

## MARINE RESOURCES

### Introduction

The marine resources of Rockland contribute to the City's economy. A number of working residents are employed in marine based businesses. Marine resources are also valued for habitat preservation and for recreation. The purposes of this chapter are to help the City identify and manage its marine resources sustainably, protect the health of residents, and safeguard the local economy dependent upon these resources. The format of this chapter follows the State Comprehensive Plan Review Criteria Rule, as amended on 8/6/11. State provisions are italicized. [BLANKS IN TEXT — AND TABLES SHOULD BE FILLED IN BY THE CITY OR NOTED AS NOT APPLICABLE]

### A. State Goal and State Coastal Policies

1. To protect the State's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.

24 For coastal communities, the Growth Management Act requires that a local comprehensive plan address the state coastal management policies (38 MRSA §180I). These are:

- a. To promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation and recreation,
- b. To manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters and to enhance the economic value of the State's renewable marine resources;
- c. To support shoreline management that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline and that considers the cumulative effects of development on coastal resources;
- d. To discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides or sea-level rise, it is hazardous to human health and safety;
- e. To encourage and support cooperative state and municipal management of coastal resources;
- f. To protect and manage critical habitat and natural areas of state and national significance and maintain the scenic beauty and character of the coast even in areas where development occurs,"
- gr To expand the opportunities for outdoor recreation and to encourage appropriate coastal tourist activities and development,"
- h. To restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses; and,
- i To restore and maintain coastal air quality to protect the health of citizens

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and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast.

**B. Analyses**

*(1) Is coastal water quality being monitored on a regular basis?*

The Maine Department of Marine Resources (DMR) monitors Water quality regionally. The City monitors water quality at the site of discharge of treated effluent from the Rockland Wastewater Treatment/Water Pollution Control Facility on a regular basis. The State monitors water quality in the harbor as well.

*(2).Is there a local or regional plan in place to identify and eliminate pollution sources?*

Municipal plans to eliminate pollution include recent and future improvements to the Rockland Wastewater Treatment/Water Pollution Control Facility, as required by the Maine Department of Environmental Protection (DEP). The City has hired Wright-Pierce, an engineering firm, to prepare a plan to continue to reduce pollution. The plan may be completed in 2016 or 2017.

Runoff from heavy rains can cause untreated or insufficiently treated wastewater to enter coastal waters. Proposed improvements include the separation of stormwater collection from municipal sewers to reduce the amount of stormwater that is sent to the Rockland Wastewater Treatment/Water Pollution Control Facility. See the Public Facilities and Services Chapter and Capital Investment Plan in the Fiscal Capacity Chapter of this plan for more information.

(3). Has closing of clam or worm flats threatened the shellfishing industry, and are sources of contamination known? Are sources point (direct discharge) or nonpoint sources?

The entire Rockland Harbor is closed shellfish harvesting due to pollution. Water quality can be degraded by many factors, resulting from natural occurrences and from human activity. Pollution can be classified by its origin. Point source pollution originates from a single point, such as an outflow pipe, an overboard discharge including untreated wastes from a residence, business, or industry. Non-point source pollution, for example from stormwater runoff of fertilizer, phosphorous, motor oil and other chemicals, is also of concern. The Maine DEP, Bureau of Land and Water Quality lists 6 licensed, active outfalls approved along Rockland Harbor. See the map titled Marine Resources and Facilities for the location of these point sources of pollution within Rockland. One of these is a license to dump excess snow, a practice that has recently ceased. There are no licensed overboard discharges, which typically serve residential uses.

The amount of point source pollution has decreased with the elimination of overboard discharges and the reduction in active licensed wastewater outfalls over the past twenty

years. Vegetative buffers, as required in shoreland Zoning for interior Waterways that empty into the harbor and for coastal shorefront (less developed areas) can reduce pollution runoff. In addition, the proper use of fertilizers and appropriate disposal of chemicals significantly reduces pollution. Pollution reduction measures already enacted include the separation of several formerly combined sewer and stormwater collection systems. Further such measures would be beneficial to the health of Rockland Harbor.

*(4). Are traditional water-dependent uses thriving or in decline? What are the factors affecting these uses? If current trends continue, what will the waterfront look like in 10 years?*

Over the past decade, marine activities within Rockland have generally ---. From 2002 to 2013, total landings in Rockland of marine products have increased 54.8% in weight and 246.3% in value, unadjusted for inflation. See the Conditions and Trends section below for more figures.

