Reviewed for Code Compliance
Inspections Division
Approved with Conditions
Date: 09/20/16

April 29, 2016. The purpose of the proposed project is to provide all-tide access to the resource for the crew team and a storage building that is in close proximity to the pier system. The applicant considered several alternatives that included not constructing the facility, a seasonal facility, other locations on the parcel, and the use of a public facility.

The rowing team currently stores the shells in a trailer that is kept at the Waynflete School Athletic Facility on Osgood Street. Access to the water is from a ramp and floats located at the bottom of a steep slope on the school grounds. Current conditions require the rowing team to transport the shells from trailer to water for each use. Access is further hindered because the current ramp and float system provides only limited-tide access. The applicant determined that the current means of accessing the water is severely limiting and no longer feasible. A seasonal structure was also considered, however based on the size necessary for a stable structure that provides sufficient area for the team to bring boats to the floats, this alternative was dismissed. In reviewing the shoreline on the parcel, the applicant found that the proposed location allows for the pier to be built within the footprint of existing pilings and will meet the applicable setbacks from the Federal Channel established by the U.S. Army Corps of Engineers and the City of Portland Harbor Commission line. In consideration of using a public facility, the applicant stated that the nearest boat launch is located three miles from the project site but determined that was not an appropriate launch as it can be congested during the boating season and would require the team to trailer the rowing shells for each practice. A marina is located less than a mile from the project site; however it does not provide appropriate means to getting to the water for this type of activity.

Due to the need for a pier system large enough to meet the staging requirements of the rowing team and the size of the building necessary to store the rowing shells, the applicant was not able to find another area on the parcel to locate the building due to the limited lot area available in the lease. To facilitate the frequent removal and storage of the rowing shells and gear, the building needs to be in close proximity to the pier system and therefore the protected resource.

B. Minimal Alteration. The amount of coastal wetland to be altered must be kept to the minimum amount necessary for meeting the overall purpose of the project. The applicant has minimized to the greatest extent practicable by designing the pier system to the minimum dimensions necessary for safe use by the crew team. The applicant has also removed existing pilings in the resource that are not essential to the project which minimizes the overall impact. The applicant does not propose to alter any coastal wetlands to construct the storage building.

C. Compensation. In accordance with Chapter 310 Section 5(C)(6)(b), compensation is not required to achieve the goal of no net loss of coastal wetland functions and values since the project will not result in over 500 square feet of fill in the resource, which is the threshold over which compensation is generally required. Further, the proposed project will not have an adverse impact on marine resources or wildlife habitat as determined by DMR and the Department. For these reasons, the Department determined that compensation is not required.