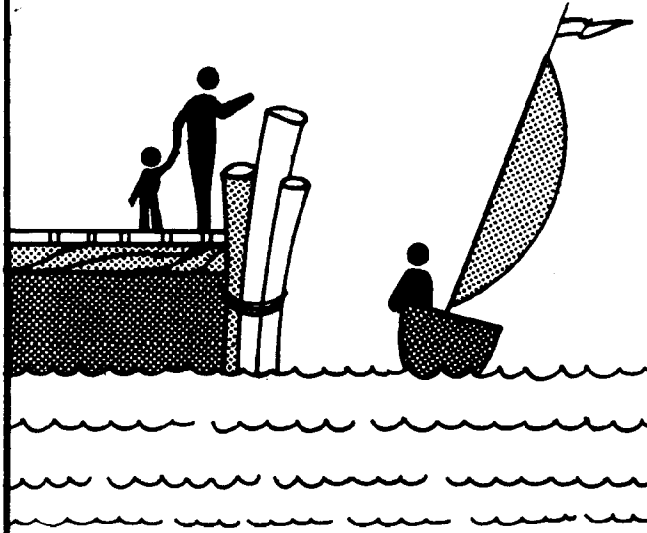


HT 393.M2 R63 1990
Maine Coastal Zone Management Program

ROCKLAND HARBOR

PUBLIC ACCESS



**A Plan To Improve Public Access
To Rockland's Waterfront**



HT
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.M2
R63
1990

Prepared by LAND USE DECISIONS

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LAND USE DECISIONS

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SECTION 1

Inventory & Analysis

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INVENTORY AND ANALYSIS

INTRODUCTION

Clustered on two promontories of land in Rockland's harbor are a mix of commercial and industrial activities that dominate the waterfront. Crockett and Atlantic Points are home to a variety of users, which over time have made Rockland the gateway to the Penobscot. The mixture of land and water uses together with a growing marine-recreation industry are placing new demands on this historic waterfront.

For the pedestrian, the harbor has a variety of visual access points, both formal and informal. It is a large semicircular harbor facing east, ringed by a bluff, with elevations ranging from just a few feet in the southern areas, to over thirty feet in height to the north. In many places along the waterfront, 10 - 20 foot piers built to serve vessels with deep drafts make physical access to the water's edge difficult and largely confined to a few locations.

Access to Rockland's waterfront is from a variety of locations, however U.S. Route 1 (Park Street locally) provides the greatest source of people and vehicles to the area. Park Street terminates at Tillson Avenue on Crockett's Point and is just south of Rockland's historic district. The United States Coast Guard Station and a mix of commercial and industrial uses are located here. The harbor to the north becomes shallow and leads to residential neighborhoods. At the town line with Rockport, is the Samoset Inn, a historic breakwater and lighthouse. See Site Plan--Existing Land Use Plan, following page.

Water, sewer and power are available to all waterfront parcels. The Camden Rockland Water Company serves all of Rockland, including the waterfront. The distribution system is considered to be in good condition, with adequate water pressures and flows. Long range planning calls for enhanced fire protection and service reliability in the South End, as well as periodic upgrading of older mains. No timetable has been established for the new distribution and storage facility. The replacement of older mains occurs simultaneously with planned road construction.

The sanitary sewer network along the waterfront is built around a gravity system leading to the wastewater treatment facility on Tillson Avenue. It is supplemented by five pump stations and one lift station.

LAND USE DECISIONS
1/77 Update, Revised, May 2010
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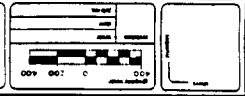
SITE PLAN

Existing Land Use

ROCKLAND

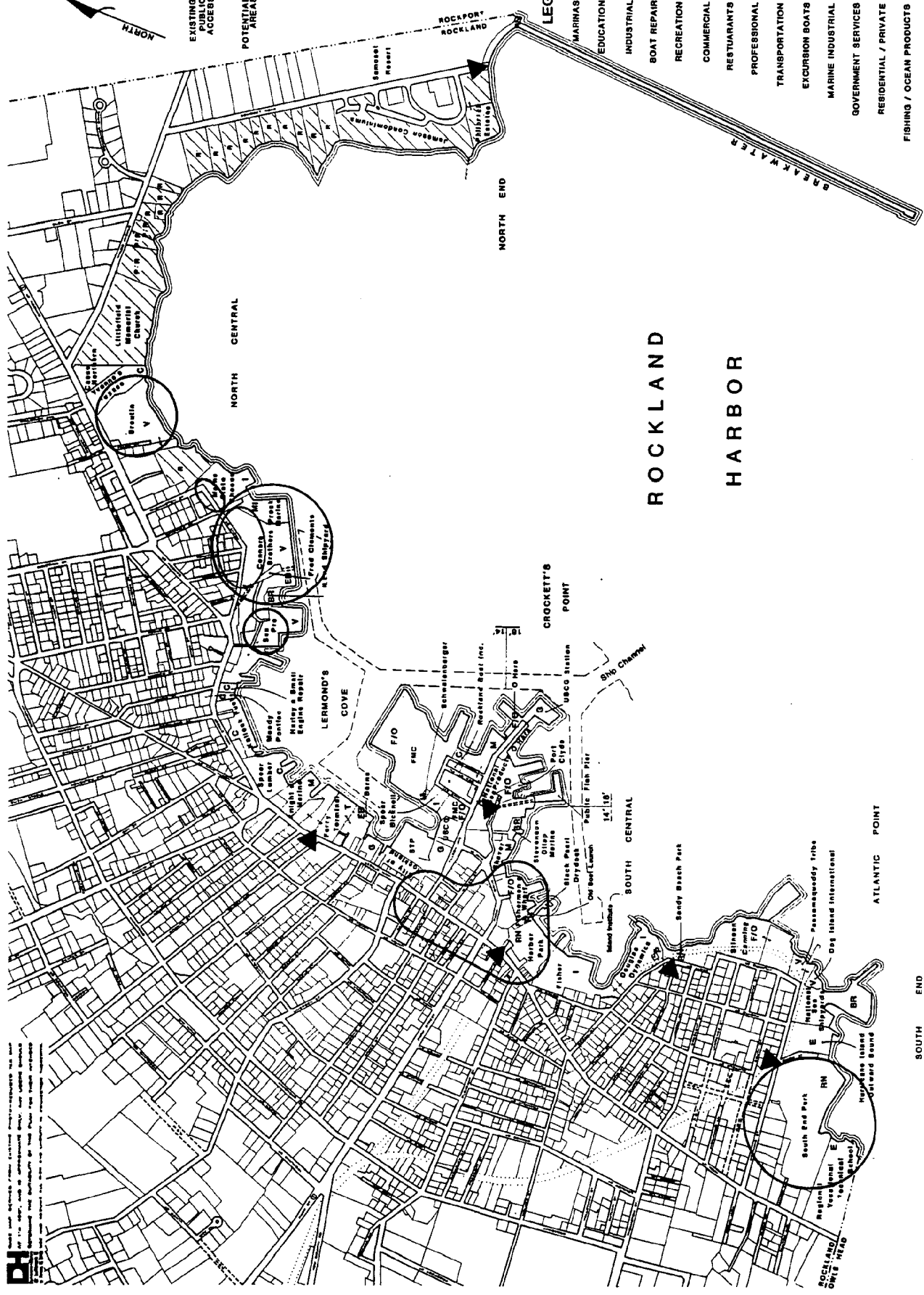
Waterfront Access Study

ROCKLAND, MAINE



- LEGEND**
- M MARINAS
 - E EDUCATION
 - I INDUSTRIAL
 - BR BOAT REPAIR
 - RN RECREATION
 - C COMMERCIAL
 - R RESTAURANTS
 - P PROFESSIONAL
 - T TRANSPORTATION
 - EB EXCURSION BOATS
 - MI MARINE INDUSTRIAL
 - G GOVERNMENT SERVICES
 - R RESIDENTIAL / PRIVATE
 - F/O FISHING / OCEAN PRODUCTS
 - V VACANT / UNDER-UTILIZED

- ▲ EXISTING ACCESS
- POTENTIAL AREAS



THIS PLAN IS A PRELIMINARY STUDY AND IS NOT A GUARANTEE OF ACCURACY. THE USER OF THIS PLAN SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER OF THIS PLAN SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

1. RESIDENTIAL

Residential waterfront properties are located along the north end of the harbor. In most instances, homes are on a bluff ten to thirty feet above the water, making access to the water difficult. Included in this neighborhood is the Littlefield Memorial Church which currently has plans to build an elderly housing project on a portion of their property.

Water depth in this area of the harbor is shallow, subject to wave action and dominated by clam flats. In light of this, a Resource Protection District has been proposed for this area.

In the south end, a large residential neighborhood (over 200 homes) is located adjacent to the first tier of waterfront parcels. Their close proximity to the harbor underscores the need for expanded access and recreational facilities.

2. RECREATIONAL FACILITIES

The City of Rockland has a variety of waterfront parks and access points. Five have been identified through this survey spanning from the Breakwater to South End Park. These parcels range in size from just a few hundred square feet, to over thirteen acres.

Harbor Park, located on City land one block south of Park Street has several on-site facilities and serves as the focal point for municipal waterfront activities. Located within a 5 block area are the Chamber of Commerce (with showers for the boating public) restaurants, public moorings, boat launch and fish pier. Parking for over 80 vehicles is provided with a maximum limit of two hours. This is the site of numerous waterfront festivals drawing thousands of people. The most noted: The Maine Lobster Festival and Schooner Days take place during August and July.

Visually this is a very interesting area with many viewpoints of the harbor and insights into its working waterfront. This site is a key area for the public, being easily accessible from both land and water, and providing direct access to downtown.

