Town of Rockport, Maine

Comprehensive Plan

2004

Approved by voters

November 2, 2004

Town *of* Rockport, Maine

2004 COMPREHENSIVE PLAN

BOOK I

The Comprehensive Plan consists of two books, plus an Appendix, which contains resources, tools, photographs, and references. The appendix also contains the community survey and its written comments.

Book I contains a summary, as well as detailed policies and recommendations to help guide Rockport in all aspects of its development over the next decade. Sections in Book I provide a brief background about each particular topic, followed by recommendations.

Book II contains an inventory and analyses of Rockport – its population and housing, local economy, financial resources, natural and marine resources, transportation, historic and cultural assets, recreational opportunities, and municipal assets. While some of the data is repeated in both books, it is the general intention that Book II contains a broad and yet detailed picture of the Town of Rockport, while Book I provides summary findings and recommendations.

This document was prepared in accordance with the Maine Comprehensive Planning and Land Use Regulation Act, its goals and criteria.

Approved by voters, November 2, 2004

BOOK I
TABLE OF CONTENTS

INTRODUCTION
Acknowledgments 4
2004 Comprehensive Plan Summary 6
Implementation Priorities 10
Maine Growth Management Act Goals 12
Maine Coastal Management Act Goals 13

FUNDING AND GOVERNANCE
Financial Programs 16
Goverment 30
Capital Improvement Program 34

REGIONALIZATION
Rockport in the Region 39

THE BUSINESS COMMUNITY 44

LAND USE
Land Use 50
Agricultural and Forestry Resources 74
Natural Habitat 78
Water Resources 84
Marine Resources 88
Scenic Resources 93

TRANSPORTATION 98

PUBLIC FACILITIES AND SERVICES
Housing 114
Parks and Recreation 118
Rockport Public Library 124
Police and Fire Protection 129
Sewer and Solid Waste Disposal 132
Historic and Archeological Resources 136

EDUCATION 139

Acknowledgements

Many professionals assisted the Comprehensive Plan Committee in understanding land use and growth issues in the midcoast and Maine, offering insight and practical tools to help plan for the future. We thank them for their help. Those individuals include:

Barbara Charry, Maine Audubon Society

Terry DeWan, Dewan Associates, Falmouth

Scott Dickerson, Coastal Mountains Land Trust

Mark Eyerman, Planning Decisions

Jim Fitch, Woodard and Curran

Kathy Fuller, Maine Department of Transportation

Eric Gallant, Midcoast Regional Planning Commission

Will Gartley, Gartley & Dorsky, Engineering and Surveying

Suzanne Hart, Center for Research and Evaluation, University of Maine

Mary Anne Hayes, Maine State Planning Office

Ron Howard, Maine Coast Heritage Trust

John Priestley, Bernhard and Priestley

Evan Richert, former director of the Maine State Planning Office

Mark Stadler, Maine's Department of Inland Fisheries and Wildlife

Many Rockport residents also gave their time and energy to help prepare a document that reflects strong community participation. Thanks to all citizens who took time to attend the neighborhood meetings, the business owners, land trust members, parents and grandparents, school boards and school officials, library, cemetery, and harbor committees, the planning board, and more.

We also appreciate the help of the following hardworking volunteers who met with the Comprehensive Plan Committee numerous times to help craft a community vision:

Alex Armentrout	Peter Hall	Jack Lane	Molly Sholes
Dick Benner	Nancy & Vernon Hunter	Kerry Leichtman	Frank Simon
Bob Caldwell	Judy Kelley	Steve McAllister	Steve Smith
Sally Cook	Anne Kilham	Allen Mitchell	Maynard Tolman
Tom Farley	Lexi and Buffy Krause	Jeff Payson	

Many thanks to Steve Beveridge, Rockport Public Works director, for chauffering the committee around town one cold January morning and always being willing to answer the myriad questions of the committee members. Thanks also to Rockport CEO/Planner Tom Ford, Assessors' Agent Tom Edwards, and Treasurer Pat Small for entertaining even more questions, and producing endless materials. Thanks to Stacey Parra, who kept the committee on the straight and narrow, and Police Chief Mark Kelley, Fire Chief Bruce Woodward, Rockport Public Library Director Sally Regan, Town Clerk Linda Greenlaw, Susan Wilson, and Brenda Kurr, Melody Saino, Scott and Jesse Bickford, Bob Peabody, and Harbormaster Leroy Dodge for knowing just where to find the right answers. And, a special thanks to Town Manager Ken Smith, who deserves much credit for encouraging a group of diverse and opinionated volunteers to write this plan.

Nancy Ninnis was our ever-mindful and extraordinary minute-taker, who always managed to set the facts straight when it came to discussions and debates about Rockport's complicated controversies. We are tremendously grateful to her for her diligence.

We especially acknowledge those comprehensive plan committee members who preceded this committee over the past 30 years. Some have passed on, but their care for the town has made Rockport a better place all around.

The Rockport Planning Board wrote the following in 1971 when its members produced the Rockport Town Plan, the first in a series of now four comprehensive plans:

"In the last two or three generations, the Town of Rockport has undergone a dramatic transition from a coastal industrial community to the community we know today. All that has transpired has been the result of a succession of events not strictly within the control of the citizens of the community. Happily, those events have produced the very beautiful community which now exists.

"In its unique setting on the Maine coast, Rockport must surely be the envy of many people living elsewhere. This planning policy document is an attempt to express clearly the kind of community that the citizens of Rockport wish to maintain. It is an attempt to answer the question, 'what kind of a community do we wish to have?'

"It is also an attempt to develop the terms under which future growth will occur, the basic purpose being to establish the highest possible standards or otherwise make it happen the way we want it to.

It is entirely within the grasp of the townspeople of Rockport to establish exactly the community they want rather than let it occur by chance."

Rockport Planning Board, 1971
Earlyn Wheeler, Maurice Miller, Robert Umberger,
Lucien Allen, Emil Erickson

ROCKPORT 2004 COMPREHENSIVE PLAN COMMITTEE

Charlton Ames, Chairman
Lynda Clancy, Vice-chairman
Taylor Allen
Brian Hewat
Lisa Morgan
Geoffrey Parker
Richard Remsen
Christopher Shrum
Betsey Clemens Saltonstall
Roy Salzman

Town *of* Rockport

2004 COMPREHENSIVE PLAN

Summary

Purpose and History

This 2004 Comprehensive Plan is the fundamental plan for Rockport, providing specific guidance to town officials, administrators, and volunteer committees as they govern, advise and regulate activities that affect the town's citizens. The Comprehensive Plan Committee's mission is: "To review, revise, and update the 1993 Comprehensive Plan so as to guide the actions and public policies of the citizens of Rockport and their representatives into the future."

Rockport has an exemplary track record in the development of town plans. No fewer than four planning documents have guided Rockport with the first one written more than 30 years ago in 1971.

A volunteer committee produced the town's 1993 Comprehensive Plan in accordance with the Maine Planning and Land Use Regulation Act, which mandated that all Maine cities and towns prepare a plan to manage future growth. Many communities found that comprehensive plans completed in the 1990s provided an excellent inventory of community resources and analysis of critical issues, but have not adequately guided growth or met other planning objectives. Rockport's 2004 Comprehensive Plan must be more bold and specific in guiding and addressing community issues with clear goals, policies, recommendations, and a concise road map for implementation. It will ensure that Rockport complies with the state's current Growth Management Act.

Planning Process

To accomplish its mission, the Rockport Comprehensive Plan Committee, organized in the fall of 2001, used a simple yet thorough process to engage the residents of Rockport and to carry out its deliberations. The committee began its work by interviewing the town's standing committees, selectmen, municipal staff, and other business and community organizations to understand their perspectives on Rockport's strengths, weaknesses, and vision for the future.

Residents were asked to help the committee build a "My Favorite Rockport" exhibit using photographs taken by Rockport citizens of their favor-

Approved by voters, November 2, 2004

ite outdoor spots in town (see the Appendix of this plan). These images, on display at the Rockport Town Office, present a pattern of important places, from the hills to the harbor, which Rockport residents hold dear.

The committee also held meetings in all five neighborhoods – West Rockport, Simonton Corner, Rockville, Glen Cove, and Rockport Village – to learn what citizens think about Rockport, as well as their own neighborhoods. The turnout at these meetings varied in size, but all residents who attended were passionate about the future of their community.

In the fall of 2002, the committee developed, with the help of the University of Maine, a lengthy survey that was sent to all Rockport households. Its purpose was to determine how all residents feel about a broad range of issues, including those that were articulated during earlier meetings in the various neighborhoods and with committees and organizations.

The return of more than 643 questionnaires, or a response rate of more than one-third of the households, gave the committee a deep understanding of the issues and positions of a broad cross-section of Rockport residents. The survey report and all the responses are included in the Appendix of this plan.

Committed to the premise that drafting a comprehensive plan is a community effort, the committee consistently worked to engage the public. Meeting weekly, the committee used its time to hear from experts, welcomed the participation of the public, and deliberated long and hard on all subject areas to be covered by the plan. All meetings were open to the public and the public was encouraged to attend. Official meeting minutes are available for review at the town office.

From time to time, workshops were held primarily for the purpose of evaluating maps and considering land use options. The committee also took field trips to better understand Rockport's topography and how the land has been used.

Committee members assumed areas of responsibility in order to get particularly well informed in specific subject areas. Each member then drafted his or her section of the plan for the entire Committee's review. Having participated in a discussion about the merits of the first draft, the committee member then prepared a second draft for the committee's review. On average, each section of the plan required three drafts before the committee felt comfortable with its content in terms of scope, point of view, and priorities.

Finally, as the plan was drafted, unfinished sections were taken out into the community as committee members solicited input from residents who were most knowledgeable about the subject matter and/or most likely to be affected by the recommendations. The committee was impressed by the willingness of citizens to become involved, and the results of this collaboration were important. A large majority of the opinions solicited were extremely thoughtful and, without a doubt, they have helped the committee develop a better plan.

Plan Philosophy

The philosophy that underpins this document emerges from citizen input, the committee's deliberations, and the best thinking that the committee could incorporate from the completed research. It is this spirit of collaboration and deliberation that provided the overall concepts to help guide Rockport. They are:

1. The presentation of recommendations that are specific in nature, supported by statements of intent, and designed to provide both clarity and some latitude for the implementors.

2. Through new tools and programs, there is an emphasis on non-property tax revenue genera-

tion coupled with cost containment, so that the expense of town government will be less of a burden on the Rockport community.

3. Land use zones have been simplified to provide broader options and clearer differentiation in use criteria between the types of zones.

4. The plan strives for fairness when considering the wide variety of needs and requests of Rockport's diverse citizenry.

5. An extensive process of collaboration was used while drafting the plan to encourage interested citizens to reach a consensus before the plan is formally presented at public hearings.

6. In reviewing the explosion of demands placed on the town's resources and services over the past decade in the form of traffic, regulations, cost transfers from county, state, and federal government, as well as the demands of Rockport's citizens, the committee is recommending bolder solutions to mitigate the impact of future growth.

Goals and Priorities

Rockport's overall goals have been largely consistent since the 1971 Town Plan.

Rockport's residents favor the following:

- Preservation of the aesthetics of Rockport, which includes its rural character, beauty of the hills, beauty of the harbor, and intimacy of its neighborhoods.

- Mitigation of the rate of increase in costs associated with town government.

- Better access to coastal waterfront and rural areas of Rockport.

- Protection for Rockport's natural resources, including wildlife habitat and water quality.

- Encouragement for Rockport's enviable mix of businesses and non-profit activities, including such diverse enterprises as healthcare, media communications, art studios and galleries, education, boatbuilding, innkeeping, furniture making, and landscaping.

- Better transportation planning to mitigate the impact of increased traffic and the threat to public safety caused by congested highways.

- A welcoming town government that truly serves and encourages the participation of its citizens.

- Promotion of community vitality and health, which includes providing business opportunities, recreational opportunities, and affordable housing, so that Rockport can remain an attractive place for people of all income levels and generations.

Implementation of the Comprehensive Plan

It took a committee of 10 volunteers more than three years to create this plan with the collaborative help of hundreds of the town's citizens. It would be a mistake not to emphasize that it will take a similar effort to actually implement the plan. The task should not be underestimated. Therefore, when the plan is approved, the committee believes the Board of Selectmen, as well as every town committee with responsibility for implementing a portion of the plan, should devote a permanent portion of their agenda to discussing, reviewing, and evaluating their progress toward the goal of implementing Rockport's 2004 Comprehensive Plan.

The Comprehensive Plan Committee recommends that the Rockport Selectmen appoint an Implementation Committee to oversee the complete implementation of this plan. That committee should be chaired by a selectman, perhaps on a rotating basis, and include members of the Comprehensive Plan Committee, and representatives of the Zoning Board of Appeals, Planning Board, Ordinance Review Committee, and the Budget Committee. The committee should also include a selection of interested residents.

Not all policies can be implemented at the same time; therefore, we recommend that policies be sorted according to those which can be implemented within one year and those that require more time.

The most important policies should be given priority, but a great many of our recommended policies can be implemented in parallel, so there is little need for the Implementation Committee to work on policies sequentially. Furthermore, it is important that all recommended policies be implemented in a timely manner.

Data and Resources

The Town of Rockport now has abundant information about itself and maps of its geology, natural resources, transportation systems, economics, population, public facilities, and recreation opportunities, thanks in large part to state agencies that have pooled their data for planning purposes. This information exists in print, as well as in digital form.

The information for Rockport includes:

- the State of Maine Comprehensive Planning Resource Package, October 2003
- the "Beginning with Habitat" package, 2003
- and this Rockport Comprehensive Plan 2004, Book I, Book II, and the Appendix.

This information, and more, is invaluable to future town planning, and the drafting of new ordinances. It is also highly useful for town committees and boards, as they proceed through decision-making processes.

To not use this information would be doing a great disservice to Rockport. We recommend that the town planning office, as well as the assessors' agent and code enforcement office, make these resources available to the public, as well as to committees and boards, so that residents can more fully understand the community and its landscape.

Implementation Priorities

Short Term (Completed in one year)

Policy	Responsible Party	Page Number
Reduction in the growth rate of expenditures	Selectmen and Town Manager	26
Encourage better orientation and training of elected officials and appointed volunteers	Selectmen, all committee and board chairmen, with help from Maine Municipal Association	33
Improve budget process	Selectmen, Budget Committee Chairman, and Town Manager	32 & 33
Redefine Rural Zone	Ordinance Review Committee	66 - 71
Reduce conflicts of interest with policy and bylaws	Selectmen and all committee and board chairmen	32 & 33
Provide information about non-point source pollution	Conservation Commission	86
Evaluate public access to waterfront	Recreation Committee	91
Create a pathways and sidewalk system master plan	Pathways and Recreation committees	106
Grants and Gifting	Selectmen and new finance position	22 - 23

Implementation Priorities

Long Term (More than one year is required)

Policy	Responsible Party	Page Number
Tax policy and property tax reform	Selectmen and Town Manager	26
Redo all land use ordinances related to the Comprehensive Plan	Ordinance Review Committee	50 - 72
Establish a "Land for Rockport's Future Fund"	Selectmen and Finance Director	80
Develop a program of impact fees	Selectmen, Finance Director, and outside consultant	29
Expand regional effort to provide affordable housing	Town Manager and Selectmen	114 - 115
Expand on other aspects of regionalism	Town Manager and Selectmen	38 - 42, 45
Work with MDOT on variety of issues	Public Works Director, Town Manager, and Conservation Commission	107 - 110
Establish a program of development rights	Selectmen and Finance Director	24

State Growth Management Goals

(30-A M.R.S.A. §4312 subsection 3)

3. State Goals. The Legislature hereby establishes a set of state goals to provide overall direction and consistency to the planning and regulatory actions of all state and municipal agencies affecting natural resource management, land use and development. The Legislature declares that, in order to promote and protect the health, safety and welfare of the citizens of the State, it is in the best interests of the State to achieve the following goals:

A. To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl;

B. To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development;

C. To promote an economic climate which increases job opportunities and overall economic well-being;

D. To encourage and promote affordable, decent housing opportunities for all Maine citizens;

E. To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas;

F. To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas and unique natural areas;

G. 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;

H. To safeguard the State's agricultural and forest resources from development which threatens those resources;

I. To preserve the State's historic and archeological resources; and

J. To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

State Coastal Management Goals

(38 M.R.S.A. §1801)

1. To promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation and recreation;

2. 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;

3. 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;

4. 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;

5. To encourage and support cooperative state and municipal management of coastal resources;

6. 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;

7. To expand the opportunities for outdoor recreation and to encourage appropriate coastal tourist activities and development;

8. 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

9. To restore and maintain coastal air quality to protect the health of citizens and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast.

Funding & Governance

Financial Programs

Government

Capital Improvement Program

FINANCIAL PROGRAMS

This section makes recommendations that should be applied in the governance and administration of Rockport to improve the town's financial position.

The intent of this section is to:

- Ensure that best practices are followed to gain financial efficiency and optimum value for monies spent.
- Encourage the town to pursue programs that increase funding to the town in addition to property taxes.
- Adopt tools that encourage and facilitate the recommendations covered in the land use section of this plan.
- Introduce programs that facilitate fair treatment for taxpayers and landowners, as well as new and long-time residents of Rockport.
- Require the forecasting and sizing of a capital program based on foreseeable needs and growth projections that permit the town to meet the objectives of this plan.

In considering alternative revenue generation as a means to reduce the growth in property taxes, in addition to cost control, other options than those addressed in this section were considered. They included the imposition of a local sales tax, a local income tax, and additional or increased fees.

However, apart from potential conflicts with state tax policies, all of those types of taxes or fees would simply add in a recurring sense to the existing tax burdens of Rockport citizens.

In lieu of the above, a model has been chosen whereby revenues collected are:

- voluntary;
- the result of state and/or federal programs; and
- are "one-time" in nature.

Approved by voters, November 2, 2004

Fiscal Capacity

As of 2001, Rockport's total debt of $10.38 million represented 2.3 percent of the town's $450.15 million assessed value and a per capita debt of $3,235 (population 3,209). According to the Maine Municipal Bond Bank's recommendation that a town's debt should not exceed 5 percent of assessed valuation, Rockport appears to be comfortably below the bank's recommended limit at 2.3 percent and far below the state's limit by statute of 15 percent.

However, the Comprehensive Plan Committee is not comfortable with the disturbing trend that shows Rockport's total debt has increased from $1.08 million in 1991 to $10.38 million in 2001. This meant that the town's per capita obligation went from $378 per resident in 1991 to $3,235 in 2001. Town leaders have to ask themselves whether the incomes of Rockport's residents are growing at a rate that will allow the town to service future increases of debt. The committee recommends that Rockport's debt capacity be measured by ability to pay as opposed to a measure based upon assessed property valuation.

Borrowing Limits and Current Debt

Based on the Maine Municipal Bond Bank's criteria, Rockport's debt should not exceed 5 percent of assessed valuation, even though the theoretical limit by state statute is 15 percent.

Rockport's assessed value as of April 2001 was $450.15 million.

The town's debt has two components: *exclusive* (incurred only for the Town of Rockport) and *shared* – or *overlapping – debt* (incurred for the schools, county, and Midcoast Solid Waste Corporation).

