

ATTACHMENT 2

ALTERNATIVES ANALYSIS

Purpose and Need

As mentioned previously, expansion of this marina has been contemplated for well over 10 years and the need for transient dockage has only grown during that time. In fact, according to the Maine Coast Guide (www.maineoastguide.com), “Maine is arguably one of the best cruising grounds in the world. It combines the best of broad ocean passages, magnificent rivers, coastal islands and mountains, and even a fjord. Wildlife abounds, as do safe harbors, and often you can feel as if you are one of only a few lucky souls out there exploring in your own boat.” Additionally, Rockland has become a unique and novel destination for transient boaters in and of itself.

The Safe Harbor Rockland Marina is one of only four (4) commercial marinas located in Rockland offering dockage for transient vessels. While each of these facilities technically offers transient dockage, none of them offer a similar setting and amenities with space for larger boats. Rockland Public Landing is a small municipal marina with limited/basic amenities, The Landings Marina is located in the commercial fishing district, and Journey’s End Marina is a service-oriented boatyard facility. The Safe Harbor Rockland Marina is located outside of the commercial fishing district, has new well-appointed amenities, offers onsite fine dining, and maintains a park-like upland setting that is drastically different from the other facilities.

Based on the above, the need is well established and in 2017 a Boating Infrastructure Grant (administered by USFWS and MDOT) was awarded for the sole purpose of expanding and improving transient dockage at the marina. The grant is active, and the project must be completed by September 2022 before the grant expires. Please note that the initial permitting effort was delayed by dredge material sampling and testing for offshore disposal, but this has since been resolved with beneficial use approval of the dredge material for a gravel pit reclamation.

Alternative Analysis

Alternative 1 – Do Nothing

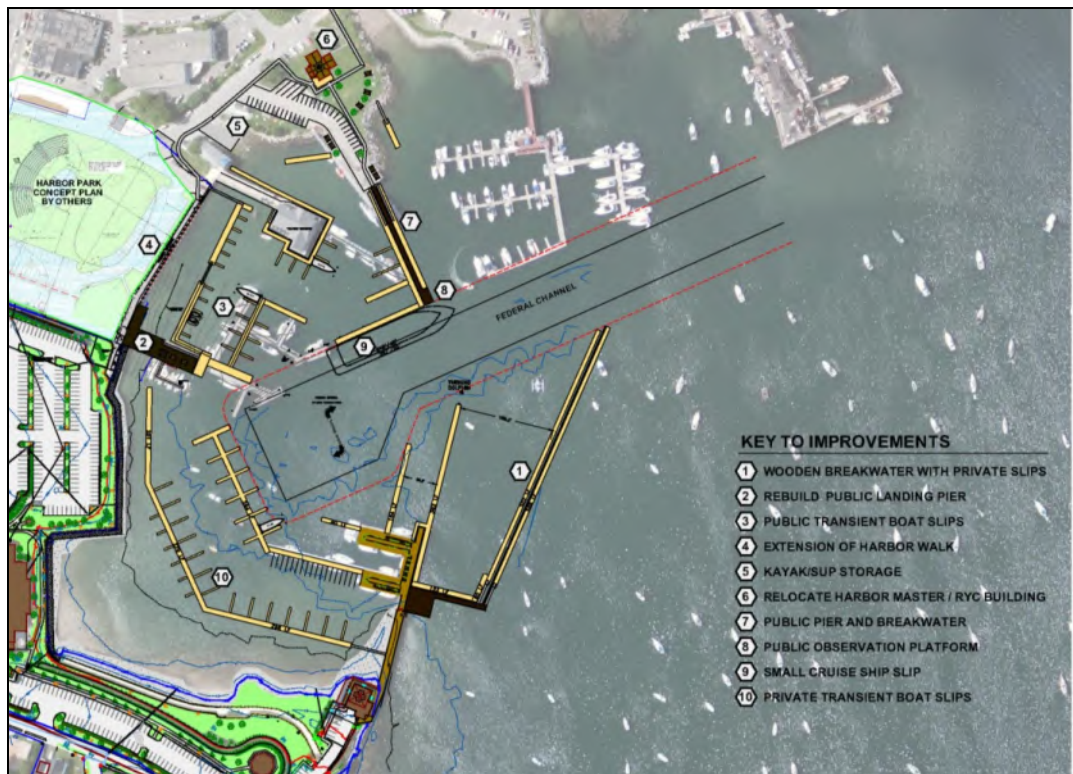
The option to do nothing is unacceptable. Not only would it in the loss of over \$1,000,000 in federal grant funding, but it would also be a missed opportunity for economic growth and viability of the marine related industry in the Rockland area.

Alternative 2 – Pursue Other Sites

As established in the purpose and need summary, this site is well suited to transient boating with the setting and amenities that transient boaters want. Rockland, with its downtown museums, restaurants, and shopping is an ideal stopping point for transient boaters heading to destinations further down east and in the Canadian Maritimes. Since Safe Harbor Marinas owns an existing marina with room to expand, it does not make sense to develop a marina in another location. Starting a new marina in another location would likely prove economically unviable and would also result in more extensive environmental impacts than the expansion of the existing facility.