The Old Public Boat Launch sees limited use because of it's deteriorating condition. There are no other facilities at this site. Parking for 30 vehicles and a lawn area for day use is available immediately adjacent on Fisherman's Wharf. This is a tight urban space with limited visual access; however it should be refurbished since there are few public access points along Rockland's waterfront, and every effort should be made to maintain existing facilities.

South End Park, located south of Atlantic Point is the second waterfront park maintained by the town. Physical access to the site is excellent, the open gently sloping topography affords good views of the harbor and beyond. The launch facility here is capable of handling boats up to 50 feet in length. Pontoons are put out during the summer months providing temporary docking for boats. Parking for approximately 60 vehicles (with trailers) is provided along with a sports field, volleyball net and portable restroom facilities.

Rockland's light house and granite breakwater have been in service since 1888. The historic breakwater is accessible to pedestrians via an existing footpath at the end of Samoset Road. On-street parking for 6 cars is available. A Waterfront Action Grant is providing the funding for improvements to this path which will include handicap accessibility and expanded parking. Construction is scheduled to begin in the spring of 1990.

Nevilleson-Berliowski Park and Sandy Beach is a day use area owned by the City. It provides parking for 6 vehicles and has a picnic table area. Access to the water is provided over remnants of the Central Maine Railroad right-of-way and down a 5 to 10 foot rock embankment. This park affords excellent views of the harbor and is especially important, being immediately adjacent to the South End residential neighborhood. In 1986, the Army Corps of Engineers proposed building two groins in order to maintain and expand upon this beach area. Unfortunately, funding for this project, which was to be a joint effort with the City, fell short and the plan was shelved.

3. RESTAURANTS

Restaurants with direct access to the water play a minor role along Rockland's harbor. Only two of the approximately 70 waterfront parcels lie within this category.

The Black Pearl & Dry Dock are two restaurants, immediately adjacent to one another and under single ownership. The Dry Dock (which is land side) stays open during the winter months, the Black Pearl is open during the summer. The pier has been used in recent years for day-trip tour boat excursions by the Lucky Lady. The site has good level access for both vehicular and pedestrian use; parking for 15 +/- cars is available. This makes the site very satisfactory for visual public access, allowing the public to get out over the water.

Captain Hornblowers provides take-out food. It services summer and ferry boat traffic. It is on land leased from Knight's Marine.

4. PROFESSIONAL

There are two parcels on the waterfront devoted to professional uses; The Island Institute and offices on the O'Hara property.

The Island Institute is a non-profit institute which works on island conservation and resource management issues for the State of Maine islands. It is located on a parcel of land leased from the old Holmes Packing Company.

O'Hara leases professional office space and parking on one of their parcels on Crockett's Point. Both marine and non-marine oriented businesses utilize these facilities.

5. EDUCATIONAL FACILITIES

Region 8 Vocational Center is located in Rockland on the border with Owls Head. The site has 400 linear feet of waterfront; however it is largely unused due to ledge and rock outcroppings. The area between the classroom building and the waterfront is used as a truck-driving training course. In addition, the Department of Marine Resources leases building space at this facility for boat repair. Boats arrive by trailer, usually landing at South End Park.

Hurricane Island - Outward Bound is a non-profit corporation which has been operating on Rockland's waterfront since 1975. They have a yearly average enrollment of 1500 students. They currently access their waterfront and 14 moorings from two piers and a hoist; between May and October they put out a float. Their fleet of 28 vessels which range in size from 13 to 50 feet travel the waters of Maine from Cape Elizabeth to Eastport. Land facilities include a boat house, offices and a recently completed logistics building. Plans for expansion in the next five years may include an upgrade of their boat house and offices.

6. TRANSPORTATION

The Maine State Ferry Terminal operates two ferry boats servicing the islands of Vinalhaven, North Haven and Matinicus. They also lease a boat slip here to the Marine Patrol for their 21' boat. Ferry boats run on average 3 trips per day to both Vinalhaven and North Haven and once per month to Matinicus; parking for 80 cars is provided. Hours of operation are from 8-5 in the summer and 8-4 in the winter. On rare occasions the pier is rented out to vessels for \$25 per day and \$100 per night.

The current facility is thirty years old and renovations are planned in the next four years. In 1990, a 100 car gravel parking area (immediately south of the current facility) is planned, and by 1994, construction of a new terminal is scheduled to begin.

7. GOVERNMENT SERVICES

On the eastern most projection of Crockett's point, lies the United States Coast Guard Facility. They have had an active presence in Rockland for over fifty years, originally sharing this site with the ferry terminal before the Department of Transportation moved to their present location. Currently, a buoy tender, ice breaker and a harbor tug, with a combined length of 550' all tie up along their pier. In addition they have two floating docks (50' x 6' and 50' x 12') which are used by their two rescue boats.

The City of Rockland's waste water treatment facility provides secondary treatment, and is located on the waterfront on fill at the head of Lermond's Cove. Effluent is discharged into the harbor from an outfall pipe extending southeast from the facility. The plant is operating at 40 - 50% of design capacity with the potential of serving a population of 50,000 people. In recent years, industrial activity has grown in the service area by nearly 20%, the majority of this activity occurring in the industrial park.

8. COMMERCIAL

Commercial activities along the waterfront can generally be classified into three categories; marine related, street oriented and under utilized.

Rockland Boat Inc. is a marine retail and wholesale operation located on Crockett's point. Their main business is boat building supplies for lobster and dragger fishermen. In the past they made use of their double marine railway for ship building, but this activity no longer occurs at this site.

There are several businesses located on Main Street and one on Camden Street which serve the land-side public. In the downtown area is a one block section of commercial uses that front on Main Street with waterfront in the rear. Located here is an audio/video shop, a barber shop and 15 apartments on the second floor.

Further north at the intersection of Main and North Main Street is Spear Lumber, a retail lumber, hardware and building supply store. This waterfront parcel has a wharf, however it is not presently used. Moody Pontiac/Buick and Harley Small Engine Repair are located adjacent to one another with their principal buildings addressing Main Street. Their back lots run along the bluff making access to the waterfront difficult. Kallock Fuel is a fuel oil and L. P. gas distributor. They use their waterfront site only for equipment storage, having moved their fuel tank facilities to the industrial park. This leaves the site largely vacant and under-utilized. Yvonne's Texaco and Car Wash is the most northerly of Rockland's commercial waterfront properties. It too, is a street oriented business located on the bluff with an inaccessible waterfront.

9. FISHING/FISH PROCESSING

There are four fish or marine material processing facilities on the Rockland waterfront. They are Stinson Canning, Frank J. O'Hara, Port Clyde Foods, and F.M.C..

Stinson Canning, O'Hara and Port Clyde are the only processing companies which have any fish brought in by sea. O'Hara owns and operates 4 fishing boats which bring in white fish and squid which is then processed into frozen filets and other products. At Stinson, large sardine ships offload at their wharf. Sardines are processed but not canned at this facility. At Port Clyde Canning sardines and fish steaks are processed and canned. During the summer, Port Clyde's one sardine boat off-loads fish at their wharf between 2 and 7 times a week.

F.M.C. processes seaweed for use in a variety of products at their site on the harbor. All the seaweed is brought to this facility by truck. The wharf at F.M.C. is not required for the operation of this plant, however, sea water is used in the processing of the weed.

Three other fish processing operations exist in Rockland. They are located in Rockland's industrial park but often obtain the product they process from boats which off-load at the Fish Pier. These operations are North Atlantic Products which processes dogfish; Skaansen which pickles herring; and M & N Seafood which markets high grade ground fish to the Boston market. M & N operates one fishing boat from the fish pier thus obtaining some percentage of the product they market from this source.

All other fishing related activities which occur in Rockland Harbor operate at the Fish Pier or at Fisherman's Wharf. Fisherman's Wharf is used primarily by small one-person fishing boats to load their gear or to off-load their catch. The Fish Pier operates as the center of fishing related activity on the harbor and provides parking and required services to the fishermen who use it. At the present time the majority of the boats which are operating from the fish pier fish for scallops, herring, mussels and some ground fish. No lobsters are landed directly in Rockland however lobsters landed on the islands are often brought to Rockland by the island dealers for transport to market. In the future a Lobster Car may be added to the fish pier. This addition may increase lobster off-loading at this facility.

Trucks work from the fish pier, picking up catches directly from the boats and transporting them to processing plants, directly to sales facilities such as the Portland Fish Exchange, or to local retail outlets such as Jordan's Fish Market or Jess's Fish Market. Services provided on the fish pier include bait, fuel and salt. Ice is purchased at O'Hara's. One additional service which operates from the fish pier is the oil boat which transports heating oil to the islands off Rockland. Five loads go from the pier each week. These trips supply approximately 95% of the oil used by the islands. One problem at the fish pier is that the harbor bottom is silting in around it. The area needs to be dredged if future access to the entire pier is to remain at all tides.

The only other fishing related establishment on Rockland's waterfront is the Dog Island Lobster Co. Although this operation has a waterfront location it does not appear to be actively operating at this time.

10. MARINAS

There are presently four locations along Rockland's waterfront that provide marina type services to the recreational boater. These locations are Knight's Marine, O'Hara's, the Town Landing and Lermond Cove Marine.

Knight's Marine is a full service marina which provides water, a restaurant, showers, laundry, repair services and boat supplies to resident and transient boaters. They have 40 rental moorings and berth space for 20 additional boats. The largest boat which can be accommodated dockside at Knight's is 100 feet. Knight's has two travel lifts to launch and haul boats of all sizes, however this launch facility cannot be used at low tide.