Exclusive Debt

For the work done exclusively for Rockport, the debt totals $3.153 million, of which:

$2.225 million was spent on sewer work
$384,000 on various bonds (i.e. Opera House, recreation & cemetery land acquisition)
$366,000 on the new harbormaster's building
$178,000 on capital leases

This portion of debt represents 0.70 percent of the 2001 assessed value of the town and compares to a 1991 figure of 0.31 percent

Shared – or Overlapping – Debt

Rockport's shared, or overlapping debt, totals $7.227 million, of which:

$363,000 was spent on Knox County work
$6.659 million on schools
$205,000 for the Midcoast Solid Waste Corporation

The total of both debts represents 2.3 percent of the 2001 assessed value and a per capita debt of $3,235 (population 3,209). Over the past decade, Rockport's debt as a proportion of assessed valuation has increased seven-fold. This rate of debt growth and the accompanying interest costs need to be capped until the impact of programs recommended in the 2004 Comprehensive Plan can be assessed.

RECOMMENDATIONS

- That the selectmen study, or appoint a body such as the budget committee, to determine what a conservatively appropriate per capita debt level should be for the Town of Rockport.

Growth in Expenditures

The following examines growth in total expenditures and selected major components from June 30, 1993 to June 30, 2001.Given that total expenditures have increased at 2.35 times the combined rate of the Rockport's rate of population growth and Maine's rate of inflation over an eight-year period, new and more aggressive approaches to funding and managing the cost of running Rockport and the school districts are necessary.

Data for Fiscal Years ending June 30 *(Source – Rockport annual reports)*

Year	Total Revenues	Total Expenditures	Total * Public Works	Total School* Expense (SAD & (CSD) Assessments
1992-1993	$4,742,000	$4,582,000	$563,000	$2,344,000
1993- 1994	5,141,000	4,899,000	761,000	2,574,000
1994-1995	5,507,000	5,109,000	741,000	2,757,000
1995-1996	5,818,000	5,945,000	933,000	3,030,000
1996-1997	6,042,000	5,955,000	999,000	3,195,000
1997-1998	6,644,000	6,309,000	1,011,000	3,435,000
1998-1999	6,962,000	6,628,000	1,059,000	3,564,000
1999-2000	7,181,000	7,153,000	1,090,000	3,848,000
2000-2001	7,420,000	8,001,000	1,252,000	4,112,000
2001-2002	8,379,000	8,856,000	1,270,000	4,555,724

* *Accounts showing the greatest increase over the period. Public Works includes sanitation and cemetery costs.*

A logical formula for anticipated budget growth, barring unusual price or growth impacts, can be stated as: change in cost = change in price plus change in load, where we can define "change in price" to equal inflation and "change in load" to equal population growth.

From 1993 – 2001, the approximate population increase in Rockport was 9 percent
From 1993 – 2001, the cumulative state inflation rate was 22.7 percent

Given the above formula, the increase in total expenditures should not have been greater than 22.7 percent plus 9, or 31.7 percent. For the Town of Rockport the percent increase in expenditures in 2000-2001 compared to 1992-1993 has been:

	2000-01/1992-93	2001-02/1997-98
Total Expenditures	74.6%, or 7.2% annually	8.8% annually
School Expenditures	75.4%, or 7.3% annually	7.3% annually
Public Works Expenditures	122.4%, or 10.5% annually	5.9% annually

Whether these increases are a reflection of state imposed costs (with no accompanying revenue; i.e., unfunded mandates), demands for more and better municipal services, a reflection of previously deferred

expenditures, the impact of growth and sprawl, or price increases for items of cost that are not reflected properly because of weighting in overall inflation rates is difficult to individually assess. To correct these rates of increase, however, requires major changes in how Rockport interacts with the State of Maine in relation to increased funding, the administration of the town overall, and in how the town controls the character of growth, as well as controlling normal operating expenses.

This chapter as it applies to financial issues offers some solutions designed to raise revenues from sources other than property taxes. However, the town's selectmen and town manager must also concentrate on developing a culture of cost containment within town governance.We believe that costs could be contained and, in some cases, reduced by a more rigorous budgeting process (see Government Section on page 31).

RECOMMENDATIONS

- That the town establish an Office of Finance consisting of the current finance director and a new employee of equal capability, who can become the resident expert in four new initiative areas (see page 22-25). It would be the responsibility of this individual to start the implementation of the four new initiatives and have them all largely in place by the end of 2005.

- Each of the five selectmen, and/or members of the budget commttee, takes on an area of responsibility and becomes knowledgeable in one of the five financial areas of gifting, grants, development rights, impact fees, and the capital improvement program to assist the finance office in carrying out these programs.

- Establish an annual award program consisting of up to $1,000 in awards for up to two employees who make the greatest impact on cost savings for the town in the previous year.

Property Tax Policies

Maine carries one of the highest tax burdens in the nation with much of it falling particularly on the state's coastal communities, like Rockport. They also have an ever-worsening problem with respect to real estate affordability. In 2004, Maine ranked only second in the nation behind New York State by the Tax Foundation in total tax burden (taxes as a percentage of income. In Maine, it was 12.3 percent).

As a result of high property values and high property taxes, lower to middle income residents are being forced out of these communities. These towns are losing their income and occupational diversity because many year-round working families can no longer afford to live in them.

Higher prices resulting from market demand in the State of Maine lead to higher property assessments and to higher taxes. This situation comes about from a requirement in the constitution of the State of Maine that all real property be assessed on an equal basis. For example, in contrast to some other states, reassessment does not occur just with a transfer of ownership, but at any time when there is a calculated discrepancy in assessed valuation. The higher sale prices of some properties result in higher assessments for all those in the town that are comparable.

In addition, there is the requirement in Maine that, with some exceptions, vacant land be assessed at its market value. In many cases market value is referred to as "highest and best use," meaning the property is valued as if carved up for residential development. This stipulation can enormously increase the assessed value of open land, increase

taxes, and put pressure on owners to either apply for one of the exceptions to the law, such as putting land under conservation easement, or to sell their property for development.

The problem of high assessments and high property taxes is further compounded by state and federal actions with respect to funding education. A state government, short of funds, moves to push more and more of the costs of education down to the community. In Maine the wealthier the community, as measured by its state assessed real property value, the less state funding for education and the more this expense must be borne at the local level.

The results can be seen in Rockport where now only one piece of property on Rockport Harbor is owned by year-round residents. In addition, many of the non-waterfront homes in Rockport Village are owned by seasonal residents. High property values, high assessed valuation, and high taxes are sapping this community of its year-round population and its vitality. Only a major revision of the tax structure of the State of Maine can hope to halt or to reverse this trend.

RECOMMENDATIONS

- There is currently limited latitude in the application of municipal tax policy, either in terms of assessment or in a town's ability to require payment from certain tax classifications. Equally, there is no local authority to offer tax reduction except for properties where the current use is agriculture, tree growth, open space, or cases of severe poverty. In view of this it is recommended that Rockport pursue with the Maine Legislature the fairness of municipalities being required to assess properties on a "highest and best-use" basis, even though that usage as reasonably defined has yet to be achieved.

IT IS ALSO RECOMMENDED:

- That all tax-exempt properties be urged to make a voluntary contribution in lieu of taxes, which recognizes the town's cost in providing services.

- That under Home Rule Authority the town create "benefit districts" to ensure that only residents who benefit from "local improvements" pay for those improvements. This process is currently being followed with the sewer system and should continue to be followed.

Approved by voters, November 2, 2004

Tax Increment Financing Programs

Tax increment financing (TIF) is a state-sanctioned economic development incentive tool that allows municipalities to use all, or a portion of, the new property taxes generated by a commercial investment project to assist in the project's financing. Once the term of the TIF project is completed the "additional" taxes generated as a result of the development flow to the town's general tax fund.

Municipalities can use TIFs as an economic development incentive. The program enables a municipality to designate a TIF district in which new or expanding businesses can receive financial support from the new property tax revenues generated by their investment project. The municipality may choose to fund a portion of the project improvements. A second option is to return a percentage of the new tax revenues to the company to offset its costs of development. This usually comprises building of infrastructure to support the project together with payments for bond financing.

While taxes generated by new investments can be sheltered from the state's computations for school and county funding for the length of time the TIF is in place, the primary purpose of the TIF program is to provide a town with the capability to offer incentives or improvements to attract new investment.

A TIF district cannot exceed 5 percent of the land within the town's boundaries, nor may the district include more than 5 percent of the assessed value of properties in the town.

Rockport has a proposed policy regarding TIFs, which covers the terms and conditions under which a TIF would be accepted by Rockport. For more discussion about TIFs, see the Business Section on page 46.

RECOMMENDATIONS

- That Rockport's Board of Selectmen review TIF applications and recommend for approval those that meet Rockport's policy on TIF and are determined to be in the best interest of the town.

- That Rockport strengthen its involvement with the state regarding tax policy.

- That TIFs become the responsibility of the town assessors' agent, along with one of the aforementioned advisors. (See recommendation #2 on page 19.)

- That the existing TIF be exploited for additional benefits.

NEW INITIATIVES

Gifts

One of the most desirable and effective ways of reducing the town's tax burden, while maintaining Rockport's character and offering improvements to the quality of life for all its citizens, is through a program of gifting.

Town residents were asked in the "Survey of Rockport Households" circulated in the fall of 2002 by the Comprehensive Plan Committee whether they would consider leaving a portion of their estate to the Town of Rockport.

Of the 643 responses:

8.6 percent said "Yes"

34.8 percent said "Not Sure"

56.6 percent said "No"

Residents were also asked if they would consider making other financial gifts to the town. Of the 643 responses:

17.1percent said "Yes"

38.4 percent said "Not Sure"

44.5 percent said "No"

Currently, the Rockport Public Library maintains an endowment fund of almost $650,000 as the result of an endowment.

In Grafton, Vermont, financial gifts maintained through trusts and foundations (see appendix, *Yankee Magazine,* September 2002) are now worth approximately $65 million and provide substantial ongoing support to the town.

Financial gifts in the form of cash and securities, endowments, and remaining capital from town-administered individual annuities can represent substantial sources of income and program funding.

Given the positive response of Rockport residents toward gifting, the time is right to cultivate this opportunity on behalf of all Rockport's citizens.

RECOMMENDATIONS

- Develop an ongoing process for encouraging and receiving gifts from potential donors.
- Establish a process to accept and administer the spending of financial gifts received from Rockport citizens or others.
- Initially the gifting should be restricted to the more easily administered forms of cash/securities and endowments, with annuities to follow at a later date.
- Establish the capability to provide expert advice to citizens who are willing to participate in the order to maximize the value of the gift for both the donor and the town.

Approved by voters, November 2, 2004

Grants

While this is a well-understood concept, the scope and nature of available state and federal grant programs are not widely known.

Grant programs cover a wide variety of needs ranging from funding for planning, rehabilitation programs, as well as health and community development. Knowledge of what's available, as well the understanding and skill in filing of applications, is essential.

While tens of millions of dollars in grants are available each year, much of which comes from federal sources, the demand often exceeds the supply. The grant process is a competitive and criteria-based method of distributing limited amounts of money. It is essential that to participate, Rockport must take the initiative in applying for specific grant monies. Additionally, projects of regional interest and collaborative applications with other communities should be explored and pursued.

RECOMMENDATIONS

- That the town establish expertise in and knowledge of all state and federal grant programs, and that those offering the greatest benefits without future claims or obligations be pursued. This should be done with the assistance of one of the advisors recommended on page 19.

- That within the "Office of Finance" (see Implementation Section on page 27) "Grant Writing" capabilities be defined and included as a job requirement.

Development Rights

Development rights programs are important market-based approaches to influencing where development occurs. Central to a development rights program is the concept that ownership of land is not a single right, but several rights that can be separated. One of these is the right to develop land.

Long used in Europe and Canada and first used in the United States around 1970, the Purchase of Development Rights (PDR) andTransfer of Development Rights (TDR) provide a way for compensating landowners for either not developing or under-developing (from allowable limits) their land. In essence, the development right "portion" is severed from the rest of the land and can be sold or transferred. Once sold, the land no longer contains a development right and is permanently protected through a conservation easement attached to the deed.

Once purchased, development rights can be used by the new owner whose land is in an accredited "receiving" zone to increase the density of development from that which would otherwise be allowed. As one example, Groton, Massachusetts, has preserved more than 400 acres, including a shoreline greenway along the Nashua River, using a development rights program.

For the purposes of this comprehensive plan, the transfer of development rights represents a tool for preserving Open Space in the rural zone, a tool that should be evaluated. As an initial position, Rockport's rural zone could be considered the "sending" zone, with the village and the residential zones as the "receiving" zones for development rights transfers.

The purchase of development rights from a landowner is a payment to that landowner ***not*** to change the character of his/her land from its current use. While the land can be sold for "current use" value, the obligation ***not*** to change its use transfers to the new owner. The landowner retains all other ownership rights attached to the land, and a conservation easement is placed on the land and recorded on the title.

The same process can be used by government, such as the Department of Transportation, which essentially purchases the right to develop the land and retires that right permanently, thereby assuring that development will not occur on that particular property.

RECOMMENDATIONS

- That a voluntary transfer of development rights program be approved in principle between parties in sending and receiving zones, and to the degree that other municipalities in the region are willing to participate, the program could be extended to them.

- That a Purchase of Development Program be instituted in Rockport using existing successful Maine models.

- That Rockport begins discussion with the Maine Department of Transportation (as explained above) to determine the extent and timing of that agency's participation, as well as the role of the town in recommendations and administration of the program.

- That the town establish itself as the recordkeeper of the overall plan for all land within Rockport's municipal boundaries, including those with development rights transactions.

- That Rockport charge an appropriate fee for processing transactions, maintaining of records, and ensuring that terms and conditions of agreements are met.

Impact Fees

The purpose of impact fees is to pay for the capital cost of infrastructure improvements resulting from building and/or development, which places a forecastable need to expand Rockport infrastructure(s) to accommodate additional growth.

The charging of impact fees provides an allocation of the cost of future expansion directly to current growth, as opposed to paying for that expansion from general tax revenues. In essence, the charging of impact fees extends the principle that a cost relationship should exist between beneficiaries and the local improvements required for them.

Impact fees are one-time cash payments required of developers/builders (and therefore the new owner) to pay for a new development's fair share of capital facilities. The fees imposed must meet the two important tests: the "substantial benefit" and the "rational nexus" tests.

Those tests require:

- The expansion of the facility and/or service must be necessary and must be caused by the development.
- The fees charged must be based on the costs of the new facility/service apportioned to the new development.

The fees must benefit those who pay; funds must be earmarked for a particular account and spent within a reasonable amount of time – usually five to ten years.

(Reference Appendix 5-3-2 – Title 30A MRSA, 4354 – Impact Fees. As a further reference see Appendix 5-3-3, Saco Zoning, Article 16 Impact Fees.)

The Maine State Planning Office has also compiled a handbook, *Financing Infrastructure Improvements Through Impact Fees*, which is available at www.state.me.us/spo/landuse/pubs.

The Town of Saco has written an ordinance covering the general case for impact fees – with subsections covering specifics (i.e., Parks and Recreation impact fee). This looks like a good model.

RECOMMENDATIONS

- That a program be established to charge impact fees for all new residential construction. The need for additional selected impact fees for new construction other than residential should be periodically reviewed.

- That, at least initially, impact fees be considered for the following:
  Sewer and water treatment facilities
  Schools
  Streets and roads
  Parks and recreational land
  Town buildings, public works, and/or operations centers

- That impact fees be charged in addition to the existing building permit fee.

Implementation Plan: Finance

Program:	**Implementation:**	**Responsible Party**	**Timeline**
Reduction in the growth rate of expenditures.	While this program is dependent on the specific actions listed below, it is essential that all programs be implemented to gain maximum benefit. • Hire an additional finance director to implementthe designated programs. • Each of the five selectmen or budget committee members take on an area of responsibility and becomes and knowledgeable in one of the five areas of Gifting, Grants, Development Rights, Impact Fees, and the Capital Program. Selectmen also need to agree on who will be responsible for each area. •Establish a Cost Saving Award program for the two top employee contributors.	Selectmen and the Town Manager	12-18 months from plan adoption
Tax Policy	• Prepare and present submissions to the Maine Legislature on "Highest and Best Use." • Introduce a request for voluntary contributions from tax-exempt properties. • Maintain the policy of creating "benefit districts" to ensure residents who benefit privately or in a limited number pay for work or improvement done.	Town Manager Selectmen Selectmen	12-18 months from plan adoption Ongoing
Tax Increment Financing	Review the existing TIF policy and make improvements to allow for both infrastructure expansion and credit enhancement agreements. Draft a TIF policy that is well defined and directs qualified businesses to specific standards	Town Manager, Selectmen, a consultant, an the Economic Development Committee	Ongoing
Capital Improvement Plan	Establish the town manager as a member of the Capital Improvement Plan Committee •Require: A 20-year forecast A 5-year plan An annual update of the plan and forecast • Establish parameters for various classes of assets to determine capital needs and comparative performance. • Segregate within the plan: New replacement, new, grants, and leased assets. Gifts and Impact Fees as funding sources. Projects resulting from impact fee collections.	Selectmen Selectmen with particular involvement of the selectman's whose area of expertise this is. Town Manager and Capital Improvement Committee	12-18 months from plan adoption ongoing 12-18 months from plan adoption and ongoing

Approved by voters, November 2, 2004

Implementation Plan: Finance

Program:	**Implementation:**	**Responsible Party**	**Timeline**
Gifts	• Establish a promotional program to cultivate potential donors • Establish the process to accept and administer gifts initially in the form of cash, securities, land, and endowments with annuities to follow.	Newly appointed finance director together with the selectman whose area of expertise is in gifting	12 months from plan adoption
Grants	•Establish expertise in applying for grants that benefit Rockport. • Require an understanding of state and federal grant programs, with some prioritization of those suited to Rockport's needs, either as the town alone or in a regional context.	Newly appointed finance director together with the selectman whose area of expertise is in grants.	12 months from plan adoption
Development Rights	Explore feasibility of a transfer of development rights program and implement the remaining recommendations made under the Development Rights Section of Financial Programs. •Once the program is established, the following steps are required: 1) Designate sending and receiving areas for transfer of development rights. The recommendation is: Rural as sending Residential as receiving Village as receiving The basis for this would be voluntary; i.e., sending landowners may sell or transfer their development rights or develop their land as permitted under existing zoning. •Establish desired densities in the sending and receiving areas. Beyond establishing desired densities in the sending and receiving areas (see Land Use section), the purchase of development rights needs to have as part of the town's policy the right to increase building density within the receiving zone, contingent on meeting engineering standards. See example that follows on page 28 under Developing the Exchange Rate.	Selectmen with appropriate assistance from other towns or outside expert sources, as deemed appropriate.	12 months from plan adoption

Program:	Implementation:	Responsible Party	Timeline
Development rights, continued	• Establish the exchange rate (see example below).	Newly appointed finance director with the selectman mentor for development rights, supported by other expert sources deemed appropriate	12-18 months from plan adoption

Example Exchange Rate

- Assume that Rural zoning permits a maximum density of one residence per 2 acres that is calculated to be developable.
- *• Assume an average development right value of $80,000 per 2 acres of developable land
- Assume 10 development rights per acre of developable land (set by the Town of Rockport)
- Therefore one right equals $4,000 ($40,000 divided by 10).
- Assume Residential permits minimum building lots of one acre
- *• Assume an average value of $37,500 per half-acre lot and $50,000 for a one acre lot
- Assume five rights required to divide one acre into two half-acre lots. Exchange rate set by the Town of Rockport.

