

Maine Offshore Wind Port Alternatives Evaluation Matrix - *Shaded cells have been updated from 3/29/2023 meeting*

PRACTICABILITY

Alternative	Site Requirements, Logistics & Constructability										
	1. Satisfies Purpose & Need (yes/no)	2. Contiguous Upland Area (min. 100 ac)	3. Water Frontage (min. 1,500 feet)	4. Fed. Maint. Channel Access (min. -35 feet MLLW)	5. No Air Draft & Direct Access to Open Water (yes/no)	6. Wharf Accessibility High Tide and Flood	7. Impacts to Navigation	8. Dredging & Disposal	9. Upland Site Preparation	10. Currently Available (y/n)	11. Cost (USD\$)
No Build	No	Not applicable	Not applicable	Maintenance dredging to occur	Not applicable	Not applicable	None	· Maintenance dredging to federal channel to occur · CAD cell required	Not applicable	Not applicable	None
Mack Point	Yes	· Approx. 65 acres available (according to Sprague) and 35 acres infill required; 100 acres total · Contiguous with no narrow areas and on the waterfront	Meets minimum 1,500 feet	· Approx. 2,000 feet from federal channel; dredge required for berth pocket for channel access to the full length of wharf · Maintenance dredging to occur to restore consistent channel depth of -35 ft MLLW	No vertical or horizontal navigational restrictions	· Tidal range of approx. 10 feet · FEMA flood elevation of +15 feet NAVD88 · Deck elevation would be set at +15 feet; the site would slope up at 1%	· Introduction of new vessels would affect existing vessel traffic · Pilots noted winds across the beam (widest part of the ship) would make maneuverability at berth (oriented east-west, perpendicular to prevailing winds) difficult	· 500,000 cubic yards · Maintenance dredging to federal channel to occur · CAD cell required	Approx. 350,000 cubic yards net import	· Yes. 65 acres identified by Sprague is available, but subject to change · Sprague Operating Resources, LLC operates Mack Point and owns the liquid bulk pier; Maine Port Authority owns the dry bulk pier, which Sprague operates · Sprague Energy and Canadian Pacific Rail own land in this area; Irving leases land in this area.	· Construction cost: \$400M- \$500M · Prelim. lease est.: \$290M-\$490M over 50-yr design life · Rail line relocation: \$10M · Liquid dock relocation: \$15M · Remediation: unknown
Sears Island	Yes	· Approx. 75 acres available and 25 acres infill required; 100 acres total · Contiguous with no narrow areas and on the waterfront	Meets minimum 1,500 feet	· Adjacent to the federal channel; dredge not required for berth pocket · Maintenance dredging to occur to restore consistent channel depth of -35 ft MLLW	No vertical or horizontal navigational restrictions	· Tidal range of approx. 10 feet · FEMA flood elevation of +15 feet NAVD88 · Deck elevation would be set at +15 feet; the site would slope up at 1%	· Introduction of new vessels would affect existing vessel traffic · Pilots noted the north-south wharf configuration, parallel to prevailing winds, is favorable for berthing	· Maintenance dredging to federal channel to occur · CAD cell required	Approx. 250,000 cubic yards net export	Yes, owned by the State of Maine	Construction cost: \$400M- \$500M
Hybrid (Mack Point + Sears Island)	Yes	· Mack Point includes approx. 65 acres available and 14 acres infill required (79 acres total) and Sears Island includes approx. 35 acres available and 25 acres infill required (60 acres total) · Combined total area exceeds minimum 100 acres because of separated operations · At each location the site is contiguous with no narrow areas. · Both sites are on the waterfront for marshalling/integration facility on Sears Island and foundation assembly/ fabrication/ manufacturing on Mack Point	· Meets minimum 1,500 feet · Mack Point has independent 1,100 feet and Sears Island has independent 1,100 feet. The total length is greater than minimum 1,500 feet because both sites require enough frontage to accommodate a delivery vessel and an offshore wind foundation.	· Marshalling would occur from Sears Island adjacent to federal channel; dredge not required for berth pocket · Maintenance dredging to occur to restore consistent channel depth of -35 ft MLLW	No vertical or horizontal navigational restrictions	· Tidal range of approx. 10 feet · FEMA flood elevation of +15 feet NAVD88 · Deck elevation would be set at +15 feet; the site would slope up at 1%	· Introduction of new vessels would affect existing vessel traffic · No new berths proposed at Mack Point. Vessels accessing Mack Point would share use of the existing bulk pier with existing users · Pilots noted the north-south wharf configuration, parallel to prevailing winds, is favorable for berthing	· 320,000 cubic yards at Mack Point · Maintenance dredging to federal channel to occur · CAD cell required	Approx. 100,000 cubic yards net import, if sites are constructed simultaneously	· Yes. 65 acres identified by Sprague is available, but subject to change · Sprague Operating Resources, LLC operates Mack Point and owns the liquid bulk pier; Maine Port Authority owns the dry bulk pier, which Sprague operates · Sprague Energy and Canadian Pacific Rail own land in this area; Irving leases land in this area. · Sears Island site is owned by the State of Maine	· Construction cost:\$800M-\$1B · Prelim. lease est.: \$290M-\$485M over 50-yr design life
Eastport	Yes	· Approx. 90 acres available and 10 acres infill required; 100 acres total · Contiguous with no narrow areas and on the waterfront	Meets minimum 1,500 feet	· No federal channel present · Direct access to waters at least -65 ft MLLW	· No vertical or horizontal navigational restrictions · Travel through Canadian waters required	· Tidal range of approx. 19 feet · FEMA flood elevation of +22 feet NAVD88 · Deck elevation would be set at +22 feet; the site would slope up at 1%	Introduction of new vessels would affect existing vessel traffic	No dredging is required	Approx. 5,500,000 cubic yards net export	· Yes. Owned by Eastport Port Authority · Existing operations would be displaced.	Construction cost: \$1.2B- \$1.4B

