



Downtown Waterfront

Conceptual Site Design and Implementation Road Map

June 2022

Funded with assistance from the Maine Coastal Program, using funds from NOAA

REVIEW DRAFT



Planning & Economic Development • Permitting • Project Management

PINNACLE HILL
ENGINEERING



RS LEONARD
Landscape Architecture



LANDMARK CORPORATION
SURVEYORS & ENGINEERS

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Project Summary

Purpose

A compelling vision for City-owned properties on the Downtown Waterfront, and an implementation roadmap for achieving it.

Background

The City of Rockland owns nearly 7 acres of connected properties and more than 1000 feet of shore frontage right in the heart of the downtown.

These properties are well loved by residents and visitors but they are in hard shape. The piers are at the end of their useful life and the parks are often used more for parking than park space. Past planning projects have initiated some great ideas to help make this area the crown jewel of Rockland's waterfront.

Process

An Ad Hoc Advisory Committee, appointed by City Council, undertook a process of publicly accessible meetings, proactive community outreach, stakeholder engagement. Community engagement also included a project website, community survey and public workshops.

A planning grant from the Maine Coastal Program, funded by NOAA, allowed the City to hire consulting team with planning, design, and engineering capabilities (The Musson Group, RS Leonard Landscape Architecture, Landmark Corporation).

The Ad Hoc Committee followed a consensus-building process, starting with shared goals and areas of agreement. The Committee also relied heavily on the good ideas from prior committees.

Results

As a result, the outcome of this project has been a conceptual design that:

- Balances the needs of diverse users and provides waterfront access for all
- Offers more efficient use of space and flexibility to use the space in different ways
- Provides for flexible resilience
- Offers a roadmap with practical considerations and potential funding strategies
- Provides a first step in preliminary engineering: a grading plan for Harbor Park
- Generates momentum for the next steps (via a new grant to fund preliminary engineering for the marine infrastructure)

Report Structure

This summary report is organized in a few different parts:

1. Part 1 provides an illustrated Concept Plan and its elements
2. Part 2 offers a conceptual roadmap for implementation, including a preliminary ballpark estimate of costs, and potential funding sources
3. Part 3 is a conceptual grading plan, the first step in preliminary engineering for the largest part of the landside project area.
4. Part 4 provides an overview of the design considerations

This report also contains an appendix with findings from the community survey, precedent images, and past planning references.

Project Area

- Focus on City owned properties
- Nearly 7 acres
- Over 1000 feet of shore frontage





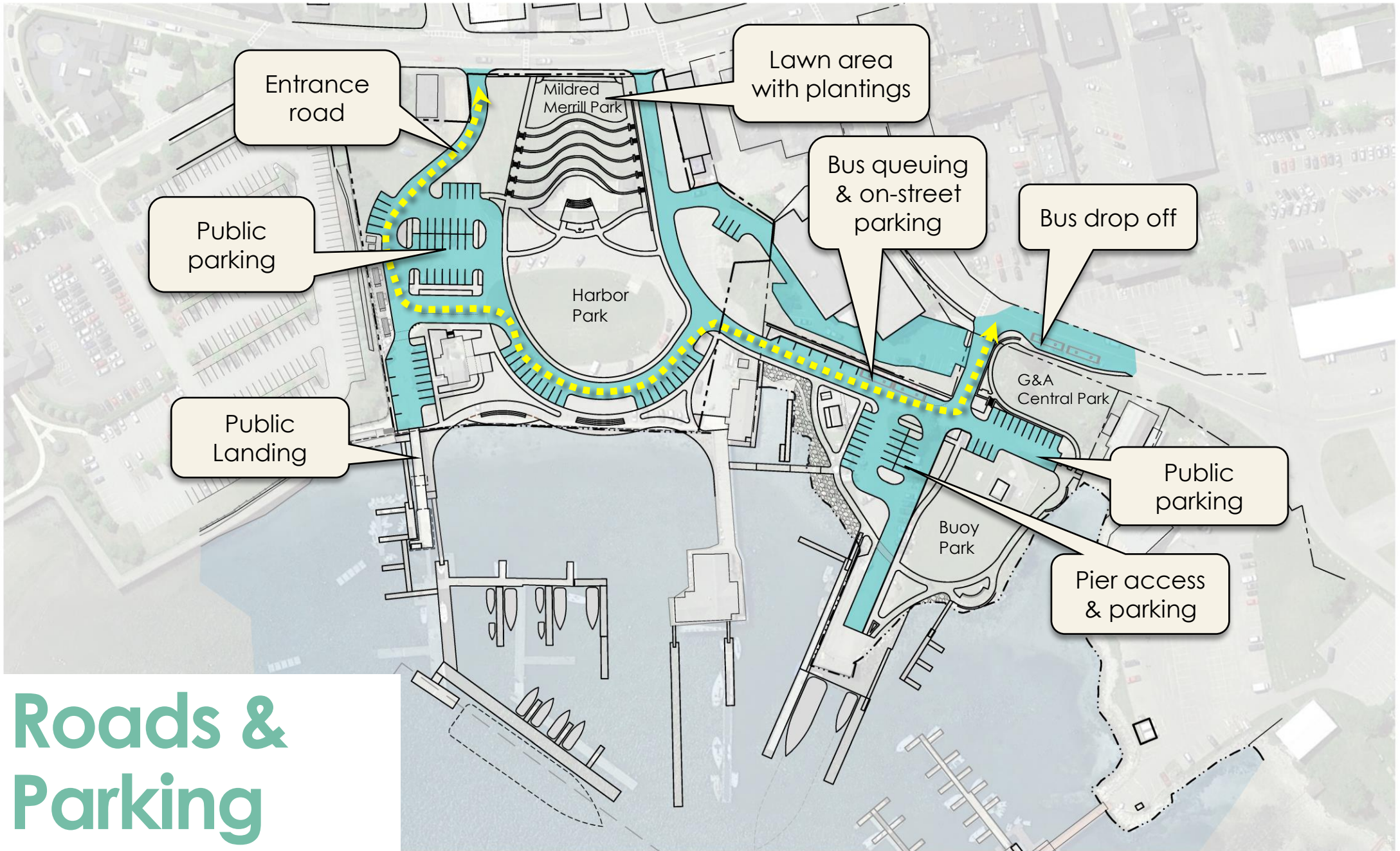
Part 1 – Conceptual Site Design

Concept Plan Overview
Focused Design Goals
Detailed Design Elements
Areas for Further Consideration

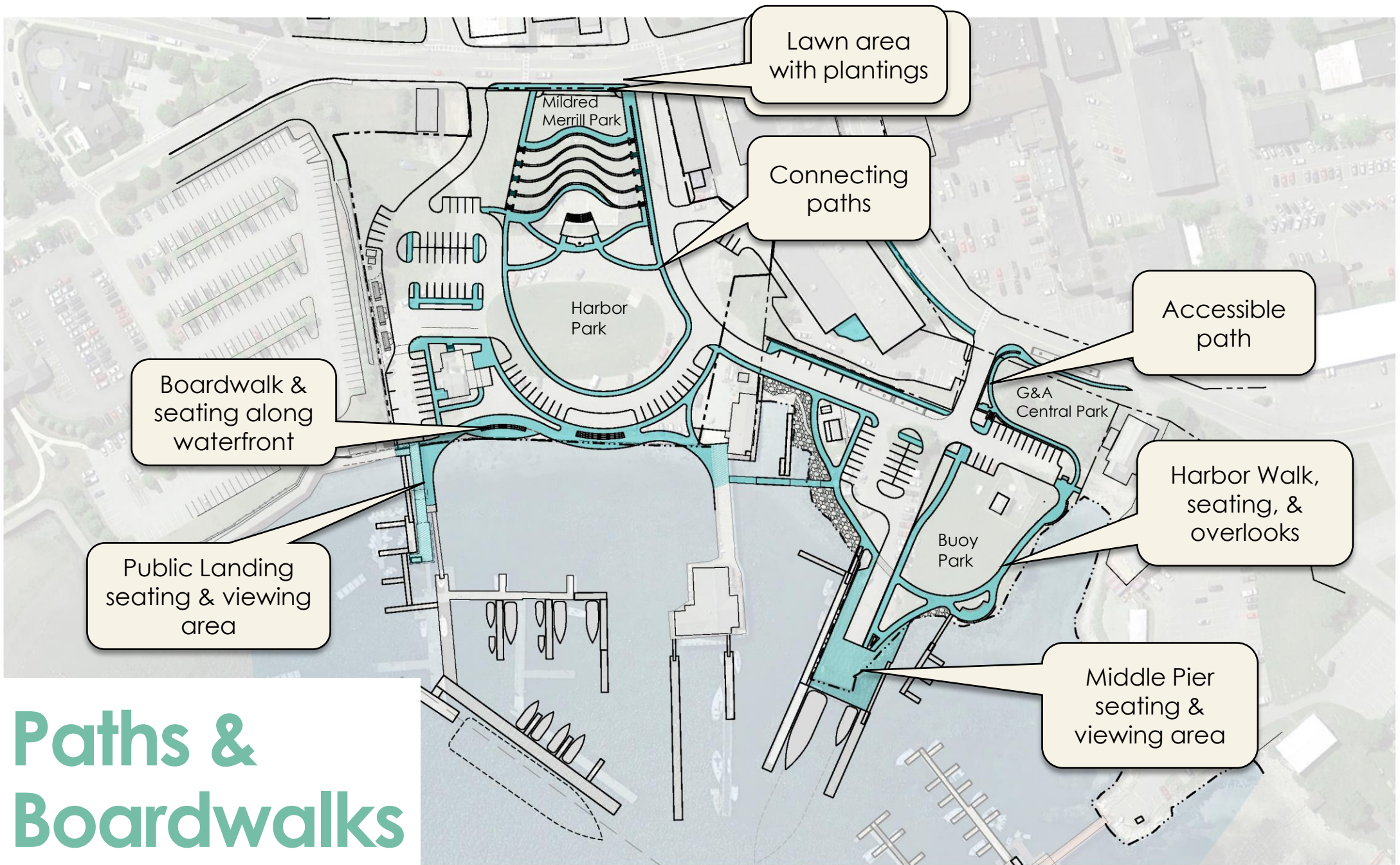


Concept Plan

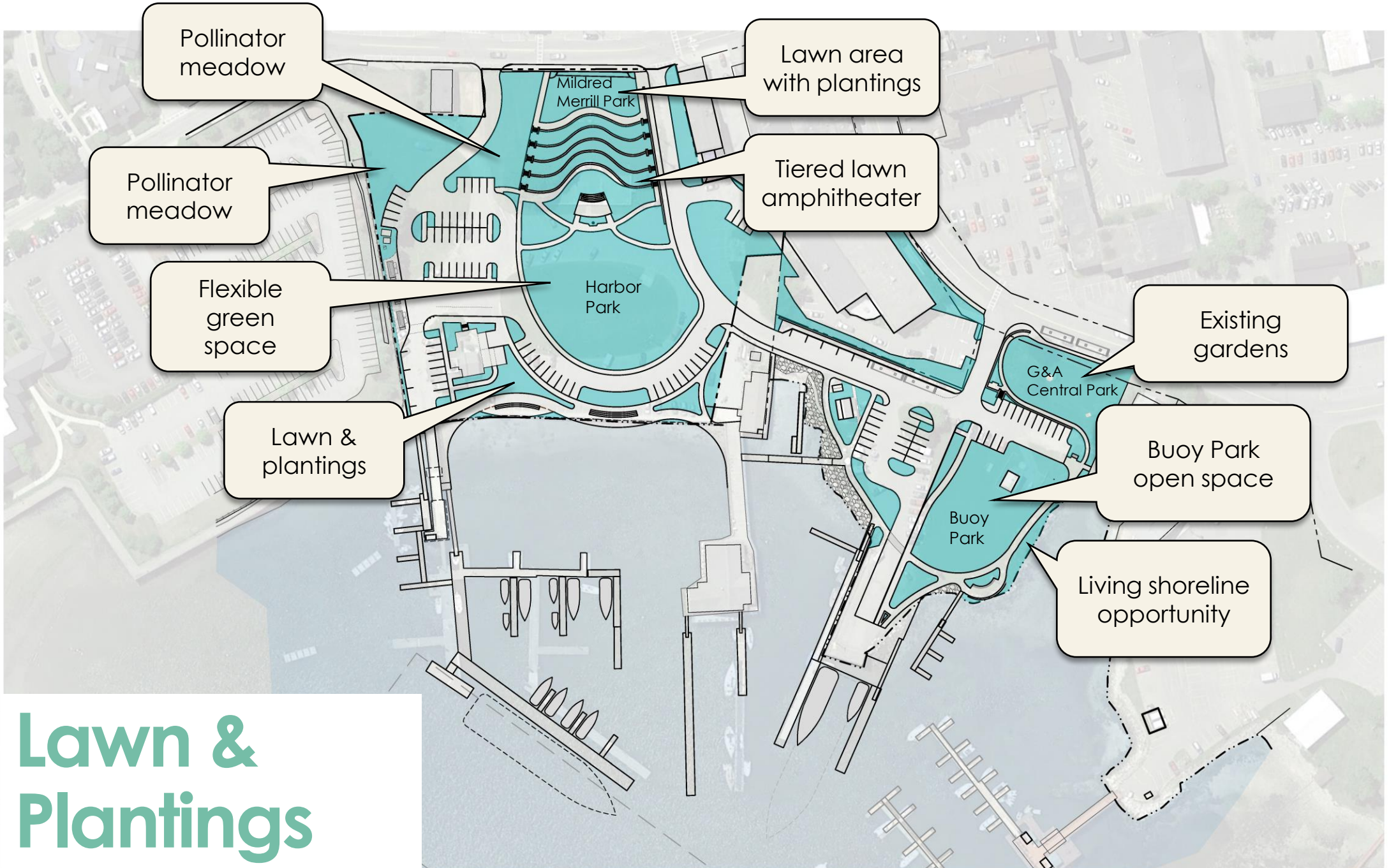
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Roads & Parking



