31/2017 2:29 PM
16	Ft. McClary	3/30/2017 3:43 PM
17	Stbd side of channel approaching dock about 4 moorings from dock	3/29/2017 7:54 PM
18	western end off fort Foster	3/29/2017 12:06 PM
19	# 92	3/28/2017 6:56 PM
20	pepperrell cove	3/27/2017 9:32 PM
21	back channel on ledge not filling silt	3/26/2017 5:57 PM
22	140 Whipple Rd., so, not in Pepperell Cove.	3/26/2017 1:40 PM
23	in front of Fort McLeary.	3/25/2017 8:10 AM
24	314	3/25/2017 7:52 AM
25	Back Channel	3/24/2017 12:10 PM
26	Mooring number 249. About 11 o'clock off main dock and 150 yards from island.	3/24/2017 9:57 AM
27	Near fishing island	3/24/2017 9:11 AM
28	#51	3/23/2017 5:56 PM
29	Near Fishing Island the nun.	3/23/2017 5:17 PM
30	Mooring 115 is at N43 04.825' W70 42.103'	3/23/2017 5:03 PM
31	#363, east edge on the way to Chauncey	3/23/2017 1:28 PM
32	Outer Pepperrel cove, approaching Chauncey Creek	3/23/2017 1:15 PM
33	South east of the town pier	3/23/2017 1:06 PM
34	Back Channel	3/23/2017 12:37 PM
35	In front of fort Cleary	3/23/2017 11:10 AM

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36	Approx 0.2nm SW of Frisbee town dock	3/23/2017 10:48 AM
37	back channel	3/23/2017 9:39 AM
38	#375 outer edge towards Fishing.	3/23/2017 9:20 AM
39	near gooseberry island	3/23/2017 8:01 AM
40	6 moorings: 43 04.845, -70 42.369 to 43 04.754, -70 42.330	3/23/2017 7:18 AM
41	#606	3/23/2017 6:43 AM
42	At the entrance to Chauncey creek	3/23/2017 6:11 AM
43	BC	3/23/2017 6:08 AM
44	near new dock	3/23/2017 5:52 AM
45	1000 yards from main dock	3/22/2017 8:53 PM
46	Near Fisher Island	3/22/2017 7:50 PM
47	Near the entrance channel	3/22/2017 7:45 PM
48	number 6	3/22/2017 7:20 PM
49	Spruce Creek	3/22/2017 6:55 PM
50	122	3/22/2017 6:52 PM
51	# 251 Approx. in the middle of the cove off Frisbees dock.	3/22/2017 4:32 PM
52	180	3/22/2017 4:30 PM
53	mooring # 202, 75 yds. off new docks at 11:00	3/22/2017 4:24 PM
54	out by fishing island	3/22/2017 4:21 PM
55	Mooring #101 in PC	3/22/2017 4:07 PM
56	#311, just behind Fishing Island	3/22/2017 3:42 PM
57	East side Chauncey creek area	3/22/2017 3:34 PM
58	Off the fort, just outside Pepperrell Cove	3/22/2017 3:26 PM
59	280	3/22/2017 3:00 PM
60	next to the mooring for the harbormasters mooring	3/22/2017 2:57 PM
61	N/A	3/22/2017 2:43 PM
62	180	3/22/2017 2:36 PM
63	389 east of the channel	3/22/2017 1:59 PM
64	End of Moore's Island	3/22/2017 1:50 PM
65	Back Channel	3/22/2017 1:06 PM
66	I am #370 but cannot describe the location.	3/22/2017 1:03 PM
67	Pepperell Cove	3/22/2017 12:55 PM
68	+/-300 feet west of the main dock and +/-200 feet out from the shoreline	3/22/2017 12:47 PM
69	Near Fort Foster	3/22/2017 12:40 PM
70	Behind Fishing Island	3/22/2017 12:34 PM
71	30	3/22/2017 12:17 PM
72	200' off the main float to the right looking out, three buoys off the main channel leading to the dock	3/22/2017 12:17 PM
73	Between Gooseberry Island and Phillips Island in front of Weirs Creek and Chauncey Creek. Mooring #513	3/22/2017 11:33 AM
74	SML Bridge	3/22/2017 11:30 AM
75	fairly close to the Chauncey creek side, in about 8 feet of water at low tide	3/22/2017 11:26 AM