In 2013, Rockland residents held 178 marine resource licenses. The 2013 American Community Survey of the Census estimates that up to 83 persons in City are employed in the sector that includes fishing. According to local records, approximately --- people were employed in marine related businesses in City. State and federal regulations have often curtailed these activities. The high value of waterfront property has resulted from increased demand for residential development in shoreland areas. However, this has been tempered somewhat by the downturn in the real estate market, and existing active marine uses have continued along the City's waterfront, including shipyards, boat repair facilities, marinas, public landings/piers, the municipal fish pier, and ---. Commercial access to the shore has been maintained and recent marine activities have ---.

The City of course cannot control the national market for marine products, State and federal regulations, or the real estate market. However, current marine related uses are protected in shoreland zoning ordinance provisions, described below.

*( 5 ). Is there reasonable balance between water-dependent and other uses, and between commercial and recreational uses? If there have been recent conversions of uses, have they improved or worsened the balance?*

According to the Code Enforcement Officer and Planning Board, within the past ten years --- conversions of water-dependent uses (and structures) to non—water-dependent and residential (seasonal and year round) uses have occurred, primarily in these areas: --- These conversions have been judged to have --- effect on marine based activities within the City.

*(6). How does local zoning treat land around working harbors?*

The waterfront (shoreland) zone provisions state, "The purpose of this zone and its subzones is to further the maintenance of safe and healthful conditions; prevent and

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control water pollution; control building sites, placement of structures and land use; visual as well as actual points of access to coastal waters.”

The current working waterfront activities in the harbor area are protected through the waterfront subzones. It is generally believed that these districts and their permitted uses, prohibited uses, and dimensional requirements have served Rockland --- and have helped to maintain the traditional working harbor. Suggested improvements to these standards could include \_\_\_\_\_

*(7). Is there a local or regional harbor or bay management plan? If not, is one needed?*

Rockland has adopted Harbor and Waterfront provisions (Chapter 9 of Rockland Code) to regulate harbor facilities and activities, harbor master duties, mooring areas/permits, and channels. Within the past ten years, --- local or harbor management plans have been adopted by the City. It is believed that the City would benefit from a local or regional harbor plan that dealt with these issues: ---.

*(8). Are there local dredging needs? If so, how will they be addressed?*

The last dredging in the harbor occurred in ---. It is recommended that federal funds be sought for dredging in ---.

*(9). Is there adequate access, including parking, for commercial fishermen and members of the public? Are there opportunities for improved access?*

Over the next ten-year planning period, it is believed that the current capacity of City owned facilities will be --- to meet anticipated demand of commercial fishermen and for recreational users. Adequate parking is lacking in these areas: ---. Proposed improvements to City owned facilities include ---. See the Capital Investment Plan in the Fiscal Capacity Chapter of this plan for more information.

*(10). Are important points of visual access identified and protected?*

See the Natural Resources Chapter of this comprehensive plan for a description of scenic resources, many of which are found within or are close to shoreland areas.

Permanently conserved areas with scenic coastal views include the Rockland Breakwater and Breakwater Lighthouse, Snow Marine Park, Harbor Park, Buoy Park, Berliawsky Park (Sandy Beach), and ---.

**Rockland Comprehensive Plan Marine Resources DRAFT 12/2/15****Conditions and Trends****C. Minimum data required to address state goals**

*The community's Comprehensive Marine Resources Data Set prepared and provided to the community by the Department of Conservation, and the Office, or their designees.*

See map titled Marine Resources and Facilities for Maine DMR habitat information. The number of marine resource licenses held by Rockland residents was 178 in 2014.

<b>Rockland Marine Licenses in 2014</b>	<b>Licenses</b>
Comm Fishing/Crew	3
Comm Fishing/Single	11
Comm Shrimp-Crew	3
Comm Shrimp-Single	1
Commercial Pelagic And Anadramous Crew	1
Commercial Shellfish	11
Eel (Eel Pot/Hoop Net)	1
Elver-1 Fyke Net	2
Elver-Dip Net-1 Fyke	1
Enhanced Retail Certificate	1
Green Crab	1
Lob/Crab Apprentice Under 18	1
Lob/Crab Non-Comm	13
Lobster Crab Class II +70	3
Lobster Meat Permit	1
Lobster Processor	1
Lobster Processor Tails Only	1
Lobster Trans (Out-Of-State)	1
Lobster Trans Supp	5
Lobster/Crab Apprentice	2
Lobster/Crab Class I	22
Lobster/Crab Class II	13
Lobster/Crab Class III	15
Lobster/Crab Over Age 70	2
Lobster/Crab Student	5
Lobster/Crab Under Age 18	2
Recreational Saltwater Fishing Operator	1
Retail Seafood	19
Scallop - Dragger	2
Sea Urch/Scallop Tend	1
Seaweed	1
Shellfish Trans Out-Of-State	2
Shellfish Trans Supp	2
Wholesale No Lobsters	2
Wholesale No Lobsters, Supp	3
Wholesale W/Lobsters	8
Wholesale W/Lobsters, Supp	14
<b>Total Licenses</b>	<b>178</b>