In the above example the sending party potentially receives $80,000 per 2 acres of developable land for not developing. The receiving party pays $20,000 to double the density of a one-acre lot (5 development rights x $4,000 per development right). On the basis of the example assumptions the receiving party makes $5,000 on the transaction covering one lot (two one-half lots at $37,5000 per lot equals $75,000 minus the $50,000 value of a one-acre lot equals $25,000; minus the $20,000 cost of development rights equals $5,000 profit per lot or $100,000 on 20 lots (minus some additional expense).

The purchase or transfer of development rights can be done in a number of ways:

A. Between landowners who own land – usually in a different land use zones – in a municipality or a region where municipalities have agreed to cooperative agreements.

B. Between the municipality and a landowner. This can be either a purchase or a lease.

C. Between the Maine Department of Transportation (DOT) along state-administered highways/roads and a landowner. This is usually done in conjunction with municipal recommendations.

** Market driven or negotiated value.*

Implementation Plan: Finance

Program:	**Implementation:**	**Responsible Party**	**Timeline**
Development rights, continued	• Recording of development rights transactions • Determination and issuance of development rights	Assessors Agent Contract to a third party based on agreed-upon formula.	
Impact Fees	• Consider a program to charge impact fees for all new residential construction except for affordable housing as defined by the Maine State Housing Authority. • Select an initial list of facilities that impact fees would be applied to. The recommendations for impact fees in the Financial Program Section on page 25 offer such a list. • Because of the requirement for adequate historical and forecast investments of growth to support the level of impact fees, a third party should be retained who has demonstrated expertise in the calculation of impact fees.	Newly appointed finance director with the selectman advisor for impact fees Expert support from a third party should be a fundamental part of the implementation of impact fees The Ordinance Review Committee should also be involved in this process.	12-18 months from plan adoption

GOVERNMENT

This section recommends strategies to:

- Improve the process of governance by encouraging widespread geographic voter participation
- Develop and maintain an efficient and effective means of communication amongst municipal staff, elected officials, town committees, and town residents
- Ensure that residents understand how town government decisions are made
- Reduce the need for legal due process in town government

Approved by voters, November 2, 2004

- Encourage the neighborhoods of Rockport to work together

Rockport is a municipal corporation organized according to the Maine law Title 30 and 30-A (Maine Revised Statutes Annotated). The town is governed by a town meeting/board of selectmen/town manager form of government, which was adopted in 1953 and became effective in 1955.

Rockport voters elect a five-member board of selectmen, which is responsible for administering the affairs of the town through oversight and policy development. The selectmen, in turn, appoint a town manager, who is the town's chief executive administrative official responsible to the board of selectmen. He or she directs the town's day-to-day operations and hires all municipal employees with the exception of a town attorney, who is hired annually by the selectmen. The town manager appoints all department heads, subject to confirmation by the board of selectmen.

There are numerous opportunities for Rockport voters to participate in the governance of their town. The annual town meeting is convened in June with the power to approve all town expenditures, enact ordinances, and approve the town's comprehensive plan. If required, a special town meeting is typically scheduled for November or March. All selectmen's meetings, board, and committee meetings are open to the public, and citizens are encouraged to become aware of the issues of local government and to participate.Rockport residents are encouraged to volunteer to serve on one or more of the regulatory/advisory boards and committees that are appointed by the selectmen. Both the library and budget committees are elected by the voters. More than 100 citizen volunteers can actively participate in the governance of Rockport if they so choose. All selectmen, planning board, and zoning board of appeal meetings are now televised on a local cable channel.

Despite available opportunities to participate in Rockport's governance, it is clear that most citizens need to better understand the proceedings of town government and their opportunities of participation. The Comprehensive Plan Committee was pleased by the interest of citizens when it held meetings in the neighborhoods. We believe that residents want to learn more about town government. Today's suburban society makes it more difficult to know one's neighbors but Rockport's residents want to meet their neighbors and this latent belief in community bodes well for greater participation in town government.

In 2003, there was discussion about Rockport's need for a town charter to better define how Rockport is governed. Proponents felt that a town charter would help to define the responsibilities of both elected and appointed officials in a single accessible document. The Comprehensive Plan Committee determined that the argument for a town charter has merit. The process of creating a charter commission, writing and reaching a final voter-approved charter, is long and labor intensive. It is recommended that this process begin as soon as a volunteer charter commission can be formed.

The Comprehensive Plan Committee has listened to as many concerns about governance as possible over the past two years and determined that there are several problem areas:

- The town's budgeting process does not provide a proactive role for the budget committee, which has no procedural duties early in the process. This is unfortunate because the budget committee members are elected by the voters and they are well positioned to help the town department heads as they consider how to allocate scarce financial resources.
- As with all towns, citizens are concerned about decisions being made under the influence of conflicts of interest.
- And, as with all towns, citizens are concerned about code enforcement and ordinance enforcement. The increased complexity and contentiousness of land use issues at times overwhelm code officers and local boards. In Rockport, progress has been made in the development of improved systems that aid the quality of decision making. Compliance starts with getting the appropriate permit and the current code officer is well aware that his of-

fice must work on educational outreach to explain selected land use issues.

- The poor attendance at the annual town meeting is worrisome because voters are not getting a chance to discuss and deliberate about critical issues relating to the town's future.
- The responsibilities and authority of Rockport's elected officials, boards, and committees, as well as municipal staff, are not always well defined.

RECOMMENDATIONS

- Elected officials, boards, committees and municipal staff should communicate useful information to the town's residents, including summer residents, by way of all available media. Specifically, the town's website needs to be used more to engage the public.
- Increased use of board and committee televised meetings should be encouraged, including the televising of school board meetings. Additionally, the school boards (Five Town CSD and SAD 28) are encouraged to produce annual reports for the citizens to help them better understand budget issues.
- The town's annual report should be improved with more consistent cost and performance data from all town entities to facilitate year-to-year comparisons and growth rates.
- Improve the orientation and training of elected officials and appointed volunteers.
- To address potential conflicts of interest, the town should uphold the guidelines crafted by the Maine Municipal Association and require full disclosure of any personal involvement in an issue to be resolved by the board or committees dealing with that issue. In the event of a possible conflict, the remaining committee or board members will vote to determine whether the member with such a conflict should recuse himself or herself from participating in that issue.
- Develop a broader more effective method of recruiting volunteers throughout the town.
- Make town meetings more vital by including discussion of important issues from the previous year and of the forthcoming year.
- Periodically schedule selectmen outreach meetings in Rockport's five neighborhoods – West Rockport, Rockport Village, Glen Cove, Simonton Corner, and Rockville.
- Strengthen the town's annual budget process by increasing the role of the elected Rockport Budget Committee. This includes:
  a) exploring the feasibility of the selectmen providing the budget committee with budget objectives. The budget committee, in consultation with the town manager and department heads, would prepare a budget;
  b) the budget prepared by the budget committee would be presented to the selectmen who would critique and make suggestions for review;
  c) the final budget would be approved by the selectmen and presented to the town.
- Rockport does not necessarily need more ordinances; what is needed is consistent enforcement of ordinances already on the books. Therefore, the Code Enforcement Officer should be recognized for improvements already made and encouraged to better use technology, such as GIS, to keep productivity high and to ensure a superior level of customer service and code enforcement.

Approved by voters, November 2, 2004

Implementation Plan: Governance

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Reduce conflict of interest	Review policy and appropriate bylaws. Ensure that board members adhere to Maine Municipal guidelines on this topic.	Selectmen, committees, and board chairmen	12 months following adoption of this plan
Encourage orientation and training	Maintain curriculum with the help of the Maine Municipal Association Hold training sessions Evaluate and plan program	Selectmen, committees, and board chairmen	12 months following adoption of this plan Ongoing
Schedule selectmen outreach	Develop schedule	Selectmen	six months following adoption of this plan
Improve budget process	Develop new process	Selectmen, budget committee chairman, town manager	12 months following adoption of this plan
Conflict resolution	Determine policy and methods and mediation	Town manager, selectmen	12 months following adoption of this plan
Definition of responsibilities and authority	Create a manual of job description and scope of responsibilities for every standing board and committee	Town manager, selectmen, and appropriate chairman	12 months following adoption of this plan

CAPITAL IMPROVEMENT PROGRAM

This section recommends strategies for strengthening Rockport's existing capital improvement process so as to ensure that projects are prioritized equitably using fiscally sound methods.

References: See Appendix

- Capital Improvements Plan 1999-2004
- Letter dated March 10, 2003, To the Board of Selectmen, *re*: Capital Improvements Report

See also the Financial Programs section of this plan starting on page 16

Approved by voters, November 2, 2004

Capital can be defined as an expenditure on an asset having future value or worth, as opposed to current operating expenditures. "Future" is usually thought of as three or more years, depending on the class of the asset.

The current program covering the period 2002-2004 deals almost exclusively with Public Works requirements and walking trails. While individual items are justified, there does not appear to be a fundamental or overall plan for different areas; i.e., geographies or community development (new and replacement).

A longer-term, more frequently updated capital improvement plan has the potential to smooth capital spending, lower costs of borrowing, and assure timely building of infrastructure.

With the introduction of impact fees comes the requirement for a more disciplined and defined program of capital works and spending. (See Impact Fees on page 25)

The existing Capital Improvements Plan covering the period 1999-2004 is the third five-year plan for Rockport. Apart from a description of capital improvements, the plan establishes:

a) A planning process
b) A rating (priority) system
c) A discussion of financing methods

The content itself is largely driven by state requirements, extensions to existing infrastructure, and recommendations made by town management.

RECOMMENDATIONS

- That preparation of a five-year capital improvement plan with a proposed budget for the first year (the next fiscal year) and projections for the remaining years be continued.

- That parameters for the various types of assets be established as a basis for determining need (e.g., for Public Works, using miles of road and population – current and forecast – as bases for evaluation).

- That replacement, lease-purchase, and new assets be distinguished in the plan.

- That a 20-year forecast of growth and needs forms the basis for a fundamental plan for judging the five-year and annual capital plan.

- That gifts and impact fees be identified (where applicable) as funding sources within the plan.

- That the town manager be a member of the capital improvement plan committee.

- It is important to recognize that while designated growth areas should command the bulk of capital improvements, it is vital to consider giving significant weight to necessary capital projects that will benefit areas of town that have historically been slighted in this process.

- The five and 20-year plans should include a determination of the town's capacity to borrow capital (capital debt). This requires forecasts of assessed taxable property and population growth.

  Total capital debt capacity should be examined as having three limits:

  a) A bank limit
  b) A state limit
  c) A town limit

  Using the most conservative of a, b, or c, a maximum debt limit should be set. In addition, there should

Approved by voters, November 2, 2004

be a 20-year forecast of new capital debt. The forecast should be offset by retirement of capital debt. This procedure will allow town officials to monitor the availability of capital debt capacity on an on-going basis.

- The Capital Improvement Plan 1999-2004, Section 3, Financing Methods for Capital Improvements deals not only with financing techniques but touches on the distinction of capital projects that benefit all the town's population and those projects that benefit a specific portion of the town's population.

  This Comprehensive Plan recommends that an initial list of capital improvement projects fitting each of these two categories be included as part of Section 2, The Capital Improvement Plan planning process, either as part of the rating system or as a separate sub-section. The following is a suggested initial list.

  Included in the tax base of all residents:
  a) schools
  b) parks and recreation land
  c) town buildings and associated infrastructure (administration, public works, and operations centers)
  d) town vehicles (if capitalized)
  e) traffic control and street lighting
  f) pathways

  Included in the tax base of residents who only directly benefit:
  a) sewer lines and any associated disposal and/or treatment facilities built or expanded to service the new base
  b) sidewalks within village boundaries or sidewalks within subdivisions outside village boundaries

  It is not intended that other forms of funding (gifts, grants, impact fees, tax incentives) be excluded from use in either of the above categories where they apply.

- The Capital Improvement Committee should seek the authority and act on behalf of the town to obtain studies (financial, environmental, assessment of the trade-offs) that provide an overall perspective of fit and benefit for new additions of major infrastructure.

  For example, to provide a wastewater disposal treatment and sewer system to a newly developing section of Rockport. The options could be to:
  a) extend the existing grid anchored in Camden and Rockland
  b) build a stand-alone treatment facility in the newly developing area
  c) create a blended model of a and b.

  Expert evaluation and/or study work will be required to make the best overall decision.

- It is the recommendation of this comprehensive plan that the Capital Improvement Committee conduct comparative engineering studies and/or other professional assessments to determine the most cost effective and best-suited infrastructure to encourage and direct development within Rockport's designated growth areas.

  Experience should also be gained (assuming implementation) with the gifts, grants, impact fees, and tax incentive programs (TIFs) to determine their potential funding.

  All three of these recommendations are within the scope and capability of the Capital Improvement Committee with the exception of the study authority in Recommendation Four. However, study authority can be sought from the Board of Selectmen on a case-by-case basis.

Rockport Capital Improvement Plan, 2003-2013

While it is understood that capital improvement plans can change their stated goals, given alternate circumstances and voter preference, Rockport's Capital Improvement Committee has outlined its immediate plan:

Item	Estimated Cost	Priority	Funding Source
Lime Kiln Restoration	$80,000-$100,000	+/- 4	grants, reserves
Central/Russell Street Sidewalk & Drainage Work	$60,000	+/- 5	reserves
New Sand/Salt Building	$225,000-$300,000	+/- 1	bonds, reserves
Replace & remove fuel tank	$125,000	+/- 2	reserves
Replace marine floats	$50,000	+/- 3	grants, reserves
Renovate Public Safety Building	$200,000	+/- 2	grants, reserves
Recreation Land Purchase	$85,000-$100,000	+/- 1	grants, bonds
Town Storage facility	$35,000	+/- 3	reserves
Opera House curtain rehabilitation	$25,000	+/- 5	grants, reserves

Other items in the CIP include:

Sidewalks, $60,000, Main St. from Opera House to corner of Mechanic St. Includes drainage, catch basin, drilling & possibly blasting

Public Works Garage: Door up-grade – replace rusty panels, worn or dangerous track, and bad insulation. Est. 1,000/door, $8,000

Replace 1995 F-350 Dump Truck, $ 56,000

Replace 1998 Dodge pick-up within the next 3-4 yrs., $35,000

Replace 1986 L-8000 6 yard Dump , $80,000

Purchase of used street sweeper, $45,000

Replace 1969 International Tractor Dump Truck 4 x 4 with comparable truck in the 1990's age. Dependant upon used truck prices. Est. cost $30,000

Small rubber track excavator with a machine weight of 18,000 - 24,000 lbs.- Est. savings of $20,000 per year, $100,000

Sidewalk snowplow/sander. Est. cost , $80,000

Approved by voters, November 2, 2004

ROCKPORT IN THE REGION

This section makes recommendations for Rockport to enhance and expand its role in the broader midcoast region.

- Work collaboratively with the municipalities throughout the midcoast.

- Partner with Camden, Rockland, and other local governments throughout Knox, Lincoln and Waldo counties to combine services and develop infrastructure that will result in more efficient administration, reduction in costs, and improved quality of life.

- Use various tools available to expand economic development opportunities in the region.

- Work regionally to address key land use issues so as to direct growth and minimize impacts on the midcoast's community character.

Regionalism, as long as it is meaningful and manageable, is essential to maintaining and controlling the Town of Rockport's fiscal well-being. Economies of scale, where they exist, can reduce the overall costs to municipal government. These economies can only be obtained by adopting a strong regional approach and encouraging partnership and collaboration. However, the government structure in New England has not lent itself to regionalism, unlike the strong county governments found elsewhere in the country.

Working together, municipalities can reduce overhead expense, increase services, and more effectively plan and manage for the future. Rockport's greatest regional effort is its participation in both School Administrative District 28 and the Five-Town Community School District. Rockport also engages in the regional sharing of infrastructure, namely wastewater disposal with Camden and Rockland and the Midcoast Solid Waste Corporation.

Other collaborations, primarily with the Town of Camden, demonstrate the effectiveness of working on a regional basis. These include the joint purchasing programs for fuel, equipment, and professional services, as well as the sharing of manpower. Additional collaborations have been suggested in the areas of affordable housing, public safety, public works, recreation, library services, general administration, code enforcement and planning, and economic development.

Three areas of great regional import to the midcoast are economic development, transportation planning, land use, and natural resource protection. In order to balance the demands of residential and business growth while preserving the character the region enjoys, municipalities must work together and determine the optimum use for certain areas of the midcoast. This approach will enable all midcoast communities to jointly use the tools available resulting in a stronger regional identity.

Economic Development

Economic development can be regional by definition. For example, a business may be located in one municipality, but the employees live throughout the region, resulting in broad economic impact. Because of this general principle, regional economic development projects are encouraged and promoted with state legislation and incentives.

The costs to a single municipality of developing a business or industrial park are so prohibitive that no new large (200 acres or more in size) business or industrial parks are being proposed or created that are financed exclusively by a municipality. Realizing this, the state has passed legislation that permits municipal governments to work regionally for the purpose of economic development.

Towns in the midcoast have traditionally shied away from regional economic development with a number of failed attempts such as the proposed expansion of the Rockland Industrial Park into Owls Head and the creation of the Midcoast Development Corporation, a regional economic development organization. However, to secure the region's economic position, the municipalities throughout the three-county midcoast need to embrace regional economic development and explore projects that take advantage of the public policies the state has established to assist regions grow a sound economic base.

There is a host of resources available to assist in the promotion of regionalism that are not fully utilized by the town, such as Midcoast Regional Planning and Eastern Maine Development Corporation. The focus of these organizations is regional. They can provide tools in effective planning, development, and management.

Transportation Planning

Rockport also participates on the Regional Transportation Advisory Committee (RTAC), established by the Maine Department of Transportation to facilitate public participation during the formulation of transportation policy.

RTACs are advisory committees consisting of citizens representing environmental, business, municipal, planning, and alternative forms of transportation, as well as members of the public. The purpose of the RTAC is to provide early and effective input into Maine DOT's plans and programs. The RTAC process is an effort to de-centralize transportation planning and give the public an opportunity to help shape transportation policy and the decision making process.

RTACs collaborate with the DOT and the Regional Councils to develop regional advisory reports for each RTAC region. Rockport is part of RTAC-Region 5, which encompasses communities from Brunswick to Winterport. The Regional Advisory Report outlines each RTAC's objectives, goals, and strategies for improving transportation systems in their respective regions. The RTACs meet regularly and advise Maine DOT on a number of issues including advisory report strategies, updating of the advisory reports, and the Biennial Transportation Improvement Program (BTIP). BTIP is Maine DOT's programming document that defines potential projects for the next two years. Municipalities can suggest projects to be included in the BTIP for potential funding. In the 2002 Regional Advisory Report, RTAC 5 recommendations included:

a. to reconsider National Highway System designation on Route 1 from Warren to Rockport; and

b. to strengthen the relationship between Maine DOT and the bicycling community in Brunswick, Camden, Thomaston, Rockport, Rockland, Lincolnville and Belfast.