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76	270 almost in the middle	3/22/2017 11:20 AM
77	#10 in Pepperrell Cove	3/22/2017 11:13 AM
78	Back Channel	3/22/2017 11:12 AM
79	Traip	3/22/2017 11:05 AM
80	NE corner of Pepperrell Cove	3/22/2017 11:03 AM
81	43 04.80' N, 70 42.32' W	3/22/2017 10:58 AM
82	Just northeast of Fishing Island.	3/22/2017 10:51 AM
83	178	3/22/2017 10:45 AM
84	East side by Gooseberry Island	3/22/2017 10:31 AM
85	#41 is on the west side of the PC channel next to a green buoy about 1/2 way out.	3/22/2017 10:13 AM
86	Pepperrell cove, #151	3/22/2017 10:13 AM
87	#350 (43.04.7523 N, 070.43.3324 W)	3/22/2017 10:11 AM
88	1.near fishing island	3/22/2017 10:10 AM
89	Near Fishing Island	3/22/2017 10:08 AM
90	106. over to the left of the piers.	3/22/2017 10:08 AM
91	Spruce Creek, but we launch at Pepperall Cove	3/22/2017 10:05 AM
92	Spruce Creek	3/22/2017 9:57 AM
93	255	3/22/2017 9:56 AM
94	E3	3/22/2017 9:49 AM
95	BC	3/22/2017 9:48 AM
96	Pepperrell Cove	3/22/2017 9:45 AM
97	outer edge near islands	3/22/2017 9:45 AM
98	Back channel	3/22/2017 9:44 AM
99	out towards Fishing Island----in the southern most mooring ball line.	3/22/2017 9:44 AM
100	23. Next to the pier	3/22/2017 9:41 AM
101	In the SW of the Cove in the vacinity of Fishing Island.	3/22/2017 9:40 AM
102	Near fort mcclary.	3/22/2017 9:35 AM
103	Spruce Creek	3/22/2017 9:32 AM
104	135	3/22/2017 9:31 AM
105	Very south east corner harbor near Moores island	3/22/2017 9:29 AM
106	Center East.. Mooring ball 199	3/22/2017 9:22 AM
107	near the #4 nun	3/22/2017 9:16 AM
108	448	3/22/2017 9:15 AM
109	Northeast portion of Pepperrell Cove	3/22/2017 9:08 AM
110	out by the island	3/22/2017 9:04 AM
111	Over by fishing island	3/22/2017 9:03 AM
112	Pepperrell Cove	3/22/2017 9:00 AM
113	I'm # 538, Northeast of Gooseberry Island.	3/22/2017 8:59 AM
114	200 yards outside of the Rt 103 bridge.	3/22/2017 8:54 AM
115	399	3/22/2017 8:52 AM
116	Right side of mooring field # 305	3/22/2017 8:51 AM

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117	back channel	3/22/2017 8:47 AM
118	#266	3/22/2017 8:42 AM
119	225 way out	3/22/2017 8:40 AM
120	313	3/22/2017 8:40 AM
121	#89	3/22/2017 8:36 AM
122	50 yards NNE from fisherman's island	3/22/2017 8:34 AM
123	Near the two floats	3/22/2017 8:34 AM
124	Center of the cove	3/22/2017 8:31 AM

Q11 Please let us know any comments or feedback you have on the potential of Pepperrell Cove dredging.