Source: Maine DMR



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Total landings, Atlantic herring and lobster landings have all increased as shown in the next table.

<b>Dealer Reported Rockland Landings in 2002, 2003, 2012 and 2013</b>			
<b>Year</b>	<b>Species</b>	<b>Total Live Pounds</b>	<b>Ex-Vessel Value</b>
2002	All Species	22,193,760	\$4,300,316
	-Atlantic herring	20,716,161	\$1,403,932
	-Lobster	758,385	\$2,498,984
2003	All Species	31,721,766	\$4,400,212
	-Atlantic herring	30,591,362	\$2,247,792
	-Lobster	418,135	\$1,748,842
2012	All Species	34,125,278	\$14,715,094
	-Atlantic herring	30,318,220	\$4,748,957
	-Lobster	3,483,138	\$9,728,996
2013	All Species	34,366,275	\$14,891,951
	-Atlantic herring	30,981,595	\$4,793,044
	-Lobster	3,263,104	\$10,067,569
% Change 2002-2013	All Species	54.8%	246.3%
	-Atlantic herring	49.6%	241.4%
	-Lobster	330.3%	302.9%

Source: Maine DMR, updated 11/18/2015

Source: Maine DMR, updated 11/18/2015

Note: All Species includes additional species that were combined due to confidentiality requirements,

The number of boats by size registered to Rockland residents is shown in the next table.

<b>Boat Anchorage in Rockland</b>	
<b>Boat Length (ft)</b>	<b>2014</b>
10-20	28
21-30	17
31-50	35
51-99	2
<b>Total</b>	<b>82</b>

Source: Maine DMR

Moorings by type are shown in the next table. Two sets of rental companies ceased operations, which helps to explain the decline in service/rentals.

<b>Moorings in Rockland</b>	<b>2005</b>	<b>2014</b>
Paid Private Permits	340	360
Service/Rentals	184	134
<b>Total</b>	<b>524</b>	<b>494</b>

Source: Rockland Harbormaster

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See the map titled Marine Resources and Facilities for the location of point sources of pollution within Rockland, as listed in the next table.

Owners of Licensed Active Outfalls					
Facility	Name/Category	NPDES License	ID(s)	Class	Waterbody
FMC Corp-Marine Colloids	Minor Outfall	ME0000400	15, 16 and 19	Other	Rockland Harbor
Rockland Wastewater Treatment/Water Pollution Control Facility (Tillson Ave)	Major Outfall	ME0100595	002A	Treated	Lermond Cove, Rockland Harbor
Interstate Septic Systems	Minor Outfall	MEL000002	1	Treated	None: Outfall Empties into City Sewer
NA: City of Rockland	Snow Dump, Minor	ME0036323	1	Other	Rockland Harbor

Source: Maine DMR

(2). *A map and / or description of water-dependent uses.*

See the Current Land Use map and Zoning map (both in the Current Land Use Chapter of this plan) for the existing zoning along and near the coast including shoreland waterfront subzones. A good portion of development along the coast within the harbor is Water dependent, commercial, civic or institutional.

**NOTE: PURPLE TEXT IS FROM CURRENT PLAN AND MAY BE WORTH RETAINING OR REVISING.**

The City’s shoreline can be divided into five general regions:

**The Breakwater and Jameson Point to the North End**

Much of this part of the harbor includes shallow Water depth, unconsolidated mud and clam flats which dry out at low tide and some areas of rocky shore and seaweed beds. Some of the lower elevations of the shore lie within a velocity (subject to wave damage) and flood hazard area.