Maine Offshore Wind Port Alternatives Evaluation Matrix

POTENTIAL ENVIRONMENTAL IMPACT

Alternative	Waters of the United States					Fisheries		
	12. Freshwater Wetlands & Vernal Pools	13. Streams	14. Navigable Waters	15. Coastal Wetlands	16. Eelgrass	17. Endangered Atlantic salmon and Sturgeon	18. State & Federally Managed Species	19. Shellfish
No Build	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Mack Point	<ul style="list-style-type: none"> · Freshwater Forested / Shrub-Scrub: TBD · Freshwater Emergent: TBD · Freshwater Open Water (NWI): 6 acres · Vernal Pools: Not Present 	Not Present	Open Ocean: 86 acres	Estuarine and Marine Wetland: 5 acres	<ul style="list-style-type: none"> · 0 acre (historical) · Not present 	<ul style="list-style-type: none"> · Atlantic Salmon (Adults & Smolts) · Atlantic Sturgeon · Shortnose Sturgeon 	<ul style="list-style-type: none"> · Brook Trout Habitat · Scallop Management Zone present 	<ul style="list-style-type: none"> · Blue Mussels: 0.1 acre · Softshell Clams: <0.1 acre
Sears Island	<ul style="list-style-type: none"> · Freshwater Forested / Shrub-Scrub - NWI: 6 acres - Historical: 7+ acres · Freshwater Emergent: Not Present · Freshwater Open Water: Not Present · Vernal Pools: - NWI: Not Present - Historical: 10+ pools 	<ul style="list-style-type: none"> · 1 Stream (NWI), 725 feet · 2 Streams (historical) 	Open Ocean: 34 acres	Estuarine and Marine Wetland: 12 acres	<ul style="list-style-type: none"> · 5 acres (historical) · 0 acre (2022 survey) 	<ul style="list-style-type: none"> · Atlantic Salmon (Adults & Smolts) · Atlantic Sturgeon · Shortnose Sturgeon 	<ul style="list-style-type: none"> · Herring Management Area · Scallop Management Zone present · Blood worms present within 1 mile 	<ul style="list-style-type: none"> · Atlantic Surf Clams: <0.1 acre · Softshell Clams: 20 acres · Razor Clams, Blue Mussels present within 1 mile
Hybrid (Mack Point + Sears Island)	<ul style="list-style-type: none"> · Freshwater Forested / Shrub-Scrub - NWI: Not Present - Historical: 8+ acres · Freshwater Emergent: TBD · Freshwater Open Water (NWI): 7 acres · Vernal Pools - NWI: Not Present - Historical: 10+ pools 	<ul style="list-style-type: none"> · 1 Stream (on Sears Island) (NWI), 725 feet · 2 Streams (on Sears Island) (historical) 	Open Ocean: 35 acres	Estuarine and Marine Wetland: 14 acres	<ul style="list-style-type: none"> · 4 acres (historical) · 0 acre on Sears Island (2022 survey); Not present on Mack Point 	<ul style="list-style-type: none"> · Atlantic Salmon (Adults & Smolts) · Atlantic Sturgeon · Shortnose Sturgeon · Salmon Habitat Recovery Units -Present 	<ul style="list-style-type: none"> · Brook Trout Habitat · Herring Management Area · Scallop Management Zone present · Blood worms present within 1 mile 	<ul style="list-style-type: none"> · Softshell Clams: 14 acres
Eastport	<ul style="list-style-type: none"> · Freshwater Forested / Shrub-Scrub: 3 acres · Freshwater Emergent: 0.2 acre · Freshwater Open Water: Not Present · Vernal Pools: Not Present 	<ul style="list-style-type: none"> · Stream 1: 776 feet · Stream 2: 425 feet 	Open Ocean: 13 acres	Estuarine and Marine Wetland: 5 acres	Not Present	<ul style="list-style-type: none"> · Atlantic Salmon (Adults and Smolts) · Shortnose Sturgeon (Adults) · Atlantic Sturgeon (Adults and Sub Adults) 	<ul style="list-style-type: none"> · Herring Management Area · Scallop Management Zones present 	<ul style="list-style-type: none"> · Sea Scallops: 2 acres · Blue Mussels, Soft-shell Clams present within 1 mile

Maine Offshore Wind Port Alternatives Evaluation Matrix

POTENTIAL ENVIRONMENTAL IMPACT CONTINUED

Alternative	Wildlife, Plants, & Habitat	
	20. Plants	21. Animals & Birds
No Build	Not applicable	Not applicable
Mack Point	<p>Forest: 22 acres (Red Maple, Eastern White Pine, Red Spruce, Balsam Fir, White Cedar, Eastern Hemlock, Sugar Maple, Yellow Birch, Northern Red Oak, Paper Birch, American Beech, Quaking Aspen, White Spruce)</p>	<ul style="list-style-type: none"> · Bald Eagle, Bald Eagle Nest approx. 1 mile west · Endangered Species: Sea Turtles (Range, No Critical Habitat, Green, Kemp's Ridley, Leatherback, Loggerhead) · Endangered Species: Northern Long-eared Bat, Roseate Tern, Monarch Butterfly · Marine Mammals (historical) · Tidal Waterfowl & Wading Bird Habitat: 8 acres
Sears Island	<p>Forest: 78 acres (Red Maple, Eastern White Pine, Red Spruce, Balsam Fir, White Cedar, Eastern Hemlock, Sugar Maple, Yellow Birch, Northern Red Oak, Paper Birch, American Beech, Quaking Aspen, White Spruce)</p>	<ul style="list-style-type: none"> · Bald Eagle, Bald Eagle Nest approx. 1 mile south (historical) · Endangered Species: Sea Turtles (Range, No Critical Habitat, Green, Kemp's Ridley, Leatherback, Loggerhead) · Endangered Species: Northern Long-eared Bat, Roseate Tern · Marine Mammals (historical) · State Threatened: Razorbill · State Special Concern: Eastern Ribbon Snake
Hybrid (Mack Point + Sears Island)	<p>Forest: 55 acres (Red Maple, Eastern White Pine, Red Spruce, Balsam Fir, White Cedar, Eastern Hemlock, Sugar Maple, Yellow Birch, Northern Red Oak, Paper Birch, American Beech, Quaking Aspen, White Spruce)</p>	<ul style="list-style-type: none"> · Bald Eagle, Bald Eagle Nest approx. 1 mile west · Endangered Species: Sea Turtles (Range, No Critical Habitat, Green, Kemp's Ridley, Leatherback, Loggerhead) · Endangered Species: Northern Long-eared Bat; Roseate Tern; Monarch Butterfly · Marine Mammals (historical) · State Threatened: Razorbill
Eastport	<p>Forest: 46 acres (Red Maple, Eastern White Pine, Balsam Fir, Northern White Cedar, Eastern Hemlock, Sugar Maple, Yellow Birch, Northern Red Oak, Northern White Oak, Paper Birch, Red Spruce)</p>	<ul style="list-style-type: none"> · Bald Eagle, Bald Eagle Nest approx. 0.5 mile east (Shackford Head) · Endangered Species: Sea Turtles (Range, No Critical Habitat, Green, Kemp's Ridley, Leatherback, Loggerhead) · Endangered Species: Northern Long-eared Bat, Roseate Tern · Marine Mammals (historical) · State Threatened: Harlequin Duck · Tidal Waterfowl & Wading Bird Habitat: 4 acres