There is storage space for over 200 boats at Knight's during the winter months and parking for over 300 cars during the summer. Dinghy storage is provided behind their floats in the summer. Knight's provides both commercial and recreational boat repair.

O'Hara's is a new marina service. It's first full season was 1989. It provides most of the same services as Knight's with the exception of launching, hauling, storage and a restaurant. There are only three rental moorings at O'Hara's, but there is pier space for over 50 boats on finger piers placed from the O'Hara wharf. These slips were approximately 90% filled during the 1989 season. Parking space is limited at O'Hara's but at present there is enough parking to accommodate the existing number of slips available. There is access to this facility at all tides.

The Town landing provides services to transient and resident boaters in Rockland Harbor. The Chamber of Commerce building is adjacent to the landing and supplies showers and a phone; there is water and electricity on the landing itself. Parking is provided in Harbor Park adjacent to the landing and a trash receptacle is available there to collect refuse. The city sets out 22 moorings off the Town landing and rents them by the night or week. There is no overnight berth space at the landing, but boats may tie up there for short periods of time. Dinghy's may be tied up behind the floats. This facility is accessible at all tides.

Lermond Cove Marine is located near the head of the cove and is the smallest existing marina on the harbor. It has 10 rental slips and provides water and electricity on it's float. Parking for five or six cars is available at this facility, however no other services are provided.

Three additional marina's are in the planning stages. One is being planned by Paul Devine for his property adjacent to Fisherman's Wharf. This marina would provide essentially the same services as O'Hara's and Knight's, plus provide a cable T.V. hook-up and a sewage pump station. This facility will have 35 slips and a 90 foot wharf. It has recently received both Town and D.E.P. approval but still requires a permit from the Corps of Engineers. It is scheduled for construction in the spring of 1990.

The second facility is planned by David Edwards for the old Connors Brothers site. This marina will be a full service marina and provide approximately 250 slips and 50 to 100 moorings when completed. This marina is proposed as part of a larger mixed use project which would include a single family residential component. It is anticipated by Mr. Edwards that construction of this project is at least two years away and is dependent on favorable zoning and his receiving the needed regulatory permits.

The third facility is under consideration by Chris Bebe for the old Sea Pro site. At this time it is not certain that this facility will be constructed, but it is a potential site for the development of a marina.

Findings:

Over the past four to five years recreational boating in Rockland Harbor has increased dramatically. Knight's Marine is presently operating at full occupancy most of the summer, and O'Hara's operated at close to 90% occupancy during it's first full summer of operation. Use of the Town landing increased 193% between 1986 and 1989 and the city is presently considering increasing the pier space available there. One new marina is scheduled to open in Rockland harbor this coming summer (1990) but it will be a small facility offering only 35 new slips. Additional facilities will be needed to keep up with the growing demand.

The two additional marina facilities (in the planning stages) should help accommodate this demand if they actually are constructed.

11. EXCURSION BOATS

Numerous long and short term excursion boats use Rockland Harbor as their land base of operations. Their numbers have grown significantly in recent years and are expected to continue to grow. At the present time there are four locations along the harbor where these boats arrive and depart. They are the Town Landing, the Black Pearl Restaurant, Ken Barnes' Wharf, and the North End Ship Yard.

At the town landing there are two schooners, one friendship sloop and one deep sea fishing boat which arrive and depart. A lobster fishing boat and a large power excursion boat depart from the Black Pearl Wharf. Three schooners and one power boat use Ken Barnes' wharf as their center of operation. Five schooners depart from the North End Ship Yard, and there is room for one more to utilize this site.

Parking for patrons of the vessels which depart from the Town Landing is in the Harbor Park lot adjacent to the building. There is adequate parking there for these boats. Parking for patrons of the boats which leave from the Black Pearl Wharf is in the restaurant lot and there is adequate parking there. Parking at Ken Barnes' Wharf is inadequate at this time because there is only enough space on this wharf to park cars for two of the boats which depart from there. All additional cars must be parked at another location in town.

The North End Ship Yard has enough parking at their site for all the patrons of the five boats which utilize this wharf and they could accommodate the vehicles generated by one additional boat.

12. BOAT REPAIR

There are a variety of boat repair facilities on Rockland's waterfront. The largest is National Sea Shipyards at the South end of town. National Sea repairs approximately 50 to 55 vessels a year and works primarily on ferry boats, fishing draggers and smaller navy and coast guard ships. The largest ship which can be hauled at National Sea is 210 feet and 1000 tons. At National Sea all types of repairs are undertaken from general maintenance to major structural work. Most work is accomplished at the two dry dock facilities at the shipyard, however some vessels are repaired dockside at their 270' "long dock".

Another repair facility for large boats in Rockland is the North End Shipyard. This yard is primarily a support facility for the many schooners which sail the coast of Maine and has been used to build or repair a number of these vessels. The yard operates by providing space to the vessel owners to do their own work. All work in the yard is accomplished in this manner with the vessel owners undertaking the actual work. The yard provides a marine railway, a machinery building and a small shop.

Other boat repair and/or refurbishing operations on the harbor include Knight's Marine, O'Hara's and a temporary schooner refurbishing operation on Paul Devine's land next to Fisherman's Wharf. This facility is presently leased by Ray Williamson to rebuild a schooner for the Maine tourist trade. It is a short term lease which will expire in the spring of 1990. George Stevens would like to build a new repair facility on his land next to the Fish Pier. Finally any boat contractor can pay a fee to the city to obtain a permit to conduct boat repair work on commercial boats which are tied up along side the fish pier.

13. INDUSTRIAL

There are three general manufacturing concerns on Rockland's waterfront. They are Fisher Engineering, The State of Maine Cheese Company and Bicknell Manufacturing. Fisher Engineering manufactures Fisher Snow Plows at their plant in Rockland. They use this facility for manufacturing and storage of this product. The State of Maine Cheese Co. manufactures cheddar and Monterey Jack Cheese at their site on the harbor. Approximately 1/2 a million pounds of cheese are manufactured at this facility each year. Bicknell Manufacturing makes stoneworking tools at their plant in Rockland. These tools are used in quarries and in the engraving of headstones for cemeteries.

None of these shorefront manufacturing concerns utilize their waterfront location in the operation of their business.

14. MARINE INDUSTRIAL

Prock Marine is the only truly marine industrial concern on Rockland's waterfront. It is a firm which works in all type of marine construction such as dredging, pile driving and the construction of facilities such as docks, breakwaters, bridge abutments and sewer outfalls. Prock Marine works throughout the State of Maine but is based in Rockland. They currently have seven barges and three tow boats. When not in use these vessels are stored either at the Prock Marine Wharf adjacent to their land base or on one of the three moorings they keep in the harbor. At present the waterfront space available to Prock is adequate for their needs, however inland storage space is needed.



SECTION 2

Focus Groups

SECTION 2

FOCUS GROUPS

Summary of Focus Group Meetings on Waterfront Public Access

People attending the two focus groups on public access to Rockland's waterfront expressed strongly held opinions on the current and future policies governing the subject. This may be explained by the high ratio of waterfront property owners attending. Of the 35 participants in the focus groups, at least 17 had ownership or business interests in waterfront property.

The single biggest issue on the minds of most participants did not directly concern public access. The recently proposed waterfront zoning provisions, which called for building setbacks that would facilitate public access, were viewed with suspicion by participants, who felt they could lead to requiring public access over private property. This concept was strongly opposed by most participants, who voiced fears of liability, vandalism and interference with property rights if the public was allowed unrestricted use of private property in the course of gaining access to the waterfront.

When focusing on the concept of public access to Rockland's waterfront, participants generally believed that the city already owned enough waterfront property, and public policy should focus on how to better utilize those parcels over acquisition of additional ones. (It was stated that the city owned one-third of the waterfront, although some people believed that the north end is currently underserved for public access). Improvements to Harbor Park, Sandy Beach Park and the public landing were suggested, and supported by nearly all participants. The boat ramp at South End Park was considered to be the best public access facility currently in use.

Harbor Park, considered a primary waterfront access point in the downtown area, was thought to be underdeveloped for the uses best suited to its size and location. More picnic facilities and improvements designed to make it "friendlier" were supported by the participants.

Sandy Beach Park represents the only conveniently located swimming facility in the harbor. People felt that additional facilities are not needed here, since the water is too cold for all but the hardiest swimmers.

The public landing is considered too small and unorganized for the use it gets in the summertime.

There was some support for improvements to be made in the harbor, with the general goal of making downtown Rockland more accessible to pleasure craft. The public landing is considered undersized for the demand placed on it in the summer season, and there is a shortage of protected moorings near the center of town.

Suggested improvements included the construction of an inner breakwater to shelter boats from the southwesterly seas, and the dredging of Lerman's Cove.

One public access idea not well supported included the creation of a continuous waterfront walkway, either acquired over existing land or through the construction of a boardwalk at the waters' edge. The concept of a walking route directed over existing public ways did not receive much support either. People felt it either wasn't needed or it would lead to harassment of property owners on the waterfront.

One idea that seemed well supported was a signage program that would better inform people of available waterfront access points.

COMPARISON OF FOCUS GROUP RESULTS TO WATERFRONT ZONING SURVEY

The survey completed for the development of Rockland's new waterfront zoning proposal presents an opportunity to compare the focus group's perception of waterfront issues with those of a broader constituency. While the focus group discussions concentrated more specifically on public access than the survey, certain questions in the survey shed light on the potential for agreement or disagreement on public access policy recommendations.

For example, the question in the survey that generated one of the most positive responses concerned the creation of building design standards that would maintain visual access to the water (Question 13). 597 of 655 respondents favored this concept. However, the proposed zoning revisions that appear to further this goal were strongly objected to by many focus group participants.