Paths & Boardwalks



Pollinator meadow

Lawn area with plantings

Pollinator meadow

Tiered lawn amphitheater

Flexible green space

Harbor Park

Existing gardens

Lawn & plantings

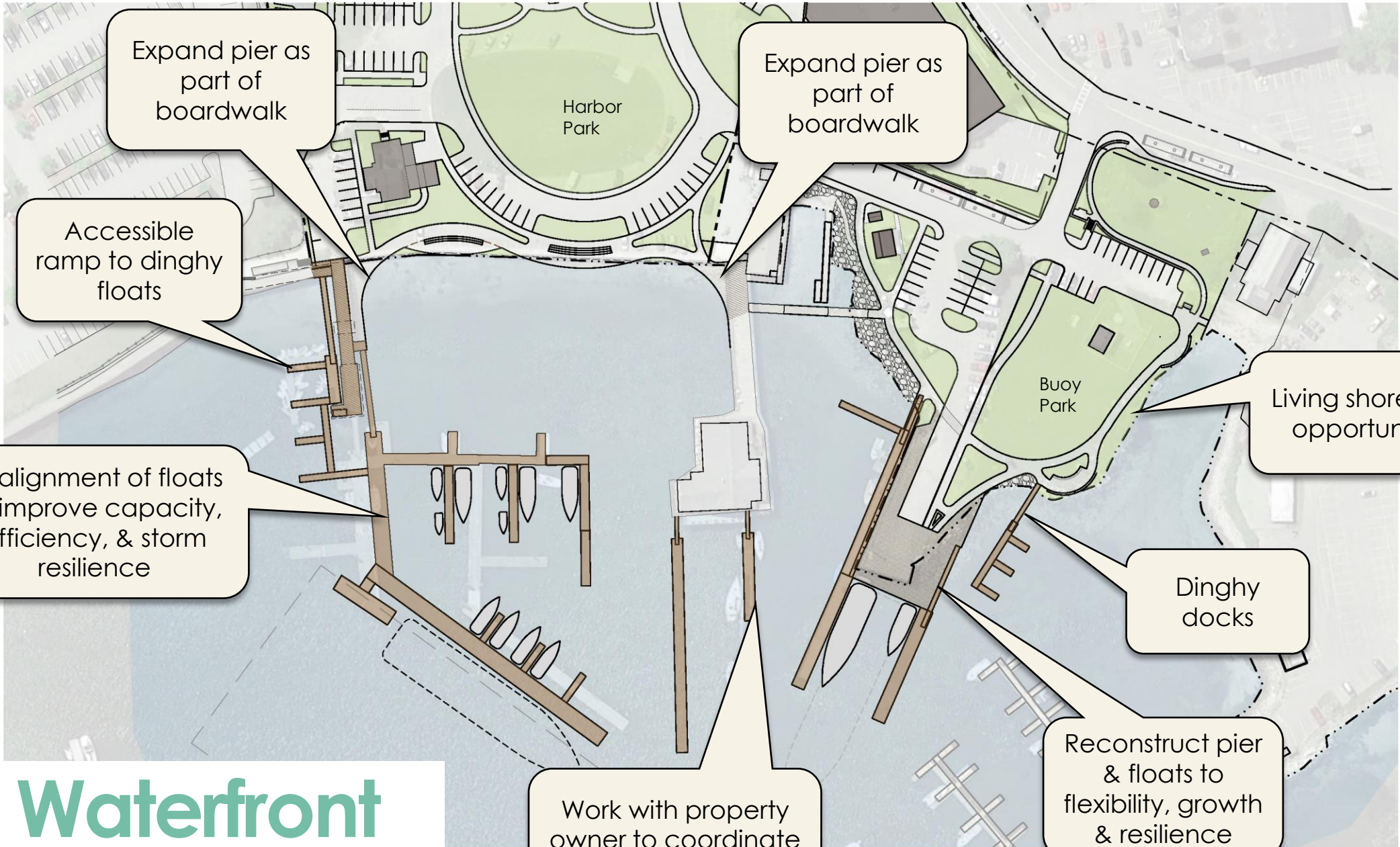
G&A Central Park

Buoy Park open space

Buoy Park

Living shoreline opportunity

Lawn & Plantings



Expand pier as part of boardwalk

Expand pier as part of boardwalk

Accessible ramp to dinghy floats

Realignment of floats to improve capacity, efficiency, & storm resilience

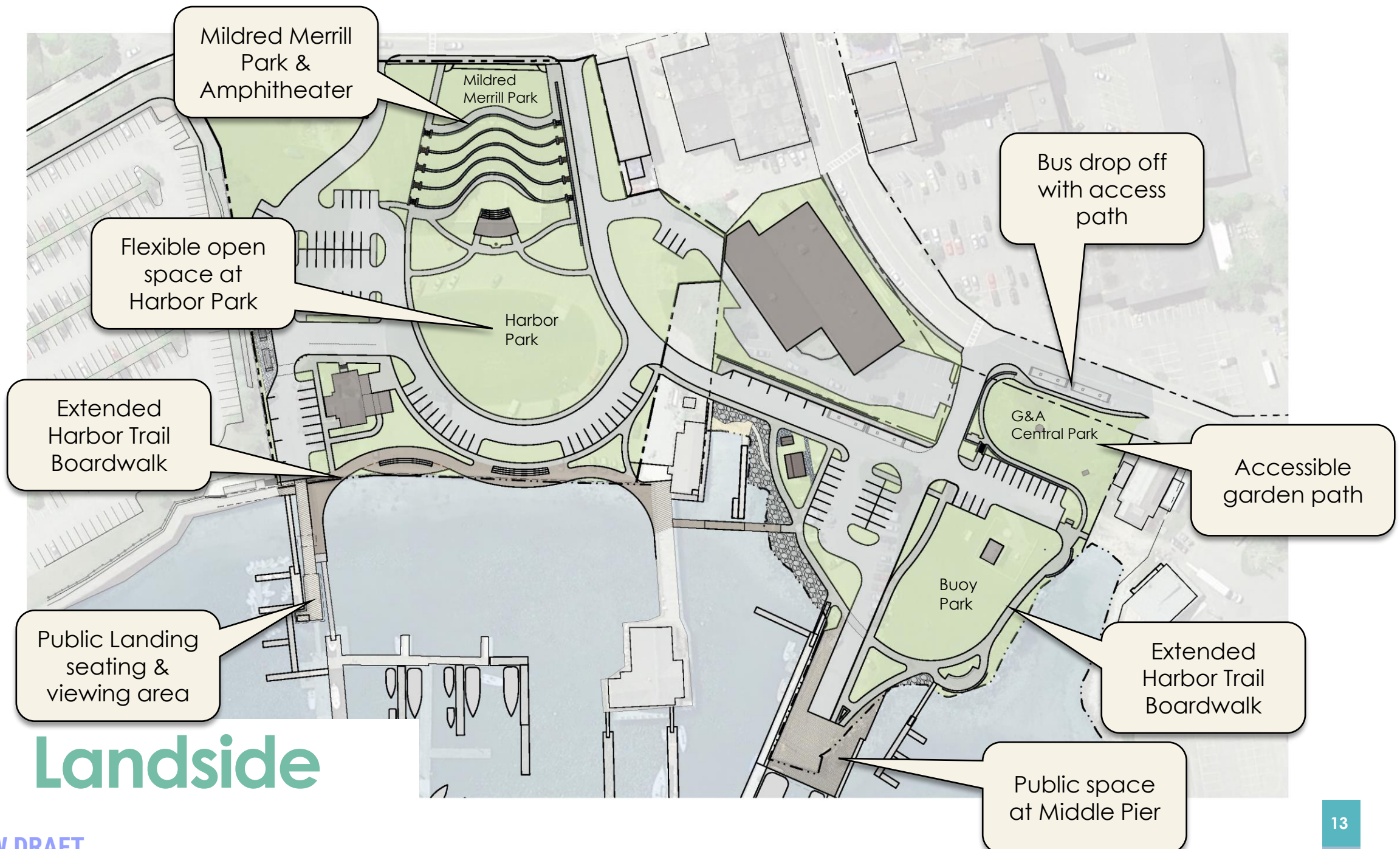
Living shoreline opportunity

Dinghy docks

Reconstruct pier & floats to flexibility, growth & resilience

Work with property owner to coordinate / reconfigure floats

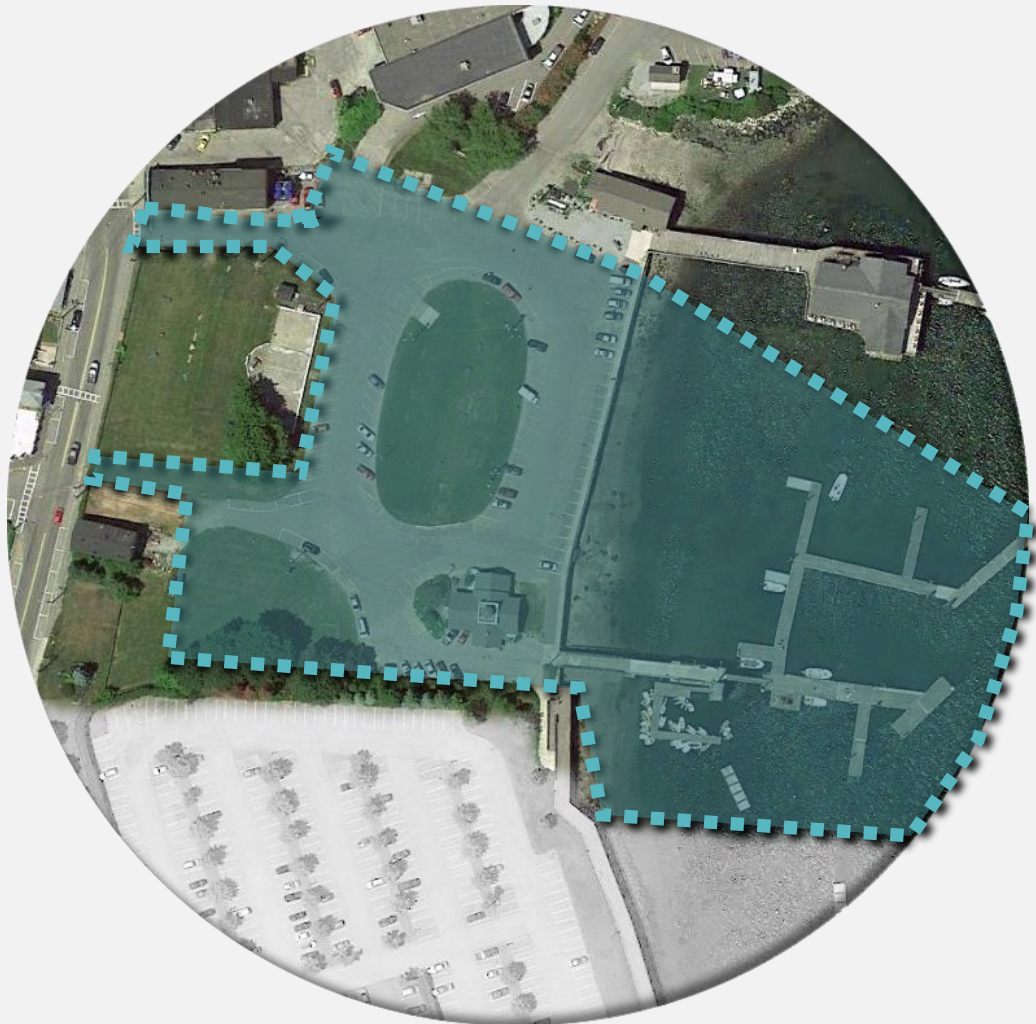
Waterfront



Landside

Focused Design Goals

Public Landing / Harbor Park

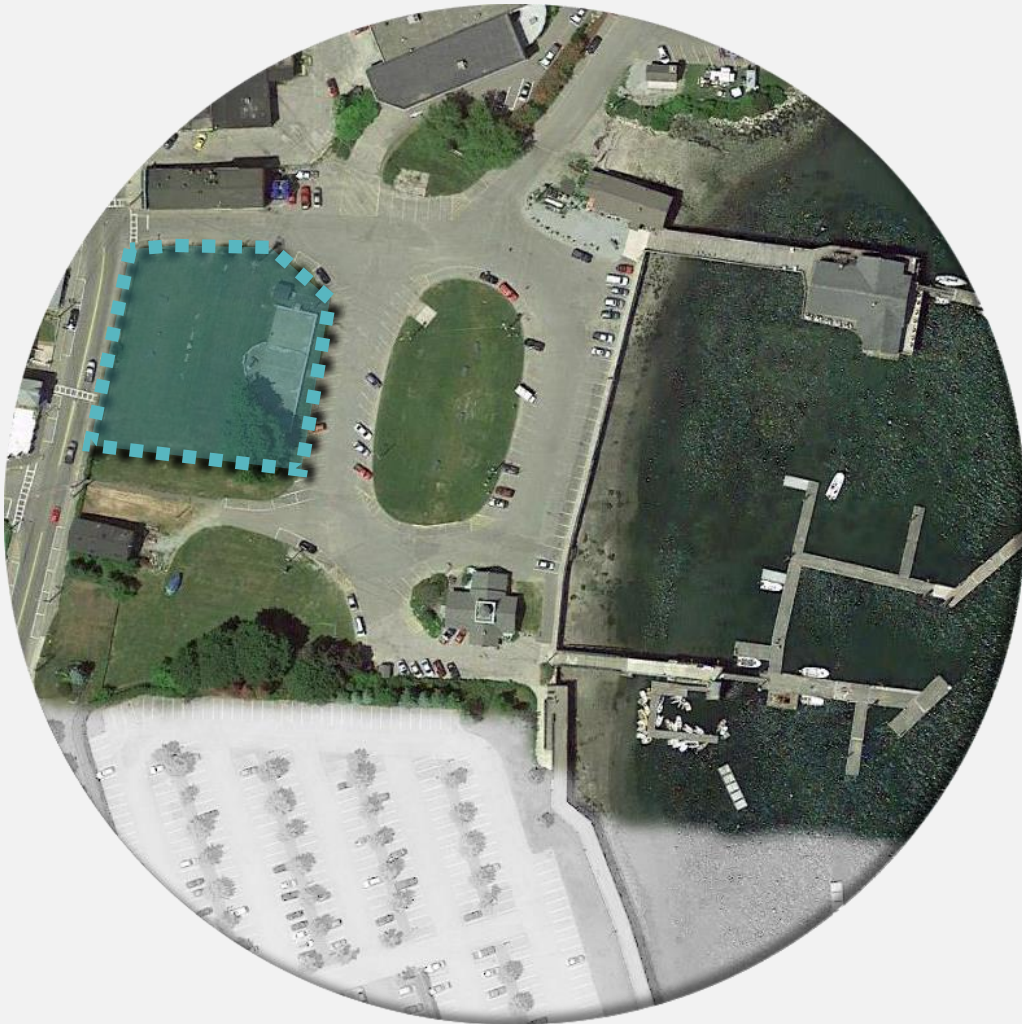


The design goals for the Public Landing and Harbor Park areas focused on resiliency needs, improving the function and level of service of waterfront facilities, and rebalancing park uses and features.

- Rebuild the pier and raise seawall for **resiliency**
- Improve **recreational boating facilities** and services
- Add **dinghy docks and floats** for seasonal and transient boaters and/or expand launch services
- Raise/renovate **Harbor Master/Yacht Club** building and **improve land-side boating services**
- Add **public restrooms**
- Extend **Harbor Trail / boardwalk** through park with seating, viewing areas, and local art
- **Reduce pavement** in Harbor Park; **Add greenspace** while **preserving functionality** for events and festivals

Focused Design Goals

Mildred Merrill Park



The focused design goals for Mildred Merrill Park focused on the redistribution of uses and the integration of new features to improve park function, connectivity, and access.

- Explore/reimagine **Fishermen's Memorial** as a feature along the boardwalk or within the park
- Improve the **connectivity** between Mildred Merrill Park, Main Street, and Harbor Park
- **Widen the Main Street sidewalk** fronting Mildred Merrill Park and **improve pedestrian crossings**
- Improve Mildred Merrill Park to include **accessible overlook and seating**
- Integrate an **amphitheater and stage** into the hillside overlooking the harbor
- Consider future opportunities for **additional park features and activities** at Mildred Merrill Park

Design Elements

Harbor Park / Mildred Merrill Park



Key to Design Elements

1. Mildred Merrill Park / Amphitheater integrated with downtown and improved Main Street sidewalk
2. Tiered lawn / amphitheater incorporated into hillside offering views of harbor and park
3. New Fishermen's Memorial Garden with seating
4. Flexible open space to accommodate small to large activities and events
5. Interconnected pedestrian paths / sidewalks
6. Parking with waterfront views
7. Boardwalk along shore connecting with existing MBNA boardwalk and extending through Harbor Park and Buoy Park.
8. Relocated and upgraded Harbor Master building to include public restrooms and boater services (laundry and showers).
9. Reorganized vehicular circulation, parking, and bus drop off zone
10. Dedicated zone for food trucks
11. New roadway to improve access to Public Landing and shift vehicle activity away from center of Harbor Park
12. Existing road shifted away from Time Out Pub to improve sight lines and to allow regrading to reduce the steepness of the slope

Design Elements

Amphitheater (Mildred Merrill / Harbor Park)

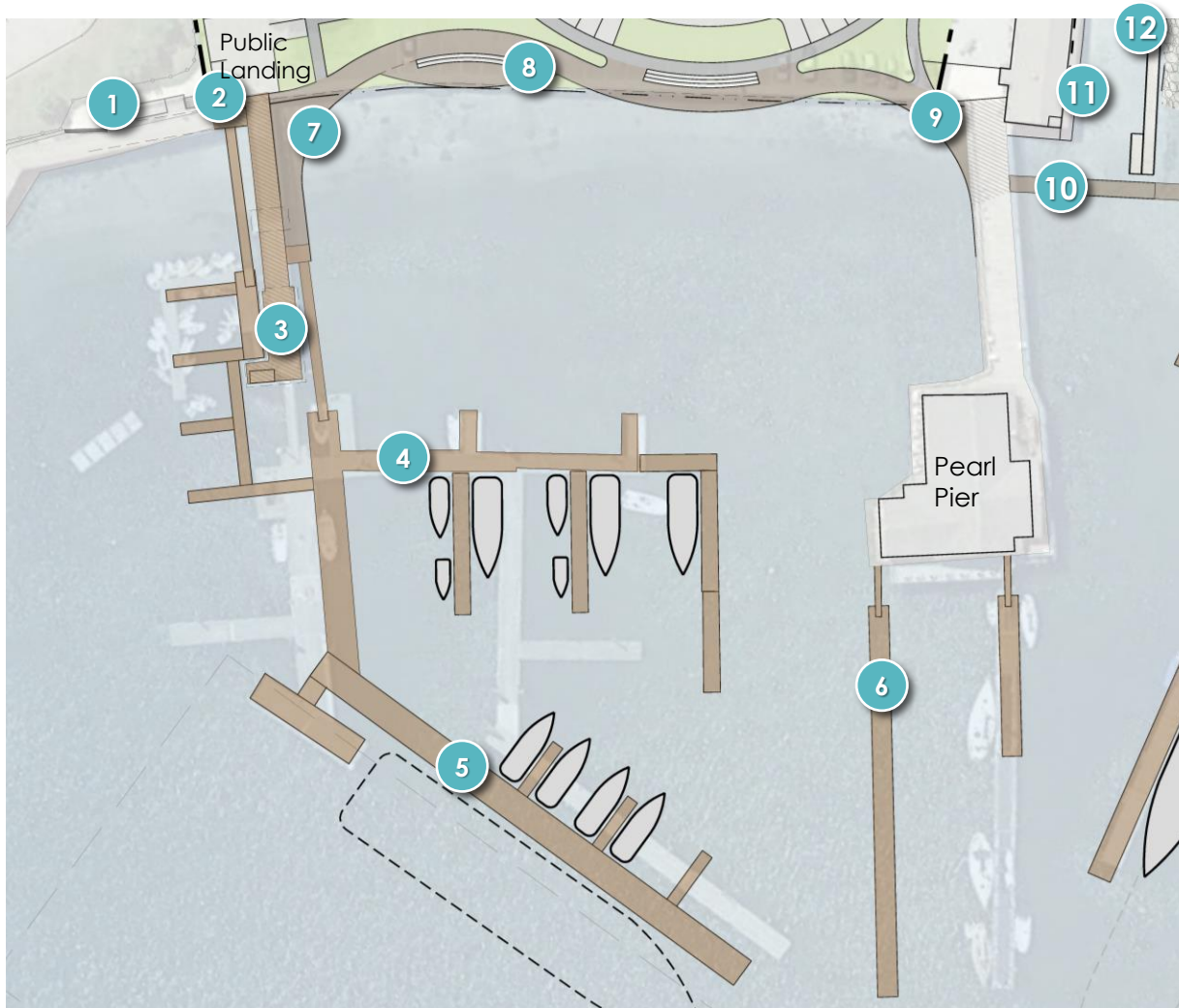


Key to Design Elements

1. Park integrated with downtown and Main Street sidewalk
2. Pedestrian circulation on either side of the proposed amphitheater to improve access
3. Accessible upper walkway with seating and views across Harbor Park
4. Stepped access to amphitheater seating levels
5. Wide terraces defined by granite blocks and lawn for seating and picnics
6. Accessible path and amphitheater seating at lower level
7. Accessible entrance and parking
8. Amphitheater platform / stage setting
9. Relocated and reimagined Fishermen's Memorial garden with seating and views to harbor