Maine Offshore Wind Port Alternatives Evaluation Matrix

POTENTIAL ENVIRONMENTAL IMPACT CONTINUED

Proposed Alternative	Natural Features		Cultural Resources		
	22. Groundwater & Aquifers	23. Floodplains & Coastal Features	24. Archaeological	25. Historic Architectural	26. Tribal Interests
No Build					
Mack Point	Aquifer not present	<ul style="list-style-type: none"> Coastal Bluffs: 2,484 feet Intertidal Coarse Grained Flat: 5 acres Subtidal Dredged Channel: 13 acres Subtidal Estuarine Channel: 62 acres Supratidal Man-made land: 2 acres Intertidal Mixed sand and gravel beach: 2 acres Intertidal Mud Flats: <0.1 acre 	A "walkover" pedestrian survey of the affected area is being performed to determine the potential for intact archaeological resources	<ul style="list-style-type: none"> No Known NRHP Resources present NRHP-listed/eligible and Previously Identified Historic Resources present within 1 mile (3 districts and 78 structures) 	Conversations with the Pleasant Point Tribal Council and Passamaquoddy Tribal Council have been started
Sears Island	Aquifer not present	<ul style="list-style-type: none"> Coastal Bluffs: 2,104 feet Sand Dune Erosion Hazard Areas: 0.4 acre Coarse-grained flat: 21 acres Dredged Channel: <0.1 acre Ledge: 2 acres Mixed Sand and Gravel Beach: 3 acres 	1 site (partial survey coverage; potential NRHP [National Register of Historic Properties] eligible)	No Known NRHP Resources present	Conversations with the Pleasant Point Tribal Council and Passamaquoddy Tribal Council have been started
Hybrid (Mack Point + Sears Island)	Aquifer not present	<ul style="list-style-type: none"> Coastal Bluffs: 2,900 feet Sand Dune Erosion Hazard Areas: 0.4 acre Intertidal Coarse Grained Flat: 15.8 acres Intertidal Ledge: 2 acres Supratidal Man-made Land: 0.6 acre Subtidal Dredged Channel: 6 acres Subtidal Estuarine Channel: 11 acres Intertidal Mixed sand and gravel beach: 3 acres Intertidal Mud Flats: <0.1 acre 	1 site (Sears Island; partial survey coverage; potential NRHP eligible) A "walkover" pedestrian survey of the affected area is being performed to determine the potential for intact archaeological resources	<ul style="list-style-type: none"> No Known NRHP Resources Present NRHP-listed/eligible and Previously Identified Historic Resources present within 1 mile (3 districts and 78 structures) 	Conversations with the Pleasant Point Tribal Council and Passamaquoddy Tribal Council have been started
Eastport	<ul style="list-style-type: none"> Aquifer not present 41 domestic and industrial wells within 1 mile 	<ul style="list-style-type: none"> Coastal Bluffs not present Sand Dune Erosion Hazard Areas not present Intertidal Boulder Ramp: 0.1 acre Intertidal Coarse Grained Flat: 6 acres Intertidal Ledge: 3 acres Intertidal Low Energy Beach: 2 acres Supratidal Man-made Land: 0.3 acre Subtidal Medium Velocity Tidal Channel: 9 acres Intertidal Mudflats: 0.1 acre 	A "walkover" pedestrian survey of the affected area is being performed to determine the potential for intact archaeological resources	<ul style="list-style-type: none"> No Known NRHP Resources Present NRHP-listed/eligible and Previously Identified Historic Resources Present within 1 mile (3 districts and 37 structures) 	Conversations with the Pleasant Point Tribal Council and Passamaquoddy Tribal Council have been started