Land Use Planning

Rockport shares a variety of natural resources with the surrounding region, ranging from a common drinking water system to Penobscot Bay, which supports the economy of the area, and the unique landscape of the midcoast, which provides healthy habitat for area wildlife, plants, and humans. Local land trusts, Aqua America Maine, and other organizations have individually explored regional collaborations. Municipal collaborations, however, have not been adequately tested. The Midcoast Regional Planning Commission, which is administered by the Eastern Maine Development Corporation and guided by the Maine State Planning Office, offers one of the few official regional efforts in the Rockport region.

RECOMMENDATIONS

- That a task force with the Town of Camden, City of Rockland, and other interested municipalities be formed to explore all possible partnering opportunities. The task force would also analyze the benefits and drawbacks of areas where regionalism efforts would seem to have a real financial impact and appear manageable. That includes:

  Regional dispatch
  Police and fire protection
  Engineering
  Code enforcement and planning
  Public works
  Regional purchasing
  Grant writing
  Wastewater infrastructure expansion
  Recreation

- Require this task force to report quarterly to the Board of Selectmen about their investigations and conclusions.

- Continue to work with the Regional Transportation Advisory Committee District 5 (RTAC 5) to establish multi-town corridor plans along Route 1, Route 17 and Route 90.

- Ensure the continuity of certain land-use policies across municipalities essential to preserving natural habitats, watershed, and development patterns. Through an intermunicipal agreement, establish a multi-town planning committee that develops policies on regional issues.

- Through the task force, explore the feasibility of establishing regional incentives, such as the purchase or transfer of development rights which allows for such rights to be acquired in one municipality and used in another municipality's receiving area.

- Be an active participant in the Midcoast Regional Planning Commission and the Comprehensive Economic Development Strategy process directed by Eastern Maine Development Corporation and the Maine State Planning Office.

- Urge the entities mentioned above to explore development of a regional business or industrial park, similar to First Park in Oakland, using legislation that allows municipalities to come together as a regional taxing entity for the purposes of regional economic development projects.

Implementation Plan: Regionalism

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Expand Rockport's role in regional planning	Work through Midcoast Regional Planning Commission to coordinate the appointment of an ad hoc committee made up of representatives from multiple communities (2 members from each community) to explore all possibilities of regional partnership, including transportation issues, economic development opportunities, and land use.	Town Manager and Selectmen	12-18 months from plan adoption
Explore new areas of collaboration with neighboring municipalities	Appoint a task force to analyze and develop recommendations on regionalization of all potentially feasible areas and require quarterly reports.	Board of Selectmen	12-18 months from plan adoption

BUSINESS

A strong and vibrant business community is essential to the long-term viability of the Town of Rockport. Key economic clusters exist in Rockport, providing a significant number of jobs in construction services, health care, and tourism. Other businesses play a vital role in the community and there are policies that can be adopted to help foster the proper economic development for the character of Rockport. The intent of this section is to:

- Foster business development in specific industry sectors that are compatible with existing economic clusters through the use of Tax Increment Financing, the development of business parks, and regional cooperation.

- Provide a sound commercial tax base in Rockport of compatible industry sectors with the current commercial mix and the existing community character.

- Encourage and support the continued growth of traditional occupations, such as boat building and agricultural pursuits, as well as home-based businesses of artisans and craftspeople.

Approved by voters, November 2, 2004

Some business owners perceive Rockport is as unfriendly to business. This Comprehensive Plan sets in motion a vision to embrace sound economic development activities in Rockport and the region, to support and foster the growth of small business in Rockport, and to promote business attraction and development that fits the character of the community.

The region's two service center communities, Camden and Rockland, have limited land available for commercial development. Camden's downtown and small industrial park are fully developed, and Rockland is relying on re-development along Route 1 to support retail expansion, particularly superstore development, such as Home Depot. Land for business/professional office development or modest industrial/commercial development is available in communities such as Rockport, Warren, or Union. Recognizing this development scenario, Rockport has an opportunity to clearly identify the type of business and commercial development it wants to encourage and work towards defining public policies that help realize that development.

Over the next decade Rockport will experience continued pressure for business development, particularly along Route 1 and Route 90. Traffic volume and the siting of Penobscot Bay Medical Center have helped direct development patterns along these two commercial corridors. As a result, Route 1 hosts many of the town's medical services, retail, and tourist businesses while Route 90's development continues to be retail and service oriented.

Northeast Health, parent company of Penobscot Bay Medical Center, is Rockport's largest employer with more than 800 employees. An additional 200 people work in the various medical offices located along Route 1, in close proximity to the hospital. As the demand for health care rises so will the need for future development of medical services businesses and professional office space. Encouraging development clusters and small business or professional parks such as Fox Ridge will maintain an aesthetically pleasing development pattern along Route 1 that fits the character of the community.

Building contractors and landscape services located in Rockport support much of the construction activity in the midcoast . These businesses have grown considerably over the last decade and are expected to continue to prosper. Many of these businesses are located along Route 90 and are beginning to influence that corridor's identity. As this sector continues to grow, Rockport needs to be cognizant of the nature of the construction and landscaping business, recognizing certain characteristics of the trade, such as truck traffic, starting times, and storage issues when forming public policies.

Tourism has long been an economic engine for the region and will continue to play a critical role in maintaining economic prosperity. The Samoset Resort in Rockport hosts 100,000 visitors each year. It has helped establish this area as a major destination for people throughout the world. Other hospitality properties and ancillary businesses have been developed along Route 1 to support the growing tourism sector. Existing ordinances have allowed Rockport to maintain a good balance with the tourism sector and this balance should continue into the future.

Rockport also has a rich tradition of fostering a strong home-based and small business environment with distinct clusters of artisans and craftspeople, boat builders, specialty food producers, and publishing enterprises that have helped create a distinct identity for the Midcoast. Businesses such as the Center for Furniture Craftsmanship, State of Maine Cheese, Maine Gold, Downeast Enterprise, and Rockport Marine add a unique dimension to the business character of Rockport. These types of businesses need to be celebrated and encouraged through favorable public policies.

Business is essential to creating a vibrant community that is fiscally healthy. Rockport's business and commercial tax base makes up 20 percent of the town's total valuation. Expansion of the town's commercial tax base can help provide tax relief to Rockport residents. Identifying business and industry sectors that are compatible to the community's character and providing incentives to businesses to locate, expand, and embrace certain design standards can help achieve a number of goals outlined in this plan.

RECOMMENDATIONS

- **BUSINESS DEVELOPMENT:** Rockport should establish an economic and community development committee to assist in the promotion and continued support of business activities in the community. Rockport's small business and agricultural enterprises help make Rockport a viable community and contribute greatly to the character residents and visitors enjoy.

- **BUSINESS/PROFESSIONAL PARKS** provide an opportunity for businesses to cluster within a single development, limiting curbcuts, and creating a positive environment to conduct business. Rockport should promote the development of this type of development through Tax Increment Financing (see page 46), the waiving of certain fees, and any other means at the town's disposal depending on the needs of the developer.

- **ECONOMIC CONCENTRATIONS:** Identify areas of town where existing economic concentrations exist or have the potential of existing and promote the future development of similar businesses in those locations. Likely concentrations to establish in Rockport are:

  Financial Services
  Computer Technology and Software Development
  Artisan and Craftsperson, including boat building and furniture making
  Medical Services

- **BUSINESS INCUBATOR:** Incubators tsupport entrepreneurial business start-ups often in a particular location or building, and often generate a steady development of particular industry sectors. Focusing on specific economic concentrations and establishing a support structure can foster long-term development of viable businesses, benefiting Rockport as well as the entire Midcoast region.

- **REGIONAL INDUSTRIAL PARK:** Maine has legislation in place that allows municipalities to join together to develop regional business/industrial/professional/technology parks. The midcoast should study the feasibility of establishing a large business park. Each of the municipalities would share in the cost of development as well as in the revenues generated from the development. An industrial park of this nature requires a minimum of 200 acres and is likely to be sited in a neighboring community such as Thomaston, Union, or Warren.

- **LAND-USE:** Specific land-use policies need to be developed that direct business development and provide equity with residential development. They include the need to:

  Support existing ordinances that achieve the objectives of the 907 mixed business/residential zone.

  Create a buffer zone on large lots of greater than five acres where the lot transitions from business to rural or residential.

  Support ordinances related to the existing 1000 zone.

  Encourage businesses to establish parking in the rear of the lot with the building sited closer to the street, particularly in the village areas.

  Establish a clear vision for Routes 1 and 90 to minimize strip development, encourage clustering, and make efficient future infrastructure development.

  Good outdoor lighting increases safety, enhances the town's night time character, and helps provide security. Light trespass reduces everyone's privacy, and higher energy use results in increased costs. There is a need for lighting standards that recognize the benefits of outdoor lighting and provides clear guidelines for its installation so as to compliment the town's character. Kennebunk, Maine, enacted an Outdoor Lighting Ordinance in 1992 and has been cited as a useful model.

Approved by voters, November 2, 2004

Tax Increment Financing

Municipalities can use Tax Increment Financing (TIF) as an economic development incentive within their community. The program enables a municipality to designate a TIF District in which new or expanding businesses can receive financial support from the new property tax revenues generated by their investment project. The municipality may choose to fund a portion of the project improvements or to return a percentage of the new tax revenues to the company to offset its costs of development.

Rockport has a Tax Increment Financing district along Route 1. The TIF was established to extend sewer and water infrastructure to the top of Richard's Hill, resulting in the expansion of Camden National Bank and the development of State of Maine Cheese. This infrastructure TIF supports a municipal bond with revenues from the TIF being used to repay the bond. The town has the ability to amend the current TIF policy and/or to establish a new TIF district with different criteria.

Moving forward, Rockport should establish a proactive TIF policy that promotes the objectives set forth in this plan as they pertain to business and economic development strategies. TIFs can provide a financial incentive to a business to develop in a certain area of town and to adhere to specific development standards. TIFs can also be an effective tool for the town to expand its utilities' infrastructure to support thoughtful economic development. The following outlines general policies Rockport should adopt in its use of TIFs.

RECOMMENDATIONS

- Identify specific industry sectors Rockport would like to attract or encourage expansion and develop a TIF policy providing incentives for those types of businesses.

- Define a TIF District, an area in Rockport where business development will be encouraged.

- Establish clear design standards for the TIF District and draft ordinances to support those standards within the TIF District.

- Set performance standards businesses will need to meet to be eligible for TIF revenues.

- Offer a provision for credit enhancement agreements (CEA) in the TIF policy, an agreement between the town and the business whereby the tax increment is paid directly to the investing business to cover project costs.

- The CEA would only be established if the business was to meet the standards outlined in the TIF policy. This policy would be an effective way to promote clustering of businesses, such as the development of business/professional parks. It would help attract a desirable economic cluster such as software development or artisan/craftsperson. The Town of Rockport would be put in a position of greater leverage with potential businesses rather than react to certain developers and businesses.

- Engage in an infrastructure TIF to extend infrastructure to a business that meets a predetermined job creation goal, property tax investment standard, or greater, long-term objectives for the town identified in the capital needs plan or infrastructure section of this plan.

Implementation Plan: Business

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Establish an Economic Development Committee	Appoint a volunteer committee of interested residents and Rockport business owners to address issues related to business development.	Town Manager and Selectmen	12-18 months from plan adoption
Establish an economic development strategy for the Town of Rockport	Draft a working document that clearly outlines future economic development strategies including economic clustering, business attraction activities, TIF policy, a vision for commercial corridors along Route One and Route 90, and issues of regionalism.	Town Manager and the Economic Development Committee	Ongoing
Develop a business incubator to support and foster entrepreneurial enterprise	Conduct a study to determine the feasibility of establishing a small business incubator targeting entrepreneurial business.	Town Manager, Economic Development Committee, and a consultant	Ongoing
Develop a regional industrial park in the midcoast	Work with the municipalities throughout the Midcoast to determine the interest of developing a large industrial/business park and conduct a study to identify possible sites and the market feasibility for such as development	Town Manager, Economic Development Committee, EMDC, MCRPC Chambers of Commerce	Ongoing
Establish the necessary public policies to support business development and growth.	Draft and adopt land-use policies that support business development and growth.	Ordinance Review Committee	12-18 months from plan adoption
Establish a sound TIF policy.	Review the existing TIF policy and make improvements to allow for both infrastructure expansion and credit enhancement agreements. Draft a TIF policy that is well defined and directs qualified businesses to specific standards	Town Manager, Selectmen, a consultant, an the Economic Development Committee	Ongoing

Land Use

Land Use

Agricultural and Forestry Resources

Wildlife Habitat

Water Resources

Marine Resources

Scenic Resources

LAND USE

This section provides a framework for future regulatory and planning committees to direct the formulation and implementation of Rockport's land use policies in order to meet Rockport's long-term objectives. The proposed parameters and formulas outlined in this section are suggested guidelines and it is understood that ordinance writers will need to adjust numbers more specifically. The objectives of this section are to:

- Enhance the rural landscape and small-town character of Rockport by designating land use areas that allow citizens to enjoy the natural beauty and other assets of the town, while making Rockport an ever-more desirable place to live and work.

- Facilitate the use of land for a variety of living and working preferences, ranging from village neighborhoods to rural living with extensive open or agricultural space. Land use should also encompass suburban subdivisions and mixed business/residential areas, and should include provision for affordable housing in these different environments.

- Permit and encourage sensible growth in appropriate zones for both residential and business purposes, while conserving open land for agriculture, forestry, recreation, scenic purposes, watershed protection, and wildlife habitat.

- Encourage the re-development and vibrancy of "village" life in appropriate areas of the town with the following: 1) a variety of lot sizes; 2) retail/business uses mixed with residential uses; 3) public and commercial services located in convenient walking distances; 4) interconnecting streets with sidewalks, street trees, and other traffic calming methods to promote safe pedestrian travel; and 5) areas of common green space for recreation and enjoyment.

- Minimize the increase in tax burden on residents and business owners in the town by minimizing future municipal spending and growth through more efficient land use concepts. And, encourage a reasonable level of growth of the tax base where it is cost-effective to do so.

- Simplify and clarify, to the extent possible, the number of zones and the intent of each. In this way, future boards, committees, and town employees who must create, interpret, or enforce ordinances will have a clear and common understanding as to the intent and scope of the ordinances and policies with respect to the zones.

Rockport's 1993 Comprehensive Plan did a good job directing where commercial growth should occur along Routes 1 and 90. However, residential growth was not well directed because the plan's residential zones were not adequately differentiated. The number of major subdivisions over the last decade sited in the town's non-growth areas produced approximately 200 house lots, most of them developed. Successful growth management has followed the sewer extensions along routes 1 and 90.

This section is designed to more clearly differentiate residential zones and an analysis will be conducted, two years after the plan is adopted, to evaluate how well the plan is performing in terms of directing residential and commercial growth.

This section details a vision for the various categories of land use, delineating them geographically on the town's land use map as a basis for the re-drafting of the Rockport Land Use Ordinance and for the development of other means of implementing the desired vision. The appendix of this plan also details available tools for the implementation of this plan.

Approved by voters, November 2, 2004

Summary of Land Use Categories

The Comprehensive Plan identifies four broad categories of land use in Rockport that, with variations within each category to accommodate existing realities, lead to a total of 8 zone "types," any of which might apply to multiple land areas within the town. These are briefly summarized here for an overview, then further detailed in subsequent subsections. In addition to these basic categories, which comprise the bulk of the town's land area, there are also a few "special" zones required to accommodate some unique situations existing in the town, such as the areas around Pen Bay Medical Center, and the Samoset Resort.

The following chart corresponds to the land use map, and identifies Rockport's designated growth areas.

	ZONING DISTICTS	
LIGHT GREEN	RURAL	RURAL ZONE
LIGHT BLUE	RESIDENTIAL	GROWTH ZONE
DARK BLUE	RESIDENTIAL COASTAL	TRANSITION ZONE
LIGHT ORANGE	VILLAGE	GROWTH ZONE
YELLOW	MIXED BUSINESS & RESIDENTIAL	TRANSITION ZONE
RED	INDUSTRIAL	DEDICATED ZONE
BLUE GREEN	MIXED BUSINESS & RESIDENTIAL VILLAGE MODIFIED	GROWTH ZONE
LIGHT BROWN	HOSPITAL & RESORT	DEDICATED ZONE

Rockport has an existing shoreland zoning overlay district that is conformance with the latest state shoreland zoning provisions. In the shoreland zoning overlay district, lot coverage is limited to 20 percent.

Rockport has resource protection and stream protection overlay districts, and a Chickawaukie Lake overlay district. This plan supports the continuation of all the aforementioned districts.

This plan also supports the continuation of District 909 that currently encompasses Pen Bay Medical Center and the Samoset Resort.

Rockport should monitor new residential development in the growth and rural areas of town. Rockport's goal is to have 70 percent of the new residential construction in town to occur in the designated growth areas. If the percentage of growth in the growth areas goes below this goal within any consecutive 48 month period, the selectmen should appoint a committee to review the comprehensive plan for zoning ordinance, subdivision ordinance, and other non-regulatory strategies to make recommendations for changes to these items within six months.

Villages

Rockport has historically had five "villages" within its borders and it is in the town's interest to maintain, enhance, and identify these neighborhoods as potential growth areas.

This strategy will simultaneously promote more of the small town character outlined above as a plan objective and relieve some, though certainly not all, pressure for residential or commercial development.

The basic village concept is pedestrian friendly and encourages mixed residential, retail, civic, non-profit, and commercial use, and incorporates features, such as relatively small lot sizes with higher percentages of lot coverage, sidewalks, street trees, green spaces for aesthetic and recreational purposes, and interconnecting roads.

This plan recommends three types of village zones, recognizing the individual characteristics of the specific village areas. Details of recommended building parameters are presented in the next section on page 63.

ROCKPORT VILLAGE

Comprising the present boundary and zoning characteristics of Rockport Village (existing Zone 901) with essentially no change except that some portions of Beauchamp Point (Megunticook Golf Course) will be rezoned into Rural. Some key features of this zone are:

- minimum lot size, as laid out under the existing 901 zone (12,000 square feet in sewered areas or 15,000 square feet for multi-family dwellings);
- low frontage (60-foot) and set-back requirements (10-foot side/rear; 20-foot front), as currently required;
- ordinances to permit/encourage retail and civic activities desirable for village life.

ROCKPORT DOWNTOWN

Comprising current Rockport Downtown (existing Zone 913) with no change from the present geography and characteristics. Some key features include high maximum lot coverage (70 percent) and minimum frontage (40-foot) and setback requirements (6-foot side/rear; 10-foot front).

OTHER VILLAGES

Comprising the four other village areas that have been identified as having further growth potential (West Rockport, Rockville, Simonton Corner, and Glen Cove) and providing special zoning characteristics to encourage their growth along the village model. Some key features of these zones are:

- minimum lot sizes (12,000 square feet for sewered or community waste disposal system areas; 40,000 square feet for unsewered areas);
- similar frontage (60-foot) and setback requirements (10-foot side/rear; 20-foot front) to Rockport Village;
- ordinances to permit/encourage retail and civic activities desirable for village life.