Design Elements

Public Landing / Harbor Park Waterfront

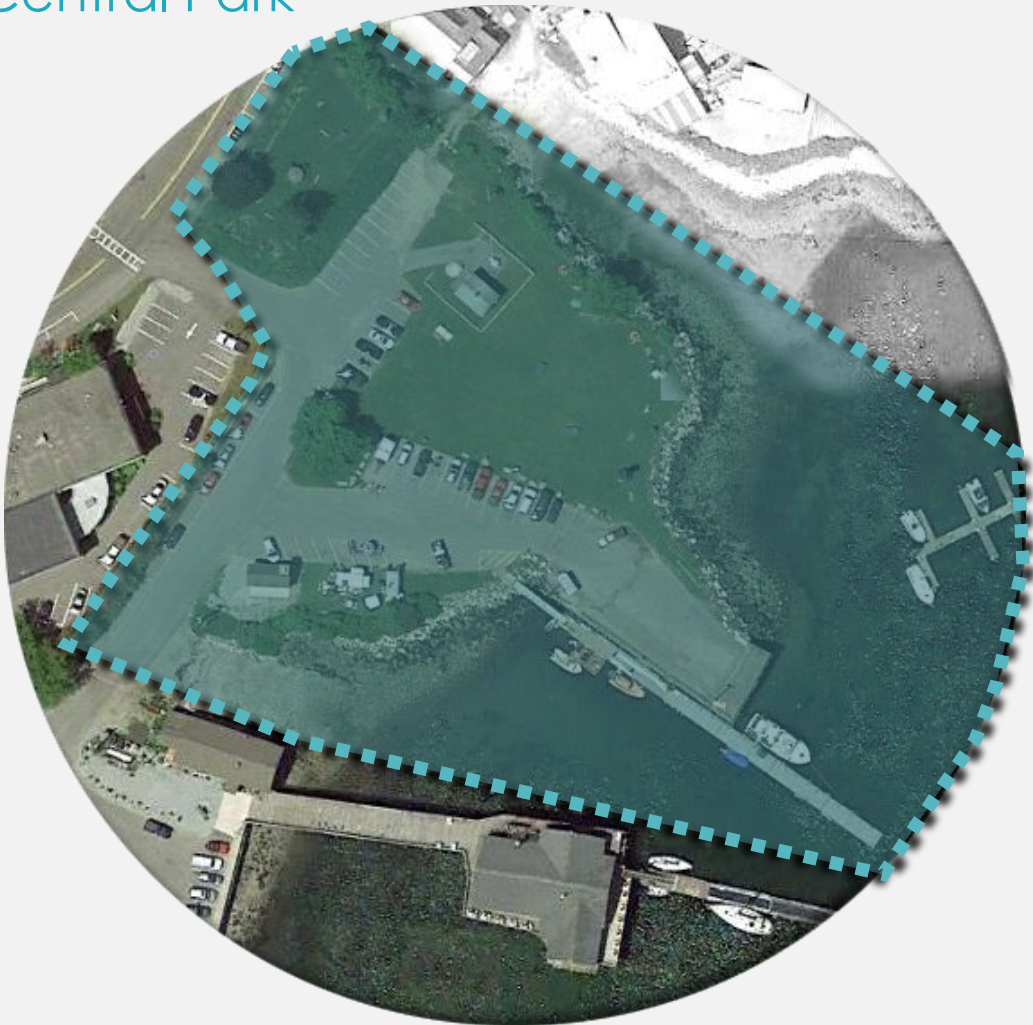


Key to Design Elements

1. New Harbor Trail boardwalk connection to existing MBNA boardwalk
2. New accessible ramp entrance to dinghy docks and floats
3. Rebuilt Public Landing pier raised improve resiliency. Reconfigured ramps create new public seating and viewing area at end of pier
4. Existing ramp to floats reconfigured to improve docking capacity and connectivity; Oriented to mitigate impacts from onshore wind and waves
5. Continued provisions for larger ships and increased landside docking capacity
6. Ramp and float adjustments at Pearl Pier coordinated with property owner to improve float access and docking along the Public Landing-to-Middle Pier waterfront
7. Expanded pier section at Public Landing / Boardwalk with seating and viewing opportunities
8. Boardwalk along and over shore edge with overlooks, seating, and special features (planters, art, etc.)
9. Expanded Pearl Pier with views and seating as part of the Harbor Trail boardwalk
10. Pedestrian bridge between Pearl Pier and Buoy Park
11. Connection / ramp between Eclipse of the Pearl and Police Plaza and kayak launch / beach at Buoy Park
12. New kayak launch ramp at the beach (high tide access)

Design Goals

Middle Pier / Buoy Park / Gilbert & Adams Central Park



The focused design goals for the Middle Pier / Buoy Park / Gilbert & Adams Central Park area focused on resiliency, the reorganization of uses, and addition of features to improve park function, connectivity, and access.

- Rebuild Middle Pier to improve resiliency
- Shift most **commercial boating activity** to Middle Pier
- **Safely balance** commercial waterfront activities and other park uses
- Add **dinghy docks** at Middle Pier to address access to moorings during events
- Improve **beach** area / kayak launch facilities to for resiliency and added recreational value
- Extend **Harbor Trail** / boardwalk through park
- Improve **pedestrian circulation / safety**
- **Reduce pavement / reorganize parking**
- Consider **bus traffic & drop off**

Design Elements

Buoy Park / Gilbert & Adams Central Park



Key to Design Elements

1. New bus drop off along Park Drive to reduce congestion within Buoy Park and to encourage visits to the downtown
2. Accessible path and overlook with pollinator garden connecting Park Drive to Buoy Park
3. Reconfigured public parking to preserve city access to the sewer pump house
4. Trailhead / informational kiosk with Harbor Trail connections
5. Living shoreline stabilization opportunities
6. Overlooks at Buoy Park along the Harbor Trail
7. Public open space / middle pier arrival zone
8. Preserved Buoy Park open space with new paths, seating, and relocated buoys
9. Reorganized public parking to separate visitor / commercial pier uses, reduce congestion, and improve safety
10. Connectivity from Harbor Trail boardwalk / bridge to Buoy Park / Middle Pier
11. Access to improved hand carry launch facilities, storage, and beach area
12. New retaining wall and sidewalk along Police Plaza parking and bus drop off zone

Design Elements

Middle Pier / Buoy Park Waterfront



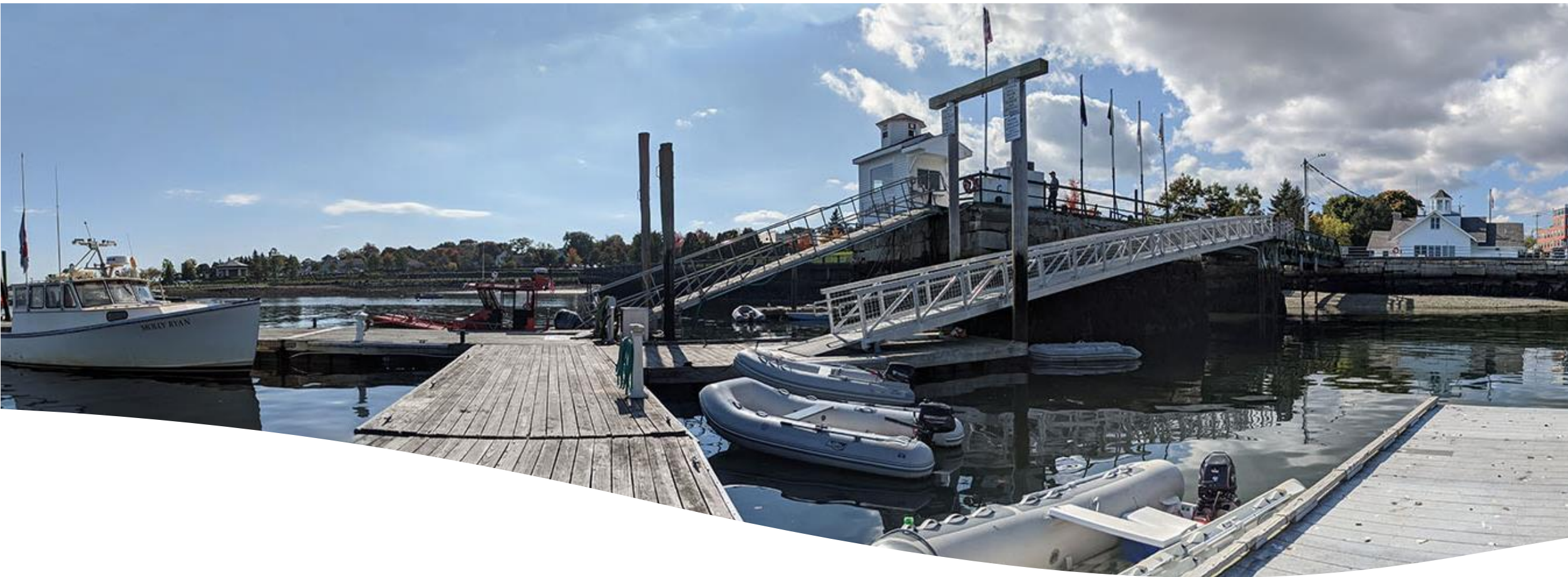
Key to Design Elements

1. Improved beach area with living shoreline elements and new hand carry launch facilities
2. Stabilized side slopes with living shoreline opportunities
3. Pedestrian bridge connection between Pearl Pier and Buoy Park as part of the Harbor Trail extension
4. Middle Pier entrance with access to commercial ramp and pedestrian-oriented public space at Middle Pier
5. Living shoreline stabilization opportunities
6. Paved access for commercial uses at Middle Pier
7. Shared open space at Middle Pier with seating and views of harbor and waterfront activities
8. Additional ramp and floats to expand commercial dockage capacity
9. New dinghy docks to expand capacity and to provide access to moorings during festivals
10. Living shoreline stabilization opportunities

Areas for Further Consideration



- Consider/review user fees to ensure competitiveness
- Continually evaluate opportunities for land acquisition
- Policies regarding bus activity in drop-off zones/idling issues
- Review parking policies – focusing on overnight parking
- Consider uses of the Police Station condo building
- Open the public bathrooms in the Police Station Condo building
- Consider policies to improve launch services to help alleviate limited dinghy dock space
- Create a process focused on Fishermen's Memorial
- Engineering and landscaping to maintain seamless transitions between abutting properties
- Continue to refine site layout for flexibility and festival needs
- amphitheater designs that include granite rather than cement,
- Refine path at Gilbert Adams/Central Park for accessibility and for pollinator gardens
- Future float orientation for Middle Pier that works for all
- Continue to evaluate alternative surface materials for parking areas



Part 2 – Road Map

Road Map Breakdown
Cost Estimates
Sources of Funding

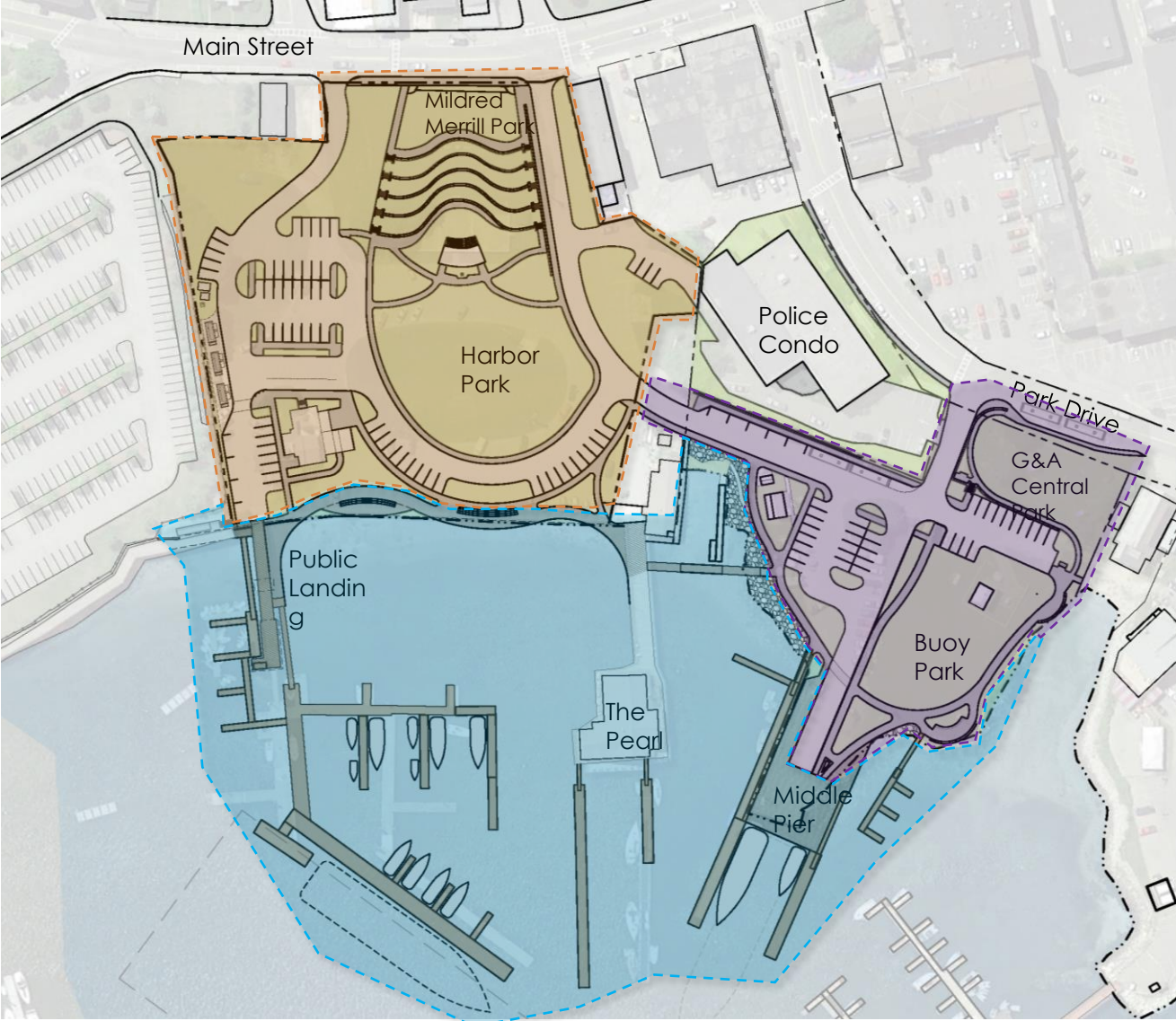
Road Map

Roadmap Project Areas

The Downtown Waterfront Redevelopment Plan will be most successful when thought of as a comprehensive project (logistics, time of disturbance, etc.). However, given the right opportunities it could be accomplished in smaller stages. This roadmap provides a high-level look at the various components of the project. While there are some project elements that are sequential in nature, there are also some that could be implemented independently.

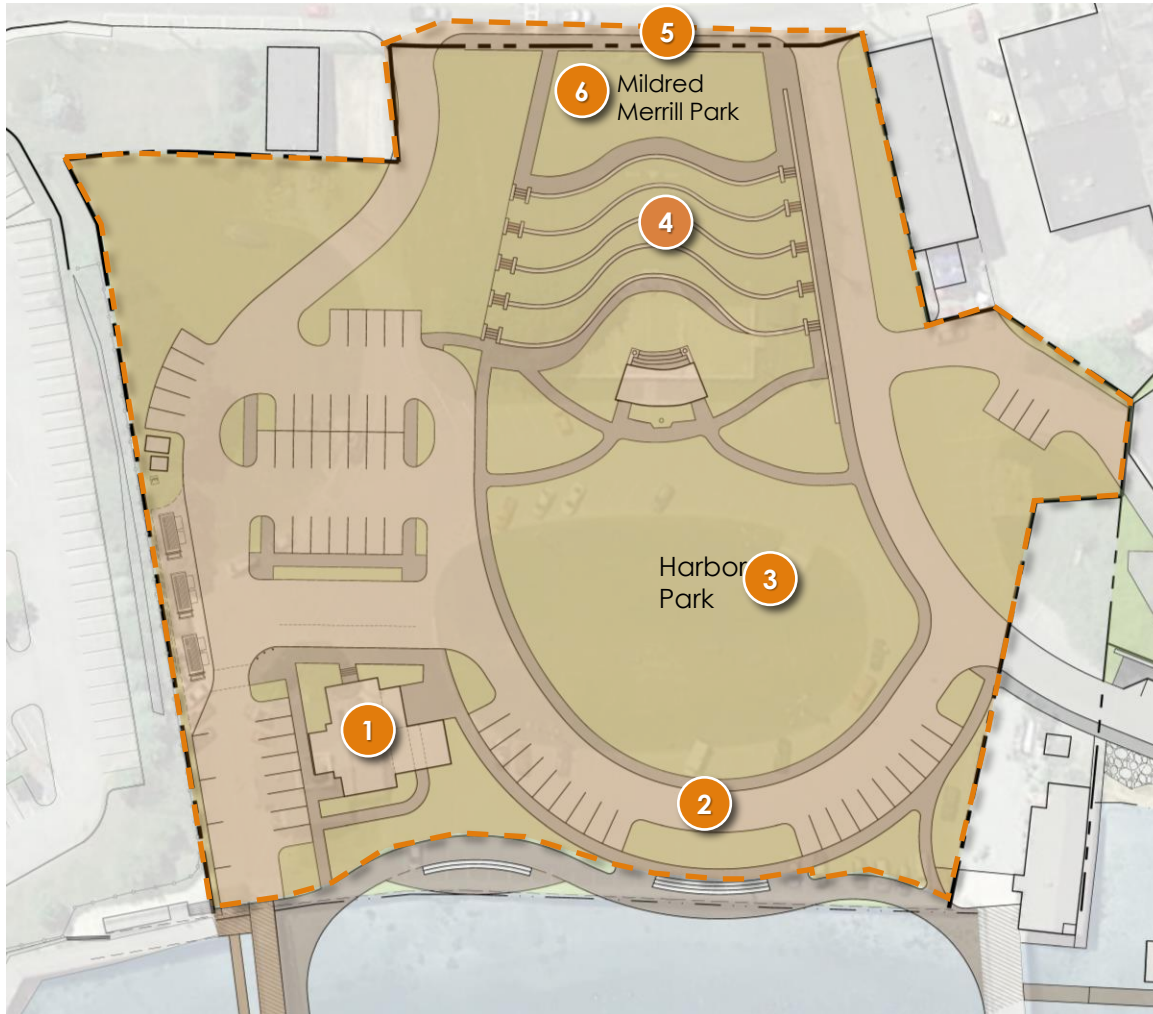
Key – Project Areas

- Project Area #A**
Harbor Park / Mildred Merrill Park
- Project Area #B**
Buoy Park / Gilbert & Adams Central Park
- Project Area #C**
Marine & Waterside Improvements
(Public Landing / Boardwalk / Middle Pier)



Project Area #A

Harbor Park / Mildred Merrill Park



- **Component 1 - Harbor Master Building**

- Description: Relocation of original building, demolition of additions, utilities, repair and additions to include shower, laundry, and public restroom facilities
- Preliminary Budget Estimate: \$490,000 including soft costs

- **Component 2 – Harbor Park Infrastructure & Utilities**

- Description: Site work including demolition, fill, earthwork, stormwater and utilities, roadways, and parking
- Preliminary Budget Estimate: \$1.4m including soft costs