Maine Offshore Wind Port Alternatives Evaluation Matrix

POTENTIAL ENVIRONMENTAL IMPACT CONTINUED

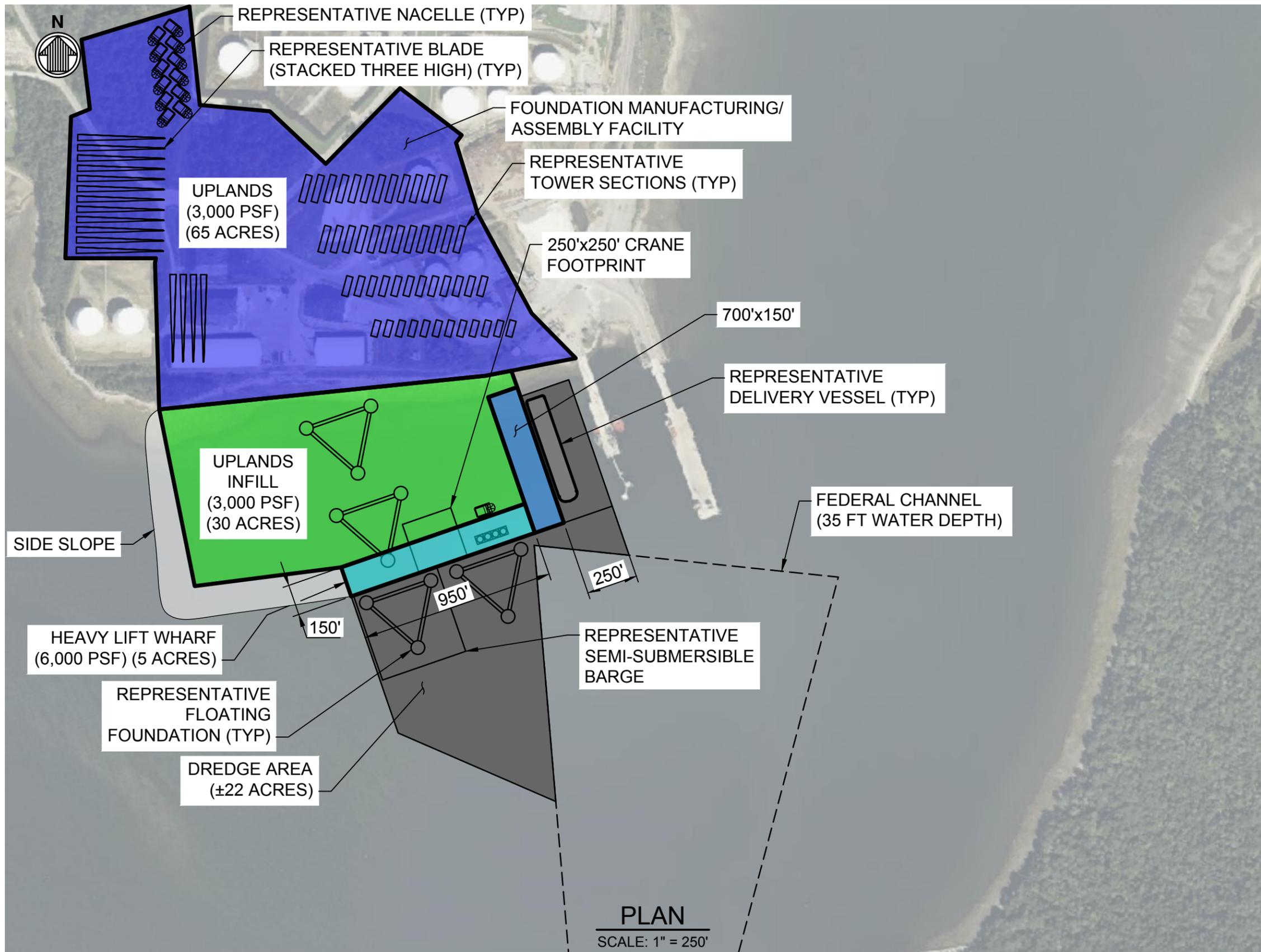
Proposed Alternative	Property Impacts /Existing Uses				
	27. Recreation & Conserved Land	28. Residential	29. Business & Commercial & Institutional	30. Farmland	31. Aquaculture
No Build					
Mack Point	<ul style="list-style-type: none"> Increased traffic along and across recreational Boater Routes Downeast Fisheries Trail Present within 1 mile (Penobscot Marine Museum) 	<ul style="list-style-type: none"> No residential uses in site footprint Increase in traffic and noise along Trundy Road, US 1, and Port Additional lighting 	<ul style="list-style-type: none"> Conversion of property owned/operated by Sprague Energy to state land; approximate amount has not been determined. Canadian Pacific Rail would be relocated. 	<ul style="list-style-type: none"> Farmland of Statewide Importance/Prime Farmland (Soil Characteristics): 2 acres 	<ul style="list-style-type: none"> Not Present
Sears Island	<ul style="list-style-type: none"> Additional traffic along Jetty Road on the Conservation Parcel Conservation Parcel indirect impacts: increased noise, new lighting introduced to area Increased traffic along and across recreational boater routes MaineDOT Umbrella Mitigation Bank Downeast Fisheries Trail present within 1 mile (Penobscot Marine Museum) 	<ul style="list-style-type: none"> No residential uses in site footprint Increase in traffic and noise along Sears Island Road, Jetty Road, US 1 Introduction of new lighting to the area 	<ul style="list-style-type: none"> Dedicated to transportation use 	<ul style="list-style-type: none"> Farmland of Statewide Importance/Prime Farmland (Soil Characteristics): 25 acres 	<ul style="list-style-type: none"> Perkins Kelp Farm within 1 mile
Hybrid (Mack Point + Sears Island)	<ul style="list-style-type: none"> Additional traffic along Jetty Road on the Conservation Parcel Conservation Parcel indirect impacts: increased noise, new lighting introduced to area Increased traffic along and across recreational Boater Routes MaineDOT Umbrella Mitigation Bank Downeast Fisheries Trail present within 1 mile (Penobscot Marine Museum) 	<ul style="list-style-type: none"> No residential uses in site footprint Increase in traffic and noise along Trundy Road, Sears Island Road, Jetty Road, US 1 Introduction of new lighting to the area 	<ul style="list-style-type: none"> Conversion of property owned/operated by Sprague Energy to state land; approximate amount has not been determined. Canadian Pacific Rail would be relocated. 	<ul style="list-style-type: none"> Farmland of Statewide Importance/Prime Farmland (Soil Characteristics): 21 acres 	<ul style="list-style-type: none"> Perkins Kelp Farm within 1 mile
Eastport	<ul style="list-style-type: none"> Commercial whale watching areas present Scuba Diving areas present Recreational boater routes within 1 mile Downeast Fisheries Trail and Downeast Bird Trail present within 1 mile (Shackford Head State Park; Cobscook Bay Resource Center) 	<ul style="list-style-type: none"> No residential uses in site footprint but adjacent residences on Prime Street would likely be displaced Increase in traffic and noise along SR 190 Acquisition of properties along Prime Street Eastport Memorial Nursing Home within 1 mile 	<ul style="list-style-type: none"> Estes Head Cargo Terminal would be displaced Federal Marine Terminals Ltd. operations would be displaced Five warehouses would be displaced Estes Head pier would be demolished Future growth of the Woodland Pulp Mill in Baileyville could be limited 	<ul style="list-style-type: none"> Farmland of Statewide Importance/Prime Farmland (Soil Characteristics): 66 acres 	<ul style="list-style-type: none"> Cooke Aquaculture Atlantic Salmon facility would be displaced