Residential

Rockport has several large areas that are now developed into suburban-type subdivisions with relatively large (1 – 3 acre) lots. Houses are set well back from the street, use private wells and septic systems, and provide for basically automobile-centric living. Other areas of town are characterized by single family dwellings spaced out along town roads. Provision must be made for these areas in future land use planning, with sensible zoning ordinances to enhance their contribution to community life (such as creating incentives for developers to provide through streets to connect adjoining developments, provide sidewalks, etc.).

Future developments can be enhanced through requirements or incentives for clustering homes to provide more open space for wildlife habitat, watershed protection, and recreation.

Specifically, this plan recommends two types of residential zones (again, specific recommended building parameters are given in the sections detailing each zone type).

Residential – Comprising about twelve areas in the town, these constitute the most typical form of non-village residential development areas. Existing ordinances are already well crafted for this residential zone and the plan supports them. They include:

- larger minimum lot sizes with options for reducing lot sizes through development incentives to be described further on in this section;
- 33 percent maximum lot coverage;
- modest minimum dwelling sizes (600 square feet), 100-foot road frontage, etc. (as in the existing Zone 912).

Coastal Residential – Comprising four areas in town, these valuable resources are stretches of relatively undisturbed, sparsely settled properties along the shore of Penobscot Bay. From the water, as well as from land, these lands are important to the image of Rockport and it is for preservation of the natural beauty of this shoreline that they deserve special consideration in zoning ordinances.

Some key features of these zones are the same 40,000 square-foot lot sizes and 33 percent maximum lot coverage under the existing zoning, but larger minimum dwelling sizes (1,000 square feet) and 150-foot road frontages.

Business/Residential

Rockport needs to accommodate its business community to enhance its tax base, provide work and entrepreneurial opportunities for town residents, provide necessary goods or services to the town citizenry, and to remain a diverse and productive participant in all phases of midcoast Maine life.

In this age of telecommunications, service industries, and small scale operations, many businesses can be conducted out of a residence or an essentially home-like environment and provision for such cottage industry businesses must be made in several of the land use categories mentioned elsewhere.

On the other hand, there are also more conventional commercial operations whose locations, appearances, land use specifications, environmental impacts, and other effects on the community must be more closely controlled, but still deserve a business-friendly environment that won't discourage them from settling in Rockport.

Provision is now made for such operations predominantly along routes 1 and 90, and this plan advocates continuing that practice, but with more attention given to ordinances and incentives to encourage clustering of these enterprises.

Clustering is recommended to minimize curb cuts, maximize shared open spaces in the commercial areas, create more aesthetically-pleasing and efficient buildings and parking areas, as well as to generally maintain the attractiveness of the major gateways into Rockport. Specifically, this plan recommends two types of business zones, building on the existing ordinances already in place.

Mixed Business/Residential – Comprising most of the areas along routes 1 and 90 that are currently included within existing Zone 907 and where there is currently a reasonable mix of business and residential properties.

Key zoning features are essentially the same as in the current Zone 907, with the non-residential uses bound by the requirements of existing Section 1000, Standards of Performance for Commercial Use.

Mixed Business/Residential – Village Modified: Comprising two areas adjacent to villages (West Rockport and Glen Cove) where the normal standards of performance of Section 1000 for non-residential uses would be inappropriate for village character. Specific standards of performance for village-oriented commercial establishments will have to be drafted, covering issues such as setbacks, lot coverage, minimum footprints, size, etc.

Rural

Rockport is fortunate to have a rugged terrain of coastal mountains, healthy watersheds, ponds and lakes, thriving blueberry barrens, wetlands, woods, fields, and a few farms, all contributing to the rural character of the town.

The town still has areas relatively undeveloped, and in defining and designating what land is rural, the Comprehensive Plan Committee used three sets of criteria:

1) Topographical constraints: steep slopes and wetlands preclude densely developing a piece of property.
2) Community policy: the community's desire to protect agriculture, open space, and scenic views.
3) Distance from town services: more remote locations from sewer, water, schools, fire protection and police protection.

Rockport citizens have said in meetings and in a survey circulated in 2002 that they value the town's rural areas for scenic, agricultural, environmental, recreational, or other open space purposes. This plan encourages land conservation through acquisition or easement grants to conservation organizations or to the town, or through appropriate ordinances and other incentives (provided in the appendix of this plan under the section Available Tools).

Rural landowners must also be assured that they will retain the potential economic value of their land through low-density development, which is appropriate to a rural setting. The plan's intent throughout is to make recommendations that maintain land values and work for the landowner.

Currently, residences and home occupations exist in the rural areas and their future development should be encouraged. These can all fall under a single designated Rural Zone, with characteristics defined further on in this section.

It should be noted that Rockport has the unusual asset of three golf courses. Two of those golf courses are in the town's rural area. Where the terrain and soils are suitable, golf courses are considered to be an attractive land use in the rural areas of Rockport.

Background and Recommendations – Villages

Intent

A key strategy for managing growth within Rockport is the designation of certain specified growth areas within which residential, civic and commercial development is encouraged. Such focused growth could partially relieve the pressure on other areas that give Rockport its rural identity. Obvious candidates for these growth areas are the five historically traditional "villages": Rockport Village (surrounding Rockport Harbor); West Rockport (at the intersection of routes 17 and 90), Rockville (alongside Route 17, near the Rockland line), Glen Cove (abutting Clam Cove, alongside Route 1, near the Rockland line), and Simonton Corners (at the intersection of Main Street and Park Street.). These villages vary widely in size, numbers of homes, potential home sites, settlement patterns, water and wastewater systems, as well as their accessibility to everyday services and community activities. It is recommended that a review be made of the permitted uses, and permitted uses under special exception with special attention to the specific needs of each Village area.

Rockport Village

Rockport Village is the most "village-like" in its characteristics, but still lacks some features that could enhance its attractiveness and potential for additional growth.

Rockport Village runs east of Camden Street and along Union Street, from the Camden Town line (the "Arch") south to the intersection of Pascal Avenue and Route 1. It also includes the area west of Rockport Harbor along Mechanic Street and Russell Avenue to approximately Aldermere Farm.

There are quite a few essential services and facilities within reasonable walking distance of most of the properties in this village area including the town office, police and fire departments, Rockport Elementary School, Penobscot Bay YMCA, post office, Rockport Public Library, Rockport Opera House, Rockport College, the village green and several parks, along with their public access to the harbor for work and recreation.

There is also office space, as well as art galleries and antique shops, doctors' offices, a newly opened hair salon, and other small businesses.

However the village lacks a critical mass of retail shops and services that would further encourage everyday pedestrian use, such as a grocery store, drugstore, barber shop, gift shops, dentists' offices, or other businesses suited to revitalize the business downtown. It also suffers from inadequate parking at certain times of the day in "high seasons" or during some public events.

OBSERVATIONS/RECOMMENDATIONS

While the perception may be that Rockport Village is relatively densely settled with little opportunity for further development, research shows that with current minimum lot size restrictions (12,000 square feet) there is, with in-filling, sufficient land available for many additional houses within the Rockport Village zone.

Aside from incorporating some incentives to encourage the use of purchased development rights and the building of affordable housing, no change seems warranted in the basic residential land use parameters of the village. This plan recommends, however, that ordinances – such as requirements for business parking – be reviewed and revised, and other incentives be explored to encourage a greater diversity of services for Rockport residents.

Rockville

Rockville village area lies astride Route 17, shortly after entering Rockport from Rockland on Rt. 17 from the south, just beyond Chickawaukie Pond to the east and just before Maces Pond to the west.

Route 17 serves as a bypass to the main part of the village, which consists primarily of modest houses along both sides of Old Rockland Street, which is about 3,300 feet long (roughly two-thirds of a mile), from one intersection with Route 17 to the other.

There are approximately 25 houses there now and it is estimated that there might be room for another 20-30 homes or businesses with appropriate lot subdivisions and smaller lot sizes (assuming that sewage disposal or engineering for common wastewater disposal facilities could be made available).

In addition to the "core" village area as identified above, this plan recommends including Gurney Street, from Old Rockland Street to Vinal Street, which has become increasingly settled with several new subdivisions at the outer boundary of the village area.

There are also some houses and lots along Route 17 on the eastern side and down both Porter Street and Rockville Street running eastward toward Route 1, including a small development of houses on Kimberly Drive and Rockville Street.

Rockville has Aqua America Maine (formerly Consumers Maine)water, but no public wastewater facility at present. Community facilities include a small non-denominational community chapel in the heart of the village and two other churches on the other side of Route 17: the Kingdom Hall Jehova's Witnesses Church and the Lakeview Presbyterian Church.

The only evident businesses in the area are the Green Thumb nursery and a hair dressing salon in a private home. The nearest post office is in West Rockport, about two miles to the north. There are no other retail establishments in the area.

Most of this described area now lies within existing Zone 911, the "Village Preservation District," which primarily permits single-family detached dwellings, but also includes some "agricultural and horticultural uses," covering the Green Thumb business as well as pasture land and hayfields at the southern end of Old Rockland Street.

Building standards for Zone 911 specify 40,000 square-foot minimum lot sizes, among other criteria. Other portions of the area, outside the core village (further out on Gurney, Vinal, Porter and Rockville streets and on Kimberly Drive) are in existing Zone 908, Rural Conservation, calling for 60,000 square-foot lot sizes and other more stringent specifications.

It should also be noted that some of this area lies within the shoreland overlay, encompassing watershed streams leading into Chickawaukie Pond or Mace's Pond.

OBSERVATIONS/RECOMMENDATIONS

This area appears appropriate for a modest growth area with some opportunities for infilling in the core village area itself and some possibilities for small additional developments on land east of Route 17. The land to the west of the existing houses fronting on Old Rockland Street would appear to be undevelopable because of very steep slopes and inclusion of a stream feeding into Chickawaukie Pond.

In re-designing the zone boundaries, we recommend *ex*cluding from this zone the agricultural land at the southern end of Old Rockland Street, in order to maintain that open space upon entering the area from Rockland, but *in*cluding the Kimberly Drive development and the subdivisions being developed off of Gurney and Vinal streets.

Obviously, significant further development would require major investments in additional infrastructure – primarily an extension of the sewer line to the area from either the Rockland end of Route 17 or from West Rockport. Alternatively, consideration should be given to the possibility of

a community wastewater disposal system as a way of encouraging village development should a sewer line extension seem impractical.

There would also need to be improvements to the existing sidewalks, some method to permit safe crossing of Route 17 and, ideally, some incentives to encourage some additional retail establishments and small businesses to settle there to provide the services and work opportunities needed for long term viability.

West Rockport

West Rockport village is a quite large area with development potential at the intersection of routes 90 and 17 and extending northeast along Route 90 and Park Street. Presently designated as Zone 902, West Rockport Village also includes an optional overlay zone designated as Zone 910, "Traditional Village District Overlay."

That designation was approved by town vote in 1990 to facilitate the development of available land as a "modern village" with all of the pedestrian-friendly, close community-oriented features mentioned above as desirable village characteristics. Within the overlay district is a 120-acre area, known as Ingraham Corner, a project envisioned as containing smaller house lots, together with a small commercial district, public and civic buildings, and common neighborhood greens and walking areas.

Existing facilities and services in the area include the West Rockport fire station, post office, church, recreation center (ice skating, tennis courts, etc.) and several medium-sized businesses (computer sales/service/training, construction company, insurance agency, commercial glass company, antique shops, glass sculpture and brass foundry, office building, and other retail and small businesses).

Desirable additions to enhance village life would include other retail establishments, such as grocery and drugstores, medical offices, restaurants, barber/hairdressing shops, as well as, ideally, some other municipal services, such as schools, a library branch, and a meeting hall.

OBSERVATIONS/RECOMMENDATIONS

West Rockport holds potential for significant focused development, if the infrastructure investment can be attracted and necessary additional facilities and services provided. The boundaries of this zone should be maintained or expanded as widely as possible (within the 10-15 minute walking distance criteria used to characterize village life) to encourage the maximum amount of development, both residential and business, within it.

Glen Cove

Rockland has made a conscious decision to concentrate" big-box" development in the north end, jeopardizing the Glen Cove gateway into Rockport. To counter this development direction, it is recommended that the Town of Rockport embrace a village design that balances business with residential and incorporates amenities that further enhance the gateway.

Glen Cove village area lies on the small inlet of Penobscot Bay known as Clam Cove, abutting Route 1 near the Rockland town line. It is a relatively small area of land with not much room for further development because of the natural constrictions of the shoreline, Route 1, and a stream that runs through the center of it. In addition to about 25-30 houses which are along both sides of Warrenton Street, there is a subdivision, The Pines, now being built out on a loop road known as Clam Cove Drive, with about another 25 house lots.

The Riley School, a private school, occupies considerable land area, with open space, in the middle of this village area. Clam Cove itself offers some recreational opportunities for wading, beach combing, walking, and, potentially (if water pollution, predator problems and clam reseeding requirements could be clarified and financed) recreational soft-shell clamming.

The Clam Cove Picnic Area lies adjacent to Route 1, and was offered in 2003 by the state to the Town of Rockort for $700. Voters approved that purchase in November 2003, becoming part of Rockport's recreational facilities, providing another access point to Clam Cove, if a stairway is built.

No other significant municipal or community services are readily available, since the Glen Cove Post Office moved out of the small building it had occupied on Route 1. That post office is presently housed in the Dead River Convenience Store considerably further north (beyond walking distance) on Route 1.

There is a Denny's Restaurant within walking distance, but on the other side of busy Route 1, and a few other small businesses along the same highway. For major shopping, Wal-Mart, Shaw's, Home Depot, Staples, and T.J. Maxx are accessible but these might not be deemed as easily "walkable" in the village model sense.

The Romaha Trailer Park provides some affordable housing with approximately 25 homes, and it appears that there is some developable land behind that which could be explored for further development. This area is now designated primarily as Zone 904: Coastal Residential II, along with some portions in Zone 907: Mixed Business/Residential. To enhance the potential village-like character of this area, this plan recommends that the latter region be changed to Mixed Business/Residential, Village Modified (see page 65).

OBSERVATIONS/RECOMMENDATIONS

The area is now serviced by the existing sewer line, so smaller lot sizes could be supported and should be encouraged. Further development seems feasible in the form of more in-fill in the area where the new subdivision is under construction and also in the wooded area behind the current buildings fronting on Route 1. Other improvements to the area that would enhance the village atmosphere of Glen Cove would include:

- Work with the Maine Department of Transportation to achieve lower speed limits through Glen Cove
- Improve or build sidewalks along Route 1 from the Rockland city limits to the Glen Cove rest area.
- Plant street trees along Route 1 and Warrenton Street.
- Encourage businesses to incorporate parking in the rear of the lot
- That all commercial growth be directed into the Village Modified 907 and not into the Glen Cove Village area.

Approved by voters, November 2, 2004

Simonton Corner

The Simonton Corner village area lies at the intersection of Main Street and Park Street, at the northern end of town near the Camden town line. It is a small area, bounded by an old limestone quarry and the Goose River to the northeast, the Ashwood Waldorf School to the northwest, a well-developed suburban residential area to the southwest, and some open/agricultural land to the southeast. Presently there are approximately 10-20 homes in the area that could be considered a "village." There is a Grange building used as a meeting hall and for dances in the center of the village, a new Masonic Hall building on the outskirts, and a combination computer repair and coffee shop in the center, where there appears to be more space for other small businesses. There are currently no sidewalks, publicly-supplied water, or sewer lines. The people living in this neighborhood, however, feel strongly that they are members of a community.

OBSERVATIONS/RECOMMENDATIONS

As with Glen Cove, while it would be desirable to stimulate some village-type housing development in this area, it is simply not realistic to expect that a true "village" will emerge within the next decade or so. The growth within this neighborhood area will either continue with homes on larger lots using private septic systems or on smaller lots connected to a community wastewater disposal system.

Village Recommended Building Parameters

Although the five village areas of Rockport have significantly different characteristics with respect to size, current building density, water and waste treatment facilities, etc., the Comprehensive Plan Committee believes it is best to specify for all of them the same building parameters with respect to areas that are either sewered or served by a community waste disposal system.

For Rockport Village and Rockport Downtown, this plan recommends retaining essentially all of the building parameters currently specified for Zones 901 and 913, respectively. These appear to work satisfactorily at present and we see no reason to change them. They include:

- Maximum lot coverage: 33 percent (or greater for affordable housing under strict controls)
- Minimum Dwelling size: 600 square feet
- Minimum Street Frontage: 60 feet
- Minimum Side/Rear Setbacks: 10 feet
- Minimum Front Setback: 20 feet
- Maximum Building Height: 34 feet

As for the other villages, the committee recommends the following new proposals:

- Minimum lot size: 12,000 square feet (sewered or with community waste disposal system); 40,000 square feet (unsewered) – reducible to 20,000 square feet in unsewered areas with the use of transferred development rights*, or to 12,000 square feet if lots are built in "clustered" fashion (requiring 50 percent of the total parcel to remain undeveloped).
- Minimum lot sizes can also be reduced to 8,000 square feet (sewered) or 12,000 square feet (unsewered) for the building of "affordable" housing (to be defined) which must be administered by some organization similar to the Camden Affordable Housing Authority to assure permanent affordability.

** where it can be confirmed that the soils will support wastewater disposal on such smaller lots*

Approved by voters, November 2, 2004

Residential

Intent

These zones are intended to preserve the physical, historic, and aesthetic qualities of areas in Rockport outside the villages, other than areas designated as commercial, mixed business/residential, or rural areas. They must allow for modest residential growth in these areas, while minimizing sprawl (continued development of houses placed essentially in the center of their lots to consume the maximum amount of space) and preserving essential wildlife habitat wherever possible.

Background

There are numerous areas around the Town of Rockport that have been developed in recent years or decades that can be considered "suburban" in character and represent the core of the residential zones to be designated for future controlled development. They include:

- Rockport Woods Road – a small area off Route 1 just south of the Camden townline, comprising approximately 6-8 house lots
- Mistic Ave./Camrock Drive/Seaport Drive – a development off Main Street and between it and Cross Street comprising approximately 80-90 house lots.
- Forest Street East and West – a development off of Route 90 (opposite the Camden Hills Regional High School) comprising approximately 40 house lots
- Alexander/Ministerial/Homestead/Rock Ridge/Brandy Brook Circle – several developments to both sides of Park Street comprising approximately 70-80 house lots
- White Tail Drive – a development to the west of Park Street comprising approximately 40-50 house lots.
- Dennison St./Pine Brae Lane – a development to the east of Route 90, just north of Tolman Pond, comprising approximately 20-30 house lots
- Beal Street/Bay View Drive/Kerygma Drive – several small developments off Vinal Street (south of Rockville Village) comprising approximately 30-40 house lots in total
- Wellington Drive – a large development to the east of Old County Road comprising approximately 30-40 house lots (plus some additional land reputed to be under development)
- Winding Way/Chickawaukie Pond Road - a development to the east of Old County Road (adjacent to the above mentioned Wellington Drive area) and abutting Chickawaukie Lake, comprising 40-50 lots.
- South Street – a development to the west of Rt.1 comprising approximately 20-30 house lots.
- Beech Hill/Dell/Ben Paul Road – a rural residential area to the west of Rt.1 heading up to the top of Beech Hill.