This apparent contradiction could be explained by the higher representation of waterfront property owners at the meetings, but the survey also broke out waterfront property owners, and 58 of 64 responded favorably to the question. A better explanation may be harassment from public use of private property, perceived as a condition of the proposed zoning provisions.

There are positive correlations between the two research pieces in other areas. The idea of better recreational facilities on the waterfront was strongly supported by the survey and the focus groups, with marina development being the most popular use to be encouraged in Lerman's Cove, the North and South Central Zones (Question 8).

The strong support for future acquisitions identified in the survey may contradict the focus group participants' belief that the city already owns enough waterfront land, but supports the idea that public access should be publicly owned.



SECTION 3

Concept Development

SECTION 3

CONCEPT DEVELOPMENT

INTRODUCTION

In the Concept Development phase of this project, Land Use Decisions has worked to provide options to the City of Rockland for improved public access to the Harbor. When bringing the public to the waterfront it is important to identify and separate incompatible uses, as well as reinforce existing locations where access should be expanded. Mechanic Street Park for example, is well located for recreational use, while Harbor Park, adjacent to Crockett's Point creates a situation where commercial and tourism/recreational activities mix and sometimes conflict. The benefits from the proposed improvements to these sites and others will lead to greater public use and enjoyment of Rockland's harbor.

To achieve the goal of expanded public access, we have examined expansion of existing facilities, improvement or development of new facilities and explored administrative techniques for obtaining access through private investment projects. This section of the plan provides the following information.

- * A listing of recommended public access improvements for the Harbor area.
- * Three Conceptual designs which illustrate options for increasing public access to the waterfront. Included with these designs is a descriptive narrative and concept level cost estimates for their development. (Note: Cost estimates are based on 1990 dollars for proposed physical structures. Sitework and preparation expenses have not been included, and should be prepared following detailed site investigations.)
- * A proposed schedule for the phasing and implementation of recommended improvements
- * A list of priority properties for acquisition by the City.

Recommended Public Access Improvements for Rockland Harbor

Maintenance and Improvement of Existing Facilities:

1. Reconstruct old boat launch adjacent to Fisherman's Wharf and provide periodic maintenance for it's up-keep.
2. Dredge the area directly adjacent to the Fish Pier to ensure it's continued availability to boats of all sizes.

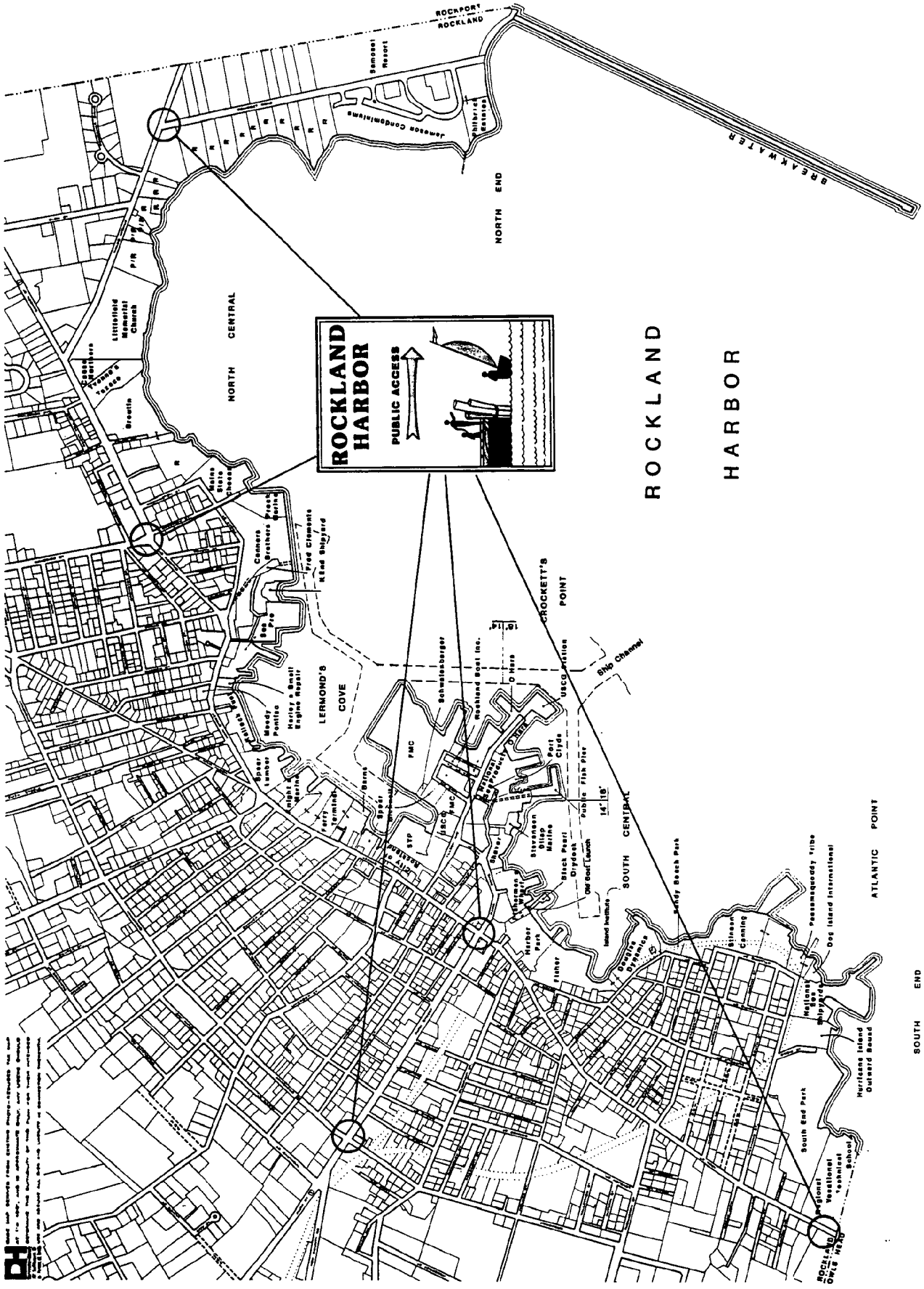
Expansion of Existing Facilities:

1. Up-grade Mechanic Street Park as shown on the conceptual design developed for this report. Recommended facility improvements include tennis courts, an additional picnic area, the addition of underdrains under the existing soccer field and relocation of the restroom facility.
2. Expand Nevilleson-Berliosiki Park and Sandy Beach by acquiring additional frontage from Stinson Canning. Improve this facility by removing the railroad tracks which cross the property and by providing a walkway to the beach, an expanded and improved picnic facility on the bluff above the beach and additional parking.
3. Improve Harbor Park as shown on the conceptual design as presented by the Rockland Parks Commission.
4. Expand the Town landing to provide additional float space for transient boater access.

Development of New Properties:

Town Properties-

1. Develop a new municipal park on land adjacent to Route 1 and Fales Street as shown on the conceptual design created for this report. Facilities recommended to be developed would include parking, a playground, a picnic area, a general recreation area, overlook seating and a path to the shore.
2. Provide additional municipal parking in close proximity to the water, especially around Harbor Park and Ken Barnes' schooner wharf.



Map and drawings from existing project drawings. The map is not to scale. All dimensions shown are approximate. The map is for informational purposes only and should not be used for any other purpose. The map is the property of the City of Rockland, Maine.

3. Develop a mini-park on land on the harbor side of Front Street between Acorn and Washington Streets. These parcels are currently owned by Connor's Brothers and Maine State Cheese and are used for the storage of equipment and construction waste. This site, along the bluff overlooking the Harbor is approximately 80 to 100 feet deep. It provides excellent views of the harbor and is currently used informally by the public as a visual access point to the harbor. It is envisioned that through general clean-up of the site and through the development of parking and landscaping, this site could provide public access to the harbor in an area of town which currently has little.
4. Develop a walking route as shown on the conceptual design created for this report which originates at Harbor Park and which links the park with Main Street and Rockland's historic district. This route would incorporate signs, benches, lighting and landscaping to provide a coherent, inviting, visual walkway for visitors to the city.
5. Create a townwide signage program which directs people to the waterfront and to specific sites within the waterfront area. The location of proposed signage hubs are as shown on the previous page.

Private Ownership-

1. Public access opportunities to the harbor can be created through the development of private property by means of ordinance controlled incentives or exactions or through other means such as planning assistance. The development of sites such as the Connors Brothers and Sea Pro properties could provide the city with an opportunity for additional forms of public access in the north end of the city and adjacent to the historic seven sisters site. The types of public access created in this manner would need to be negotiated on a site-by-site basis with the developer but could include waterfront parks, paths or walkways, picnic tables, boat launches or passive seating for visual access.

Conceptual Designs

1. Mechanic Street Park

This existing 13 acre park provides open access to the harbor in the South End. The existing public boat ramp is a heavily used facility in the summer and the open field and picnic area allow for a variety of activities to occur on this property. The sportfield is used not only by the general public, but is shared with the Junior and Senior High Schools.

The expansion of this park (See Plan--Following Page) includes the addition of tennis courts, a picnic area, underdrains for the sportfield and relocated restroom facilities. These are largely independent improvements which allow them to be phased according to local need and capital financing ability. No land acquisition is involved in this recommendation and existing topography is favorable for the proposed activities.