The land uses in this area reflect the limitations of the natural environment. There is a bluff ten to thirty feet high from Jameson Point to just north of Ocean Pursuits Marine Services (the former State of Maine Cheese Company) on Front Street adjacent to Maverick Street. Consequently, this area of the waterfront, which is poorly suited for most marine-oriented uses, has been developed largely for residential uses. The Jameson Point Condominiums are located on the south side of Samoset Road adjacent to the Marie H. Reed Park. Most of the harbor frontage along Samoset Road is occupied by modern single-family dwellings on large lots. However, part of the bluff on the south side of the road slid into the harbor, taking with it two homes. This landslide has since been

stabilized and was purchased by the City in September and October 1996. The combined area of the two lots is just less than two acres. Public waterfront access and public ownership are limited in this area. One notable exception is the Rockland lighthouse and breakwater with access via a footpath where the Marie H. Reed Park is located. The breakwater and lighthouse have come to symbolize. This is among the most popular waterfront areas for residents and visitors alike. Limited public parking is located at the easterly end of Samoset Road opposite the condominiums. The Samoset Resort places a float and gangway on the westerly (harbor) side of the breakwater, a short distance out from shore, which is used by the public. A pier, gangway and float extend southwesterly into the harbor from the shore of the Jameson Point Condominiums, but these are not for public use.

### **The North End**

This area of Rockland Harbor extends southerly from Ocean Pursuits Marine Services to the northern portions of Lermond's Cove. Most of the shore is lined with bulkheads of various constructions, including dry-laid stonework, sheet metal piling and wood cribbing, while riprap protects other stretches. Remnants of long-gone stone-filled piers extend into the harbor. Most of the shore side land has been filled in the past, creating a low, level area reached by steep driveways from Front and Main Streets. Except in dredged channels, the water is shoal near shore. Most of this low, level land lies in a flood hazard area. However, there are no residences in the areas subject to tidal flooding.

Within this sizable area of waterfront, almost all the uses are marine dependent or marine related. Residential uses are found mostly along the shoreward side of Front Street, separated from the marine-oriented activities by the old Limerock Railroad grade and trestle remnants and by a steep bank containing the remains of old lime kilns. Except for a few apartments in the Spear building, only one residence is located on the water side of Main Street. Various non-marine activities are scattered along the waterside of Main Street, including automotive and cellular telephone businesses and a barbeque sandwich shop.

Land uses include one marine construction firm, Frock Marine Company; two full-service boatyards, Ocean Pursuits Marine Services and Rockland Harbor Boatyard, Inc.; a shipyard featuring a marine railway with 160-ton capacity, capable of hauling most of the schooners of Maine's windjammer fleet, North End Shipyard, Inc.; and ——. --- schooners are based at the North End Shipyard. Schooner Wharf Associates occupy a pier adjacent to the North End Shipyard. Their property is used for a variety of marine-related activities, including a seasonal restaurant, boat storage, a landing area for fishing boats and, in the recent past, for landing logs cut on islands off the Maine coast. Steel-Pro, Incorporated, a metal fabricating firm is located immediately shoreward of the North End Shipyard. At present, public waterfront access is nearly absent from this area. However, both drivers and pedestrians have views of the harbor from Main and Front Streets.



### Crocketts Point and Lermond's Cove

Crocketts Point, which forms the east side of Lermond's Cove, experiences some flooding on its west side. Flood hazard is evident in the vicinity of the Maine State Ferry Terminal and Knight Marine. Lindsey Brook, an urban storm drain system, discharges at Lermond's Cove's west shore. Virtually the entire shoreline has been protected by bulk heading and riprap. Dredging has created channels and berthing spaces close to most of these shores.

Land uses have undergone tremendous changes since the decline in the offshore fishing industry. Many facilities once devoted to fish processing, ice making and other activities in support of commercial fishing have been converted to other uses. While some areas are devoted to uses that are not dependent or related to marine uses, a number of marine uses, such as seaweed processing, transportation, and recreational boating occupy most of the waterfront. Other than apartments in the upper floors of Main Street buildings, this area contains very few residences.

Marine-oriented commercial operations include: Bay Island Yacht Charter CO., FMC BioPolymer (formerly Marine Colloids), Gemini Marine Canvas, Joumey's End Marina, Knight Marine Service, Leisure Time Ice/F.J. O'Hara Corporation, Lew Grant Marine Electronics, Prock Marine Co. (offices), Rockland Boat Inc., Rockland Harbor Marine, Rockland Landings Marina, Scandia Seafood Co., and Teak Decking Systems. Two nearby marine-oriented uses, a marine railway and a former boat-building shed (recently used for residential purposes) were under the same ownership as the Landings Marina.

Two marinas include restaurants among their services: the seasonal Captain Hornblowers at Knight Marine Service and a year-round restaurant and lounge at The Landings Marina.