Maine Offshore Wind Port Alternatives Evaluation Matrix

Maine Offshore Wind Port Alternatives Evaluation Matrix (June 26, 2023)

POTENTIAL ENVIRONMENTAL IMPACT CONTINUED

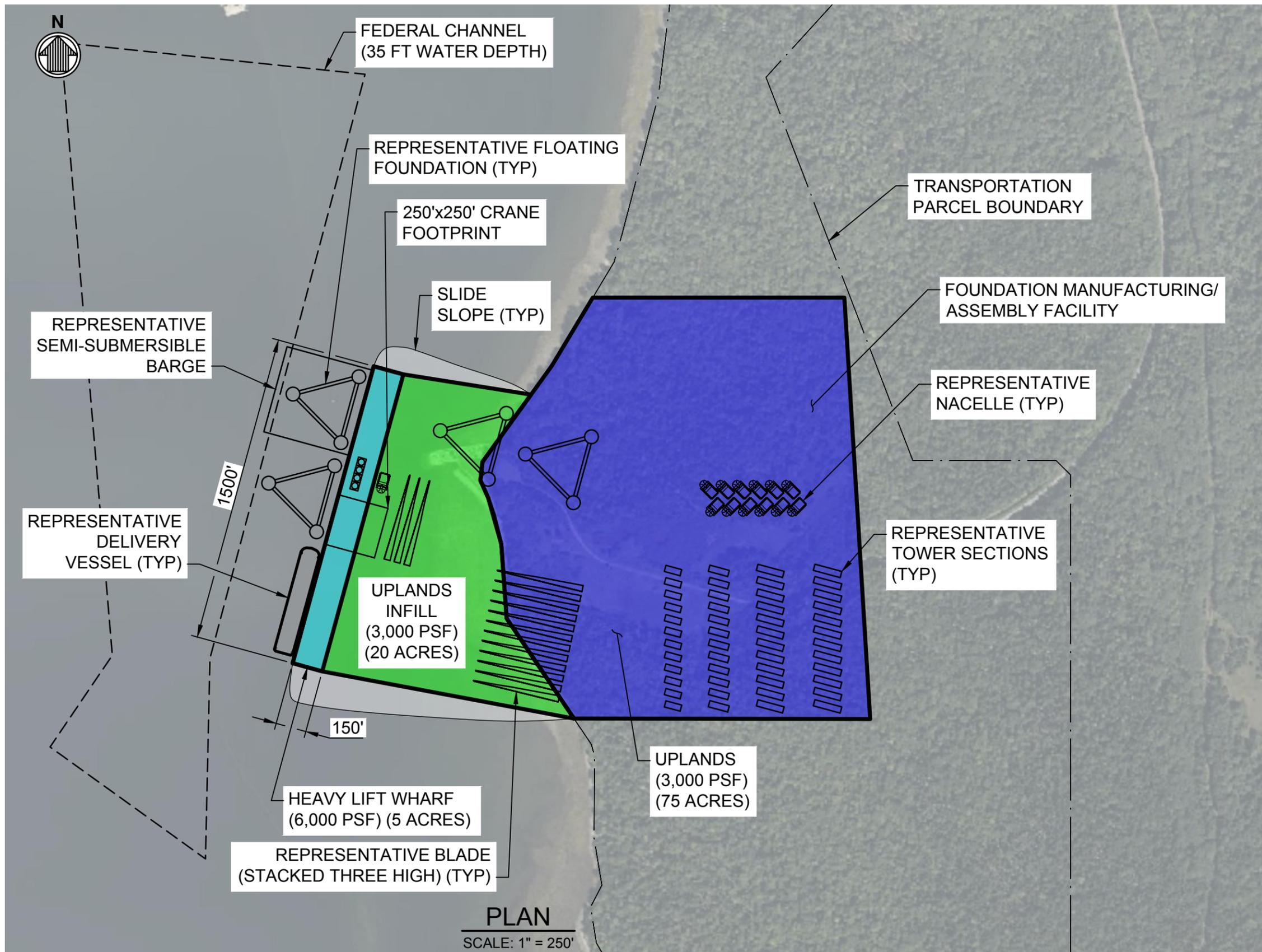
Community, Economic, & Social Impacts										
Proposed Alternative	32. Visual/Aesthetic & Lighting	33. Noise	34. Hazardous Waste	35. Air Quality	36. Climate Change & Resiliency	37. Host Community Benefits & Impacts	38. Environmental Justice	39. Proximity to Labor Markets & Affordable Housing, etc.	40. Legal or Policy Issues that affect implementation	41. Economic Contribution of Existing Uses to Local Economy
No Build	None	None	Not applicable	Not applicable		None		Not applicable		
Mack Point	Lighting added	Introduction of additional noise from increased vehicle traffic along Trundy Road and at Port	Existing facility could be considered a brownfields or grayfields site	<ul style="list-style-type: none"> Region is in attainment or maintenance for priority pollutants While detailed analysis has not been performed, there does not appear to be a difference in air quality between alternatives 	<ul style="list-style-type: none"> Consistent with local, state, and federal clean energy goals. Net beneficial climate effects expected Short-term construction effects Resiliency to climate change (e.g., sea level rise, intense storm frequency, etc.) will be designed to ensure project longevity. Conversely, the projects' potential effects to local climatic pressures will be identified. 	<ul style="list-style-type: none"> While detailed analysis has not yet been performed, this topic area will be fully explored with local stakeholder input to identify real benefits and impacts to the host community and, where appropriate, determine how best to compensate for impacts. 	<ul style="list-style-type: none"> While populations afforded protection under the EO have not been inventoried, potential impacts (from traffic, lighting, noise, increase in jobs) would be the same between alternatives Short-term construction effects 	<ul style="list-style-type: none"> While a detailed inventory of skilled labor and available housing has not been performed, skilled labor and available housing appear to exist and potential impacts would be the same between alternatives 	Unknown	<ul style="list-style-type: none"> A conversion of property owned/operated by Sprague Energy to state land would result in a reduction to the Town's tax base; approximate amount has not been determined.
Sears Island	Introduction of new lighting	<ul style="list-style-type: none"> Introduction additional noise from increased vehicle traffic along Sears Island Road, Jetty Road (on the Conservation Parcel) Introduction of a new, dominant noise source at Port 	None known	<ul style="list-style-type: none"> Region is in attainment or maintenance for priority pollutants While detailed analysis has not been performed, there does not appear to be a difference in air quality between alternatives 	<ul style="list-style-type: none"> Consistent with local, state, and federal clean energy goals. Net beneficial climate effects expected Short-term construction effects Resiliency to climate change (e.g., sea level rise, intense storm frequency, etc.) will be designed to ensure project longevity. Conversely, the projects' potential effects to local climatic pressures will be identified. 	<ul style="list-style-type: none"> While detailed analysis has not yet been performed, this topic area will be fully explored with local stakeholder input to identify real benefits and impacts to the host community and, where appropriate, determine how best to compensate for impacts. 	<ul style="list-style-type: none"> While populations afforded protection under the EO have not been inventoried, potential impacts (from traffic, lighting, noise, increase in jobs) would be the same between alternatives Short-term construction effects 	<ul style="list-style-type: none"> While a detailed inventory of skilled labor and available housing has not been performed, skilled labor and available housing appear to exist and potential impacts would be the same between alternatives 	<ul style="list-style-type: none"> Development of a portion of the transportation parcel would need to be done in accordance with the Sears Island Planning Initiative, Joint Use Planning Committee report and recommendations 	<ul style="list-style-type: none"> Sears Island is a regional destination for a variety of recreational and educational uses. A conversion of a portion of the Transportation Parcel may decrease the economic impact of Sears Island in its present form; approximate amount has not been determined.