- **Component 3 – Harbor Park Improvements**

- Description: Site improvements including sidewalks, lighting, signage, furnishings, loam, seeding, and plantings
- Preliminary Budget Estimate: \$300,000 including soft costs

- **Component 4 – Amphitheater / Memorial Garden**

- Description: Construction of a new amphitheater and stage, Fishermen's Memorial Garden, walks, walls, signage, and plantings
- Preliminary Budget Estimate: \$1.02m including soft costs

- **Component 5 – Main Street Sidewalk**

- Description: Widening / improvement of Main Street sidewalk along park frontage to include pavers, existing lighting, crossings.
- Preliminary Budget Estimate: \$60,000 including soft costs

- **Component 6 – Mildred Merrill Park Improvements** (future, TBD)

- Description: Addition of features / improvements at Mildred Merrill Park to be determined at a future date.
- Preliminary Budget Estimate: \$200,000 (placeholder)

Project Area #B

Buoy Park / Gilbert & Adams Central Park



- **Component 1 – Buoy Park Infrastructure & Utilities**

- Description: Site work including demolition, fill, earthwork, stormwater and utilities, roadways, and parking
- Preliminary Budget Estimate: \$890,000 including soft costs

- **Component 2 – Buoy Park Improvements**

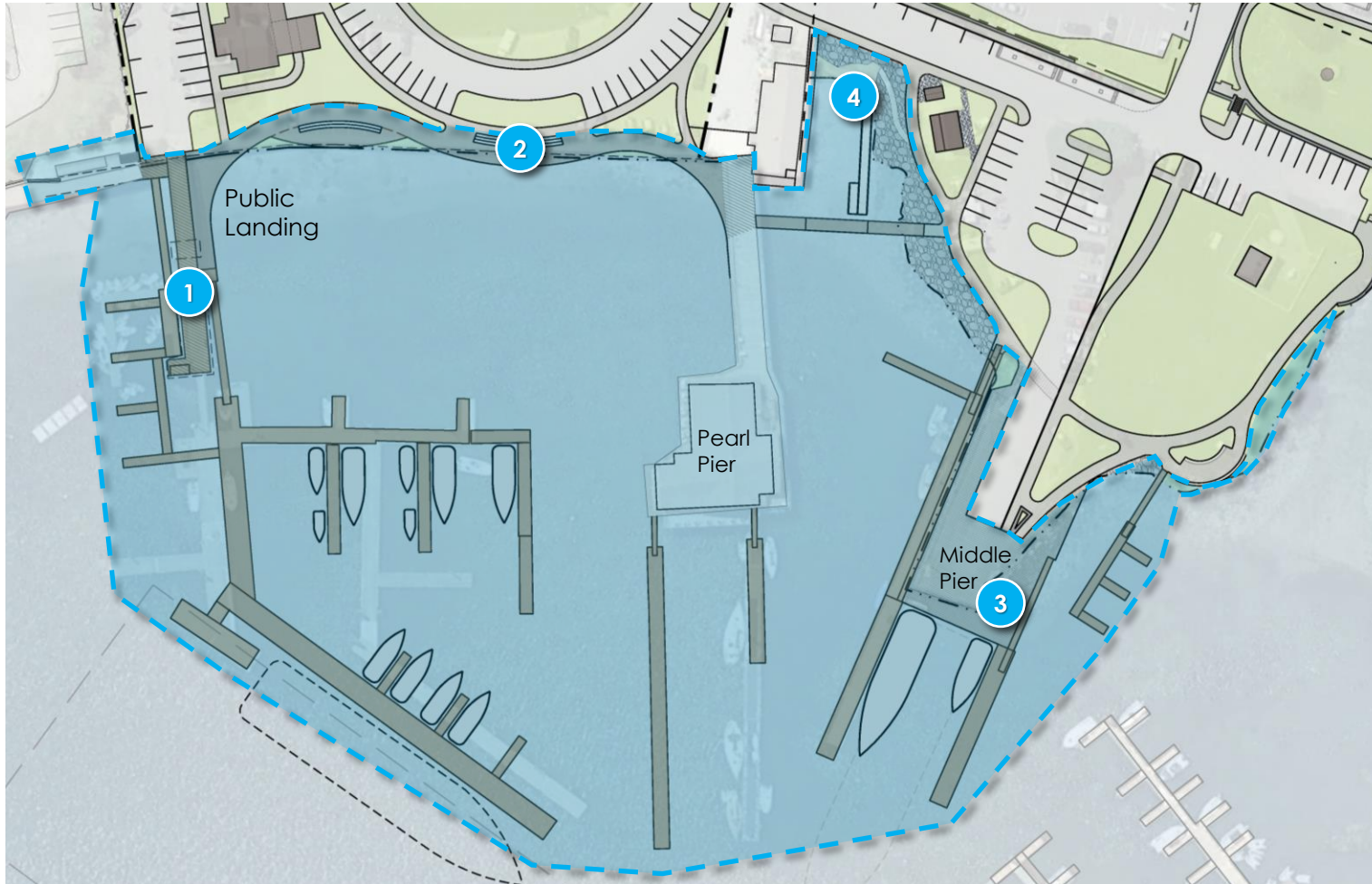
- Description: Site improvements including Boardwalk and walks, overlooks, lighting, signage, furnishings, loam, seeding, and plantings
- Preliminary Budget Estimate: \$450,000 including soft costs

- **Component 3 – Park Drive to Buoy Park Access Path**

- Description: Construction of a new access path and overlook linking Park Drive / Gilbert & Adams Central Park to Buoy Park
- Preliminary Budget Estimate: \$490,000 including soft costs

Project Area #C

Marine & Waterside Improvements



- **Component 1 – Public Landing**

- Description: Reconstruction of pier, accessible ramp, utilities, reconfiguration of floats
- Preliminary Budget Estimate: \$6.3m including soft costs

- **Component 2 – Harbor Park Boardwalk**

- Description: Construction of boardwalk and seawall including paving, railings, overlooks, Pearl Pier modifications, signage, landscape, living shoreline, and furnishings
- Preliminary Budget Estimate : \$420,000 including soft costs

- **Component 3 – Middle Pier**

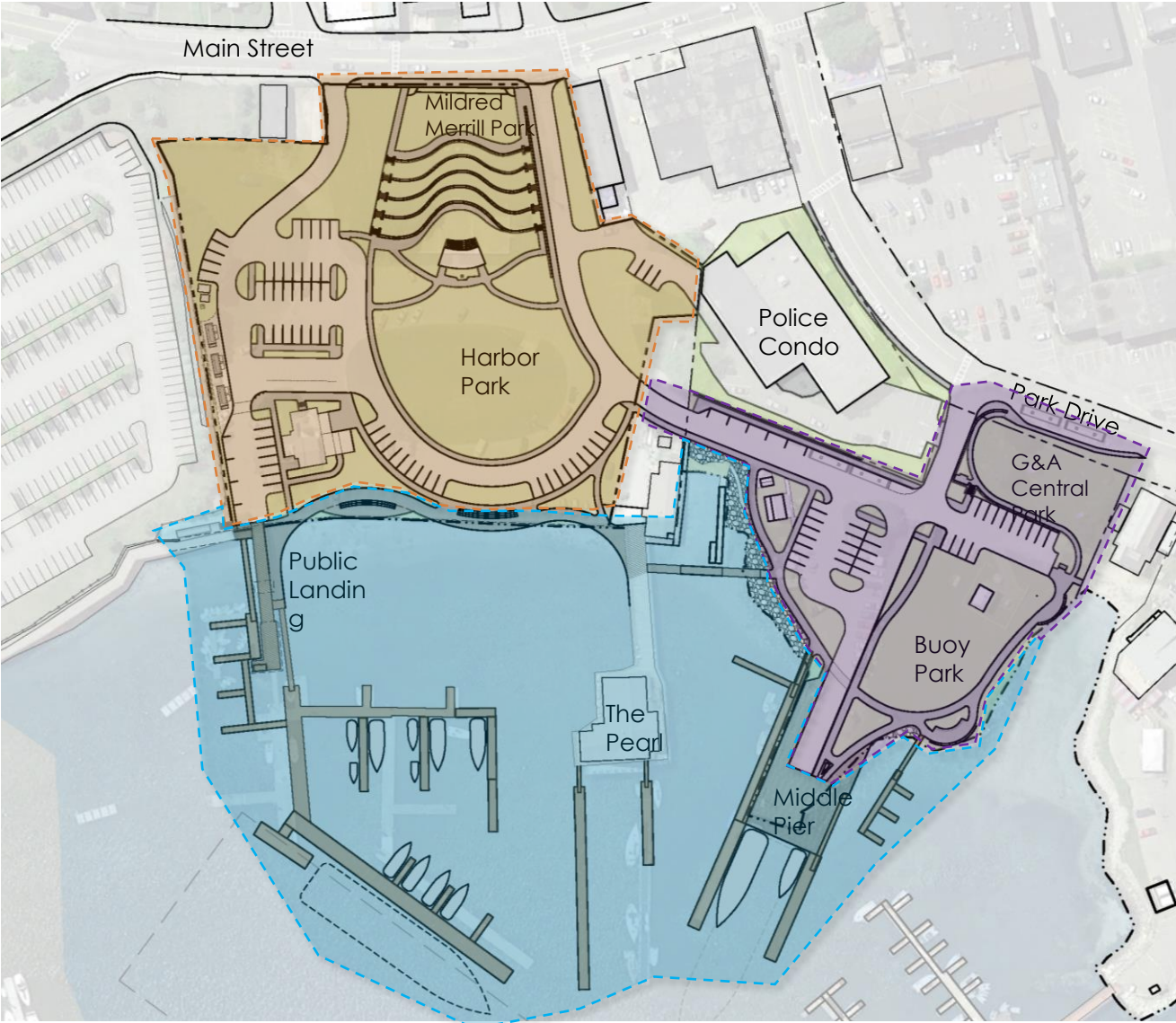
- Description: Reconstruction of Middle Pier, including demolition, earthwork, utilities, drainage, stabilization, living shoreline, decking, and railings
- Preliminary Budget Estimate : \$2.23m including soft costs

- **Component 4 – Beach Stabilization & Access**

- Description: Stabilization of the beach area slopes, including living shoreline elements, and path construction
- Preliminary Budget Estimate : \$200,000 including soft costs

Permitting Overview

This project requires permitting from federal, state, and local agencies/boards. All required environmental permitting for the project has been applied for and approved. The Town will issue a building permit prior to construction. See summary table of required permits below.



Agency	Permit
US Army Corp of Engineers	Maine General Permit
Maine Department of Environmental Protection	Individual NRPA
Maine Bureau of Submerged Lands	Submerged Lands Lease
City of Rockland(Planning Board)	Land Use Approval
City of Rockland(Code Enforcement)	Building Permit

Sources of Funding

Funding Source	Description	Funding	Deadline	Contact
<p><u>Small Harbor Improvement Program (SHIP)</u> Agency: MaineDOT</p>	<ul style="list-style-type: none"> Promote economic development and improve commercial fishing opportunities; maintain and create public marine infrastructure, improve public access <u>Typical projects:</u> public wharves, boat ramps, piers, landings, hoist systems, boat ramps, gangways, stairwells to clam flats, piling replacements 	Up to \$250,000	Rolling admission	Matt Burns: 207-624-3409 matthew.burns@maine.gov
<p><u>Boating Infrastructure Grant Program (BIG)</u> Agency: MaineDOT through funding from U.S. Fish and Wildlife Service (USFWS)</p>	<ul style="list-style-type: none"> Support improvements for public and private boating facilities involving construction, renovations, and maintenance for tie-up facilities with features for 26 feet or larger recreational transient boats <u>Typical projects:</u> floating docks, dockside utilities, day-docks, retaining walls, restrooms and showers, transient slips, and marine fueling stations 	<p><u>Tier 1 grants:</u> Possibly competitive statewide</p> <p><u>Tier 2 grants:</u> Nationally competitive</p> <p>75 percent of the total allowable cost up to \$1.5 million with possible matching contributions from a third party¹</p>	Annual funding notices are usually sent out in the summer with application deadlines in the fall	Matt Burns: 207-624-3409 matthew.burns@maine.gov
<p><u>State Economic & Infrastructure Development Investment Program (SEID)</u> Agency: <u>Northern Border Regional Commission</u></p>	<ul style="list-style-type: none"> Alleviate economic distress and to save/create job opportunities in 36 county regions (includes 12 Maine counties) <u>Typical Projects:</u> public transportation, workforce development, climate resiliency planning, public infrastructure, resource conservation, tourism and recreation 	<p><u>Infrastructure:</u> Maximum \$1M</p> <p><u>Non-infrastructure:</u> Maximum \$350,000</p> <p><u>Matching Requirement:</u> 80% matching grant with federal funds</p> <p><u>Percent of match:</u>² Hancock and Knox: 50% The ten remaining NBRC eligible counties: 20%</p>	Letters of Interest due in Spring SEID Applications due: Summer	<p>Maine Contact: Charlotte Mace (207) 624-7448</p> <p>NBRC's Program Director: Andrea Smith asmith@nbrc.gov</p>

Sources of Funding

Funding Source	Description	Funding	Deadline	Contact
<p><u>Boat Holding Tank Pumpout Program</u> Agency: Maine DEP</p>	<ul style="list-style-type: none"> o Ensure boaters have the necessary facilities to appropriately dispose of their boats' sewage o <u>Typical Projects:</u> Pumpout system design, holding tank equipment, labor and materials, and sewer connection fees, waste disposal fees, electricity, personnel, and system repairs 	<p><u>Pumpout system installation:</u> 90% for municipal grants</p> <p><u>Operations and maintenance:</u> 90% for municipal grants</p>	<p>No set deadline and the grant program is non-competitive</p> <p>Applications available upon request</p>	<p><u>Pam Parker: 207-485-3038</u> <u>pamela.d.parker@maine.gov</u></p>
<p><u>Recreational Trail Program (RTP)</u> Agency: Maine Department of Agriculture, Conservation and Forestry</p>	<ul style="list-style-type: none"> o <u>Typical Projects:</u> Maintenance and rehabilitation of recreational trails, new construction of recreational trails either motorized and non-motorized, and trailhead facilities, and acquisition of easements 	<p><u>Safety and Environmental Protection grants:</u> up to \$5,000.00</p> <p><u>Development, Acquisition and/or Combined grants:</u></p> <p>1) not to exceed \$50,000.00 *Subject to funding level</p> <p>2) Large Scale Projects (motorized, non-motorized, and diverse) award up to \$120,000.00 per funding stream</p> <p>Development grants - 80% of the overall project costs; Acquisition grants - 50% of the total costs</p> <p><u>Matching Requirements:</u> At least 20% of the total costs; 50% for acquisition projects</p>	<p>Deadline: Late September</p>	<p>Douglas S. Beck (207) 624-6090 Doug.Beck@Maine.gov</p>

Sources of Funding

Funding Source	Description	Funding	Deadline	Contact
<p><u>Land and Water Conservation Fund (LWCF)</u> Agency: Maine Department of Agriculture, Conservation and Forestry, Bureau of Parks and Land</p>	<ul style="list-style-type: none"> o Assist in the acquisition and/or development of public outdoor recreation facilities o <u>Typical Projects:</u> facilities supporting activities such as sailing and marinas, and supporting structures including parking lots, docks, and berthing 	<p><u>Acquisition and development projects:</u> Provide up to 50% of eligible project costs</p>	<p>Pre-approval site inspection request deadline: late December</p> <p>Deadline typically early summer (June)</p>	<p>Douglas Beck: Phone: (207) 624-6090 Email: Doug.Beck@maine.gov</p>
<p><u>Shore and Harbor Technical Assistance Grant (SHTAG)/Coastal Communities Grant (CCG)</u> Agency: Maine Department of Agriculture, Conservation and Forestry, Maine Coastal Program</p>	<ul style="list-style-type: none"> o <u>Typical projects:</u> waterfront development plans, harbor and mooring areas, planning studies for public and working access, development of plans and designs for harbor improvements, and identification of pollution sources and key island transportation assets 	<p>Maximum award of \$30,000, while the Coastal Communities have a maximum award of \$50,000. There is a 25% local non-federal cash or local in-kind match</p>	<p>Deadline: May with grant awards in June</p>	<p><u>Coastal Community Grants:</u> 287-2851 <u>Shore and Harbor Planning:</u> Melissa Anson: 592-5689</p>
<p><u>Public Works Program¹</u> Agency: <u>Economic Development Administration</u></p>	<ul style="list-style-type: none"> o Helps to create jobs, leverage, private investment, and encourage economic development o <u>Typical projects:</u> traditional public work projects, water and sewer improvements, and expansion of port and harbor facilities 	<p>The minimum award amount: \$100,000</p>	<p>No submission deadlines; accepted on a rolling basis</p>	<p><u>Maine Economic Development Directory link:</u></p> <p><u>State Government Office:</u> Maine Department of Economic and community Development: (207) 624-9800</p>
<p><u>Project Canopy Assistance Grants</u> Agency: Department of Agriculture, Conservation, and Forestry's Maine Forest Service</p>	<ul style="list-style-type: none"> o Supports and develops community forestry projects and programs o <u>Typical Planning and Education projects:</u> sustainable community forest management, awareness efforts o <u>Typical Planting and Maintenance projects:</u> tree planting and maintenance 	<p><u>Planning and Education Projects:</u> \$10,000 maximum award <u>Planting and Maintenance Projects:</u> \$8,000 maximum award</p> <p>All grants require a 50% match</p>	<p>Deadline: March</p>	<p>Jan Ames Santerre Maine Forest Service Email: jan.santerre@maine.gov Phone: (207) 287-4987</p>