ITEM	QUANTITY	UNIT COST	TOTAL
Underdrains	1060 l.f.	\$15/l.f.	\$15,900
Tennis Courts	3	\$18,000	55,000
Picnic Tables	6	\$ 150	900
Bar B Que Stands	2	\$ 84	168
Total			\$71,968

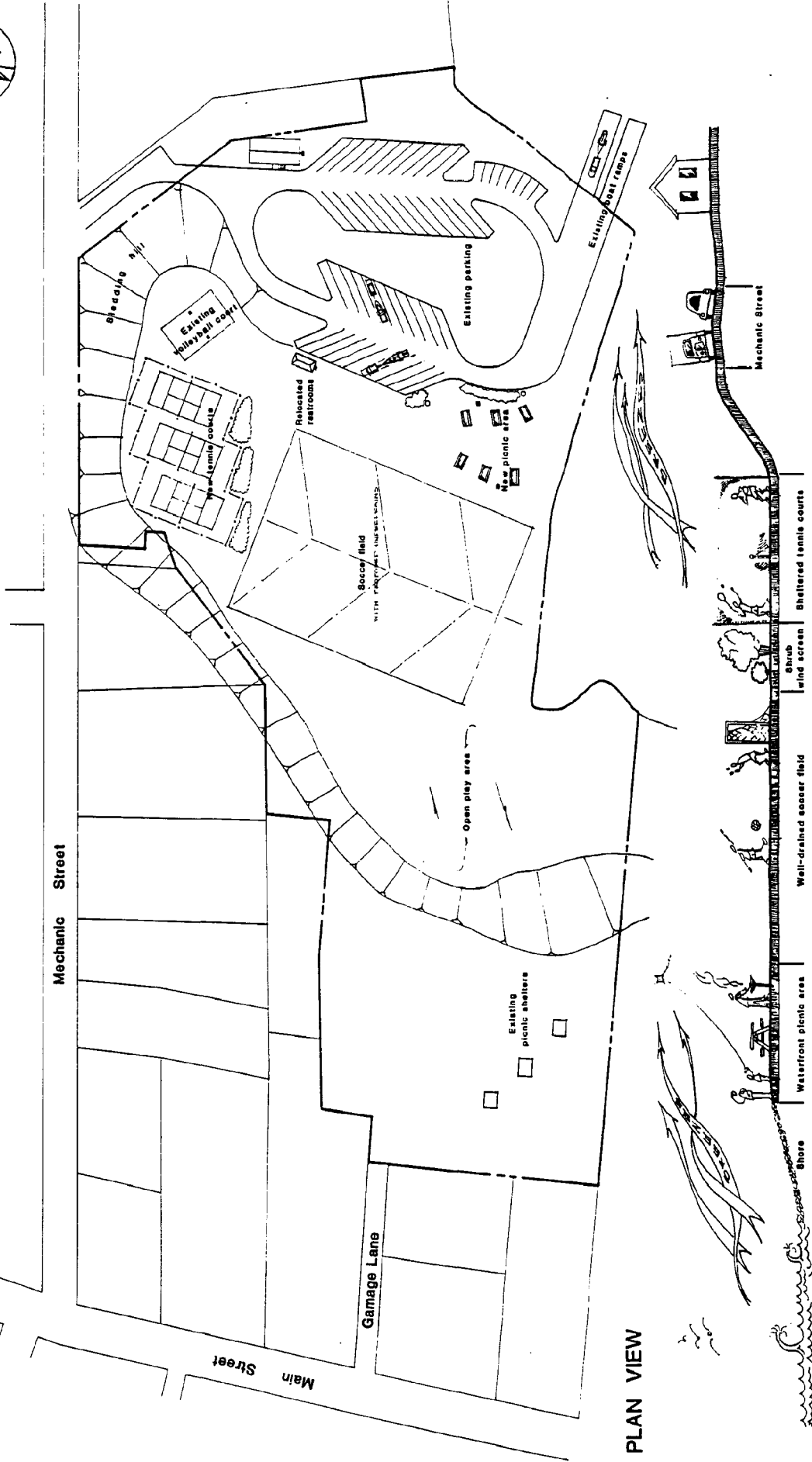
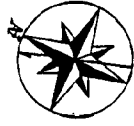
2. Fales Street Park

This 6 acre parcel currently owned by Mr. Claude Broutin is located along a thirty foot bluff commanding outstanding views of the harbor. A park is proposed for this parcel (See Plan--Following Page) as a means of providing public access from adjacent residential neighborhoods to the north-central harbor area. Proposed activities taking place here would be passive, in keeping with the residential neighborhood it abutts and to provide respite from the highway activity along Route One. Facilities include; parking for 15 cars, a play structure, picnic tables, overlook and a stabilized path to the shore.

ITEM	QUANTITY	UNIT COST	TOTAL
Parking/Asphalt	900 sq.yds.	\$13.85/s.y.	\$12,400
Play Structure	1	\$12,000	12,000
Overlook gazebo	1	\$ 5,100	5,100
Fence	500 l.f.	\$ 5/l.f.	2,500
Picnic Tables	7	\$ 100	700
Bar B Que Stands	7	\$ 84	588
Benches	1	\$ 98	98
Sub-Total			\$33,500
Land*			\$1,300,000
TOTAL			\$1,333,500

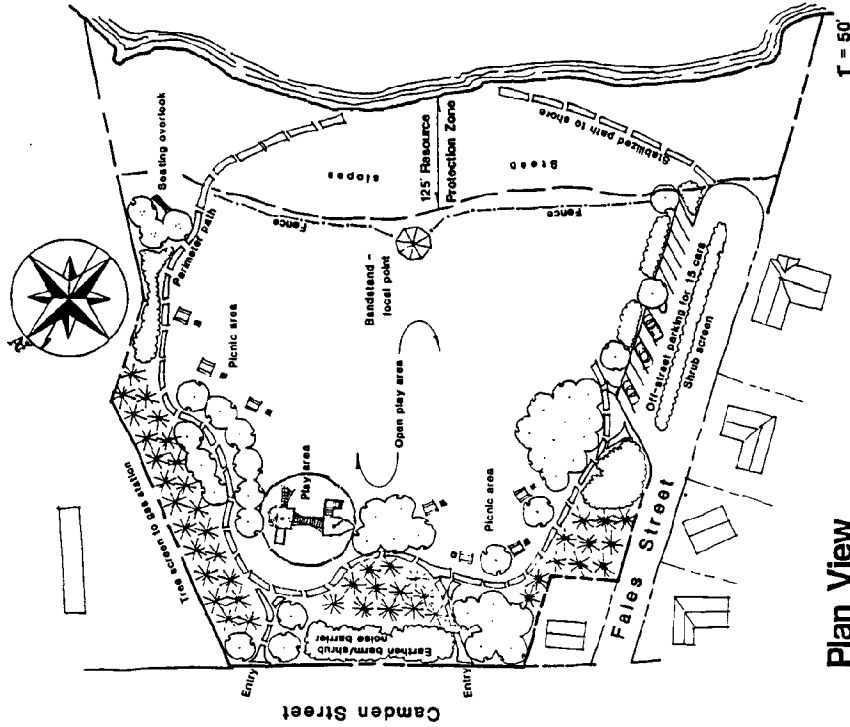
* The cost estimate for the Broutin property was calculated using assessed value of this property and then adjusting this value up 30% to reflect approximate market value.

Mechanic Street Park

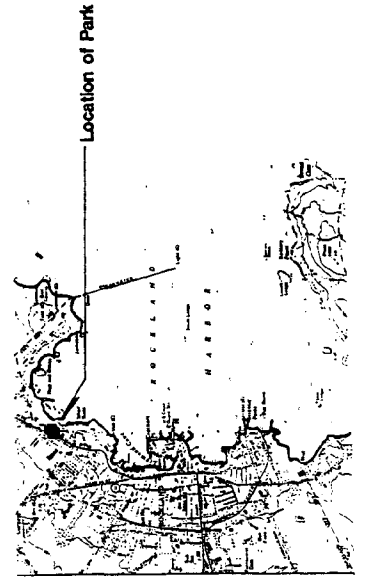


PLAN VIEW

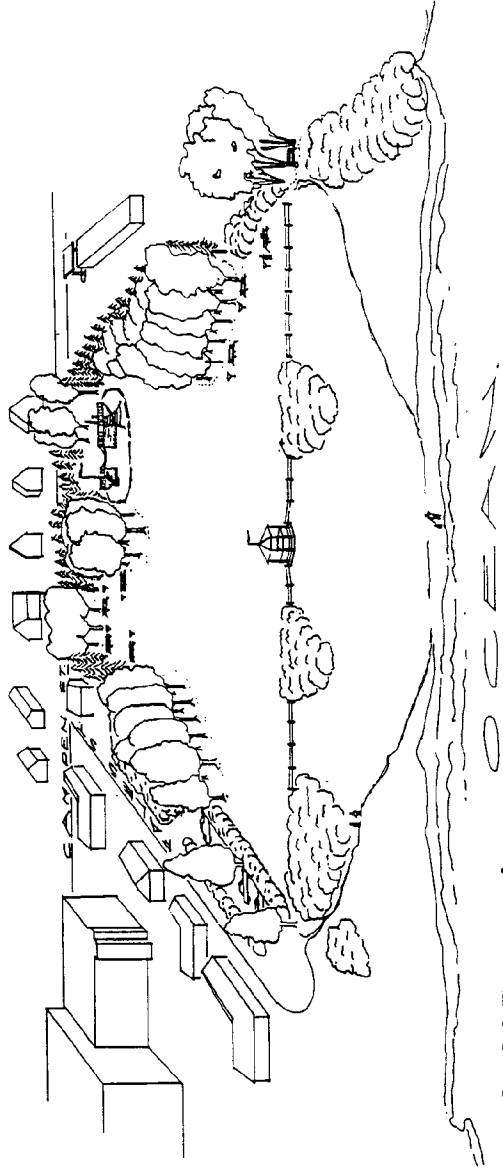
TYPICAL SECTION



Plan View



Location of Park



Aerial Perspective

New park provides shoreline access.