Hybrid (Mack Point + Sears Island)	<ul style="list-style-type: none"> Lighting added on Mack Point Introduction of new lighting on Sears Island 	<ul style="list-style-type: none"> Introduction of additional noise from increased vehicle traffic along Trundy Road, Sears Island Road, Jetty Road (on the Conservation Parcel) Introduction of a new, dominant noise source at Port 	<ul style="list-style-type: none"> Mack Point could be considered a brownfields or grayfields site None known on Sears Island 	<ul style="list-style-type: none"> Region is in attainment or maintenance for priority pollutants While detailed analysis has not been performed, there does not appear to be a difference in air quality between alternatives 	<ul style="list-style-type: none"> Consistent with local, state, and federal clean energy goals. Net beneficial climate effects expected Short-term construction effects Resiliency to climate change (e.g., sea level rise, intense storm frequency, etc.) will be designed to ensure project longevity. Conversely, the projects' potential effects to local climatic pressures will be identified. 	<ul style="list-style-type: none"> While detailed analysis has not yet been performed, this topic area will be fully explored with local stakeholder input to identify real benefits and impacts to the host community and, where appropriate, determine how best to compensate for impacts. 	<ul style="list-style-type: none"> While populations afforded protection under the EO have not been inventoried, potential impacts (from traffic, lighting, noise, increase in jobs) would be the same between alternatives Short-term construction effects 	<ul style="list-style-type: none"> While a detailed inventory of skilled labor and available housing has not been performed, skilled labor and available housing appear to exist and potential impacts would be the same between alternatives 	<ul style="list-style-type: none"> Development of a portion of the transportation parcel would need to be done in accordance with the Sears Island Planning Initiative, Joint Use Planning Committee report and recommendations 	<ul style="list-style-type: none"> A conversion of property owned/operated by Sprague Energy to state land would result in a reduction to the Town's tax base; approximate amount has not been determined. Sears Island is a regional destination for a variety of recreational and educational uses. A conversion of a portion of the Transportation Parcel may decrease the economic impact of Sears Island in its present form; approximate amount has not been determined.
Eastport	Introduction of new lighting	Introduction of additional noise from increased vehicle traffic along SR190 and at Port	<ul style="list-style-type: none"> 5 Brownfields sites within 1 mile: <ul style="list-style-type: none"> 15 Sea Street - 2,700 feet northeast Consea Property - 830 feet east Moose Island Marine - 2,000 feet north Boat School - 2,400 feet north Wass Factory - 3,700 feet northeast 	<ul style="list-style-type: none"> Region is in attainment or maintenance for priority pollutants While detailed analysis has not been performed, there does not appear to be a difference in air quality between alternatives 	<ul style="list-style-type: none"> Consistent with local, state, and federal clean energy goals. Net beneficial climate effects expected Short-term construction effects Resiliency to climate change (e.g., sea level rise, intense storm frequency, etc.) will be designed to ensure project longevity. Conversely, the projects' potential effects to local climatic pressures will be identified. 	<ul style="list-style-type: none"> While detailed analysis has not yet been performed, this topic area will be fully explored with local stakeholder input to identify real benefits and impacts to the host community and, where appropriate, determine how best to compensate for impacts. 	<ul style="list-style-type: none"> While populations afforded protection under the EO have not been inventoried, potential impacts (from traffic, lighting, noise, increase in jobs) would be the same between alternatives Short-term construction effects 	<ul style="list-style-type: none"> While a detailed inventory of skilled labor and available housing has not been performed, skilled labor and available housing appear to exist and potential impacts would be the same between alternatives 	Unknown	<ul style="list-style-type: none"> A conversion of property owned/operated by Federal Marine Terminal to state land would result in a reduction to the Town's tax base; approximate amount has not been determined.



NOTES:

1. Layout is preliminary.
2. Layout assumes 20MW wind turbine generator components, and are representative based on available information.
3. Foundation size is approximate. It has been scaled from existing semi-submersible installations to accommodate 20MW turbine units.
4. Based on existing water depths, a dredge of approximately 500,000 CY would be required.
5. The designated layout is based on areas that Sprague Energy has indicated are available for redevelopment and are subject to change. Sprague Energy and Canadian Pacific Rail are owners of the land in this area and will be displaced.
6. Layout assumes offshore wind vessel will utilize the existing turning basin in the federal channel.
7. Layout assumes vessels and foundations may be temporarily moored in federal channel.