Sources of Funding

Funding Source	Description	Funding	Deadline	Contact
<p><u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant</u> Agency: U.S. Department of Transportation</p>	<ul style="list-style-type: none"> Assists in providing the needed infrastructure in communities <u>Typical Projects:</u> bus lanes, street improvements, greenways, highway or bridge repair, dock replacement, parkways, trails, and transportation hubs 	Minimum award: \$1 million	Deadline: April 14th	<p>Office of Infrastructure Finance and Innovation: Email: RAISEgrants@dot.gov Phone: 202-366-0301</p>
<p><u>Rural Community Development Initiative Grants</u> Agency: U.S. Department of Agriculture</p>	<ul style="list-style-type: none"> <u>Typical Projects:</u> community facilities and community and economic development projects in rural areas 	Competitive with a minimum grant award is \$50,000; maximum grant award is \$250,000	Deadline: April 19th	<p><u>Community Programs Contacts link</u></p> <p><u>Local Rural Development Maine Office:</u> Rhiannon Hampson, State Director 967 Illinois Avenue Suite 4 Bangor ME 04401-2767 Phone: (207) 990-9160</p>
<p><u>Community Facilities Direct Loan & Grant Program</u> Agency: U.S. Department of Agriculture</p>	<ul style="list-style-type: none"> Supports the development of essential community facilities in rural areas. <u>Typical Project:</u> street improvements, community centers, fairgrounds, public works vehicles or equipment, and community gardens 	Funding options: -Low interest direct loans -Grants (Maximum of 55 percent of the total project costs) -Combination of the above	Applications accepted on an ongoing basis	<p><u>Community Programs Contacts link</u></p> <p><u>Local Rural Development Maine Office:</u> Rhiannon Hampson, State Director 967 Illinois Avenue Suite 4 Bangor ME 04401-2767 Phone: (207) 990-9160</p>

Sources of Funding

Funding Source	Description	Funding	Deadline	Contact
<p><u>Project for Public Spaces' Community Placemaking Grants</u> Agency: Project for Public Spaces</p>	<ul style="list-style-type: none"> ○ Supports projects addressing inequities in access of public spaces to transform them or create new ones. ○ <u>Typical projects</u>: community gathering spaces including green spaces, previous historic structures, waterfront gathering areas, and safe streets for pedestrians and bicyclists 	<p>Up to \$40,000 for physical and programmatic improvements to a public space</p> <p>Also receives technical assistance and capacity building</p>	<p>Deadline: April</p>	<p>Email: info@pps.org Phone: +1 (212) 620-5660</p>
<p><u>Community Building Grant Program</u> Agency: Maine Community Foundation</p>	<ul style="list-style-type: none"> ○ <u>Typical projects</u>: community projects relating to art, education, economic development, environment, and human services 	<p>Award maximum: \$10,000</p>	<p>Deadline: February 15th</p>	<p><u>Organization Phone</u>: 207-667-9735</p>
<p><u>AARP Community Challenge</u> Agency: American Association of Retired Persons (AARP)</p>	<ul style="list-style-type: none"> ○ Supports quick action projects that can help communities become more livable for people of all ages ○ <u>Typical projects</u>: open space, parks, access to other amenities, sidewalks, benches and other seating options, parklets, parking lots, pop-up plaza, protected bike lanes, bike counters, and signage 	<p>Average grant amount: \$11,500 and 76 percent of grants have been under \$15,000.</p>	<p>Deadline: March 22nd</p>	<p>Email : Livable@AARP.org</p>

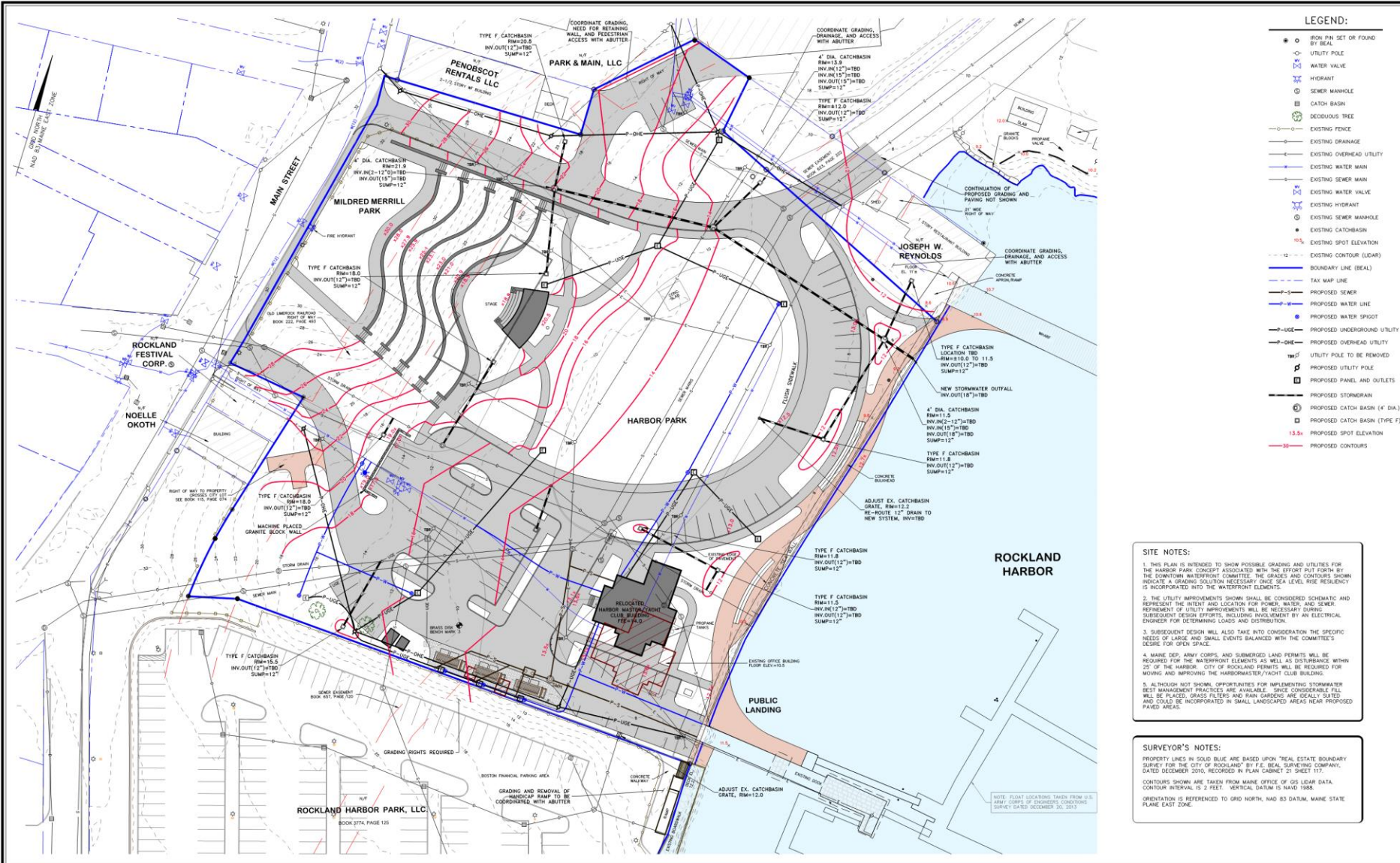


Part 3

Preliminary Grading Plan

Note: Selected as the first step in preliminary engineering, because the rest of the landside improvements depend on it

Preliminary Grading Plan



SITE NOTES:

1. THIS PLAN IS INTENDED TO SHOW POSSIBLE GRADING AND UTILITIES FOR THE HARBOR PARK CONCEPT ASSOCIATED WITH THE EFFORT PUT FORTH BY THE DOWNTOWN WATERFRONT COMMITTEE. THE GRADES AND CONTOURS SHOWN INDICATE A GRADING SOLUTION NECESSARY TO MEET THE CITY'S DESIGN REQUIREMENTS AND IS INCORPORATED INTO THE WATERFRONT ELEMENTS.
2. THE UTILITY IMPROVEMENTS SHOWN SHALL BE CONSIDERED SCHEMATIC AND REPRESENT THE INTENT AND LOCATION FOR POWER, WATER, AND SEWER. REFINEMENT OF UTILITY IMPROVEMENTS WILL BE NECESSARY DURING SUBSEQUENT DESIGN EFFORTS, INCLUDING INVOLVEMENT BY AN ELECTRICAL ENGINEER FOR DETERMINING LOADS AND DISTRIBUTION.
3. SURVEILOR DESIGN WILL ALSO TAKE INTO CONSIDERATION THE SPECIFIC NEEDS OF LARGE AND SMALL EVENTS BALANCED WITH THE COMMITTEE'S DESIGN FOR OPEN SPACE.
4. MAINE DEP, ARMY CORPS, AND SUBMERGED LAND PERMITS WILL BE REQUIRED FOR THE WATERFRONT ELEMENTS AS WELL AS DISTURBANCE WITHIN 25' OF THE HARBOR. CITY OF ROCKLAND PERMITS WILL BE REQUIRED FOR MOVING AND IMPROVING THE HARBORMASTER/YACHT CLUB BUILDING.
5. ALTHOUGH NOT SHOWN, OPPORTUNITIES FOR IMPLEMENTING STORMWATER BEST MANAGEMENT PRACTICES ARE AVAILABLE. SINCE CONSIDERABLE FILL WILL BE PLACED, GRASS FILTERS AND RAIN GARDENS ARE IDEALLY SITED AND SHOULD BE INCORPORATED IN SMALL LANDSCAPED AREAS NEAR PROPOSED PAVED AREAS.

SURVEYOR'S NOTES:

PROPERTY LINES IN SOLID BLUE ARE BASED UPON "REAL ESTATE BOUNDARY SURVEY FOR THE CITY OF ROCKLAND" BY J.C. BEAL SURVEYING COMPANY, DATED DECEMBER 2010, RECORDED IN PLAIN GABINET 03 SHEET 117.

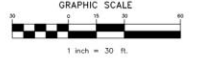
CONTOURS SHOWN ARE TAKEN FROM MAINE OFFICE OF GIS LOCAL DATA. CONTOUR INTERVAL IS 2 FEET. VERTICAL DATUM IS NAVD 83.

ORIENTATION IS REFERENCED TO GRID NORTH, NAD 83 DATUM, MAINE STATE PLANE EAST ZONE.

REVIEW DRAFT

LANDMARK CORPORATION
SURVEYORS & ENGINEERS
135 ROCKLAND STREET ROCKFORD, MAINE 04856 PHONE: (207) 236-6757 WWW.LANDMARKMAINE.COM

FIELD WORK DATE:
FIELD WORK BY: HMB/EST
DRAFTED BY: KEM/ALJS
CHECKED BY: MJS
PLAN DATE:
JUNE 28, 2022



PRELIMINARY GRADING AND UTILITY PLAN



CITY OF ROCKLAND
MILDRED MERRILL PARK & HARBOR PARK
ROCKLAND, MAINE
KNOX COUNTY

SCALE: 1" = 30'
JOB NO.: 16-012
SHEET 1 OF 1

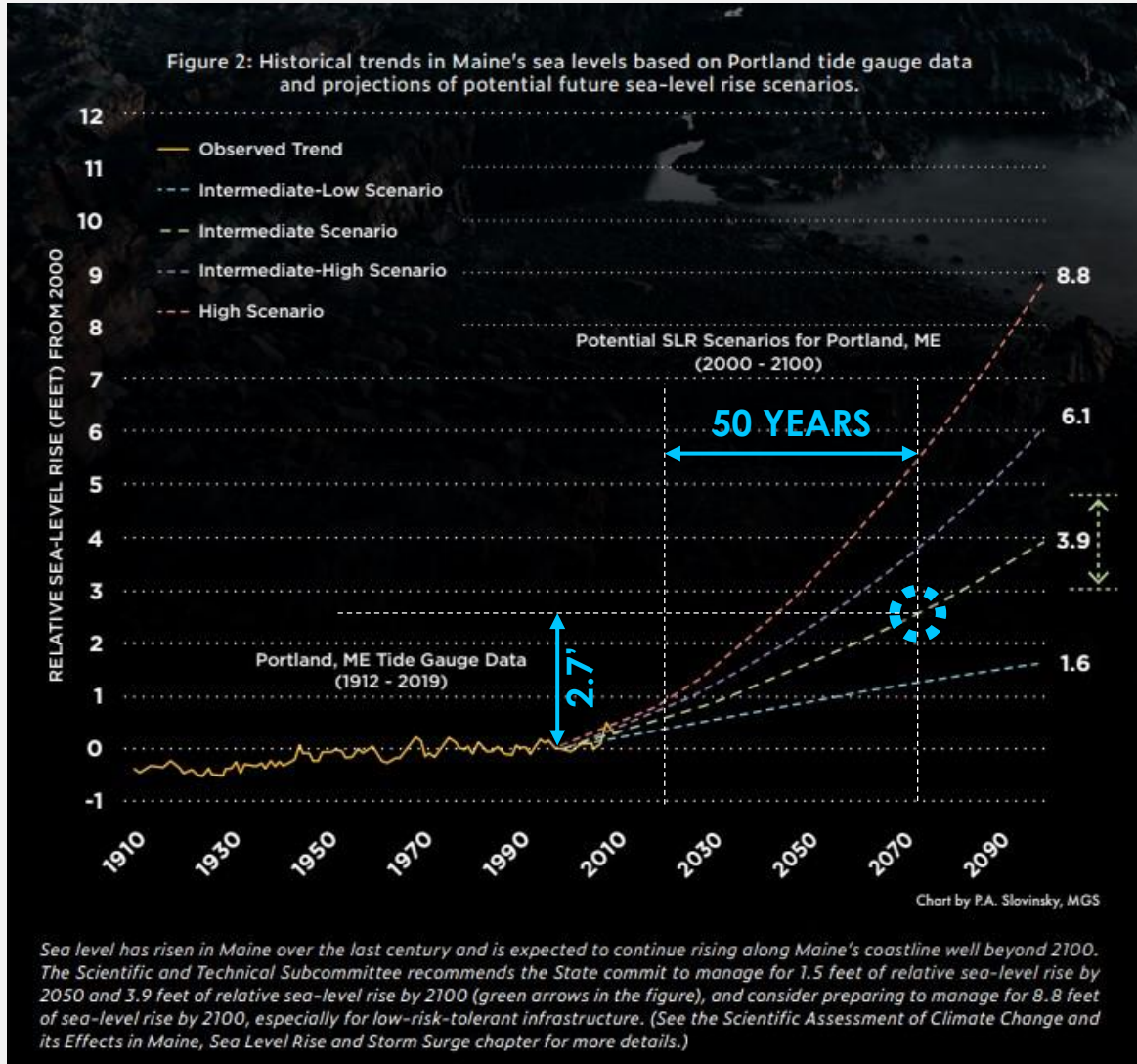




Part 4 – Design Considerations

Sea Level Rise / Elevations & Resiliency
Balancing Uses
Design Approaches

Projected Sea Level Rise



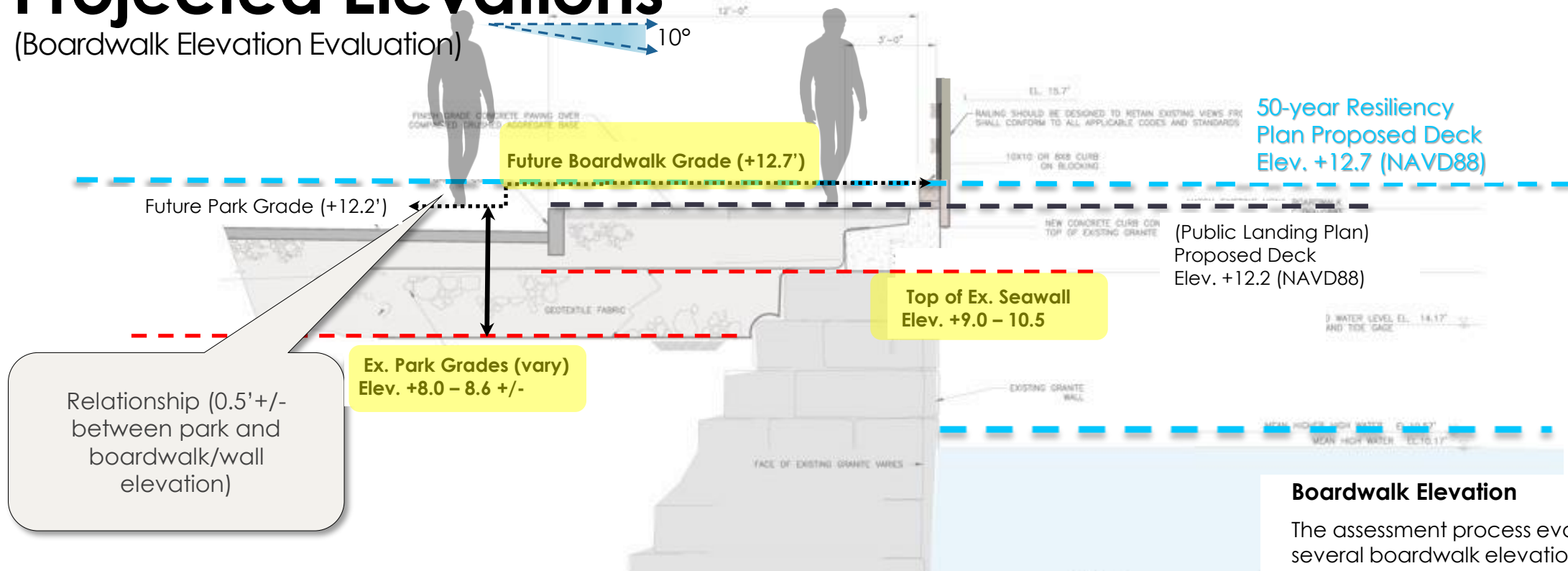
50-Year Resiliency Planning:

- Plan waterfront infrastructure for projected sea level increase of **2.7'**

Source: https://www.maine.gov/future/sites/maine.gov/future/files/inline-files/MaineWontWait_December2020

Projected Elevations

(Boardwalk Elevation Evaluation)



Pros:

- Clear views to water
- Raised accessibility
- Seamless on-land / over-water boardwalk opportunities