Fales St. Park

⊗ Park Plan

- * Serves downtown & neighbors
- * Picnic areas
- * Playground
- * Screened from roads
- * Off-street parking
- * Shore trail

⊗ Site Assets

- * Panoramic views of the harbor
- * Bluff overlook
- * Access to shore
- * Large level area
- * Off-street entry

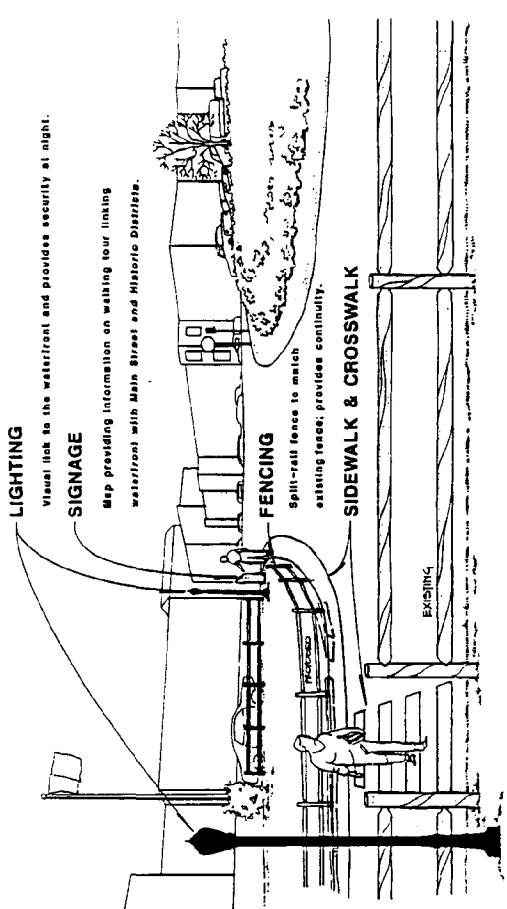
3. Pedestrian Facilities--Downtown

In an effort to increase public awareness of waterfront activities downtown and in the Harbor Park area, we support the work of the Parks Commission and the Chamber of Commerce in the redesign of Harbor Park. To build upon this work, we propose enhancing pedestrian facilities in this area through a walking tour. It would link the Harbor area with the Main Street Historic District and the proposed Residential Historic District. Such a plan would include:

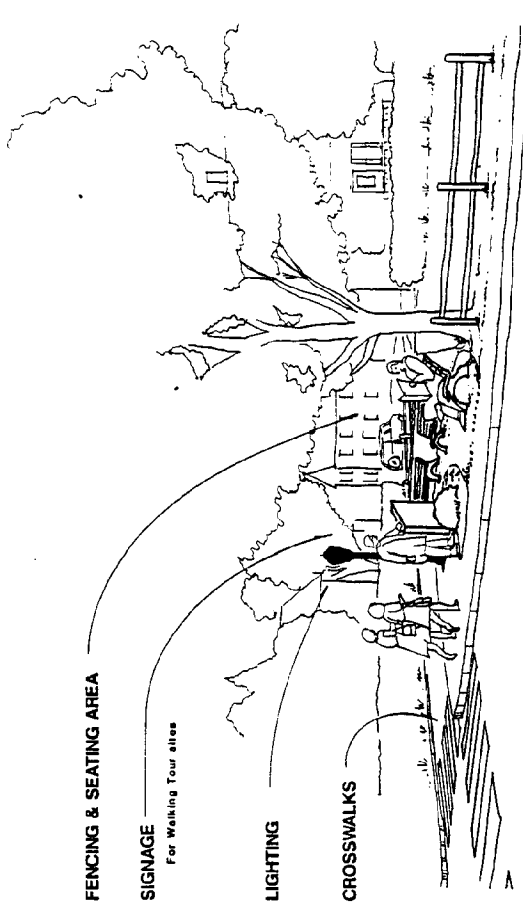
- * Lighting
- * Signage
- * Fencing
- * Seating

Furthermore, a series of vest-pocket parks within the Residential Historic District incorporating the above site elements would help to promote the district as well as provide small public spaces for those wishing to learn more about the area.

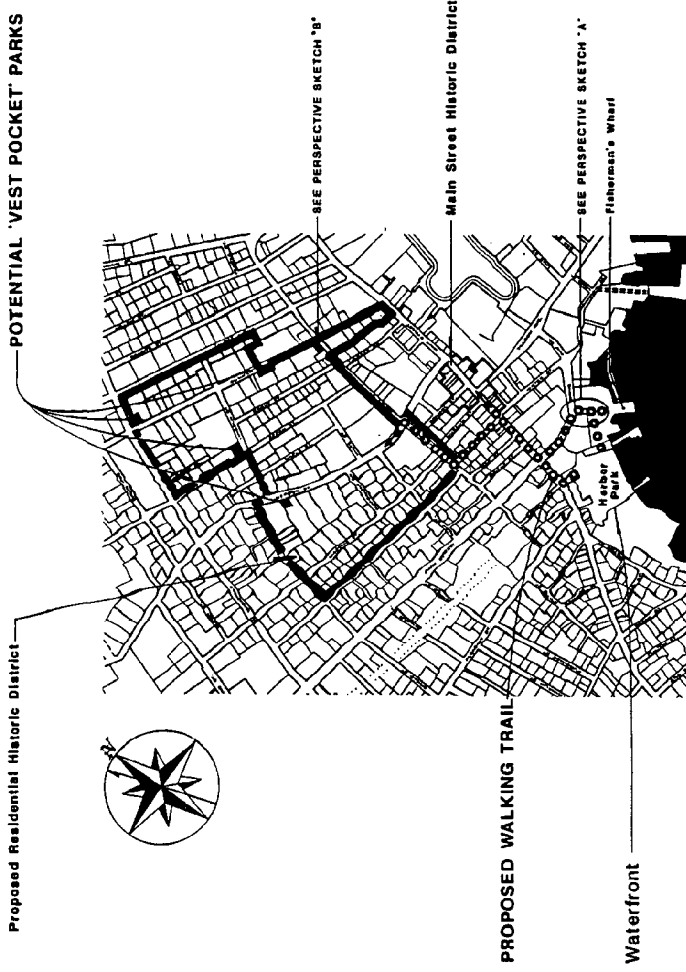
These improvements are proposed at a variety of locations over both public and private property (See Plan--Following Page). Therefore these recommendations should be considered only the first step towards achieving the goals of separating pedestrian and vehicular flow and facilitating public access to the waterfront.



PERSPECTIVE SKETCH "A"
View looking west from Fisherman's Wharf



PERSPECTIVE SKETCH "B"
View of typical 'vest pocket' park



Walking Tour

* Linking Rockland's waterfront with the Main Street Historic District/Commercial Area & the proposed Residential Historic District.

SCHEDULE FOR PHASING AND IMPLEMENTATION

<u>YEAR</u>	<u>MAINTENANCE & IMPROVEMENT</u>	<u>EXPANSION</u>	<u>NEW DEVELOPMENT</u>
-------------	--------------------------------------	------------------	------------------------

1991	Old Boat Ramp	Floats at at Town Landing	Front St. Park
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1992	Mech. St.-Soccer Field underdrains	Harbor Park	Municipal parking in the waterfront district.
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1993	Mech. St. -Restrooms	Sandy Beach	Signage Plan
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1994	Dredging Municipal Fish Pier	Mech. St. -Tennis Cts.	Walking Tour
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1995		Mech. St. -Picnic Fcty. -Landscaping	Fales St. Park
------	--	--	----------------

LIST OF PRIORITY PROPERTIES FOR ACQUISITION

PROPERTY	ESTIMATED COST*
Front Street Properties	
.5+/- acres from Maine State Cheese	\$ 46,800
1.7+/- acres from Connors Brothers	<u>\$ 172,100</u>
	\$ 218,900
 Sandy Beach Expansion	
.9+/- acres from Stinson Canning Company	\$ 378,350
 Fales Street Park	
6 acres from Mr. Claude Broutin	\$1,300,000

* Market value estimated utilizing 1989 assessed value (70% of market value) applied to percent of parcel identified for purchase.



SECTION 4

Implementation Program

INTRODUCTION

Implementation of the various public access ideas outlined in this plan will require a variety of initiatives by the city. These initiatives will either fall in the acquisition or regulation category and which strategy is appropriate will depend on the nature of the project, on available funding and on the general will of the people regarding regulatory requirements.

Outlined below are a range of potential strategies for implementing the access initiatives in this plan along with a matrix which suggest which of the described options are appropriate for each initiative.

Acquisition Methods:

Full Fee Interest - Fee simple interest to a piece of property gives the holder of the fee the right to exclusive use and possession of the land subject only to restrictions such as zoning or other applicable local, state or federal laws. The major advantage to a municipality in acquiring fee interest in a parcel of land for public access is that it's permanent and it gives the city total control over how the parcel will be developed and used. The major drawback to this option for providing access is that it is very expensive. Coastal property in Maine is increasing in price each year and the purchase of such will require a sizeable outlay of funds. Two additional drawbacks to municipal ownership are that land so purchased will be removed from the property tax base and municipal liability may increase slightly.

Easements - An easement is a legal right to use another persons property, generally for a specific purpose such as public access. This right is generally purchased separately from ownership of the land itself and therefore is typically far less expensive than purchasing a fee interest. In the case of public access in Rockland, an easement could be purchased by the city from a coastal land owner to provide certain types of public access opportunities. These easement rights may include rights of passage, visual access rights or actual physical use rights and the size and type of easement would generally be reflected in the price of this form of access opportunity. By employing this type of approach, a landowner could grant an access easement for access to the shore for the general public but could explicitly limit the manner in which the easement was used in terms of hours, volumes and type of use.