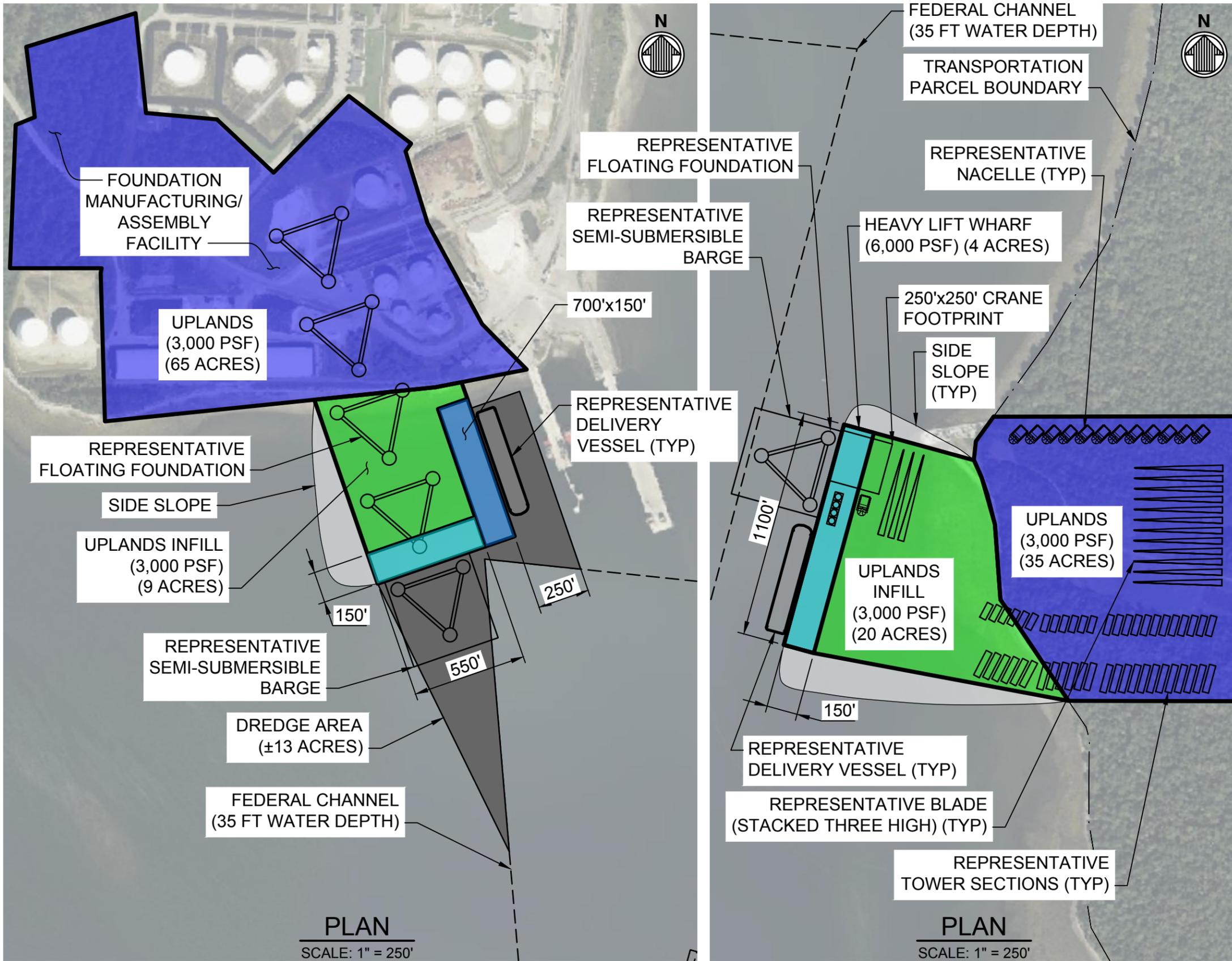




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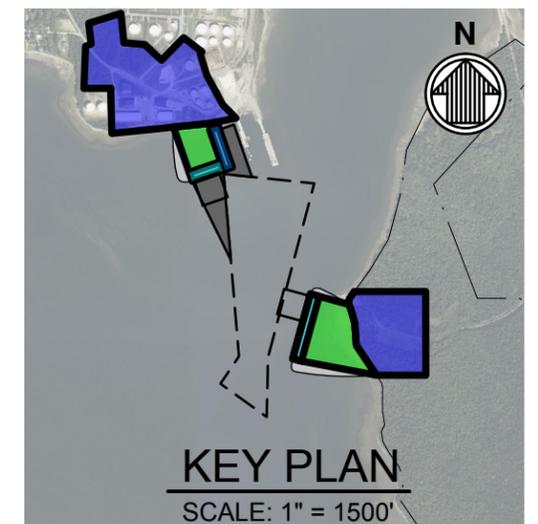
1. Layout is preliminary.
2. Layout assumes 20MW wind turbine generator components, and are representative based on available information.
3. Foundation size is approximate. it has been scaled from existing semi-submersible installations to accommodate 20MW turbine units.
4. Based on existing water depths, no dredge or designated turning basin is required for the Sears Island alternative.