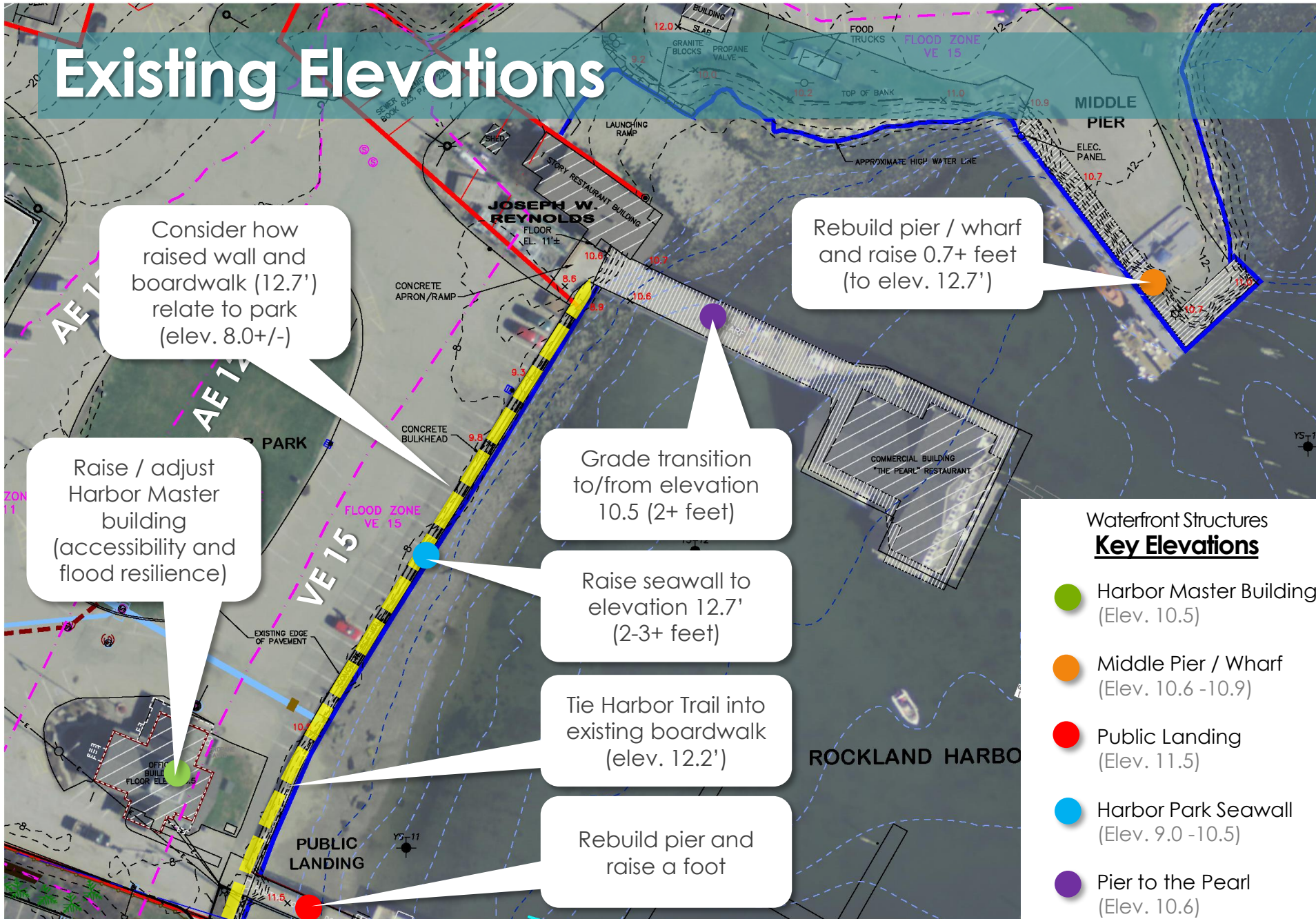
Cons:

- 3.5-4' of fill required / park-side impacts
- Requires 6" grade transition to MBNA boardwalk
- Interface with Pearl pier (24"+/- elevation change)

Boardwalk Elevation

The assessment process evaluated several boardwalk elevations as they relate to the Public Landing, MBNA boardwalk, and Harbor Park. The preferred option (shown) set a boardwalk at the same level as the proposed Public Landing pier (Elev. +12.7) to improve resiliency. This will require existing park grades to be raised between 3.5-4' to maintain access and a 6" grade transition to the MBNA boardwalk.

Existing Elevations



Consider how raised wall and boardwalk (12.7') relate to park (elev. 8.0+/-)

Raise / adjust Harbor Master building (accessibility and flood resilience)

Grade transition to/from elevation 10.5 (2+ feet)

Raise seawall to elevation 12.7' (2-3+ feet)

Tie Harbor Trail into existing boardwalk (elev. 12.2')

Rebuild pier and raise a foot

Rebuild pier / wharf and raise 0.7+ feet (to elev. 12.7')

Waterfront Structures Key Elevations

- Harbor Master Building (Elev. 10.5)
- Middle Pier / Wharf (Elev. 10.6 - 10.9)
- Public Landing (Elev. 11.5)
- Harbor Park Seawall (Elev. 9.0 - 10.5)
- Pier to the Pearl (Elev. 10.6)

Considerations - Elevations

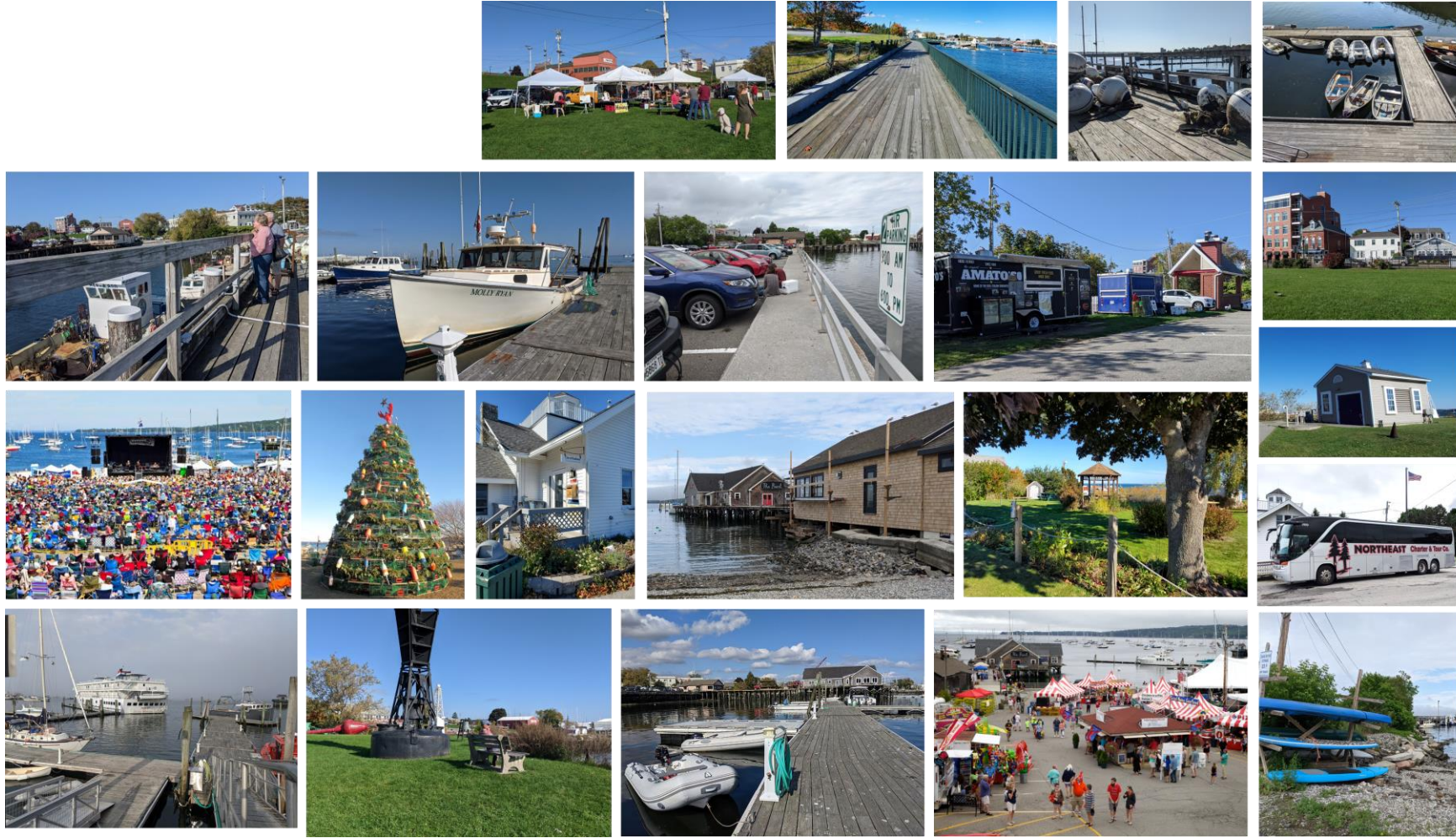
Waterfront facilities within the project area have different elevations that impact the sequencing / phasing of improvements aimed at resiliency.

Grades and transitions needed to be considered to ensure that the designed and implemented improvements address connectivity, accessibility, and views.

For example, the seawall, Public Landing, and the Harbor Master building need to be raised between 12-36" for resiliency. These adjustments will also require that the lower park is raised in order to preserve views of the water from the park.

Balancing Uses

(and users)



Balancing Uses & Users

The wide variety of uses and users of the Downtown Waterfront needed to be acknowledged and balanced throughout the design process.

Design of the waterfront considered the patterns of use as well as the needs of recreational and transient boaters, cruise ships, commercial waterfront uses, dinghy dock users, and kayakers.

Users and uses of the landside parks also needed to be considered and balanced, including the general public, boaters, festivals, farmers market, parking, food trucks, abutting businesses, the downtown, buses, city facilities (Harbor Master office, Yacht Club, and Sewer pump station).

Design Approach

Waterside Goals

- Incorporate sustainable design and design for **50-year resilience**
- To **improve access to waterfront** for all users and group commercial uses of piers/floats to reduce conflicts.
- **Address needed repairs and upgrades** to piers
- **Improve dock access, services, and capacity**; Coordinate float alignment with adjacent users to maximize efficiency
- **Improve access and storage for kayaks**, etc.
- Incorporate seating, viewing areas, etc. into waterfront infrastructure to **enhance public use**
- Consider **living shoreline** options



Design Approach

Landside Goals

- Incorporate sustainable design and design for **increased resilience** to 50-year projected sea level rise and increasing storm severity
- **Create a more parklike environment**
- **Maximize park flexibility** for a wide variety of year-round uses
- **Improve pedestrian connectivity and safety**
- **Re-balance vehicle and traffic flow** that works for the combined properties
- **Accommodate necessary parking** and needs for vehicle access





Appendix



Community Survey

Summary report – 10/12/21

Survey Goal

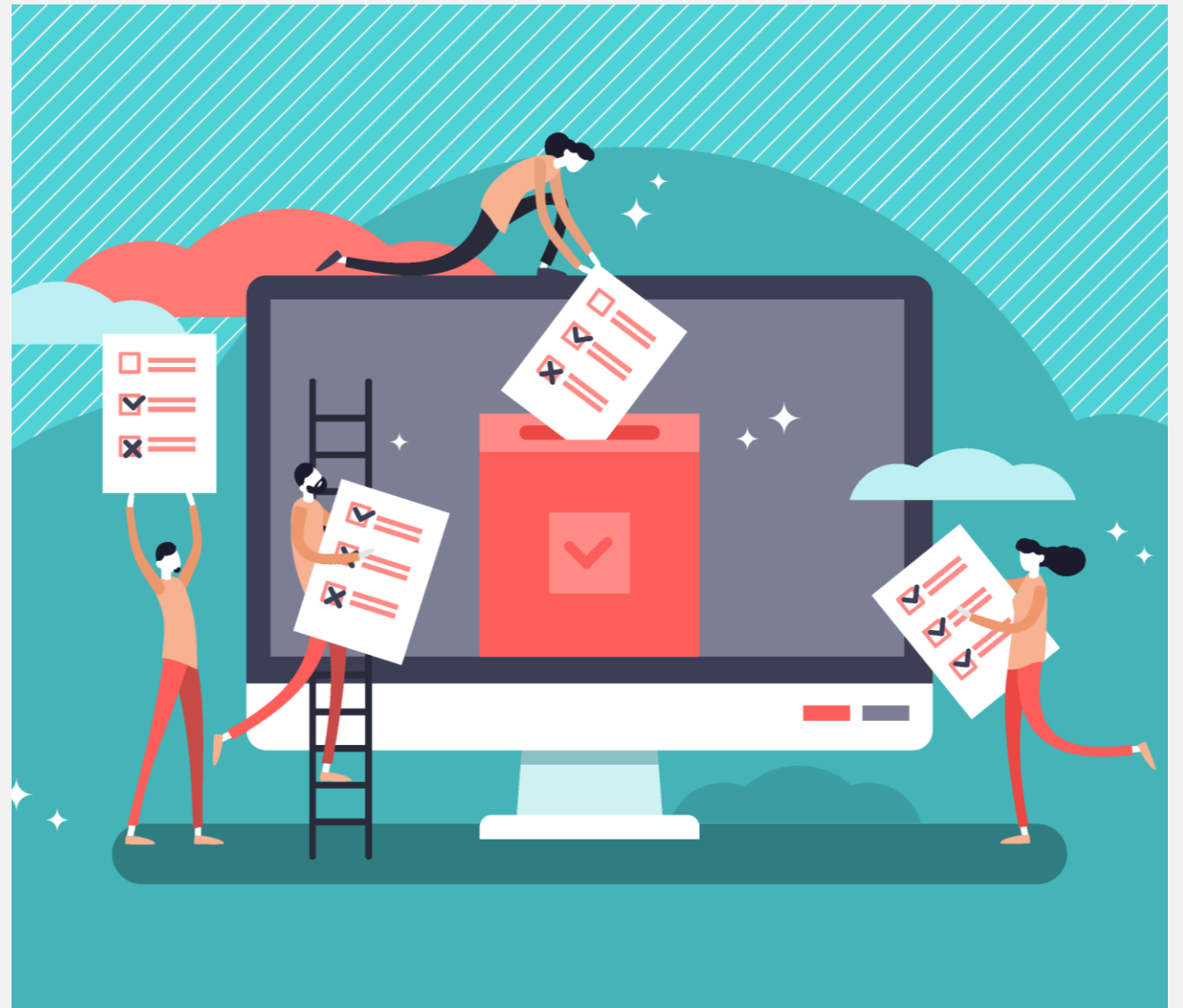
Goal: 95% confidence level with 5% margin of error

Confidence level: A percentage that reveals how confident you can be that the population would select an answer within a certain range.

Margin of error: A percentage that tells you how much you can expect your survey results to reflect the views of the overall population.

Sample size: The number of completed responses the survey receives.

Target sample size: 366



Survey Progress

Survey: Launched on September 1 and open through September 30.

Responses: 462

Subscribers to website: 55

Breakdown of responders:

Year-round resident	59%
Greater Rockland resident	29%
Property owner	24%
Business owner	12%
Seasonal resident	6%
Visitor	2%

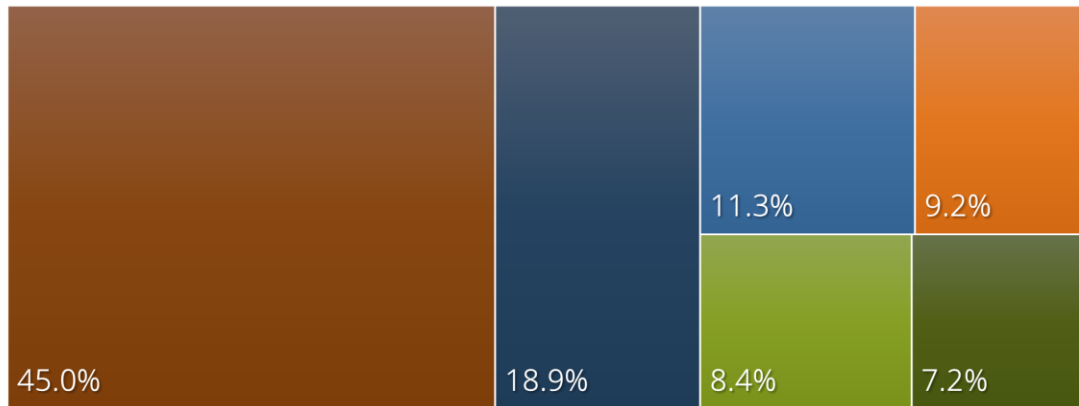
Other: 7% included boat owners / mooring holders, Farmers' market vendors, Rockland workers, landlords, nearby residents, and those who grew up and/or have family in Rockland



Responses - Waterfront

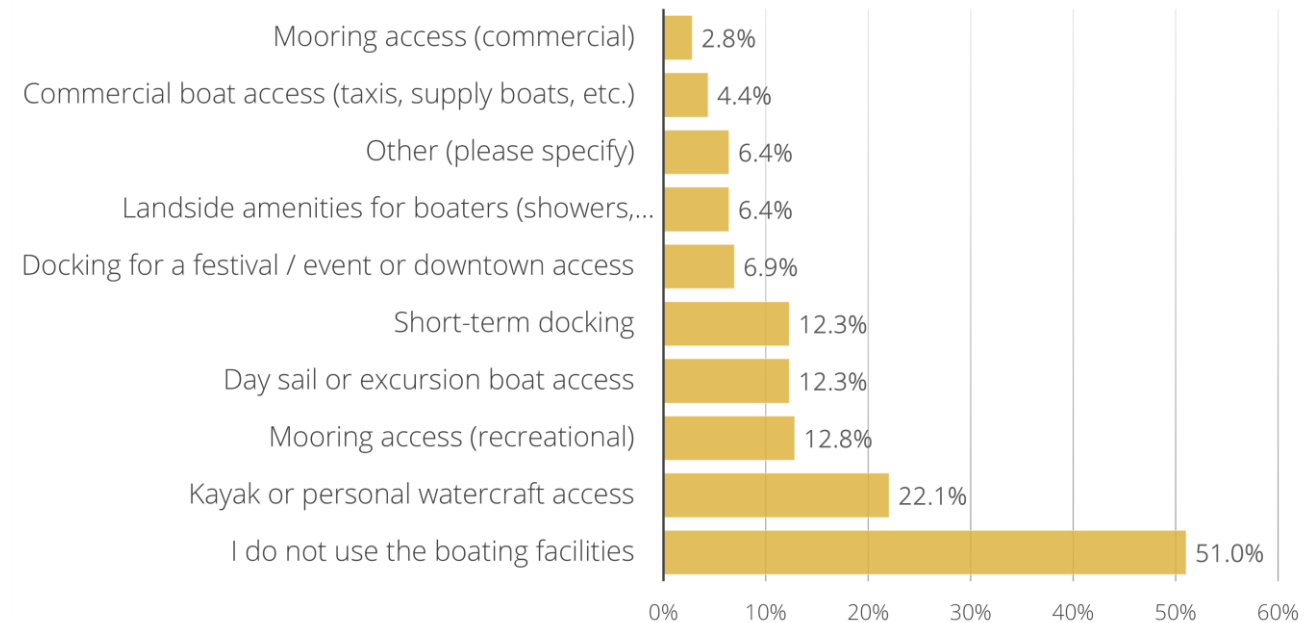


Frequency of Use – Waterfront Facilities



- Daily or almost daily
- At least once a week
- Several times a month
- At least once a month
- Less than once a month
- Not applicable

How Are The Boating Facilities Used?