Residential Recommended Building Parameters

To achieve the intent stated above for these Residential zones, this plan suggests the following be included in building standards. The specific numbers appear reasonable but need the final review by the Ordinance Review Committee. The following are offered as guidelines for comprehensive review and include:

- Retain the minimum lot size (40,000 square feet) that exists in the current Town of Rockport Land Use Ordinance. Should the Town of Rockport adopt a development rights program, such a program might include provisions to reduce lot sizes in this district where appropriate. Density provisions resulting from clustering in new subdivisions where portions of the subdivision remained as permanent open space might also result in smaller lot sizes.

- Encourage clustering of new residential subdivisions with incentives of higher housing densities. Clustering is defined as the siting of several (four or more) houses in relatively close proximity to each other than in typical suburban subdivisions, while retaining a significant percentage of the land in the subdivision as open space, such as that at least 50 percent of the subdivision is left as contiguous open space. Subdivisions designed with clustering would typically earn a higher density bonus that might reach, for example, 30 percent more houses. For subdivisions designed in this way, a cluster bonus of 30 percent will be added to the allowable number of houses that can be built in that subdivision, based on the normal minimum lot size.

- This plan encourages a method of land development proposed by land use expert Randall Arendt, as outlined on page 66.

- In order to retain open space, contiguous natural areas and wildlife corridors, new residential subdivisions should be encouraged adjacent to existing subdivisions and strongly discouraged where they leapfrog existing development.

- Citizens of Rockport have made it clear at many public meetings and through a townwide survey that they wish to see open space preserved where it now exists in the town. To that end, the Comprehensive Plan supports that open space provisions incorporated in to the current Subdivision Ordinance to the Town of Rockport.

The Town of Rockport Subdivision Ordinance incorporates restrictions on building on steep slopes, as recommended by the State of Maine. This plan supports those restrictions.

- Require that state setbacks be adhered to with regard to state and federal Designated Wetlands and Wildlife Protection areas (Reference the "Beginning with Habitat" documents and maps at the Rockport Town Office).

- Numerical parameters for this district would be consistent with the Rural Residential zone in the current Rockport Land Use Ordinance.

- Walking trails should be strongly encouraged in all new residential areas, and wherever practical, should connect to existing trails.

- This plan strongly encourages that, wherever practical, access roads shall connect at both ends with existing roads.

- Affordable Housing should be encouraged by excluding such housing and their associated building property lot from impact fees.

- Require that residences be sited so as to minimize the impact on natural and agricultural areas.

- Support existing state mandates for setbacks of residential lots from active agricultural lands. In cases where, for health or safety reasons, residences are incompatible with existing agricultural pursuits, residential development shall not be permitted.

Rockport's commercial farmland is concentrated in the West Rockport and Simonton Corners. Most of the agricultural land is in Wild Maine Blueberries with some commercial vegetable gardens, hay fields, and landscaping. All agriculture is noisy but blueberry farming is particularly noisy with diesel burners, flail mowing, aerial spraying by helicopter and ground spraying by tractor, machine and crew harvesting. Some people object to or are allergic to pesticides and bees. Much of the blueberry land is protected by the Farmland Registration Act, Revised 1989. Section 51 of this Act states its purpose:

> "The Legislature finds that the public health, safety and welfare is threatened when land immediately adjacent to farmland is developed for human habitation. This development and the uses incident to it are inconsistent with various activities commonly engaged in on farmland, such as the application of agricultural chemicals."

The following should be included in covenants for any subdivision and in the deeds for proposed residential lots for land abutting active farmland, whether or not the agricultural land is registered under the Farmland Registration Act.

Development (building) within 100 feet of abutting farmland is prohibited. This includes land that is separated from abutting farmland by a road and applies even if the entire plot is not commercially farmed.

Buffering. The developer shall be responsible for buffering between the farmland and the subdivision. This can include planting trees in the 100-foot setback

Purchasers, whether for private or commercial development, of land abutting active farmland must be informed **prior to** purchase that the abutting land is agricultural.

This notification absolves the farmland owner of any liability if the purchaser of adjacent property has chemical, noise or bee sensitivity.

Coastal Residential

Intent

To preserve the integrity and relatively undisturbed nature of Rockport's beautiful shoreline, while permitting limited residential development.

Background

There are presently four areas that are almost exclusively residential in nature and abut the shoreline, not including land within the village zones of Rockport Village or Glen Cove, or land that can be designated Rural (and thus even further protected). They are:

- East side of Calderwood Lane on Beauchamp Point – comprising approximately 10-20 house lots
- East side of Route 1, south of Pascal Avenue (Rockport Village) to Pen Bay Hospital – comprising approximately 50-60 house lots (some of which are partially covered by the 500-foot zone from Rt.1 designated as Mixed Business/Residential – see map); also includes Oakland Shores seasonal vacation cabin colony.
- Rockport Shores – on the seaward side of Penobscot Bay Medical Center, comprising approximately 6-8 house lots.
- Eastward – East of Warrenton Street, abutting the Samoset Village condominiums.

Coastal Residential Recommended Building Parameters

All building parameters given above for Residential zones apply to these zones as well, and support existing ordinances, Additional requirements are:

- Minimum dwelling footprint size should be 1,000 square feet
- Minimum street frontage be 150 feet (on Rt.1); 100 feet (other)

Mixed Business/Residential

Intent

This plan encourages business growth in a manner compatible with continued residential use along Routes 1 and 90; i.e., encourage mixed use development. The plan assures that such growth enhances the gateways to Rockport; that new construction is on a scale consistent with existing buildings in these areas and designed in a manner compatible with existing structures; that commercial structures are attractively landscaped; and that development is pedestrian friendly wherever possible.

Background

Business activities in Rockport have historically taken place either within the village areas or along Route 1 and Route 90, often intermixed with residential properties. To the extent that businesses can operate effectively and efficiently without unduly bothering adjacent or near-by residences – or conversely, that people who choose to reside in houses or apartments along these major traffic routes don't mind being near to businesses constructed within the zoning restrictions — we see this intermixed usage as benign and in keeping with the village spirit of the town. Such mixed usage will help preserve the scale, style, and character of existing architecture without the design and traffic problems of classic strip development.

Mixed Business/Residential Recommended Building Parameters

In order to achieve the intent stated above for these zones, this plan suggests:

- Continue, with some modification, the concept of District 907 of the present Rockport Land Use Ordinance (the Business/Residential zone), which encourages intermingling of business and residential uses in a compatible manner.
- Support the appearance of the gateways to Rockport by retaining, and where appropriate, strengthening the provisions of the Rockport Land Use Ordinance in Section 1000 adopted by the voters in June of 2001.
- To assure that new construction is on a scale consistent with existing buildings in the business/residential zone, retain the building footprint stipulations in the 907 Zone of the existing Rockport Land Use Ordinance adopted by the voters in June of 2002.
- Steps need to be taken to forestall further strip development. They include:

  a. Limiting access rights along routes 1, 90 and 17. New construction should be encouraged to use one access to reach multiple businesses. Where feasible, multiple businesses and/or residences should use shared access (combined entrances) as illustrated in the Transportation Section of this plan on page 100).

  b. Steps should be taken to find land and make it available for the development of additional business campuses.

  c. To further discourage strip development, certain areas now part of the 907 business residential

district should be deleted from it. As recommended in other portions of this plan, there are areas that should be changed to residential, and others that, due to soil conditions or scenic considerations, should remain undeveloped.

e. In order to encourage pedestrian traffic and to prevent obstruction of pedestrian access, it is particularly important to maintain the prohibition against front yard parking lots in front of businesses – now a part of Section 1000.

Mixed Business/Residential, Village Modified

Intent

To encourage some commercial development within or abutting village areas but which are also on the major arterial highways of routes 1 and 90. This commercial development can take place, mixed with residential uses, roughly along the lines of Section 1000, Standards of Performance for Commercial Use, but with some important modifications. They include setback requirements to fit in better with a village environment.

Background

In keeping with this plan's encouragement of further business and residential development in or near any of the five villages of Rockport, this plan encourages the concept of mixed business residential use along routes 1 and 90, as is presently zoned. Recognizing, however, that commercial establishments in a pedestrian-oriented village setting need quite different design and performance standards from those appropriate to an automobile-oriented major roadway, this plan sees the need to modify Section 1000 requirements for such establishments in the villages.

Specifically, there are two areas: along Route 1 adjacent to Glen Cove, and along route 90s and 17, adjacent to and in the middle of West Rockport Village. This is where such modifications would be necessary to encourage commercial development appropriate to the village character envisioned for these areas.

Mixed Business/Residential, Village Modified Recommended Building Parameters

- The requirements of Section 1000 must be reviewed carefully to determine which specific items are suitable for a pedestrian-oriented village environment and which are not.
- For example, minimum building setbacks from the edge of a sidewalk for a right-of-way should be reduced to a minimal figure.
- Parking requirements will have to be revised to further encourage for parking behind the business estalishments, perhaps in the common areas shared by several such businesses.
- Maximium lot coverage, minimum street frontage, and building footprint sizes will have to be modified to reflect village standards.

Rural

Intent

This plan strikes a balance between providing for open space and allowing development that is sensitive to the characteristics of the land, as well as encouraging a financial return to the landowner. As much as it is practical, the plan encourages that structures built at high elevations blend in with the surrounding landscape. The plan protects agriculture, wildlife habitat, scenic vistas, and a landscape that includes wooded hills, fields, and roads unclogged by strip development.

Plan Features

The overriding premise of this plan is the flexibility it provides to the rural landowner in both single lot and subdivision development. This plan incorporates several features that accomplish that:

1) Ease of access to the best possible development sites encourages thoughtful land planning and maintains a parcel's economic value. This can be accomplished by reconsidering traditional approaches to land development. One method that has been endorsed nationally over the past decades and that Rockport landowners and developers should entertain has been established by land use expert Randall Arendt.

    Arendt's approach is a four-step process that begins by setting aside a substantial portion of the land as open space based on the primary and secondary conservation values of the parcel. The first step, which involves the identification of open space worthy of preservation, is divided into two parts: Primary Conservation Areas limited to wetlands, floodplains and steep slopes, and Secondary Conservation Areas, including those unprotected elements of the natural landscape that deserve to be spared from clearing, grading, and development. They include habitat, scenic vistas, agricultural land, and production timberland.

    The act of delineating conservation areas also defines "Potential Development Areas," which occupy the balance of the site. This completes the first step and virtually ensures that the site's fundamental integrity will be protected, regardless of the actual configuration of house lots and streets that will follow.

    Step Two involves locating the approximate sites of individual houses, which for marketing and quality-of-life reasons should be placed at a respectful proximity to the conservation areas. The homes then back up to woodlands or hedgerows for privacy, front a central common or wildflower meadow, or enjoy long views across open fields or boggy areas.

    Step Three is designing roads to access the houses in such a way that the roads work with the terrain and cause a minimal impact on the conservation values of the parcel.

    Step Four is the drawing of lot lines that make sense given all the analysis accomplished in steps one through three and the objectives of the landowner.

2) This plan eliminates current requirements in subdivisions in the rural zone for minimum lot size and minimum road frontage, as well as limitations on the length of a dead-end road.

3) The plan calls for flexibility of ownership of undeveloped land in subdivisions. Such land could be put into common open space that would be owned by an owners' association, deeded to a conservation organization or land trust, retained by the owner with appropriate conservation restrictions, or parceled out to individual owners. No matter how held, the undeveloped land must remain so after the parcel has been subdivided.

4) By allowing unpaved roads, the plan reduces the costs of road construction.

5) The use of performance standards for high elevation areas of Rockport will protect the scenic value of mountaintops and ridgelines. Issues related to high elevation performance standards will be few and usually resolve themselves if Arendt's four-step process is followed.

6) A clustering provision in subdivisions allows for greater housing density when more land is set aside as undeveloped.

Recommended Rural Development Parameters

The following development parameters for rural lots and subdivisions were crafted with the help of several thoughtful owners of rural land. Their good stewardship and contribution to the beauty of Rockport is appreciated. The rural building parameters are consistent with the residential building parameters, except as otherwise specified.

ROADS AND ACCESS: The use of private rights of way will be encouraged rather than the traditional streets and minor roads, whose design guidelines call for larger, more expensive construction. The narrower width 18 feet instead of 20 feet and narrower shoulders, such as 1 foot instead 3 feet, as well as a minimum gravel sub-base of 15 inches instead of 18 inches are all relaxed standards.

Road frontage requirements should not be onerous. These roads may remain unpaved and there is no restriction of length. Roads within rural zones should not be accepted by the Town of Rockport as town roads, unless they are built to town standards and accepted by the voters. The point is to discourage more town-maintained roads outside the designated growth areas in order to control town costs.

The numbers stated above are to exemplify, not dictate, final dimensions.

DEVELOPMENT FACTOR: Rural subdivisions should use a density factor of up to .3, which provides an average of one house every 3.3 acres, with no deduction for undevelopable land. At least 50 percent of the total land will be set aside as undeveloped.

UNDEVELOPED LAND: The definition of undeveloped land is land without structures or roads, excepting tote roads. Activities of agriculture and forestry may be conducted on undeveloped land. Fields are considered to be undeveloped and may be mowed as appropriate. Undeveloped land includes steep slopes of 20 percent or greater, wetlands, as well as state and federally recognized wildlife protection and habitat areas. Such undeveloped land may be owned in common, deeded to a third party, or it may be owned outright by individual owners (see lot size parameter).

DEVELOPED LAND. Developed land means land with all engineered structures, driveways, and roads, as defined under Rockport's current subdivision ordinance.

LOT SIZE. Individual lot size in a rural subdivision is determined by the owner. There will be no required minimum lot size, but lots must conform to state minimum standards and be delineated so that undeveloped land can be identified, managed, and maintained. For the creation of a single lot that is not in a subdivision, a minimum lot size of 3 acres is suggested.

Clustering

This plan offers two provisions for clustering in a rural subdivision:

1) a density factor of up to .3 provides an average of one house every 3.3 acres, with no deduction for undevelopable land. At least 50 percent of the total land will be set aside as undeveloped.

2) a density factor of up to .4 may be used, or approximately 33 percent more dwelling units on a parcel of land, when at least 70 percent is set aside as undeveloped. In both cases, there will be no required minimum lot size.

EXAMPLE

Mrs. Lynn owns 60 acres, designated as rural land. She wants to develop the land for her children and a family friend. Therefore, she multiplies her acreage by the development factor of .3 to determine that she can have 18 dwelling units on her land (60x.3=18) if she sets aside 30 acres as undeveloped (50 percent of the total land). Mrs. Lynn's land has some steep slopes and woods she would like to preserve. Using the principles of Randall Arendt, she determines that all 18 houses could be sited within 30 acres but she only needs 6 houses (see the illustrations on pages 70 and 71 that demonstrate several different layouts that Mrs. Lynn could have used).

High Elevation Performance Standards

Buildings constructed at high elevations should blend into the landscape to minimize their visibility. Standards should consider elements such as building colors, materials, vegetation, and siting. It is further recommended that the highest point of any structure be built at least 50 to 100 vertical feet below all mountain tops or ridgelines in the High Elevation Areas with the exception of Dodge's Ridge, which would be excluded from this particular performance standard.

HIGH ELEVATION AREAS: Subject to final review and adjustment when the ordinance is written, the Committee proposes high elevation areas above the following elevations:

High Elevations Areas

MOUNTAIN, RIDGE, HILL	PERFORMANCE ELEV.	SUMMIT
Pleasant	750 ft	1060 ft
Spruce west peak	600 ft	970 ft
Spruce east peak	600 ft	835 ft
Ragged (including Southeast Lobe)	500 ft	1200 ft
Spring	500 ft	650 ft
Dodge's Ridge	400 ft	584 ft

Taxation

Rural landowners should be encouraged to seek favorable current use taxation and Rockport should assess designated undeveloped land on the basis of its allowed uses consistent with Maine State law.

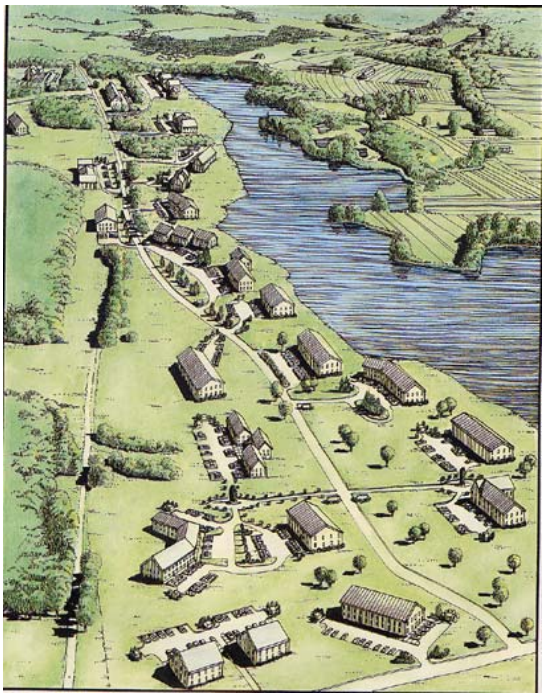
Aqua Maine Inc.

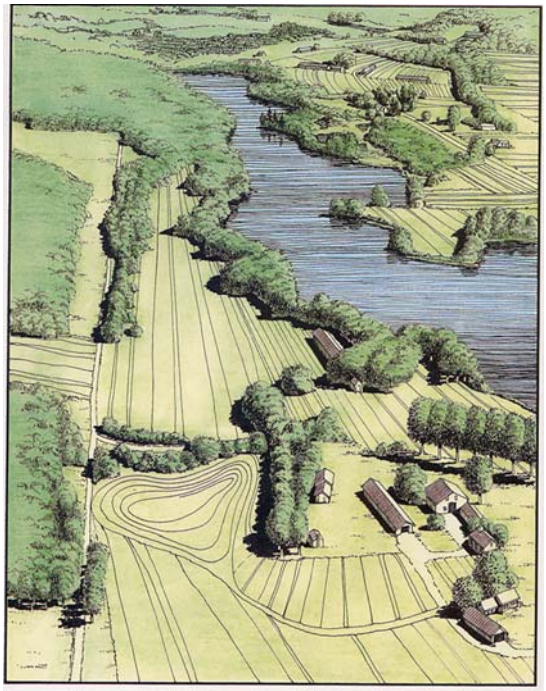
Aqua Maine Inc., the regulated public water utility for Rockport and the surrounding communities, owns more than 500 acres in the Mirror Lake watershed and more than 700 acres in the Grassy Pond watershed within Rockport's boundaries.

Under current water utility standards, Aqua Maine is motivated to manage the watersheds of Mirror Lake and Grassy Pond so as to minimize manmade threats to water quality that development can introduce. As such, water utility land holdings currently are entirely undeveloped, with the exception of necessary utility facilities, and are managed as forest lands. The Rural zone designation for the entire watershed areas of Mirror Lake and Grassy Pond is appropriate at this time. Aqua Maine is prepared to maintain maximum protection in perpetuity of its Mirror Lake watershed, which consists of approximately 500 acres. This preservation of the watershed's current state may be achieved either through sole ownership or through a third party.