Government uses at the local, State, and Federal levels are located on this part of Rockland's waterfront. These include the U. S. Coast Guard base on Tillson's Wharf, the eastern most projection of Crocketts Point, with barracks and administrative offices in the Bird Block, on the south shore of Lermond's Cove. The Maine State Ferry Terminal, with a handsome office/Waiting room and expanded parking facilities constructed in 1996, is on the west shore of Lermond's Cove. Parking is available for 200 vehicles. It serves ferry routes to Vinalhaven, North Haven, and Matinicus. Municipal uses include the Fish Pier and the Wastewater Treatment Plant. The Treatment Plant, located mostly on filled land in Lermond's Cove, was extensively modernized during 1999 and early 2000. **The Fish Pier is the center of Rockland's commercial fishing related activity and is managed by a private operator.** Activities include berthing for fishing boats and oil tankers that serve the islands, landing of fish, and repair of nets, icing of fishing vessels, etc. Some public parking is provided near the shore end of the Fish Pier and the public uses the pier for recreational fishing,

The nearby Downtown commercial area on Main Street (with waterfront at the rear) serves the landside public. It includes apartments on its upper floors.

### **South Central Area**

The South Central Area extends from Crocketts Point to the South End. Offshore there are areas of seaweed beds. The Harbor bottom is silting-in in some areas and requires dredging to maintain future access at all tides. The low land near the Boston Financial Services building, formerly MBNA, and the City-owned land adjacent to the Public Landing and Buoy Park are subject to tidal flooding in storms.

Land use in this area is diverse. The northernmost portion is a tight urban area, which is easily accessed from land, sea, and the Downtown. Generally, this area offers many views of the Harbor. There is a high concentration of publicly owned waterfront land. A number of festivals use these sites each year, including the Lobster Festival, North Atlantic Blues Festival, and ---. Several vessels available for day trips and charters, both power and sail, are based at the Middle Pier floats. A former launching ramp between Middle Pier and the former Dry Dock Restaurant is now limited to carry in boats such as kayaks and light rowing boats. It is also used for moorings to be placed in the harbor. It can no longer accommodate trailer-launched boats. Limited parking is located at Buoy Park, with some on-street parking near the park. More extensive public parking is available at the Public Landing, where many eat lunch, either in their vehicles or on the benches along the seawall, while enjoying a “front row” seat overlooking the Harbor.

Facilities at the Public Landing include the office of the Chamber of Commerce, the Harbor Master’s office, rest rooms, and showers, the latter for visiting yachtsmen and yachtswomen. A pier extends from the seawall to deeper water where a number of floats accommodate visiting vessels. One large float is used for dinghy landing and storage. Water and electric power are available at the floats. The Harbor Master’s boat and a Police boat are usually based at these floats, which are also used for some charter/excursion vessels. A water taxi service began in 1999 and has been operating since 2000.

Uses include municipal facilities (Middle Pier/Buoy Park and Public Landing), one non-marine institution (Rockland-Thomaston Area Chamber of Commerce), and MBNA. The MBNA shore frontage extends southerly from the Public Landing to the northern boundary of Sandy Beach, including the site of the former Holmes Packing Company. Near the Public Landing there is property vacated by a local newspaper plant that is now owned by the City and serves as the Police Department and the Lighthouse Museum. One restaurant occupies the seaward and shore ends of a pier, which has been extensively restored.

### **The South End**

South of Sandy Beach on Atlantic Point, the offshore area is made up of unconsolidated mud and seaweed beds. Ledge and rock outcroppings extend east from the south limit of

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Sandy Beach and are also found near the border with Owl's Head. The east facing shores in this area are designated as a velocity zone, which means that they are subject to damage from wave action during storms. The adjoining Snow Marine Park, with its low open playing fields and gently sloping topography, is susceptible to flooding. Small seaweed beds are found in the protected areas between wharves and promontories, north of Atlantic Point.

Land use in this area is diverse. A large residential neighborhood of over 200 homes extends to the inland side of most of the streets paralleling the waterfront. Shoreline uses include one marine commercial use (Rockland Marine Corporation, shipyard); a loading pier for Dragon Cement, where railroad cars of bulk cement are transferred to a covered barge; two educational institutions (Midcoast School. of Technology, which leases space to the State Department of Marine Resources for boat repairs. Rockland Marine Corporation facilities include two marine railways capable of hauling vessels of up to 1300 and 750 tons displacement, respectively. In early 2000, a third marine railway, with a rated capacity of 500-600 tons, was under construction. While much of their work consists of repairs to steel vessels, they have built two barges since 1990 and a ferry/landing craft was launched there on March 20, 2000. A third barge was then under construction.