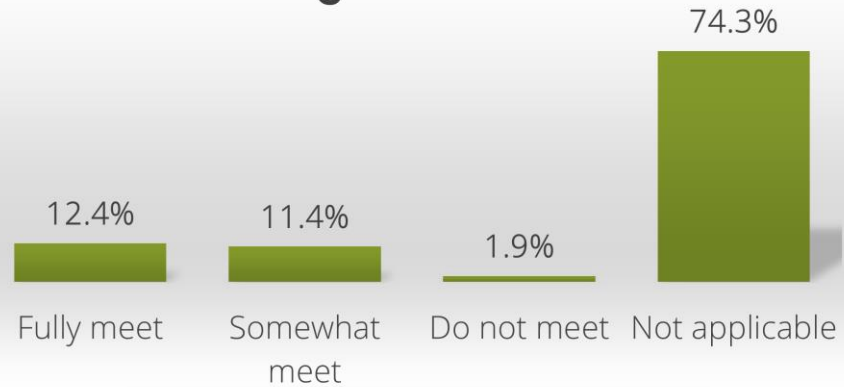


Responses - Waterfront

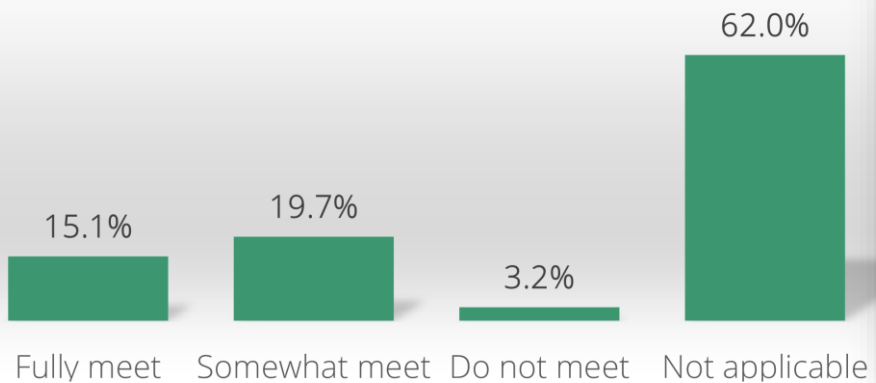
How well do the boating facilities meet the needs of the users?



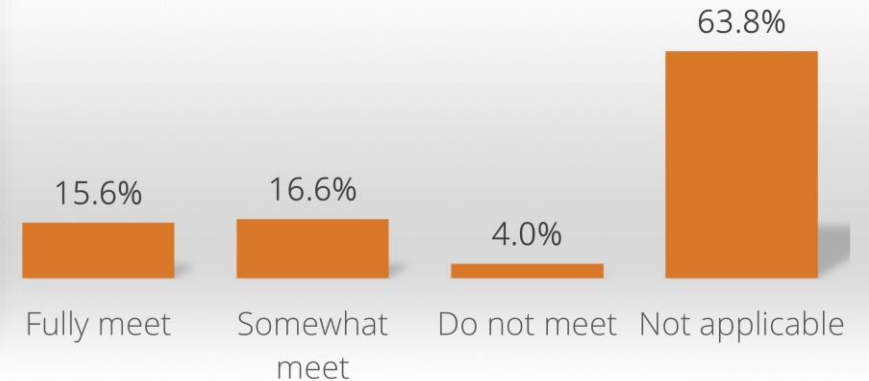
Mooring Access Needs



Small Boat Access Needs



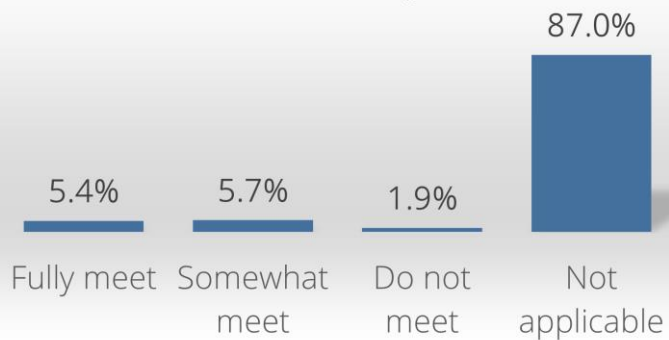
Docks & Floats Needs



Responses - Waterfront



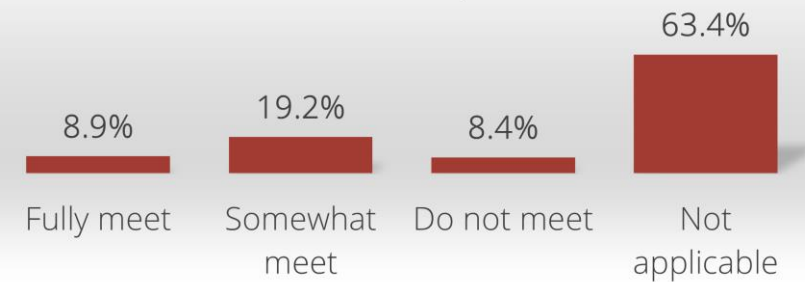
Electric hook-ups Needs



Water supply & sewer pump out Needs



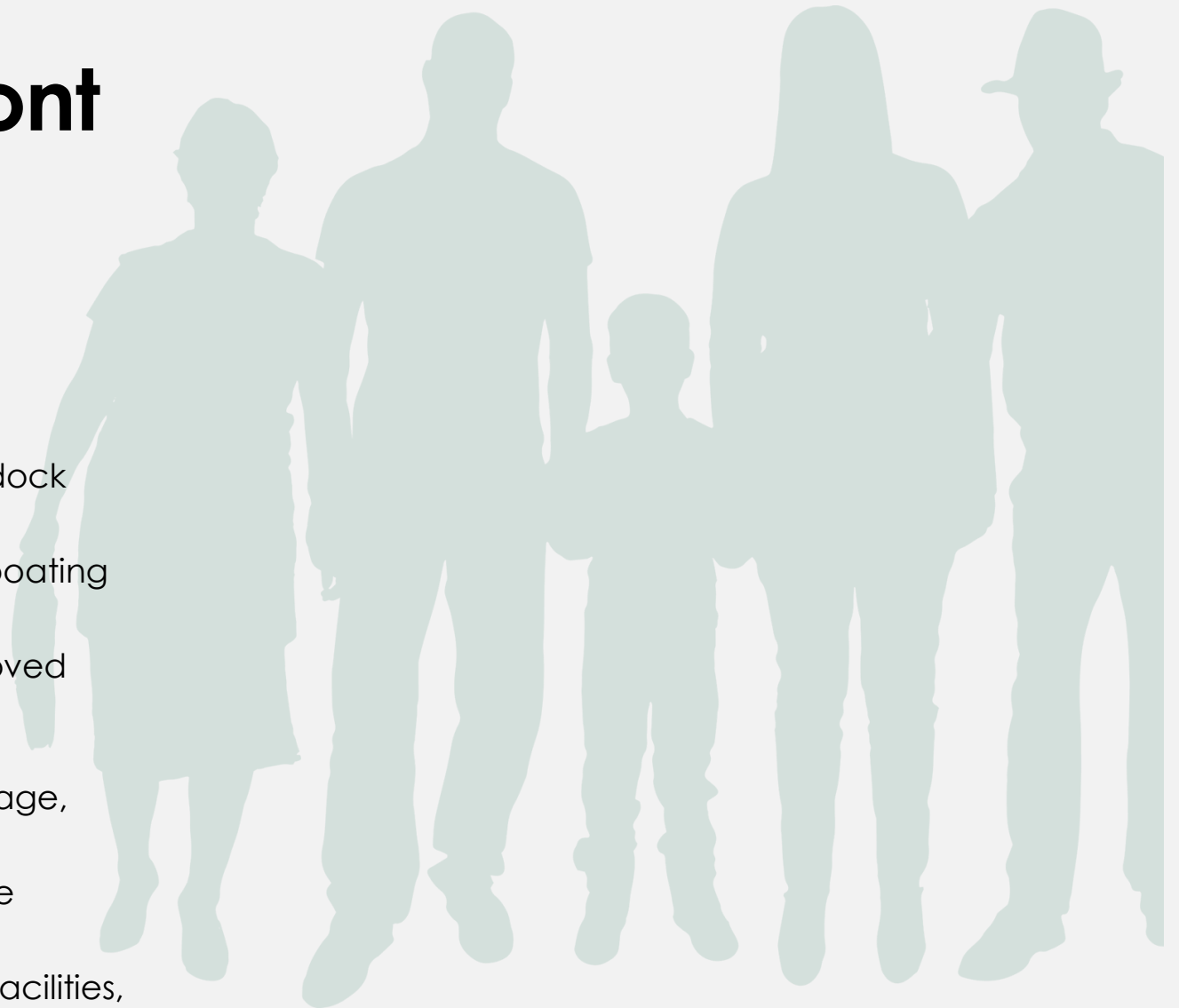
Shore land services Needs (restrooms, laundry, trash, etc.)



Comments – Waterfront Facilities

Take-aways:

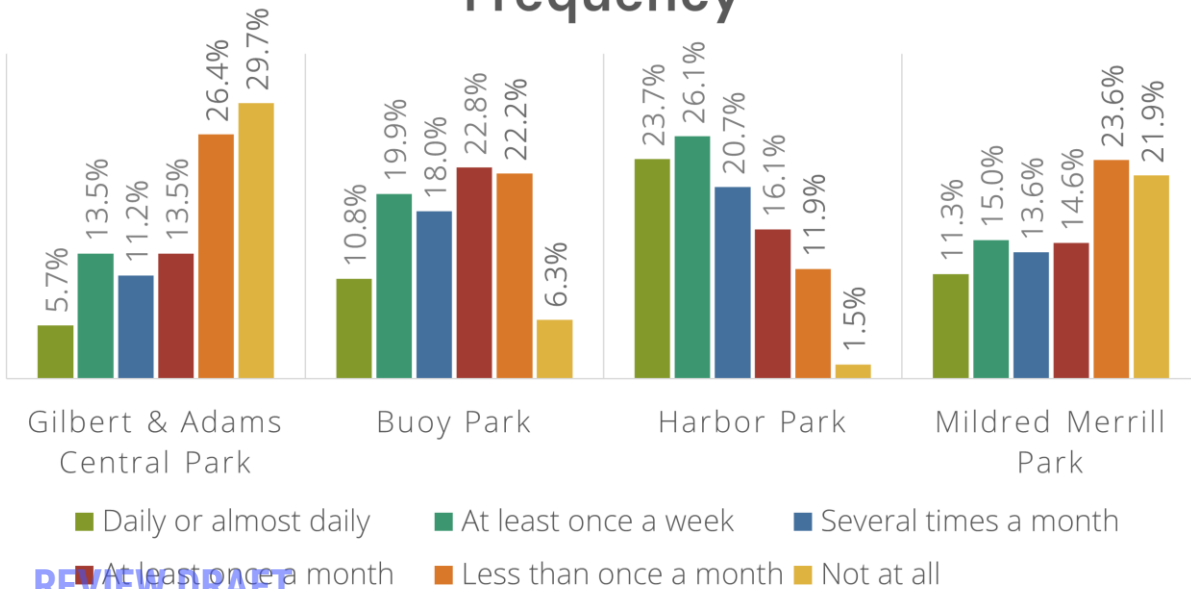
- Value public access to the water
- Concerned about overcrowding as it relates to dock space, access, and services
- Noted issues between commercial and private boating uses
- Want better management of docking and improved boating services, such as sewerage pump out / electrical
- Need improved personal watercraft launch, storage, and docking space
- Would like more landside amenities, such as more restrooms and wifi
- Noted the declining condition of the waterfront facilities, which need repair and upgrading



Responses - Parks



Waterfront Parks - Visitation Frequency



Most Visited (once a month or more)

- Harbor Park 71%
- Buoy Park 49%

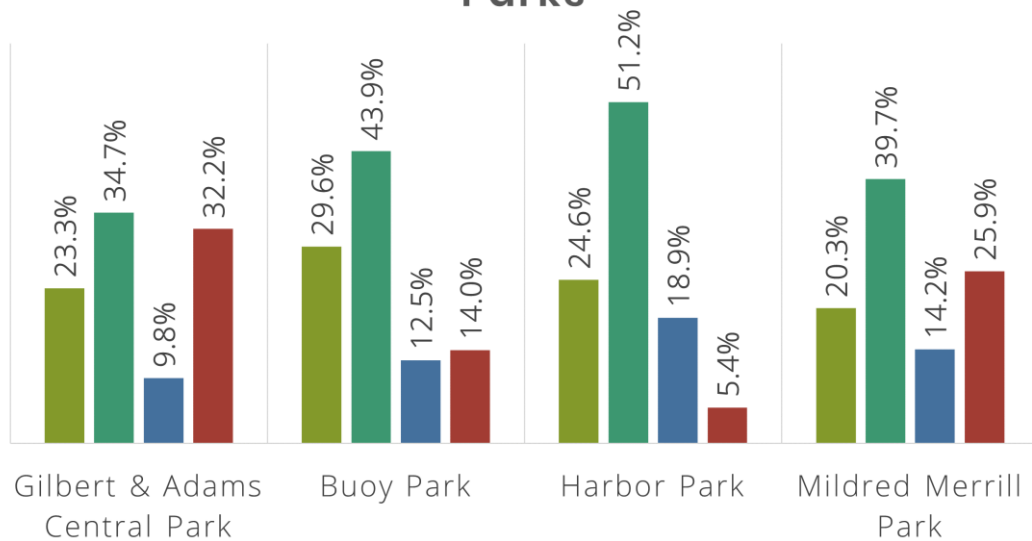
Least Visited (less than once a month)

- G&A Central Park 56%
- Mildred Merrill 46%

Responses - Parks



Level of Satisfaction - Waterfront Parks



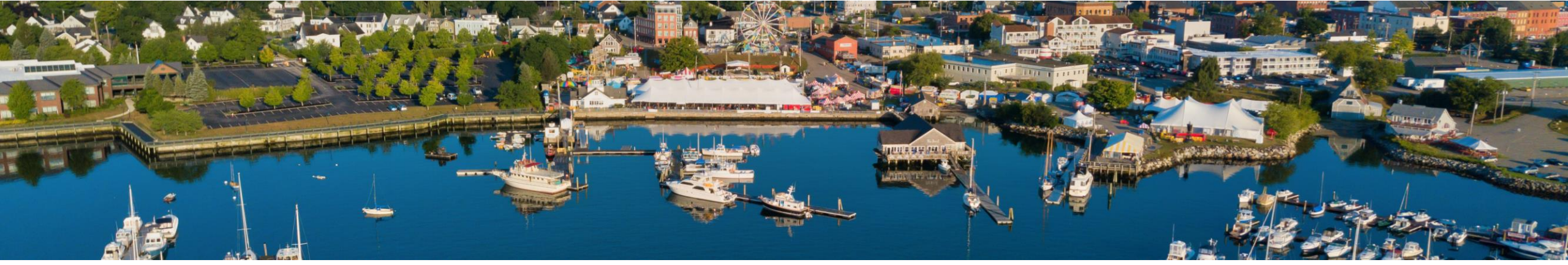
Highest Level of Satisfaction (fully to somewhat satisfied)

- Harbor Park 76%
- Buoy Park 74%

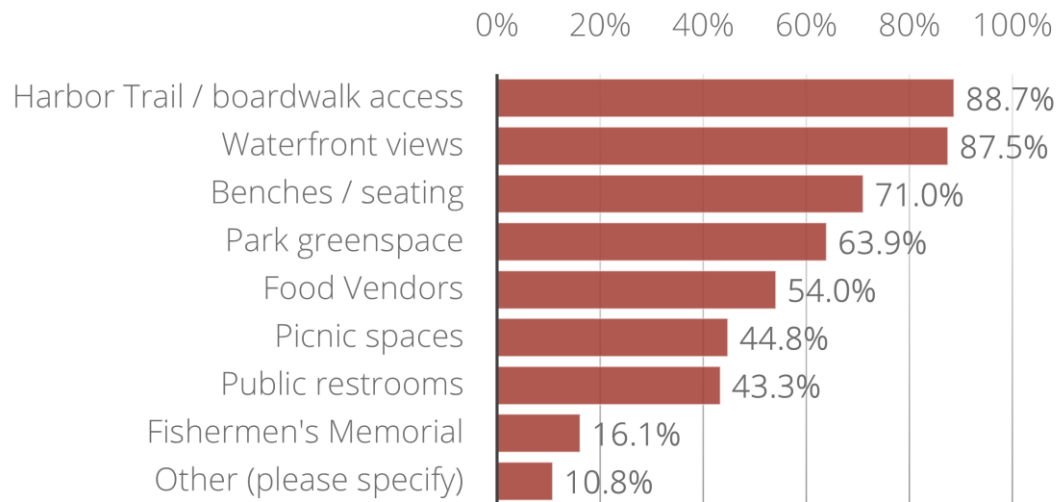
Lowest Level of Satisfaction (not satisfied)

- Harbor Park 19%
- Mildred Merrill 14%

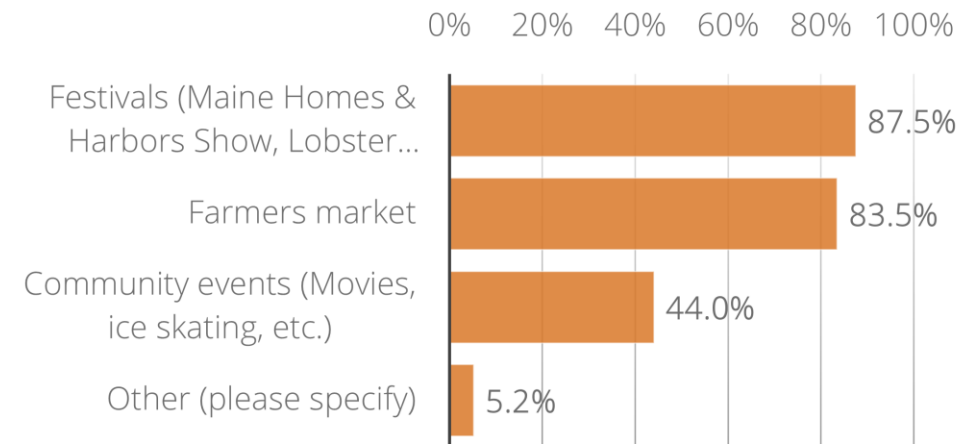
Responses - Parks



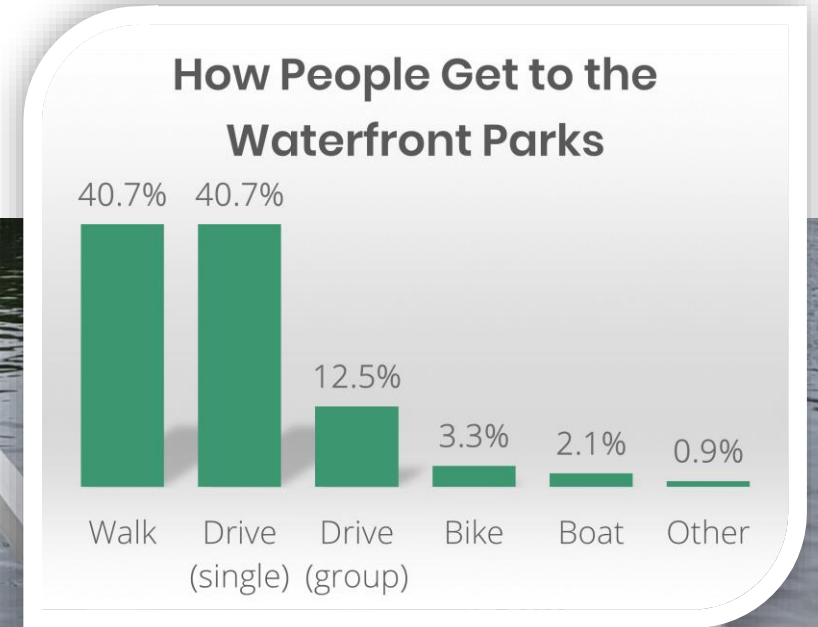
How Do People Use the Waterfront Parks?