Land Trusts - A land trust is a not-for-profit corporation organized to acquire land for conservation purposes. However, a trust could be established whose sole purpose is to acquire shorelands to provide local public access to a community's coast.

A major advantage in the use of a land trust for the acquisition of land or easements is that the funds supporting the organization are generally private. In addition, land owners can take a tax deduction if they donate or sell a property at a "bargain" price to a land trust and because land trusts are generally small and local they can often act quickly to acquire an important parcel of land that may otherwise be sold into development.

Other forms of acquisition may be available to Rockland for the purchase of coastal property and should be investigated and evaluated. These include bargain sales, installment sales, and eminent domain. Each of these options is described in the Department of Economic and Community Development's booklet entitled "Methods for Providing Public Shoreline Access: A Review of Market Based and Regulatory Techniques". This booklet can be obtained by contacting Fran Rudolf at the Office of Comprehensive Planning (289-6800).

Regulation:

Incentive Zoning - Incentive zoning is a regulatory method which is often used to allow a developer to exceed the limitation of otherwise applicable zoning regulations, such as density restrictions or setbacks, in exchange for providing specific public amenities like public access to the shore. This regulatory method is currently proposed in Rockland's waterfront zone amendments and would allow a developer either a density bonus or a setback reduction bonus on certain types of development in waterfront zones. In return the developer would be required to provide public access in the form of visual access or physical access such as a coastal walkway, general use open space, the development of a restaurant or the provision of office/rental space for a water dependent use.

This structure as currently proposed should be effective in creating public access option on private land but should be expanded to include the addition of facility improvements such as a public boat launch in the list of allowable trade items in the bonus swap. If this incentive method proves ineffective for Rockland or inconsistent in it's ability to provide needed access opportunities, the exaction method described below may be a more reliable alternative.

Exactions - An exaction is a regulatory requirement established by ordinance which would require a land developer to dedicate an interest in land for public access. Typically this access would be in the form of an easement to or along the shore but could also be visual access or the provision of an actual piece of property for recreation or access purposes. Legal restrictions on the use of exactions require that exactions for public access must be substantially related to the impacts associated with the development. If the development will have no adverse impact on physical access to the shore, for example, then exactions to require such access would be legally vulnerable. In addition, the amount of access required from a developer must be in proportion to the size and scale of the development and the adverse impacts anticipated from it.

ALTERNATIVE METHODS FOR CREATING NEW PUBLIC ACCESS
 OPPORTUNITIES TO ROCKLAND HARBOR

METHODS

	Fee Acquisition	Easement	Land Trust Acquisition	Incentive or Exaction Zoning
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AREAS

1. Expansion of Sandy Beach		X	X	
2. Fales St. Park	X			
3. Municipal Parking	X			X
4. Front St. Park	X		X	
5. Undeveloped Sites (Connors Bros., Sea Pro)				X

Funding Sources for Waterfront Planning and Development

Coastal Planning Grants:

Coastal Planning Grants are available to municipalities for comprehensive waterfront planning to develop management plans that will guide future development activities in waterfront/harbor areas. Other eligible activities include preliminary design and engineering for low cost waterfront construction projects such as park or waterfront facilities that improve public access. The maximum grant awarded under this program is \$25,000 and there is a town matching requirement of 50% of the grant amount. Facilities developed with Coastal Planning Grant funds must be available to the general public.

Contact for more information on this program:

Kirk Schlemmer, Office of Community Development, Department of Economic and Community Development, 289-6800.

NOTE: DECD is presently considering changes to this program and should be contacted if this funding source is considered for future projects.

Waterfront Action Grants:

Waterfront Action Grants are available to municipalities for acquisition and development of shorefront land to improve public access. These funds can be used for the acquisition of land, the construction of low cost facilities on waterfront land and for the rehabilitation of municipally owned piers. The maximum grant awarded under the Waterfront Action Grant program is \$50,000 and there is a town matching requirement of 50% of the grant amount. Facilities developed with these funds must be open to the general public.

Contact for more information on this program:

Mary Boyd, Office of Community Development, Department of Economic and Community Development, 289-6800.

Community Revitalization Grants:

Community Revitalization Grants are available for downtown revitalization, housing rehabilitation, public facilities improvements and other local programs such as waterfront development that benefit low and moderate income people. The maximum grant amount for this program is \$500,000 for a one year grant and \$1,000,000 for a two year grant. Some private or municipal funding source is required for any project funded partially through Community Revitalization Grant money.

Contact for more information on this program:

Peter Lyford, Office of Community Development, Department of Economic and Community Development, 289-6800.

Land and Water Conservation Fund:

The Land and Water Conservation Fund provides federal funds which can be used to reimburse up to 50% of the cost of acquisition or development of public recreation facilities. These funds can be used to buy land, stabilize slopes, and develop park facilities but any land which is bought or developed with these funds must be committed to a recreation use forever. The maximum grant awarded under this program has been \$50,000 for the past two years but this figure may change depending on this years federal allocation to Maine. Facilities developed with these funds must be open to the general public.

For more information on this program, contact:

John Picher, Office of Community Development, Department of Economic and Community Development, 289-6800.

Wallop Breaux:

Wallop Breaux fund is a federal program which is administered by the Department of Inland Fisheries and Wildlife. Ten percent of the monies in this fund are dedicated to public boat access projects. These projects must be public but a fee can be charged to cover the cost of operation of the facility. There is a 25% state or local matching requirement in this grant program.

Contact for more information on this program:

Bob Williams, Department of Inland Fisheries and Wildlife, 289-5261.

Boating Facilities Fund:

The Boating Facilities Fund is a State program which is administered by the Bureau of Parks and Recreation in the Department of Conservation. Grants under this program are awarded for the development, acquisition, repair or improvement of State, regional or local boat access sites. Facilities developed with these funds must be open to the general public.

Contact for more information on this program:

Richard Skinner, Bureau of Parks and Recreation , Department of Conservation, 289-3821.

Maine Department of Transportation, Division of Ports and Harbors:

The Maine Department of Transportation periodically funds dredging projects throughout the state. Depending on the size and type of project, funding sources may be of federal or state origin. There generally is a local match requirement of from 20% to 50% of the project cost.

For more information on this funding source contact:

Robert Elder, Director of Ports and Harbors Division, Maine Department of Transportation, 289-2841.



APPENDIX

NOTES FROM TWO FOCUS GROUP MEETINGS IN ROCKLAND

1. How would you define "Public Access to the Waterfront?"

- o The boat ramp at South End Park is excellent. Four can be launched at a time and it is very busy in the summer.
- o At my North End Shipyard, the schooners there draw many people. They are usually not a problem, but I am able to supervise them and keep out people who are undesirable. I do not think the setbacks proposed in the new waterfront zoning ordinance are necessary.
- o The definition of public access may depend on who is using it. Townspeople may have a different idea than tourists. For example, a view of the harbor may be sufficient public access for some, but not for others.
- o Land next to the Maine State Cheese Company is vacant and used informally. Unfortunately, people tend to leave their litter down there.
- o The public landing and fish pier are forms of public access, although the low draught available at the fish pier limits its use.
- o I've observed many vessels using the harbor in recent years, and we should look at public access from the water. It is getting more difficult to get moorings. Also, it is difficult to launch a skiff from your boat and find a place to put ashore near the town pier.
- o Walkways are a form of public access, either through the construction of new improvements or over easements on private property. (Many people are quite concerned about the liability they would face if they granted easements to the public over their property.)
- o Public access means publicly owned. We do not want the new zoning to force us to allow the public on our property.
- o Other forms of public access include marinas, visual access, fishing, clamming, walking on the beach, picnicking, swimming (the water is too cold to allow much demand for this).

2. Where is the best public access to Rockland's waterfront?
Why does it work? How could it be improved?

- o The breakwater out by the Samoset is an excellent public access point. However, the parking facilities are terrible. (Kathy Sleeper pointed out that the city will be constructing new parking and access improvements this year.) It was suggested that toilet facilities be added, since it is so far from public facilities.
- o The boat ramp at the South End Park is probably the best public access in the city. The facility has two launching areas and floats up to four boats at a time. Parking is adequate and the facility has done a good job meeting the increased use it has seen in the past few years.

The picnic area at the park is hard to get to. You either have to walk up the hill from the public parking or cross private property from above.

- o The Sandy Beach Park is good for the limited swimming facilities that are needed (the water is too cold!). However, the clam diggers seems to take up most of the parking spaces that are there. They either need a new place to park or should be moved down to the South End Park.
- o Harbor Park is well located near the downtown and seems to be used quite a bit. It was pointed out that there is never a problem finding a parking place there, so maybe it's not used enough. Harbor Park needs to be made more functional. There are not enough picnic tables and it's not an especially attractive place for people to bring their lunch.
- o It was pointed out that there needs to be more directional signs to boat ramps and other waterfront access points in the city.

3. What kind of public access facilities are currently missing from Rockland's waterfront?

- o There was some talk about kids fishing on the private piers on Crockett's Point. The property owners are quite concerned about their liability if someone should get hurt there. When it was asked if the creation of a recreational fishing pier in the downtown area might alleviate this problem, the response was that people will go where they think the fish are, not just where the facilities are located.