Answered: 70 Skipped: 106

#	RESPONSES	DATE
1	Probably a good idea but maybe not at this time.	5/22/2019 7:21 AM
2	it would be	4/3/2018 7:02 PM
3	It's worth looking into	3/1/2018 3:46 PM
4	Dredging should allow a fresh start to the mooring field, where more moorings can be achieved by re-layout as well as areas that do not allow enough draft. I believe there are also many abandoned blocks that could be recycled, creating additional revenue for the port authority and more opportunities to get a mooring.	1/29/2018 12:18 PM
5	Is this really necessary? Maybe dredge right in front of the docks, last season there was 12 feet of water at low tide, plenty of room for me. Recreational boat with 4 ft draft.	4/17/2017 9:50 AM
6	I just spent a great deal of money to bring my mooring up to grade A maintenance level and it appears there is ample draft for most boats presently moored.	3/31/2017 2:29 PM
7	Absolutely not necessary!!! Taxes are high enough.	3/30/2017 3:43 PM
8	this project is way over due and will not effect more than 20 moorings.The Portsmouth pilots will need the river done from 2KR to hicks rock	3/26/2017 5:57 PM
9	I run fishing charters and don't have landing data. Depth in cove is fine with me (I draw 4').	3/25/2017 7:52 AM
10	Would like to learn Commercial users needs, but would be a tough sell to win my support	3/24/2017 12:10 PM
11	I think in a few more years boats will not be able to get up to Chauncey creek except except at real high tide.	3/24/2017 9:57 AM
12	When would it likely occur? How will it be paid for? It would be helpful to have some information about the current status of the depth of the cove to be able to understand this issue better.	3/23/2017 5:17 PM
13	Dredging is not a cost effective action against mother nature. I am against dredging as there is plenty of deep water at low tide.	3/23/2017 5:03 PM
14	I do not think mooring holders should have to pay to have their mooring moved and replaced I already pay too much the fees have gone up considerably in the last 30 years	3/23/2017 5:02 PM
15	We're a small boat family. Probably always will be. But if you told me I was gong to gain 2 ft or more at my current location, opening up the possibility of a 25-30' sailboat someday, I might be convinced to cough up the dollars. Otherwise it's kind of like I'm being taxed so that big boat people can navigate more easily. Not sure how that benefits me.	3/23/2017 1:28 PM
16	Would need to know the following: current depths, what the proposed dredging depth would be, when would the dredging take place and for what length of time, impact on eel grass and other marine life, cost of the operation to moring owners and tax payers.	3/23/2017 1:06 PM
17	If dredging occurs what will the mooring standard be? Will the field be set up differently? Will different types of moorings be used? At whos expense?	3/23/2017 11:10 AM
18	If its a plus for more commercial and recreational use then I'm in favor	3/23/2017 9:39 AM
19	Removing and replacing all moorings is going to be real expensive and not sure that most will benefit. Perhaps there are just some areas that need dredging?	3/23/2017 9:20 AM
20	Not interested if we have to pay to remove the moorings for the dredging. The current depth of our moorings is OK.	3/23/2017 7:18 AM
21	Money would be better utilized dredging in an area that needed it more.	3/23/2017 6:43 AM

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22	I don't see how my lobster landings and how much I earn can possibly have any effect on this project. I have a 40' lobster boat that when I'm using my mooring, is so close to the bottom in a hard NW wind, the mud is boiling up when put in gear.	3/23/2017 6:11 AM
23	I feel it is an expensive and unneeded task, greatly disruptive to marine life and boat placement.	3/22/2017 8:53 PM
24	My concern is too many moorings if dredging occurs and parking availability which is already too tight!	3/22/2017 7:45 PM
25	It would add more expense to morning holders. The town should be looking at ways to lower the cost of mornings for residents of Kittery.	3/22/2017 6:55 PM
26	When is work to begin? Length of time for work to be completed? Where will moorings be stored? Cost to remove moorings? Who is to remove moorings? Final depth of harbor?	3/22/2017 4:32 PM
27	Never seen anybody have an issue with draft in all the years I've been at the harbor	3/22/2017 4:24 PM
28	this is not a good use of tax money	3/22/2017 4:21 PM
29	It is vary important to do for the long term continued use of the cove.	3/22/2017 4:07 PM
30	Would a bulk rate be available from one or two select contractors to pull moorings. How would disagreements be settled regarding re-setting moorings, location, same equipment that was removed is replaced. Could someone change the size of their block or use helical screw?	3/22/2017 3:42 PM
31	Concerned with the timing of the potential dredge	3/22/2017 3:34 PM
32	Moving all of the moorings is Not needed at this time. Moving all the moorings is out of the question!!!	3/22/2017 2:43 PM
33	we are limited in the size of our vessel because of the depth, also very limited in choice of launch days- need the highest tide and already there are too many boats going in that day to launch ours!	3/22/2017 1:59 PM
34	Only problem I have had with mooring area is that my boat is too close to another boat.	3/22/2017 1:03 PM
35	When has it been done in the past? What areas of the harbor are havng issues?	3/22/2017 12:55 PM
36	I am not aware of anyone who has been affected by the current status of water depth in Pepperrell cove but I do understand over time this changes.	3/22/2017 12:47 PM
37	Creating a breakwater seems more pressing than dredging.	3/22/2017 12:34 PM
38	Very disruptive to mooring holders and ecosystem. Unnecessary in majority of mooring area. Main benefit is to T crease number of moorings in area now 3 to 4 feet. Not worth the negatives which in addition to disruption would increase parking and use issues in an already much overused harbor access area, eg. Parking and dinghy dock. The majority bottom has stabilized since the last dredging, the sedimentary surface is stable and supports a benthic community that creates valuable habitat for hoped for future installment of a very important eelgrass bed.	3/22/2017 12:17 PM
39	This would be wonderful!!!! Please let us know if we can help in anyway. Thanks. Pamela and Steve Graves	3/22/2017 11:33 AM
40	The FNP is silting in and needs to be dredged	3/22/2017 11:30 AM
41	I have been boating there for almost 30 years....i could be wrong but I do not think I have noticed a significant change to that harbor.....i have heard from others however that the cove is silting in....my opinion is not significantly.	3/22/2017 11:26 AM
42	Moving all the morning is a large cost to us. But when they got put back they could be put back in straight lines and be more organized.	3/22/2017 11:20 AM
43	It is a good idea since the cove has filled in	3/22/2017 11:13 AM
44	Access to town dock would be my interest	3/22/2017 11:12 AM
45	No need to dredge it all; the outer harbor is all that is needed.	3/22/2017 11:03 AM
46	Some moorings are in shallower water that is well protected by the islands. Others are in deeper water but have less protection from waves out of the south. And part of the cove is too shallow to be usable for any moorings. If that shallow area were dredged, then all the moorings could be shifted into more protected water, making it safer for everyone.	3/22/2017 10:58 AM
47	I think if the area were to be dredged, then concentration should be given to the near shore moorings on the north side. I do not have trouble with approaches to my mooring or on my mooring with a draft of 5'.	3/22/2017 10:31 AM