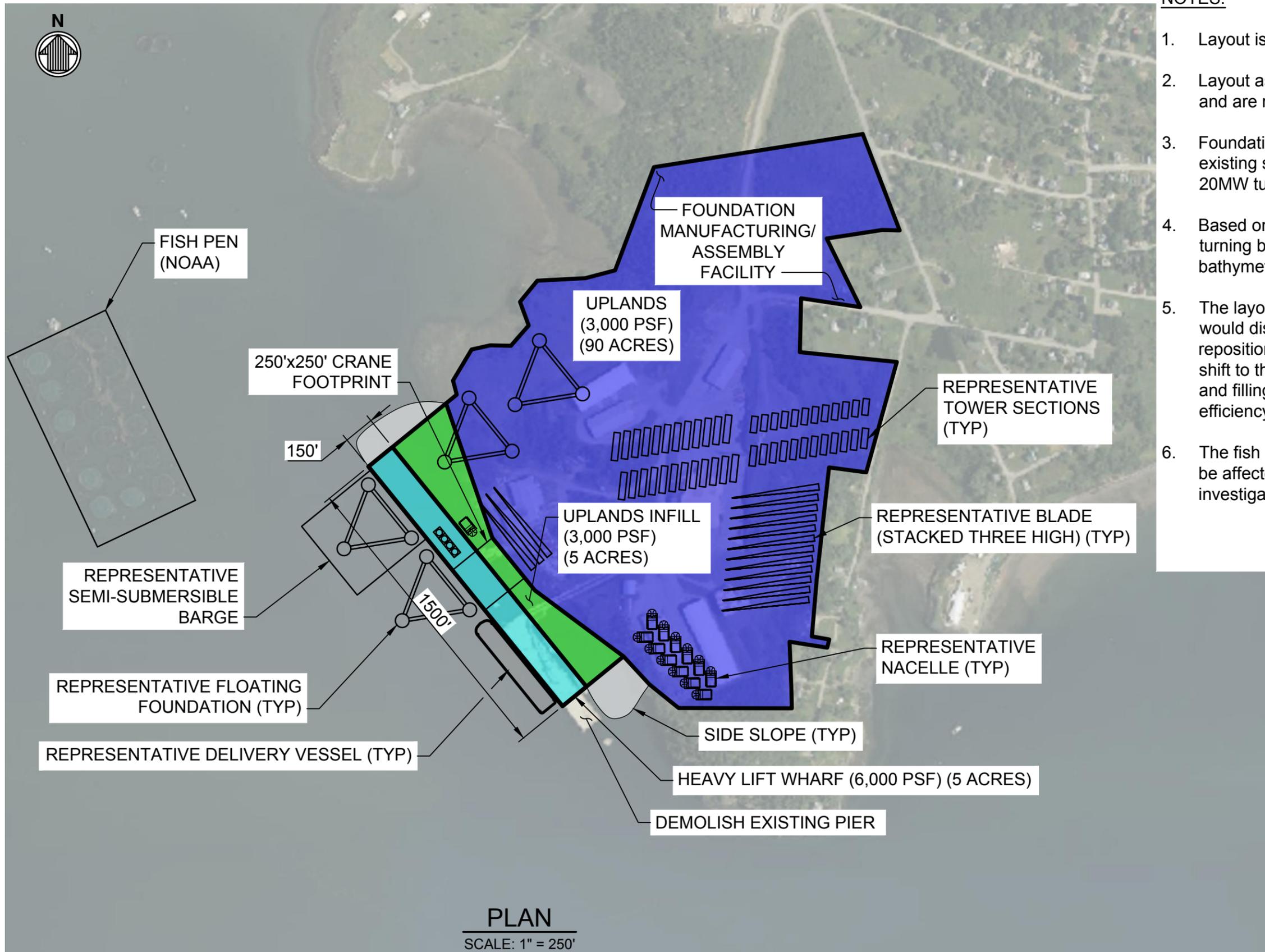




NOTES:

1. Layout is preliminary.
2. Layout assumes 20MW wind turbine generator components, and are representative based on available information.
3. Foundation size is approximate. It has been scaled from existing semi-submersible installations to accommodate 20MW turbine units.
4. Based on existing water depths, no dredge or designated turning basin is required at the Sears Island site. A dredge of approximately 320,000 CY would be required at the Mack Point site. This number is subject to change with continued site exploration and design progress.
5. In the hybrid scenario, the Mack Point site is assumed to be a foundation manufacturing/ assembly facility. The Sears Island site is assumed to be an integration/ marshalling facility.
6. The designated layout at Mack Point is based on areas that Sprague Energy has indicated are available for redevelopment and are subject to change. Sprague Energy and Canadian Pacific Rail are owners of the land in this area and will be displaced.
7. Layout assumes vessels and foundations may be temporarily moored in federal channel.

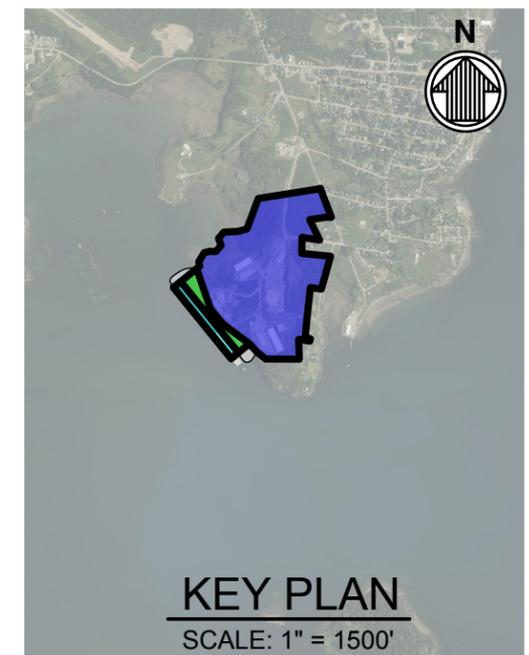




PLAN
SCALE: 1" = 250'

NOTES:

1. Layout is preliminary.
2. Layout assumes 20MW wind turbine generator components, and are representative based on available information.
3. Foundation size is approximate. It has been scaled from existing semi-submersible installations to accommodate 20MW turbine units.
4. Based on existing water depths, no dredge or designated turning basin is required at the Eastport alternative. A bathymetric survey is required to confirm.
5. The layout requires the demolition of the existing pier which would displace current operations. The layout can be repositioned to accommodate existing operations but the shift to the north would likely result in additional dredging and filling, and result in a layout that may reduce the efficiency of the offshore wind terminal.
6. The fish pen identified on NOAA Nautical Chart 13396 may be affected by terminal construction and operations. Further investigation is required.



KEY PLAN
SCALE: 1" = 1500'