- o It was suggested that recreational boaters, especially cruising or medium sized boats, need an inner breakwater to protect them from the southwesterly exposure.
 - o Parking is a potential problem at any public access point. People were concerned about congestion, convenience of access, and especially protection from vandalism.
 - o It was suggested that Lerman's Cove be developed as a mooring area (dredging?). There also needs to be a chart of mooring areas and moorings in the harbor. Someone else suggested that a public launch service be developed so that recreational boaters would have access to the downtown.
4. How would you rank additions/improvements in order of priority?
- o Both focus group sessions felt strongly that the city owned plenty of shorefront land on the harbor. Any investments made should be in improving and/or maintaining those facilities that are already owned.
 - o The improvements that appear to generate the most consensus included:
 - Improved public landing so transient boaters can land close to downtown.
 - Additional moorings in Lerman's Cove
 - Another public dock for cruise ships
 - Redesign and reconstruction of Harbor Park to make it more attractive
 - Directional signs to existing public access points
5. Are there areas on the waterfront that should be "off-limits" to the public? Which area?
- o Crockett's Point was considered an important working waterfront area, so public access should not be encouraged there.
 - o Many waterfront property owners attending the focus groups expressed strong feelings against public use of their property. They believed the proposed waterfront zoning provisions requiring setbacks were a threat to their property rights. Their biggest concern about public access on private property was liability, and also potential vandalism

FOCUS GROUP - CITY OF ROCKLAND, MAINE - February 13, 1990

2 P.M.

Dick Spear, former Ferry Terminal Manager
David Hollis - Non-waterfront resident
Doug McMahon - Plumber - Waldo Avenue resident
Elmer Montgomery - Mechanic Street resident
David Rackliff - Electrician - Water Street resident
Madeline Philbrick - owner of Sea View Garage (just burned)
Al Dinsmore - current Ferry Terminal Manager
Bob Liberty - owner of Trade Winds Motor Inn
Alan Mitchell - owner of Harbor Park Associates
Brad Carter - realtor representing Seapro potential buyer
Eliot Gamage - Trustee, Littlefield Memorial Baptist Church/South Main Street resident
Newty Chambers - Scott Street resident
Frank O'Hara - Fishing Consort. & Marina
(2) Douglas and Linda Lee - North End Shipyard
Gordon Page - National Sea - Industry
Virginia Larsen - Black Pearl/Dry Dock Restaurants
Raymond Gross, Editor, Courier Gazette
Elsie Fitzgerald - resident
Dick Colburn - resident
Earl Conrad - Port Clyde Foods
Tony DiNapoli - Jordan's Market

22 participants

7 P.M.

George Stevenson - Marine Railway
(2) Horatio and Mary Cowan - Samoset Road residents
Jackie McLain - South Main Street resident
Peter Schwalbenberg - Marina
Ray Littlefield - Fisher Engineering/Ledger Corp.
Ben Perry - Fisher Eng./ Ledger Corp.
Charlie Siletti - FMC (Marine Colloids Division)
Wayne Tibbetts - South Main Street Resident
Paul A. Devine - Navigator Motor Inn & Marina-off waterfront
Patti Moran Wotton - Insurance Agency and resident
(2) Gordon and Barbara Thompson - Waldo Avenue residents

13 participants

APPENDIX C (THREE PARTS)

City of Rockland
Waterfront Zoning Survey
All Respondents

Number of respondents: 655

1. Where do you live?	North: 218	Central: 156	South End: 141	Old County Road: 83	
2. Do you own property in Rockland?	Yes: 630	No: 19			
Is it on the waterfront?	Yes: 64	No: 452			
3. In which age group are you?	18-24: 4	25-34: 61	35-50: 204	51-65: 203	Over 65: 177
4. How many years have you lived in Rockland?	0-5: 111	6-10: 52	11-20: 66	Over 20: 330	
Own property, but don't live in Rockland:	77				
Work in Rockland, but do not live there:	13				

5. How would you rate public access at the present time?

	Excellent:	Good:	Adequate:	Poor:	No opinion:
Pedestrian access:	75	162	175	192	22
Visual access:	59	157	165	212	1
Small boat access:	75	138	192	101	99
Recreational access:	41	82	121	308	61
Fishing access:	42	105	148	171	127

6. How important is tourism to Rockland's future economy? Very: 366 Somewhat: 236 Not: 38

7. What types of uses should be encouraged or discouraged? Encouraged: Discouraged:

Industrial Non-water Related:	253	333
Industrial Water Related:	352	230
Marine Uses (Fishing / Commercial):	551	44
Marina-Recreation:	566	37
Hotel / Motel:	391	187
Housing / Single and Multi-Family:	279	306
Retail / Over the Counter Sales:	364	207
Commercial - Warehouse:	169	383
Recreational / Parks:	542	56
Other:		
None of the Above:		

8. Should certain uses be encouraged in particular sections?

	Yes: 539						No: 52		
	Ind.	Water Ind.	Marina	Museum	Vol. Hq.	Hq.	Ret.	Com.	Partly
	1	2	3	4	5	6	7	8	9
A. North End:	26	51	69	147	96	177	33	11	184
B. North Central:	35	129	147	207	115	56	48	25	110
C. Lermond's Cove:	36	135	159	200	60	29	43	18	73
D. Crockett's Point:	33	180	273	135	56	27	39	25	79
E. South Central:	28	96	191	207	117	46	69	21	147
F. Atlantic Point:	29	130	163	150	67	69	26	31	150
G. South End:	28	60	107	157	63	104	27	20	264

9. Do you feel that the waterfront should be used, in the future, for water-dependent uses and public access only?

Yes: 426 No: 141 No Opinion:

10. Should expansion of existing non-water dependent waterfront be grandfathered?

Yes: 231 No: 307
No Opinion:

11. Should the City / State provide incentives for relocation?

Yes: 365 No: 127 No Opinion:

12. Should future residential uses on the waterfront -

	Yes:	No:	No Opinion:
Be allowed in certain areas:	451	118	27
Allow single-family homes:	244	268	42
Allow two-family units:	155	348	46
Allow multi-family units:	121	357	37
Allow a combination of all of the above:			

	Yes:	No:	No opinion:
13. Should we require specific design standards to maintain visual access?	597	30	11
14. Should we require specific design standards to enhance the appearance?	497	100	35
15. Should some of the harbor should be preserved for marine-related uses?	617	13	12
16. Should we allow non-residential development in residential areas?	112	455	55
17. Should additional new homes be prohibited from commercial areas?	372	164	83
18. Do you favor enlargement of the Downtown commercial area?	338	170	107
19. Should we allocate local funds for future acquisitions?	435	128	71

**City of Rockland
Waterfront Zoning Survey
Waterfront Property Owners**

Number of respondents: 64

1. Where do you live? North: 29 Central: 9 South End: 20 Old County Road:

2. Do you own property in Rockland? Yes: No:

Is it on the waterfront? Yes: No:

3. In which age group are you? 18-24: 25-34: 5 35-50: 16 51-65: 23 Over 65: 17

4. How many years have you lived in Rockland? 0-5: 13 6-10: 2 11-20: 8 Over 20: 21

Own property, but don't live in Rockland: 12

Work in Rockland, but do not live there: 5

5. How would you rate public access at the present time?

	Excellent:	Good:	Adequate:	Poor:	No opinion:
Pedestrian access:	7	18	14	21	1
Visual access:	14	17	5	19	
Small boat access:	11	16	16	10	2
Recreational access:	5	14	11	22	4
Fishing access:	7	5	16	16	12

6. How important is tourism to Rockland's future economy? Very: 42 Somewhat: 16 Not: 5

7. What types of uses should be encouraged or discouraged?

	Encouraged:	Discouraged:
Industrial Non-water Related:	22	34
Industrial Water Related:	33	24
Marine Uses (Fishing / Commercial):	52	6
Marina-Recreation:	56	3
Hotel / Motel:	40	14
Housing / Single and Multi-Family:	30	24
Retail / Over the Counter Sales:	41	14
Commercial - Warehouse:	21	32
Recreational / Parks:	51	5
Other:		
None of the Above:		

8. Should certain uses be encouraged in particular sections?

	Yes:					No:				
	1	2	3	4	5	6	7	8	9	
A. North End:	1	7	4	13	5	23	3		15	
B. North Central:	2	17	19	15	8	7	1	1	9	
C. Lermond's Cove:	1	16	21	20	5	4	3		8	
D. Crockett's Point:	1	21	26	18	5	3	1	4	8	
E. South Central:	4	16	19	26	15	7	5		18	
F. Atlantic Point:	2	17	16	17	5	6	3		19	
G. South End:	2	8	12	14	5	14	3	3	22	

9. Do you feel that the waterfront should be used, in the future, for water-dependent uses and public access only?

Yes: 41 No: 12 No Opinion: 4

10. Should expansion of existing non-water dependent waterfront be grandfathered?

Yes: 27 No: 25
No Opinion: 6

11. Should the City / State provide incentives for relocation?

Yes: 34 No: 12 No Opinion: 9

12. Should future residential uses on the waterfront -

	Yes:	No:	No Opinion:
Be allowed in certain areas:	37	13	3
Allow single-family homes:	29	15	4
Allow two-family units:	16	25	5
Allow multi-family units:	20	28	4
Allow a combination of all of the above:	19	22	1

	Yes:	No:	No opinion:
13. Should we require specific design standards to maintain visual access?	58	1	3
14. Should we require specific design standards to enhance the appearance?	51	9	1
15. Should some of the harbor should be preserved for marine-related uses?	60	1	1
16. Should we allow non-residential development in residential areas?	7	44	7
17. Should additional new homes be prohibited from commercial areas?	28	19	11
18. Do you favor enlargement of the Downtown commercial area?	38	11	9
19. Should we allocate local funds for future acquisitions?	44	10	3

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