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48	I performed a side scan sonar survey of Pepperrell Cove several years ago showing the location of 75 to 100 abandoned mooring blocks and all of the in-use mooring blocks. This might be of interest to the town of Kittery. I can be reached at 603-285-1360 if you would like to learn more about it. Best, Chris Dundorf	3/22/2017 10:13 AM
49	I have letters dated 1908 pleading for the dredging of the mooring basin. Logy ledge was removed and the remainder left to fill in. It was time to do it 30 yrs. ago. Please DON"T let this opportunity slip away.	3/22/2017 10:13 AM
50	Would be interested in knowing for how long and during what season would moorings be unavailable due to dredging.	3/22/2017 10:11 AM
51	time of year it is done. Will there be an area where moorings can be moved to for Store age	3/22/2017 10:10 AM
52	If I have to pay to remove my mooring, and since I have no issues with the depth, I am not in favor of dredging.	3/22/2017 10:08 AM
53	Dredging might allow more bigger boats protection from the southern swells and storms. A better more active harbor might help help pay the harbormaster and lower the harbor tax.	3/22/2017 9:57 AM
54	Probably not needed now for most recreational uses	3/22/2017 9:56 AM
55	I feel the negative effects of dredging substantially outweigh the positive effects.	3/22/2017 9:40 AM
56	Totally unnecessary !!!!!	3/22/2017 9:35 AM
57	I come into Pepperrell Cove to the town doc but am not moored in the cove. I had no idea there was a problem with depth in the cove where the moorings are.	3/22/2017 9:32 AM
58	Great idea Also very shallow near Fishing islands	3/22/2017 9:29 AM
59	I suppose if the project moves forward, that it would be done in phases. If so, where would the morning holders be moved to in the interim	3/22/2017 9:15 AM
60	Limited dredging in the area of the launch would be nice	3/22/2017 9:08 AM
61	maybe there are areas that need dredging. I don't believe my area that I am in is one. Then let the areas that need it remove their blocks and not affect that areas that don't need it.	3/22/2017 9:04 AM
62	If there is any cost to me I am not interested in this!	3/22/2017 9:00 AM
63	If my area cannot be dredged I would like to know about moving the mooring, thanks... my boat sits on the mud at some low tides....	3/22/2017 8:59 AM
64	Whomever are the beneficiaries of it should pay for it.	3/22/2017 8:54 AM
65	Not necessary. Too disruptive and puts Kittery Harbor under the thumb of the Federal Government	3/22/2017 8:51 AM
66	it will raise mooring cost	3/22/2017 8:47 AM
67	Thank you for asking for our input... I don't have much, but appreciate being invited into the process!	3/22/2017 8:42 AM
68	As an AC Project site, the cove undergoes periodic review as donall other site along the coast as finding becomes available. Pepperrell Cove is not in dire need of dredging at this time and would incur a logistical nightmare and huge monetary outlay by mooring holders. Wait until it is necessary to navigation. My boat draws 6' and I have never touched bottom.	3/22/2017 8:40 AM
69	Silly proposition.	3/22/2017 8:36 AM
70	The water is deep under my moring I don't know why I would have to move it dredging is not required under my mooring	3/22/2017 8:31 AM