Two public parks, Snow Marine Park and Sandy Beach, provide public waterfront access. Snow Marine Park has a double boat launching ramp usable at all tides for small boats. There is parking for boat trailers and their tow vehicles. A string of floats extends into the harbor between the two ramps. Most of the park area west of the parking and driveways is devoted to open athletic fields. Sandy Beach, Berliawsky Park, has limited parking and no changing or bathroom facilities. Swimming is not encouraged by the City due to water quality concerns. There is a shelter for picnics and the site offers splendid views of the harbor.

A long-unused concrete grain silo, now owned by the Passamaquoddy Tribe, occupies what was once the site of the Maine Central Railroad pier. The Dog Island Lobster Co., a former marine commercial operation between the grain silo and the shipyard, in combination with the tribal property, had been suggested as suitable for a terminal for proposed high-speed ferries, as a transfer facility for rail freight, or other deep-water activities such as serving cruise ships.

Redevelopment of marine commerce and industry in the area seems logical. Historically this part of Rockland Harbor has supported deep water berthing along piers. The Maine Department of Transportation controls the state-owned former Maine Central Railroad right-of-way that serves the waterfront area. This rail line, following installation of improved grade crossing protection and improvement of the track, is now operated by the Safe Handling Inc., primarily to transport cement from Dragon Cement in Thornaston to a barge loading facility on the waterfront. The combination of both deep water and rail access offers a unique asset in Rockland Harbor for a rail/water connection.

Extensive improvements were made to the Rockland Branch, from Brunswick to Rockland, to upgrade it for passenger service. Passenger rail service had occurred on a seasonal basis to 2015.

Small, medium, and within the last several years, large-scale cruise ships have anchored in the harbor on a regular basis and their passengers have disembarked for day visits to shop and eat in local establishments. The City has encouraged this tourist-based activity. See also the Economy Chapter.

**(3). A brief summary of current regulations influencing land use patterns on or near the shoreline.**

**Floodplain Management:** Rockland participates in the National Flood Insurance Program, and the City has adopted Floodplain Management Ordinance provisions. Special flood hazard areas are inundated by 100-year floods, i.e., less than a one percent chance of being equaled or exceeded in a given year. Ordinance provisions limit development in flood prone areas and require that new development in these areas is suitably designed to withstand flooding. The City successfully appealed proposed changes to the Flood Zone designations in 2015. To remain in the National Flood Insurance Program, the City will adopt the modified ordinance provisions when finalized by FEMA.

**Shoreland Zoning:** Rockland has adopted waterfront (shoreland) zone provisions that are intended to provide protection to shorefront areas. There are seven waterfront subzones. See the next table for their primary uses.

<b>Waterfront Subzone</b>	<b>Primary Uses</b>
WF-1	Marine dependent, must have a direct or indirect need for proximity or access to the water.
WF-2	Commercial, with limited multi-family uses only in a mixed-use development
WF-3	Commercial and maritime uses
WF-3a	Commercial/industrial and maritime uses
WF-4	Commercial, with limited multi-family uses only in a mixed-use development
WF-5	Natural resource protection
WF-6	Commercial uses

Source: Rockland Zoning Code, Ch. 19, Sec. 19-304,

Current Working Waterfront activities in the harbor area are protected through the waterfront subzones. It is generally believed that these districts and their permitted uses, prohibited uses, and dimensional requirements have served Rockland --- and have helped to maintain the traditional working harbor. See the Shoreland Zoning Ordinance provisions of the Rockland Zoning Code for more information on the standards and permitted uses.

***(4). A description of any local or regional harbor or bay management plans or planning efforts.***

Within the past ten years, ---- local or harbor management plans have been adopted by the City. It is believed that the City would benefit from a local or regional harbor plan that dealt with these issues: ----.

Rockland has adopted Harbor and Waterfront provisions (Chapter 9 of Rockland Code) to regulate harbor facilities and activities, harbormaster duties, moorings areas/permits, and channels. A Harbormaster and a harbor management commission oversee the City's marine facilities, piers, moorings, floats, docks, ramps, channels, and adjacent municipal properties.

***(5). The location of facilities (wharves, boat ramps, pump-out stations, etc. ), with a brief description of any regional or local plans to improve facilities.***

See the map titled Marine Resources and Facilities for the location of harbor facilities.