Alternative 3 – Pursue Larger Project

Early in the planning phase and shortly after obtaining the Boating Infrastructure Grant, the applicant engaged with the City of Rockland, local stake holders, and the public about considering a larger Inner Harbor project. The thought being that the marina expansion could leverage a larger public/private project to help solve inner harbor problems. Below is an image of this overall Inner Harbor plan:



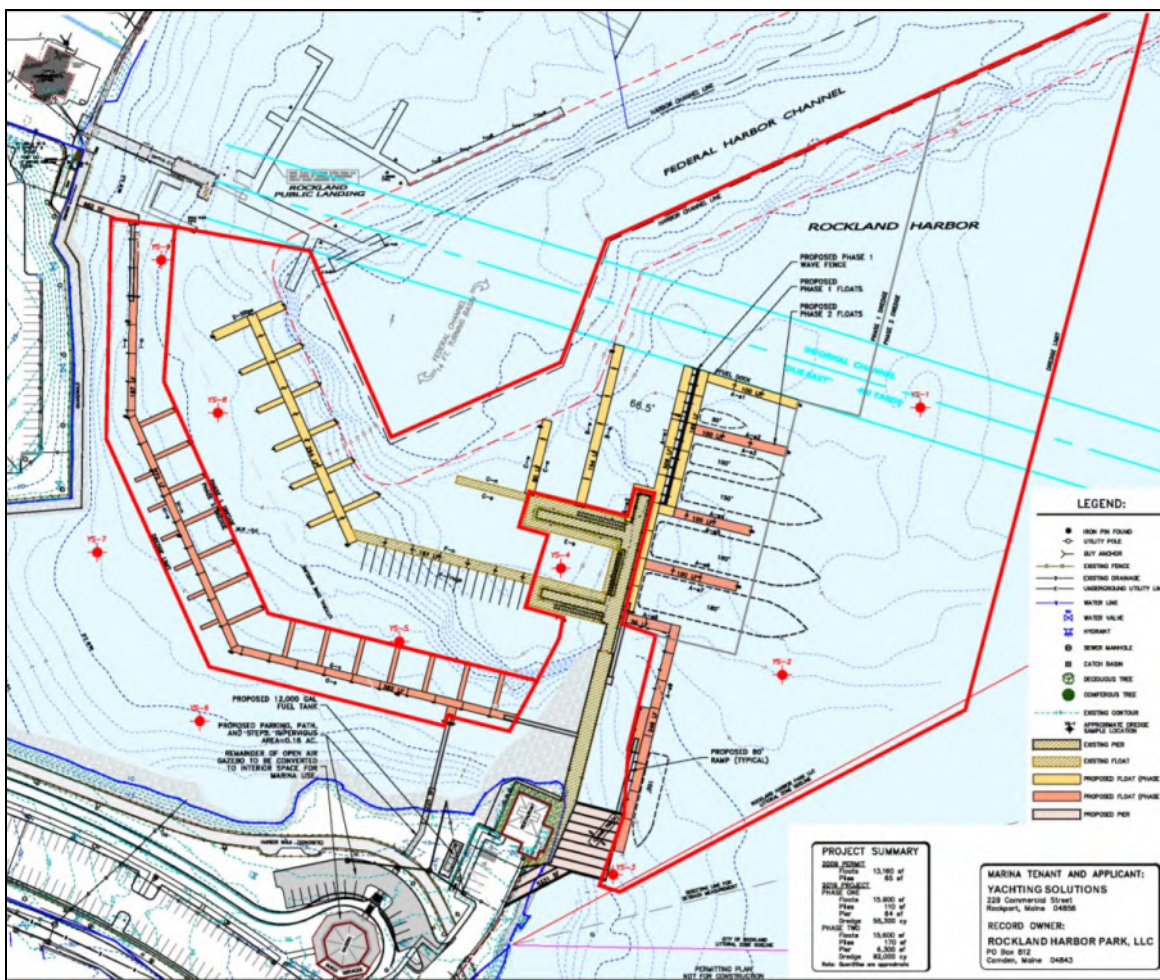
This ambitious plan tried to tackle numerous public problems in addition to providing a substantially larger marina expansion. Unfortunately, it was met with some public opposition concerning impact to views from the breakwater and

broadside boats and relocation of a city channel. Due to this opposition, this marina expansion option was abandoned.

Avoidance and Minimization

Reduce Size of Project

As discussed above, the project size has been reduced to accommodate public sentiment. As a result, the amount of direct and indirect sub-tidal impacts will be significantly reduced. By way of example, below is in image of an earlier concept that shows a much larger dredge area (shown in red) envisioned for the larger Inner Harbor project:



The dredge area shown above is over 11 acres. The current project has minimized the dredge area to approximately 3.0 acres

Minimize View Impact

Prior marina expansion concepts contemplated a wooden, all tide wavebreak (similar to the existing wavebreak) extending further out into the harbor. This arrangement also included accommodation for large vessels docked broadside to the view from Rockland Public Landing. The current arrangement uses wave attenuating floats and allows for boats to be docked with the stern or bow toward the view from Rockland Public Landing, thereby minimizing impact on views. It should also be noted the City docks cruise ships at its facility in a manner that is partially broadside to the view from the Public Landing (see Photo 1).

Reduce Scope of Pier Extension

As is evident in the image above, the scope of landward pier extension originally planned for accommodation of vehicles and a crane truck for servicing boats. This type of use has been eliminated from the scope and the pier extension will now be intended for pedestrian use only. This change represents an approximately 4,000 sf reduction in pier extension and will minimize both direct and indirect impacts in the intertidal zone.

Conclusion

We believe the information above demonstrates that the this thoughtfully designed project has minimized and avoided impacts to the coastal wetlands and responded to public sentiment, while accomplishing the project purpose and need.