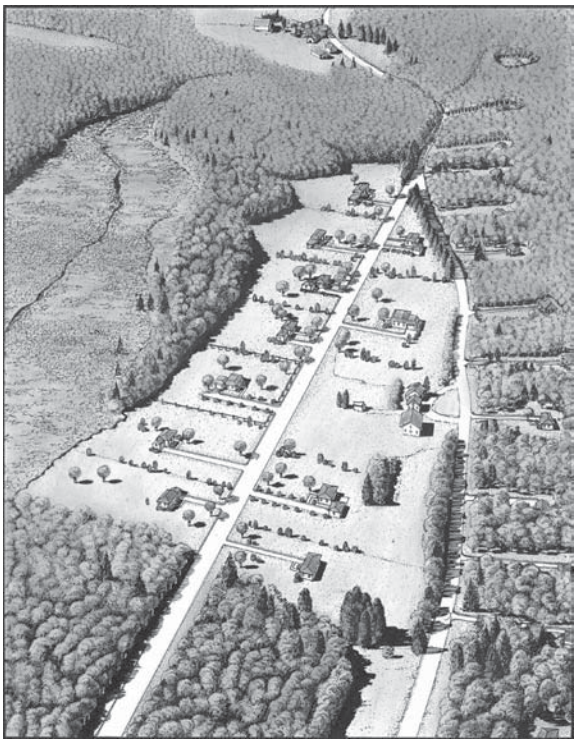
It is recommended, as for any other rural landowner in Rockport, that Aqua Maine should use its total acreage to calculate the total allowable housing units. All of these housing units would be constructed in the Grassy Pond watershed. The effect of this proposal is that a minimum of 50 percent of Aqua Maine's Rockport land will remain undeveloped, which means all the acreage in the Mirror Lake watershed and at least 100 acres of the Grassy Pond watershed. Sometime in the future, it is expected that Aqua Maine will be required to replace its current water purification system with filtration technology. This change will allow Aqua Marine to dispose of its the ownership of Grassy Pond and its watershed.

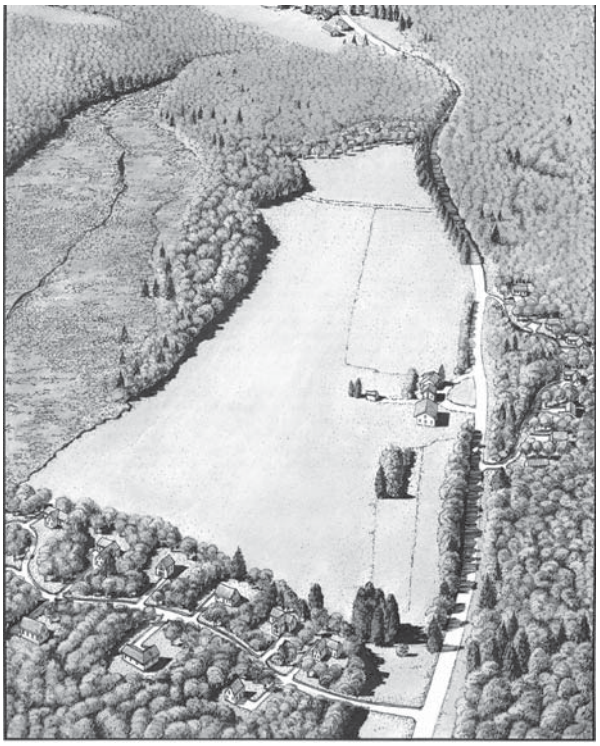
It is imperative that Rockport work withAqua Maine now to determine the future of the Grassy Pond watershed. Creative proposals should be developed that satisfy objectives of both the town and company.

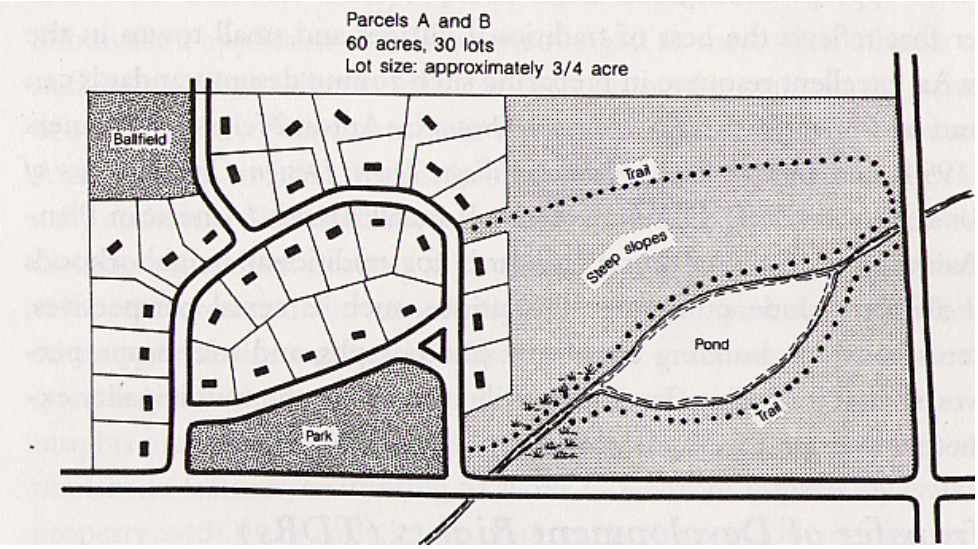




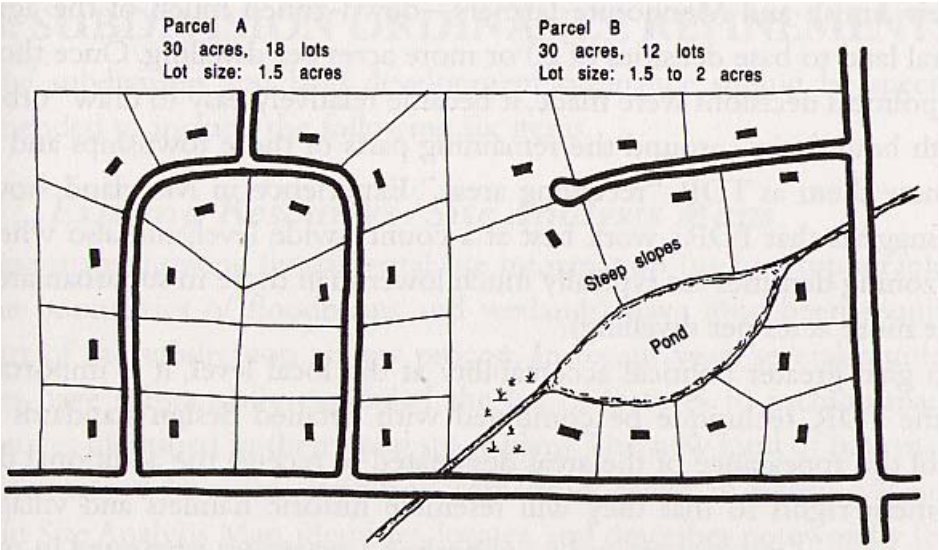
These illustrations (above and below), from ***Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development***, demonstrate how creative planning and development can maintain an attractive landscape and preserve farmland. The illustrations on the left show conventional development while the illustrations on the right show conservation subdivisions. The new houses and buildings are tucked in the trees, and are sited on a new access road. In the development, the architecture provides variations in scale, sense of privacy, ease of access, and screened parking. All units have views over the preserved farmland, which increases the value of those units and their marketability.







These illustrations show several subdivision possibilities. The drawing above shows subdivision with planned common and open spaces.



Implementation Plan: Land Use

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Formalize acceptance of new zoning structure	Submit to town voters for acceptance	Selectmen	12-18 months from plan adoption
Establish new land use ordinances for all zones	Review and revise existing ordinances as appropriate for new zones	Ordinance Review Committee	12-18 months from plan adoption
Encourage additional businesses in Rockport Village	Meet with business owners to explore what incentives are needed or ordinances (e.g. parking) revised	Selectmen	12 months from plan adoption
Develop further village infrastructure for Rockville	Develop, analyze and prioritize list of infrastructure projects for Rockville – e.g. sewer extension vs. community wastewater disposal system; Route 17 crossing, sidewalks, incentives for additional businesses, etc.	Rockville Ad-Hoc Village Committee (appointed by selectboard)	Ongoing
Develop further village infrastructure for West Rockport	Analyze costs of extending sewer line to W. Rockport vs. community wastewater disposal system.	W. Rockport Village Committee (appointed by selectboard)	Ongoing
Enhance village infra-structure for Glen Cove	Review speed limits, plan sidewalk projects, tree plantings, community resources, etc.	Glen Cove Village Committee (appointed by selectboard)	12 months from plan adoption
Determine a vision for the Grassy Pond watershed, in the event Aqua Maine no longer needs to protect it.	Begin the process of studying creative proposals	Committee appointed by the selectmen to work with Aqua Maine	12-18 months from plan adoption
Establish high elevation areas and performance standards	Analyze topographic maps, sight lines, etc. to determine the high elevation areas and craft reasonable performance standards for structures built in those areas.	Planning Officer, Ordinance Review Committee	12-18 months from plan adoption
Facilitate planned growth through the introduction of impact fees and purchase/transfer of development rights.	These two strategies are outlined in this plan's Financial Section, beginning on page 25.		12-18 months from plan adoption

AGRICULTURAL & FORESTRY RESOURCES

This section provides recommendations to encourage and augment agricultural and other natural resource-based enterprises in Rockport. Recognizing that the rural agricultural land is an important aspect of Rockport's ambiance, the town must work to support the small, family farms and other agricultural-based ventures. To that end, Rockport needs to:

- Support farms and garden-related businesses with information about tax relief programs and other state and federal programs to keep agricultural land productive

- Adequately protect agricultural interests in the development and enforcement of local guidelines and ordinances

Approved by voters, November 2, 2004

While farming has been an integral part of life in Rockport since the early English settlements, few farms are left today. Rockport has emerged as a community of villages, subdivisions, single-family homes, schools, and businesses.

There is, however, still room in Rockport for more farms, working forests, and agricultural enterprises. Farms can range in size and scope from the smallest backyard raising of herbs, vegetables, and fruit to larger cash crop operations supplying local farmers' markets and other retail outlets.

According to the Comprehensive Plan survey circulated to all Rockport households in the fall of 2002, 55 percent of those responding said the town should actively encourage agriculture and farming. Just 12 percent said forestry should be actively encouraged, while 38.7 percent said forestry should be actively discouraged.

According to the Maine Department of Agriculture, agriculture in the state has developed into a diverse industry. It is the largest producer of brown eggs and wild blueberries in the world. It ranks eighth in the country in production of potatoes and second for maple syrup. It ranks second in New England in milk and livestock production. The small, diversified farms across Maine supply niche markets with organic produce and meat, value-added products as well as fiber products.

With the recent emphasis by the Maine Department of Agriculture to promote locally-grown food, and the desire by the public for more organically-grown produce, there are growing opportunities for farmers in Maine.

Maine considers fishing, farming and forestry to be the foundational industries on which Maine's economy and identity were built. While the dominance of these three industries has diminished, they still have a significant presence as they provided in 2001 8.3 percent of Maine's jobs and 9.6 percent of the State's Gross State Product.

Job growth has stagnated over the past 30 years in these industries, and while value-added growth has increased, it has not kept pace with value-added growth in other sectors of the Maine economy, according to the state's economic and community development office. The direct economic contribution of these industries underestimates their importance to Maine's people, economy and culture, as these industries are the primary stewards of the rural landscape, which, in turn, drives the state's vital tourism industry.

Farms in Rockport

Wild blueberries are grown commercially on approximately 290 acres in West Rockport by private landowners. Fields of varying size are cultivated on Mount Pleasant, West Street Extension, along Mill Street on Dodges Ridge, and on Route 17 by Maces Pond up to Vinal Street.

Most of the blueberry growers and all of the field managers work with a blueberry Extension expert to improve cultivation practices and to enhance integrated crop management and best management practices.

Spruce Mountain Blueberries on Mount Pleasant Street is a value-added integrated wild blueberry farm that sells fresh-pack berries and to a processor.

On Beech Hill, blueberry fields are owned and managed by the Coastal Mountains Land Trust with advice from the Maine Department of Agriculture.

Aldermere Farm, on Russell Avenue near Lily Pond, is a working cattle farm now owned and managed by the Maine Coast Heritage Trust. In 1999, the late Albert H. Chatfield, Jr., put the 136-acre farm in trust, and Aldermere Farm continues his work of breeding and raising a herd of Belted Galloway cattle. The farm is permanently protected by conservation easements, and during the summer months, the farm leases fields on Route 90 for cattle grazing.

Rockport also has five nurseries and plant sellers: Goose River Greenery, on Main Street; Plants Unlimited and Hoboken Gardens, on Route 1; The Green Thumb, on Route 17 in Rockville; and Seasons Downeast, a nursery and composting enter-

prise on Meadow Street.

Avena Botanicals Apothecary, on Mill Street, maintains organic herb gardens, and runs its Avena Institute's teaching center, all of which borders a 6,000-acre wetland. The Avena Institute includes classroom and hands-on opportunities for students to better understand issues of biodiversity, seed saving, and ecological and cultural restoration along with various programs on growing and using medicinal herbs.

There are several farms along Main Street and Annis Lane behind Simonton Corner. Some those farms sell fresh vegetables and other produce.

Soils

Topographically, Rockport has miles of fertile agricultural and forestry land. According to mapped resources, Rockport's prime farmland lies within the Goose River Watershed, along Park and Meadow streets, Annis Lane, and down along the Goose River where it empties into Rockport Harbor.

Other prime farmland areas include the fields along Cross Street, Route 90, and up toward Beech Hill Road.

In West Rockport, prime farmland exists along Mt. Pleasant Street, in the West Rockport Village area, toward West Street Extension, and near Robinson Drive.

There are other areas of prime farm soil along South Street, in Rockville, and all along Porter Street. Rockport Meadows, Spring Lane, and the area between Vinal Street and Route 17 contain prime farmland.

Route 1 from the Rockport Park Center to the intersection of Pascal Avenue contains fertile soil, as does areas of Glen Cove and the Samoset Resort.

Types of soils particular to each region of Rockport are further examined beginning on page 55 in the Topography and Soils section of this Comprehensive Plan.

Forestry

There are no large tracts of commercially-harvested forests in Rockport. However, as of 2003, there were 584 acres in designated tree growth. The total timber harvest in Rockport fluctuated in the decade 1991 to 2002. The largest harvest was in 1998, when 210 acres were cut over a total of six harvests; the smallest was 2002 when 32 acres were cut in a total of three harvests.

RECOMMENDATIONS

Farms are part of the New England landscape and character, and have helped shape healthy communities. This Comprehensive Plan recognizes the importance of agricultural enterprise, no matter how small, is to a community and therefore recommends the following:

- The town supports the state's Right to Farm Law, which establishes a presumption of agricultural activities not being a nuisance if conducted according to best management practices.
- Provide information at the town office and at the town's website about farm, forest, and open space tax relief programs and other resources, such as the Maine Sustainable Agricultural Society, Maine Organic Farmers and Gardeners Association, and University of Maine extension information.
- Encourage the purchase of local food for local schools and institutions.
- Explore how farmers and smaller ventures can participate or establish farmers markets and farmstands. The Maine State Planning Office provides model regulatory provisions for communities supporting agriculture. That language is included in the Comprehensive Planning Resource Package compiled in October 2003 and available at the town office.
- For specific land use recommendations that support Agriculture, see page 62, Residential Building Parameters.

Approved by voters, November 2, 2004

Implementation Plan:Agricultural and Forestry Resources

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Provide information about agriculture and natural resource enterprises, including tax relief programs, at the town office and at the town website.	Rockport Office of Planning and Code Enforcement, the Town Assessors' Agent, provide information to residents seeking guidance for property tax relief. Interested citizens and the town manager explore methods to present the information.	Rockport planner/CEO and Assessors' Agent	Ongoing
Encourage the purchase of locally grown food for local schools and institutions.	Interested citizens, in collaboration with school board committees and other agencies, explore strategies for incorporating local and regionally-grown food into local institutions.	Farmers, citizens	Ongoing
Explore how farmers and smaller ventures can participate or establish farmers markets and farmstands. Language is included in the Comprehensive Planning Resource Package compiled in October 2003 and available at the town office.	Interested citizens pursue incentives that supports the marketing of local farm goods. Maine Department of Agriculture and the Saving Maine's Farmland Collaborative Action Plan.	interested citizens	Ongoing

HABITAT

This section recommends strategies for maintaining and enhancing Rockport's natural habitat and healthy landscape for wildlife, plants, and people. Approximately one-third of the respondents of a town-wide survey distributed in 2002 said they ranked habitat as one of the most important elements of Rockport to protect. The town's rural setting, with all its natural features, is considered one of its most desirable qualities, one which citizens rate as important to protect.

The intent of this section is to:

- Better assess the natural habitats of Rockport, as well as other unique natural areas, and their importance to wildlife and people.
- Enhance habitat protection for existing wildlife.
- Encourage protection of habitat, which, in turn, provides additional recreational and hunting opportunities, as well as public access to natural areas.
- Minimize the impact of development on natural areas, resources, and wildlife habitat.
- Work collaboratively with surrounding communities to identify and protect wildlife habitat and natural resources.

With its mountains, farmland, blueberry fields, wetlands, forests, lakes, and coastal shoreline, Rockport has offered varied habitat for a wide range of wildlife and plants. In turn, the wildlife and plants have contributed to the town's rural character and quality of life, which a large portion of residents say they want to protect.

While the town has seen an increase of development over the past decade, there remains substantial habitat for animals and plants. Residents in many corners of the town report anecdotally of bear and moose venturing up along the Mill Street ridge, of fox trotting across the backyards of Rockport Village, of deer moving through the Goose River Golf Course and through the Mist subdivision, of coyotes venturing down through the woods of Beech Hill, and of eagles circling over the fields and woods of outer Main Street.

However, their habitat is shrinking, and those animals that depend on large tracts of forest and fields are eventually pushed away by human activity. What's left are species that can adapt to a more urban/suburban environment – gulls, English sparrows, pigeons, raccoons, and skunks.

According to the Maine Environmental Priorities Project, 1997, it is no coincidence that almost all of the non-marine animal species on the Maine Endangered and Threatened Species List are native to southern and coastal areas of the state as those areas are under the most development pressure.

The disappearance of one insect species can lead to the extinction of the plant which depended on that insect for pollination, a plant that may be an essential food source for a bird or mammal. Changes in lake water quality resulting from road drainage, residential development, or poor agricultural practices can promote algae blooms, change lake water temperature, and the assembly of fish species supported by the lake. The lake as a drinking water, swimming, or recreational resource can diminish.

The most profound effect of development on habitat is the fragmentation of the landscape into smaller and smaller blocks. As development along roads increases, animal movement between remaining adjacent blocks of open space becomes all but impossible for most wildlife species. When natural habitat is lost or degraded, the landscape that is part of Rockport's heritage is also lost.

It is not development alone that destroys habitat; it is the pattern of poorly planned development that is the culprit. It is the fragmentation that comes with new roads, utility corridors, buildings, and parking lots that breaks the landscape into smaller and smaller blocks.

As Rockport shapes its vision for the next decade, it should balance growth with the protection of natural resources for wildlife, recreation, hunting, and sustainable forestry and agriculture. That goal includes identifying and protecting more of the town's riparian habitat and wildlife corridors.