Over the next ten-year planning period, it is believed that the current capacity of City-owned harbor and landing facilities will be \_\_\_ to meet anticipated demand. Proposed improvements to these facilities include expanded parking and \_\_\_\_\_. See the Capital Investment Plan for more information. .

***(6).A description or map showing public access points to the shore. Include a brief description of their use, capacity, physical condition, and plans to improve, expand, Or acquire facilities such as parking or toilets.***

See the map titled Marine Resources and Facilities for the locations of boat launches and parks with water access.

Over the next ten-year planning period, it is believed that current capacity will be ---- to meet anticipated demand. Proposed improvements to these facilities include ----. .



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*(7) A list of scenic resources along the shoreline, including current ownership (public or private) and any protections.*

See the Natural Resources Chapter of this comprehensive plan for a description of scenic resources, most of which are found within or are close to shoreland areas. {NOTE: SPECIFIC SCENIC RESOURCES (SITES) SHOULD BE IDENTIFIED IN THE COMPREHENSIVE PLAN IN THE NATURAL RESOURCES CHAPTER OR IN THE MARINE RESOURCES CHAPTER, OR IN BOTH CHAPTERS. THE CITY COULD USE A TABLE FORMAT AS SHOWN BELOW.]

<b>Site Name and Location</b>	<b>Feature (s) Seen from Site</b>	<b>Prioritized Rating - Ranking</b>	<b>Current Protection Status Ownership (Easements)</b>
Rockland Breakwater and Breakwater Lighthouse	Harbor, City		City owned
Snow Marine Park	Harbor		City owned
Harbor Park	Harbor		City owned
Buoy Park	Harbor		City owned
Berliawsky Park (Sandy Beach)	Harbor		City owned
ADD AS APPROPRIATE			

Source: City of Rockland

[NOTE: ITALICIZED TEXT IS STATE REQUIRED. TEXT IN BLUE IS SUPPLEMENTAL, MEANT TO SUPPORT THE REQUIRED STRATEGIES]

**Policies**

- (1) To protect, maintain and, where warranted improve marine habitat and water quality.
- (2). To foster water-dependent land uses and balance them with other complementary land uses.
- (3 ). To maintain and, where warranted, improve harbor management and facilities.
- (4). To protect, maintain and, where warranted, improve physical and visual public access to the community ’s marine resources for all appropriate uses including fishing recreation, and tourism.

**Strategies**

*Strategies*

<b>Marine Resources: Strategies</b>	<b>Responsible Parties</b>	<b>Timeframe</b>
<i>(1) Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).</i>	City Council, Planning Board, Harbor Management Commission, and Harbormaster	Immediate
<i>(2) Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.</i>	City Council, Planning Board, Harbor Management Commission, and Harbormaster	Immediate and Ongoing
<i>(3) Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.</i>	City Council, City Clerk, and Harbormaster	Immediate and Ongoing
<i>(4) Support implementation of local and regional harbor and bay management plans.</i>	City Council, Harbor Management Commission, Harbormaster, Commercial Fishermen, and Maritime Businesses	Immediate
<i>(5) If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.</i>	City Council	Midterm and Ongoing
<i>(6) Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.</i> <ul style="list-style-type: none"> <li>• Consider purchasing rights of first refusal for access points, permanent easements, or property of critical importance to marine, civic, or recreational activities.</li> </ul>	City Council, City Manager, Harbor Management Commission, Harbormaster, Property Owners, and Land Trusts	Midterm