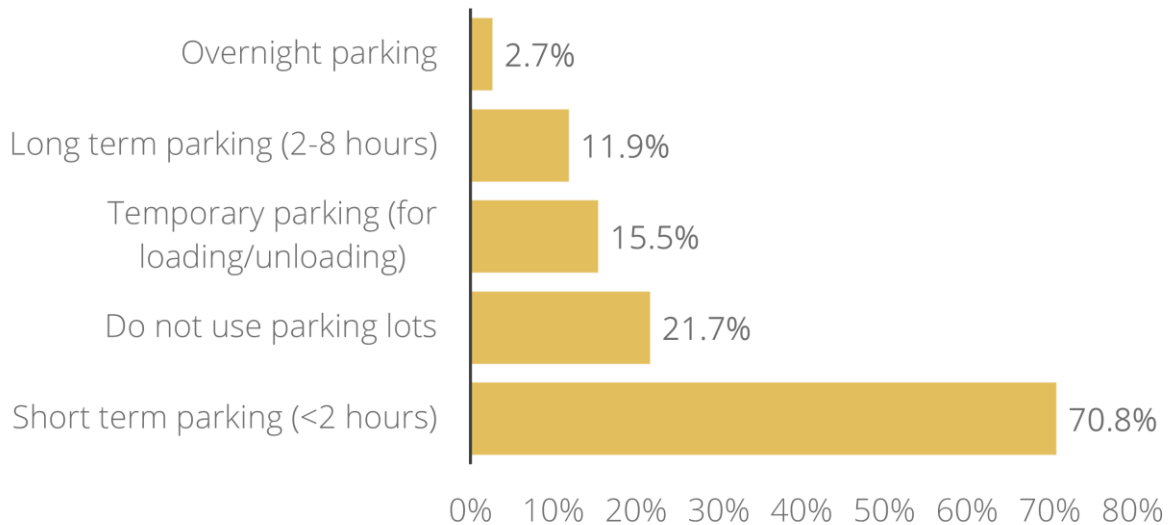
Participation in Park Events & Activities



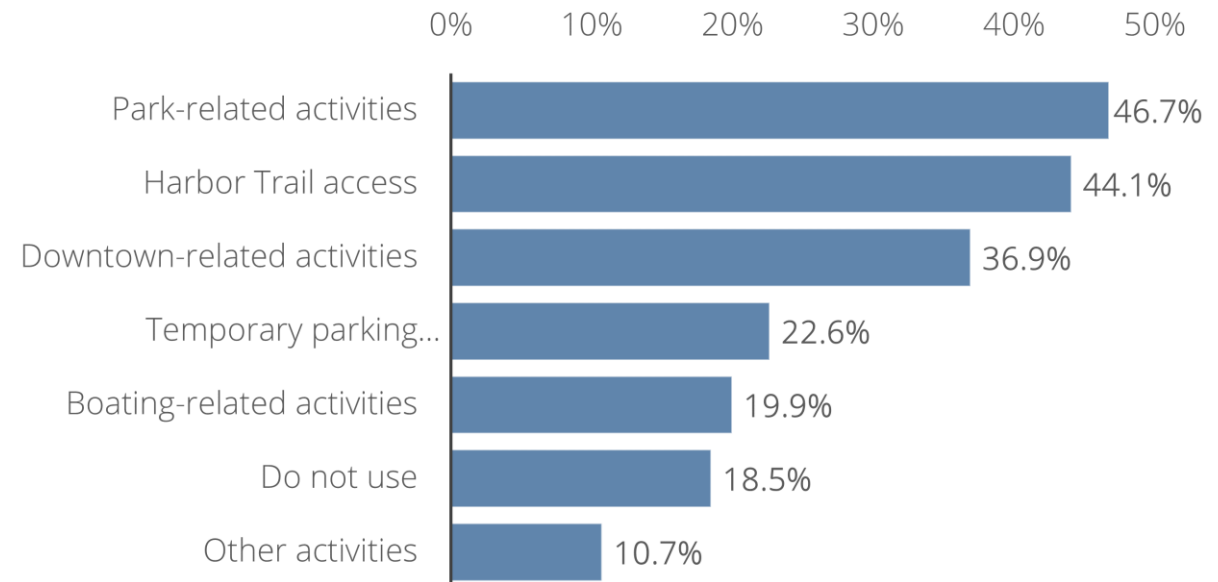
Responses - Parking



Use of Parking Lots at Harbor & Buoy Parks



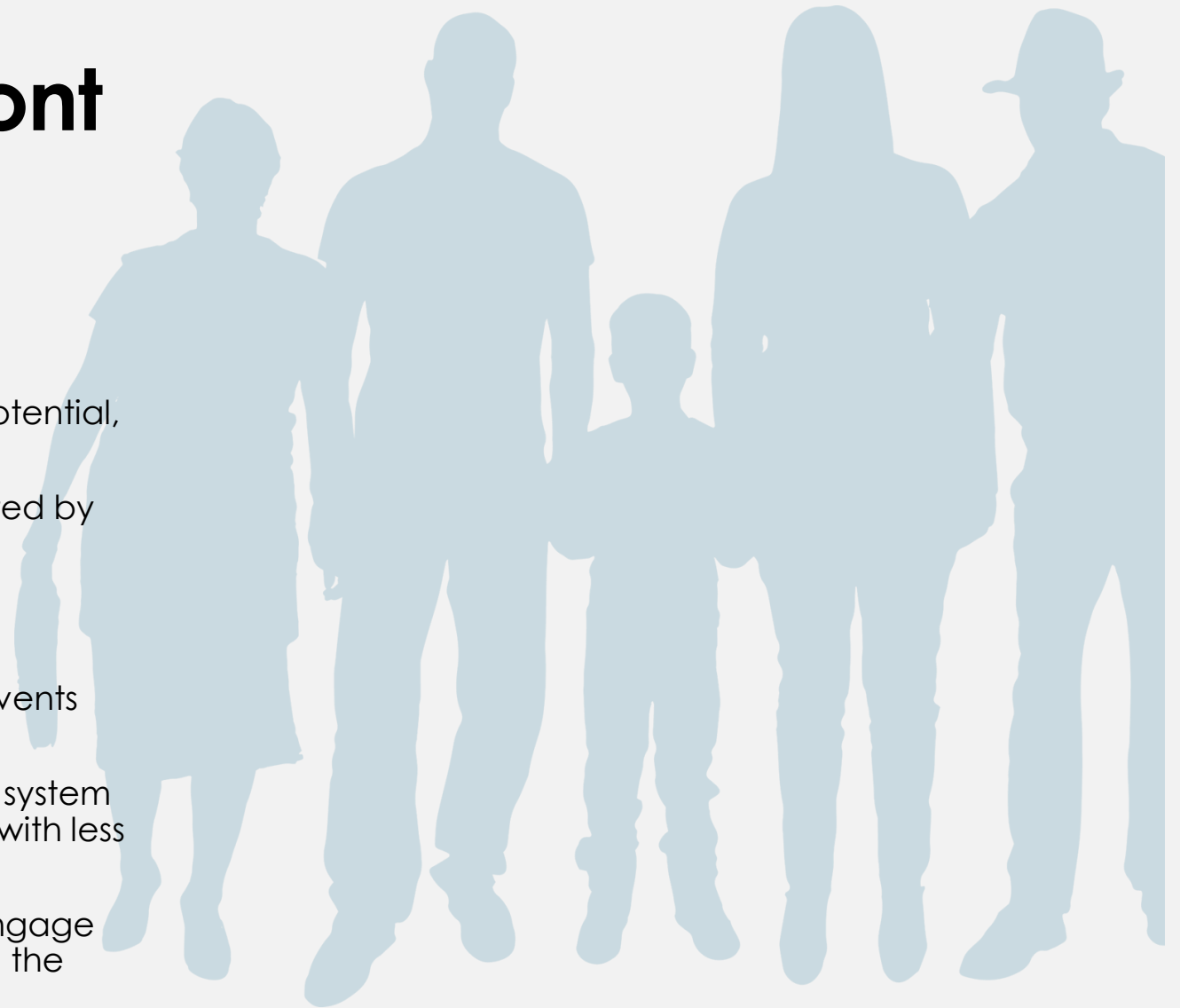
Why People Park at Harbor & Buoy Parks



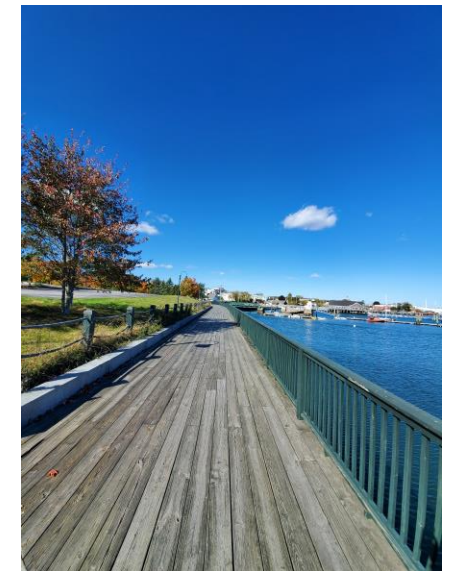
Comments – Waterfront Parks & Parking

Take-aways:

- Parks are an underutilized resource with lots of potential, but they need to be updated and maintained
- The quality of the park spaces should not be limited by the short-term needs of festivals
- Would like to see the boardwalk expanded and opportunities for seating and gathering
- Very supportive of food trucks and community events such as the Farmers' Market
- See opportunity to create a more cohesive park system linked by greenspace, the boardwalk, and trails with less pavement
- Would like a mix of activities within the park to engage families with children and to expand use through the seasons



Boardwalk – Precedent Images



Amphitheater – Precedent Images



Past Planning Efforts

Many past planning efforts predate this project. The following plans and studies all contribute to a comprehensive accounting of the downtown waterfront uses, stakeholders, and historical decision-making. Because conditions, uses, and needs evolve over time, the prior plans need to be revisited to understand their relevance and applicability today. For more information about the studies, click on the link below.

- Harbor Management Plan (2020)
- Middle Pier Resiliency Report (2019)
- Inner Harbor City Waterfront Concept (2018)
- Buoy Park Concept (2018)
- Public Landing Concept Plan & Report (2016)
- Harbor Park Concept Plan & Redevelopment Report (2012)
- Harbor Trail Plan (2011)
- Waterfront Redevelopment Plan (2011)

Project Goals and objectives

The Ad Hoc Committee developed the following high level goals and objectives to help guide thinking during the development of the master plan.

Goal: Resilient waterfront infrastructure that supports a diversity of harbor uses

- *Sustainable and resilient design*
 - Consider adaptation to projected sea level rise and associated storm surge; proactively plan for resiliency
 - Consider sustainable building practices and materials
- *Piers that can accommodate current and future uses*
 - Address age related deterioration at Middle Pier and the Public Landing
 - Consider separating commercial uses from recreational (perhaps centralizing commercial uses at Middle Pier)
 - Incorporate public space and seating on the piers, where feasible
 - Consider whether and where additional dinghy docks or a launch service can be accommodated
 - Maximize planning footprint to allow for extension/expansion as needed over time
 - Proactively anticipate potential impacts from development on neighboring properties
- *Adequate shoreside facilities*
 - Balance the need for access and parking with the desire for a more park like setting
 - Identify the best location for the Harbormaster building considering both functionality and the flood zone
 - Consider separating yacht club and public restrooms and showers from the Harbormaster building
 - Consider whether there would be an efficiency in providing restrooms by the pump station
 - Provide for both permanent and portable restrooms
 - Upgrade power to provide better electric connections at the piers
 - Provide opportunities for drinking water
- *Efficient access from both shore and water*
 - Address existing Public Landing encroachments into the channel buffer zone
 - Provide shoreside access to the Public Landing during festivals/events
 - Provide bus access for commercial uses
 - Incorporate small boat/personal watercraft access
 - Anticipate future demand and consider ways to manage traffic, parking, and access demands (such as a harbor launch service)
 - Ensure ADA accessibility

High Level Goals and objectives (cont.)

Goal: Integrated, welcoming and resilient public spaces that support a diversity of landside uses

- *The various public properties function as an integrated whole*
 - Develop a more park-like atmosphere
 - Incorporate shade trees as appropriate
 - Incorporate flexibility to accommodate festivals/large events
 - Provide electric connections sufficient that can accommodate festivals/large events
 - Create and enhance physical and visual connections both to and from the water
 - Enhance physical and visual connections (both pedestrian and roadway) to and from the downtown
 - Provide for parking, without the properties feeling like a parking lot
 - Consider shifting parking further away from the water to allow for other uses shoreline
 - Ensure ADA accessibility
- *Visual access to the harbor, as well as physical access*
 - Consider how best to incorporate space for people to park and enjoy the view
 - Consider how best to incorporate visual elements that draw people into the parks
 - Preserve and enhance view corridors from Main Street, Park Drive and within the park/public properties
 - Create welcoming seating areas
- *Performance space both small and large*
 - Consider how to accommodate community scale events as well as festivals
 - Consider replacing the permanent stage with flexible space where a stage can be erected, as needed
- *A Harbor Trail Boardwalk that extends the full length of the City-owned waterfront*
 - Consider storm exposure and how to build for low maintenance
 - Incorporate flexibility that can accommodate possible future trail connections (e.g., at the north end of Buoy Park – allow for connections both to the street, and further along the shore)
 - Consider incorporating green space along the shore side off the Boardwalk
 - Consider incorporating flexible bumpouts for seating, art, micro performances, or other uses
 - Consider how to effectively integrate the Harbor Trail Boardwalk with neighboring properties and provide ADA accessibility to the extent feasible

High Level Goals and objectives (cont.)

- *Performance space both small and large*
 - Consider how to accommodate community scale events as well as festivals
 - Consider replacing the permanent stage with flexible space where a stage can be erected, as needed
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 - Consider storm exposure and how to build for low maintenance
 - Incorporate flexibility that can accommodate possible future trail connections (e.g., at the north end of Buoy Park – allow for connections both to the street, and further along the shore)
 - Consider incorporating green space along the shore side off the Boardwalk
 - Consider incorporating flexible bumpouts for seating, art, micro performances, or other uses
 - Consider how to effectively integrate the Harbor Trail Boardwalk with neighboring properties and provide ADA accessibility to the extent feasible
- *Updated Fisherman's Memorial*
 - Consider relocation to a spot along the Harbor Trail where more people will see it
 - Consider whether a new design is desirable
- *Space for vendors/food trucks*
 - Consider where and how to provide vendor space
 - Provide flexible space for a variety of uses, such as the Farmer's Market
 - Consider whether a new design is desirable
- *Sustainable and resilient design*
 - Consider sea level and storm surge scenarios, and existing and anticipated flood zones
 - Consider how best to address stormwater
 - Consider the potential applicability of living shoreline

Goal: Broad based stakeholder support for a vision and roadmap for the City-owned downtown waterfront

- *A collaborative, consensus building process where all stakeholders are welcome at the table*
 - Provide multiple avenues for public input
 - Find areas of agreement, and build from those

Sea Level Rise and Resiliency

According to mapping developed with the latest data from the Maine Geological Survey, there are risks to existing infrastructure in both the near and long term, including the building that houses the Harbormaster and Yacht Club, much of the parking area, and utilities. Recent projects in the City have underscored the importance of planning for resilience. For example, the recently completed Harbor Management Plan update provides a baseline assessment of flooding risks and the potential impact of sea level rise on City-owned waterfront properties and infrastructure.

The City also benefited from a recent Coastal Program project that conducted a vulnerability and resiliency assessment of working waterfront facilities around Penobscot Bay, including Rockland's Middle Pier. Wood Environment & Infrastructure Solutions, Inc. made various sobering suggestions for improving resiliency that should be part of any consideration of site improvements and future uses.

As part of the baseline for developing the master plan the Committee evaluated the data and discussed the need for resiliency planning as the basis for any future improvements within the project area.

The following pages provide a summary of the sea level rise data, existing conditions, and evaluations that helped to inform the master plan.