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<b>Marine Resources: Strategies</b>	<b>Responsible Parties</b>	<b>Timeframe</b>
(7) Educational Outreach: Improve public information and education related to coastal management and the use of local marine resources and the potential impacts of ocean acidification, sea level rise and other environmental concerns.	Harbor Management Commission and Harbormaster	Midterm and Ongoing
(8) Mooring Plans/Floats: Relocate moorings as necessary to accomplish efficiency of harbor use, improved navigation and safety, and separation of harbor user groups. Increase float space and dinghy space as feasible to meet current needs. Note: This could be included in Harbor Management Plan.	City Council, Harbor Management Commission, and Harbormaster	Immediate and Ongoing
(9) Ordinance - Low Impact Development: Consider amending the Zoning Ordinance to incorporate Low Impact Development standards to reduce runoff and other pollution from new development or redevelopment and thereby improve coastal resilience to flooding, coastal storms, ocean acidification and other changing environmental conditions.	City Council, Code Enforcement Office, Planning Board, Comprehensive Planning Commission, Harbor Management Commission, and Harbormaster	Long Term and Ongoing
(10) Ordinance – Docks and Piers: Amend pier and dock regulations to minimize the potential negative impacts of a proliferation of these structures in ecologically sensitive areas, or areas where navigation might be impeded or where access below the high tide may be limited by construction of docks or piers, which would impede fishing, fowling, boat landings, skin diving and other rights of access as set in state statutes or court decisions.	City Council, Code Enforcement Office, Planning Board, Comprehensive Planning Commission, Harbor Management Commission, and Harbormaster	Long Term and Ongoing
(11) Ordinance - Shoreland Zoning: Periodically review the Shoreland Zoning Ordinance provisions to suggest amendments to protect the health and vitality of marine resources.	City Council, Code Enforcement Office, Planning Board, Comprehensive Planning Commission, Harbor Management Commission, and Harbormaster	Long Term and Ongoing
(12) Public Landings: Continue to make appropriate improvements to public landings as needed, ---. Where feasible, provide off-street parking improvements to satisfy existing needs at these landings. Acquire property or perpetual use rights to support landing use	City Council, Harbor Management Commission, and Harbormaster	Midterm and Ongoing



Marine Resources: Strategies	Responsible Parties	Timeframe
<p>(13) Water Quality Protection:</p> <ul style="list-style-type: none"> <li>• Continue to work with the Department of Marine Resources regarding impacts on water quality resulting from existing and potential pollution sources.</li> <li>• Identify and mitigate existing pollution resulting from subsurface septic disposal and outfall discharge into coastal waters and vessel septage discharge into harbor waters to reduce pollution and related shellfish closures. Seek resources from state agencies, non-profits and local donations to cover a portion of the costs for new systems.</li> </ul>	<p>City Council, Maine DMR, Maine DEP, Property Owners, Harbor Management Commission, and Harbormaster</p>	<p>Immediate and Ongoing</p>

**Note: Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. Immediate is assigned for strategies to be addressed within two years after the adoption of this Comprehensive Plan, Midterm for strategies to be addressed within five years, and Long Term for strategies to be addressed Within ten years. In addition, ongoing is used for regularly recurring activities.**

THE FOLLOWING TABLE SHOWS STRATEGIES FROM THE CURRENT COMPREHENSIVE PLAN AS ADOPTED IN 2002 AND AMENDED IN 2011 AND 2012. RELEVANT STRATEGIES SHOULD BE RETAINED OR REVISED AND INCLUDED IN THE UPDATED COMPREHENSIVE PLAN.

Harbor/Waterfront/Marine related Strategies			
1	<p>Provide visual and pedestrian access to the harbor through development of a harbor access plan. The harbor access plan should maintain and preserve existing public land that provide visual and pedestrian access and encourage development of areas located between downtown and the harbor with path access and potential restaurant and retail services.</p>	<p>Council, PC, Harbor Commission, Community and Economic Development</p>	<p>Short</p>
2	<p>Allow a broad range of marine-related activities along the shore. Restrict non-marine uses on the immediate shoreline, except as part of larger scale activities extending beyond the shore land.</p>	<p>Comps, CEO, Harbor Commission, Council</p>	<p>Immediate</p>
3	<p>Monitor water depths to keep the U. S. Army Corps of Engineers informed as to the need for maintenance dredging of channels. Encourage public and private dredging to create new channels and mooring basins as needed.</p>	<p>Harbor Master</p>	<p>Ongoing</p>

Harbor/Waterfront/Marine related Strategies			
4	Work with the Maine Department of Transportation and private operators to encourage more water-borne transportation activities.	Manager, Community and Economic Development, Harbor Commission	Short
5	Encourage the construction/installation of additional breakwaters or other protective works to improve protection of mooring areas and shore facilities (combine public and private funding sources).	Engineer, Council, Harbor Commission, Community and Economic Development	Long
6	Plan for expansion and improvement of public waterfront facilities such as the Fish Pier, Middle Pier, and Public Landing as demand increases. Improve boating facilities and dinghy storage at Snow Marine Park and at the Public Landing.	Council, Harbor Commission, Harbor Master	Ongoing
7	Enforce vessel holding tank discharge laws.	Harbor Master	Ongoing
8	As harbor water quality improves, provide limited facilities for swimming at Sandy Beach and/or Snow Marine Park.	Harbor Commission, Parks Commission, Council	Short
9	Develop a shared Rockland Harbor Master Plan with the Town of Owls Head.	Council, Harbor Commission, Harbor Master	Short



# Rockland Harbor Marine Resources and Facilities