Rockport's Natural Areas

In Book II of this Comprehensive Plan, the Natural Resources Section outlines in detail the biological diversity that has thrived in the varied landscapes of this town. Rockport is unique in that it harbors many watersheds, lakes, wetlands, woods, hilltops, and mountains, as well as diverse marine environments from mudflats to rocky cliffs. There is a diverse population of birds, animals, and plants living in habitats that range from forested wetlands to clam flats to lakside swamps to deer wintering areas on the sides of Ragged Mountain.

Vernal pools, although small and temporal, are some of the most productive wetlands, with amphibians and invertebrates depending on them. But, their size and temporal nature make them vulnerable to development pressure.

While Rockport has data about its natural areas, there is not enough documentation of how wildlife moves around the area along the coast, through the forests and farms, and waterways.

Strategies for Protecting Habitats

Wetlands – bogs, marshes, swamps, salt marshes, forested wetlands, and vernal pools – represent some of the most productive natural areas for all kinds of wildlife, including waterfowl, migratory birds, frogs, turtles, amphibians, snakes, fish, and shellfish.

Rockport currently requires new developments comply with its shoreland zoning ordinances, which are based on the state's shoreland zoning law. Areas identified on Rockport's Shoreland Zoning Map indicate where in town structures cannot be built within 250 feet, horizontal distance, of the normal high water line of great ponds and tidal waters; within 75 feet of the upland edge of coastal wetlands and non-forested freshwater wetlands greater than 10 acres in size; and within 75 feet of the normal high water line of streams.

With the ability to mitigate wetlands disruption in upland areas, however, potentially valuable habitat can be lost during the permitting process. Rockport needs to better define its habitat, and determine what habitat needs to be preserved before deciding what land to develop.

Designated Doesn't Mean Protected

Although the State of Maine and the federal U.S. Fish and Wildlife Service has designated "essential" and "significant" wildlife habitats, as well as animals or habitat considered "rare" or "species of special concern," those habitats are not ensured from being disrupted through development. While any project within a state-designated "essential habitat" may require a state permit, the subsequent review by Maine Department of Inland Fisheries and Wildlife rarely stops development.

Because Rockport has unique and varied landscapes that are home to uncommon species, ranging from rare dragonfly habitats around Chickawaukie Lake to the stony heath on the sides of Ragged Mountain to American Chestnut groves in Rockport Village, they are not immune to pressures of a growing human population. Rockport is also home to more common, yet no less important species, such as deer, which have a wintering area on the sides of Ragged Mountain, and fox, bear, migratory and residents birds and waterfowl.

Working with Camden, Hope, Warren, and Rockland

Rockport and the surrounding communities share common watersheds, waterways, landscapes, and resources — Oyster River Watershed, Ragged Mountain, Glen Cove, and Chickawaukie Lake. The beauty of the landscape alone draws new residents each year. To ensure that the region's beauty does not erode, Rockport needs to work with its neighbors to anticipate residential and commercial growth and to coordinate planning so that the region develops harmoniously and that common goals are articulated.

Public Opinion

A Comprehensive Plan survey circulated to all Rockport households in the fall of 2002 asked residents what land they thought deserved protection by the town.

Water resources and wildlife habitats were mentioned as deserving special protection by at least two thirds of the 643 respondents, and together accounted for 18 percent of all the items checked by respondents (see survey in the Appendix to this document). Other popular choices were oceanfront, scenic views, historical sites or structures, wetlands, hilltops and ridgelines, and lakefront, all of which were mentioned by more than half of the respondents. Rockport residents indicated a desire to conserve many features and areas of their town: The typical number of items checked was almost eight.

Working with the Maine Department of Transportation

Because Rockport is divided by three of Maine's primary highways, there are many areas where traffic meets habitat on a daily basis. While the DOT discourages strip development, the town of Rockport has, in the past, designated its growth areas along those highways. Congestion and habitat fragmentation has occurred.

RECOMMENDATIONS

- Document and assess the natural areas of Rockport in relation to the wildlife, and coordinate with the Maine Department of Inland Fisheries and Wildlife to complete full inventories of species and habitat. The community will be involved in this process, and residents will be encouraged to record and submit anecdotal evidence about the movement of different species through their neighborhoods and adjacent towns. This will establish the first step in identifying potential wildlife corridors*, through which the wildlife will be able to migrate. Identified vernal pools will be made available to the Code Enforcement Officer.

- Establish a local process to evaluate cumulative development as it relates to habitat loss. Town recreation committee members, local land trusts, and conservation organizations should discuss combining riparian habitat conservation with recreational access to water or other natural resources.

- Establish a "Land for Rockport's Future Fund," funds from which can be used for habitat protection. This can be done in conjunction with the program in Gifting outlined in the Financial Section of this plan; i.e., include a land bank account that will be funded annually and spent according to a specific set of guidelines for the acquisition of habitat and open space lands.

---

* Wildlife corridors are sections of habitat, or travel lanes, that may be used by animals to travel from one habitat block to another. Corridors may also serve as habitat themselves; link habitats that were originally connected, minimize pollution by preventing run-off into a body of water; and provide recreation for people. An example of a wildlife corridor is a buffer — the riparian area — alongside streams, rivers, ponds, lakes, and wetlands.

- Direct the grant writer (see Financial Section of this plan) to pursue private foundation funding, as well as state funding through the Department of Conservation's Land and Water Fund; Department of Inland Fisheries and Wildlife's Maine Outdoor Heritage Fund; and the Land for Maine's Future Program. Information about federal grants can be obtained through the U.S. Fish and Wildlife Service Gulf of Maine Coastal Program (see Appendix). Non-profits that obtain and manage habitat include the Coastal Mountains Land Trust, Sportsman's Alliance of Maine, Maine Coast Heritage Trust, and the Nature Conservancy.

- Require developers/landowners to consult with the Maine Natural Area Program or the Maine Department of Inland Fisheries and Wildlife prior to submission of large-scale development (subdivision) applications in non-designated growth areas to determine potential habitat impacts.

- Actively engage property owners in habitat education, either by distributing fact sheets particular to Rockport about rare plants and habitat, and make available for residents the information and maps provided with the "Beginning with Habitat" documents prepared for Rockport by the Maine Natural Area Program.

- Review current standards, identified resources, and definitions for the Streams and Wetlands District and propose amendments to the zoning ordinance and official zoning map using the information provided with "Beginning with Habitat," or any other recognized and respected documentation.

- Educate the Planning Board and Code Enforcement Office on known significant habitats, as provided with the "Beginning with Habitat" project.

- Reduce impacts on habitats and landscape by addressing and controlling light pollution.

- Establish a four-town committee that addresses the conservation of large habitat blocks that cross town lines. That committee will discusses goals and consistent regulations for shared waterways and watersheds and use the "Beginning with Habitat" documents prepared for each of their communities as a baseline and guideline for collaborative work.

- Pursue with the DOT the identification of land that runs through habitat along the highways to be acquired under the DOT's access management rights program. If the habitat is riparian in nature (home to turtles and amphibians) the DOT should be encouraged by the town to create wildlife corridors in the rebuilding of the highways.

Implementation Plan: Habitat

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Assemble more habitat data, wildlife tracking, augment local knowledge of wetlands and vernal pools in order to increase protection and awareness of these issues.	The Rockport Conservation Commission will lead this project, with the help of interested community members. This will also involve the collaboration of IF&W. Compiled data will reside in the Rockport Planning Office, and the town planner will work with developers to avoid disrupting potential wildlife corridors.	Conservation Commission	Ongoing
Establish a local process to evaluate cumulative development as it relates to habitat loss.	Town recreation committee members, local land trusts, and conservation organizations discuss combining riparian habitat conservation with recreational access to water resources.	Combined committee effort of harbor committee, recreation committee, and conservaton commission	Ongoing
Establish a Land for Rockport's Future Fund for habitat protection.	This can be done in conjunction with the program in Gifting outlined in the Financial Section of this plan; i.e., include a land bank account that will be funded annually and spent according to a specific set of guidelines for the acquisition of habitat and open space lands.	Selectmen	12 months from plan adoption
Pursue private foundation funding, as well as state funding	Funding sources include the Department of Conservation's Land and Water Fund; Department of Inland Fisheries and Wildlife's Maine Outdoor Heritage Fund; and the Land for Maine's Future Program. Information about federal grants can be obtained through the U.S. Fish and Wildlife Service Gulf of Maine Coastal Program. Non-profits that obtain and manage habitat include the Coastal Mountains Land Trust, Sportsman's Alliance of Maine, Maine Coast Heritage Trust, and the Nature Conservancy.	Grant writer (see Financial Section of this plan)	Ongoing
Explore a regional approach to address the conservation of large habitat blocks that cross town lines.	Discusses goals and consistent regulations for shared waterways and watersheds and use the "Beginning with Habitat" documents prepared for each of their communities as a baseline and guideline for collaborative work.	Conservation Commission	Ongoing
Rockport and the DOT pursue identifying land along state highways to be acquired under the DOT's access management rights program.	If the habitat is riparian in nature (home to turtles and amphibians) the DOT be encouraged by the town to create wildlife corridors in the rebuilding of the highways.	Conservation Commission and town manager	Ongoing

WATER RESOURCES

This section recommends strategies for maintaining and promoting healthy water resources in Rockport, recognizing that watersheds, lakes, streams, and underground aquifiers do not adhere to town and county lines.

The intent of this section is to:

- Enhance the health of a community through protection of water resources
- Ensure that non-point source pollution does not harm existing and future water supplies, freshwater and salt-water habitat, and coastal fisheries.
- Encourage a regional approach to water resource planning and management.

Rockport's Water Supply

While quiet and often unnoticed, Rockport's water resources are crucial to a healthy community. As Rockport grows, the need to identify, plan for future use of drinking water, and protect the town's water resources becomes more imperative. Although it seems that water is in ample supply in Maine, the drought of 2002 indicated that water for drinking, washing clothes, dishes, and cars, and watering gardens can dry up drastically, and quickly.

In March 2003, the United Nations projected that by 2020, the average water supply per person worldwide is expected be a third smaller than now. While it may be unlikely that Maine and Rockport be included in such dire predictions, nevertheless, prudent planning in this decade can help ensure that Rockport citizens over the next century have enough water to use in the way citizens now enjoy.

Rockport has no identified aquifiers, and residents not hooked into the Aqua Maine, Inc. (formerly Consumers Maine Water Company) systems obtain their water from wells. Town records estimate that approximately half of Rockport's households obtain water from wells, the other half are tied into the Aqua Maine system.

Aqua Maine is owned by the Philadelphia-based publicly-held Aqua America Corporation, which is the nation's largest U.S.-based, investor-owned water utility, providing water and wastewater services to approximately two million residents in Pennsylvania, Ohio, Illinois, New Jersey, Maine, and North Carolina.

Currently, Aqua Maine, with local offices on Route 17 in Rockport, draws water from Grassy Pond and Mirror Lake and distributes it through 7,300 service connections (in 1990, Aqua Maine had 7,000 connections) to 22,000 customers. The Town of Rockport represents 17 percent of this customer base.

Water is transferred from Grassy Pond through Mirror Lake via a pumping system. The combined safe yield capacity of these supplies is 4.2 million gallons per day, according to Aqua Maine. The current daily demand is 3.1 million gallons per day. Aqua Maine projects that the available supply capacity will meet regional needs for 20 to 40 years.

Chickawaukie Lake is an emergency, non-potable back-up source for Aqua Maine. An intensive local-state effort to rid Chickawaukie Lake of phosphorous was undertaken in 1992. Today the lake is cleaner because of that effort, but it remains at risk for pollution.

In 1990, Aqua Maine pumped 1.130 billion gallons and in 2002 pumped 1.131 billion gallons – an increase of 4 percent over a 10-year period.

Quality and Health of Water

Planning and protecting water resources also preserves the health, diversity, and public uses of watersheds, lakes, and ponds for fishing and swimming, and boating. Because wetland ecosystems are so intertwined with adjacent lands, the value of nearby uplands also need the attention of landowners. Public awareness and knowledge are essential to promote protection and to create an ethic of stewardship, as existing regulations cannot protect whole systems.

Rockport Lakes and Ponds Are on Maine's Protection List

Under the Site Location of Development Act Title 38 M.R.S.A, Section 480-D (effective July 1, 1997) and under the Maine Department of Environmental Protection's Stormwater Management Rules (effective January 1, 1998), the DEP placed all of Rockport's great ponds – Chickawaukie Lake, Grassy Pond, Lily Pond, Mace's Pond, Mirror Lake, and Rocky Pond – on its 1997 Non-Point Source (NPS) Control Program list. (www.state.me.us/dep/blwq/l&whome2.htm)

Additionally, Hosmer Pond, in Camden, which is the source water for the Goose River Watershed, is on the list. And, the list includes portions of the St. George River's coastal wetlands, into which the Chickawaukie Lake feeds.

The objective of the list is to identify waters to help direct non-point source water pollution control efforts. The list consists of 180 lakes out of a total of 2,314 significant lakes in Maine. Listed waterbodies have both significant value from a regional or statewide perspective, and water quality that is either impaired, or threatened to some degree due to nonpoint source water pollution from land use activities in the watershed. They are considered to be waterbodies most at risk from development and are sensitive or threatened regions or watersheds.

RECOMMENDATIONS

- Encourage the acquisition and conservation of open space near and around water supplies, such as Mirror Lake and Grassy Pond (currently resources of Aqua Maine, Inc.).
- Conduct a hydrogeological study of Rockport to determine sufficiency of local water supply for private wells. The Maine Geologic Survey has provided Rockport with maps that indicate the depth, yield, and other attributes of existing wells. This information is collected in the Comprehensive Planning Resource Package available at the Rockport office of planning.
- Require that new developments and single-family homes be subject to non-point source pollution control standards and provide education about non-point source pollution to property owners.
- Encourage building site design specifications that reduce and modify parking requirements to reduce the amount of impervious surface. Encourage the use of porous paving blocks.*
- Maintain natural buffers along roadsides to assist in trapping and absorbing runoff.
- Maintain strict construction site erosion control measures for construction sites and road upgrades and construction.
- Establish a regional approach to water protection, planning, and management with area towns (See recommendation in Habitat Section). This effort would systematically and periodically inform the selectmen about the health of Rockport's great ponds. Rockport would participate in regional water quality efforts and work with Aqua Maine, Knox County Soil and Water Conservation District, the Maine Department of Transportation (public works practices) and the Maine Department of Environmental Protection on water quality issues.
- Pursue grants, such as the Maine Shore Stewards and Coastal Program, to survey watersheds and assess for nonpoint sources of pollution, nonpoint source pollution education, citizen monitoring work, and watershed planning. Promote the appreciation, stewardship and voluntary protection of wetland resources by private landowners, and Rockport and the surrounding towns. Contact Todd Janeski at the Maine Coastal Program at (207) 287-3261 or Todd.Janeski@maine.gov
- Pursue Land and Water Conservation Fund grants for acquisition and/or development of public outdoor facilities. Contact the Grants and Community Recreation Division, Bureau of Parks and Lands, 22 State House Station, Augusta, Maine 04333; 207-287-2163.
- Require that the use of herbicides on town-owned property be kept to a minimum, if needed at all.

** Paving blocks are cement or plastic grids with gaps between them. Paving blocks make the surface more rigid and gravel or grass planted inside the holes allows for infiltration) to allow water to be absorbed rather than running off, and the use of filtration boxes (sand, peat and coarse gravel used to filter out bacteria and other contaminants to remove pollutants).*

Implementation: Water Resources

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Encourage the acquisition and conservation of open space near and around water supplies, such as Mirror Lake and Grassy Pond (the source of Aqua America's water supply).	The Rockport Conservation Commission will work with the Coastal Mountains Land Trust and Consumers Maine Water Company to identify critical areas.	Conservation Commission	Ongoing
Conduct a hydrogeological study of Rockport areas that are in unserviced growth areas to determine sufficiency of local water supply.	Rockport Planning Office. Funding for this can be acquired by applying for grants from, but not exclusively, the Maine Shore Stewards and Coastal Program; Contact Todd Janeski at the Maine Coastal Program at (207) 287-3261 or Todd.Janeski@maine.gov And, the Land and Water Conservation Fund. Contact the Grants and Community Recreation Division, Bureau of Parks and Lands, 22 State House Station, Augusta, Maine 04333; 207-287-2163.	Rockport Planner	24 months from plan adoption
All new developments and single-family homes be subject to tighter non-point source pollution control standards.	Rockport Ordinance Review Committee will research and draft new standards.	Ordinance Review Committee	12 months from plan adoption
Encourage building site design specifications that reduce and modify parking requirements to reduce the amount of impervious surface.	Rockport Ordinance Review Committee and the Rockport planner to research and integrate new standards.	Ordinance Review Committee	12 months from plan adoption
Monitor water protection, planning, and management with area towns from a regional perspective (See recommendation in Habitat Section).	Conservation Commission will discuss goals and consistent regulations for shared waterways and watersheds and use the "Beginning with Habitat" documents prepared for each of their communities as a baseline and guideline for collaborative work. The Commission will initiate discussions first with bordering towns, and then take it to a broader, regional level.	Conservation Commission and like-minded committees of other towns.	Ongoing
Provide information about non-source point pollution to property owners and the town.	Deliver ongoing information and workshops about pollution of water supplies, how homeowners and businesses can diminish pollution, and raise awareness of herbicide and pesticide effects on water supplies.	Conservation Commission	12 months from plan adoption

MARINE RESOURCES

The intent of this section is to:

- Preserve and improve water access for Rockport residents and maintain access for commercial fishermen.
- Maintain the scenic qualities of Rockport's 14-mile coastline.
- Restore marine resources, such as clam flats and wildlife habitat.
- Celebrate Rockport Harbor's history as a working waterfront and social center.
- Encourage a mix of commercial and recreational activities and appropriate associated fees, which will mitigate the cost of town services provided to the harbor.

Approved by voters, November 2, 2004

Rockport has an long and scenic coastline. The area is geologically complex with a variety of watersheds, floodplains, and habitats. The coastline is a study in biodiversity. Since 1993, there have been a number of new homes sited along the shorefront. Not all of those houses have been sited in a sensitive manner, and pressure for further development appears to be increasing.

Rockport Harbor

Rockport Harbor is relatively protected from dangerous east/northeast storms but exposed from the southwest, which is the prevailing wind direction during the fair weather of summer. Therefore, Rockport Harbor is not a particularly comfortable anchorage for visiting yachtsmen.

The head of the harbor is physically narrow and confined with relatively little room for docking facilities. Harbor topography is rugged, which restricts the amount of commercial and recreational activity that can be accommodated. Therefore, due to limited space, Rockport's challenge is how to manage a greater demand for its harbor facilities in the future.

The harbor is one of several cost centers for the town. Labor costs attributable to the harbormaster and his assistants, capital costs, and maintenance costs account for most the expenses. Mooring fees, winter boat storage fees, and docking fees for three commercial vessels account for approximately 50 percent of harbor-related income, while boat launching and hauling fees, dinghy rental space, and car parking account for the remainder.

Rockport's 2002 budget called for estimated revenues of $57,525 and estimated expenses of $67,011. Mooring fees of $20,575 accounted for approximately 30 percent of the estimated budget.

It should be noted that Rockport Harbor provides the town with additional income in the form of increased taxes due to increased property value. Additional benefit accrues to the town as a result of employment opportunities at the boatyard on the harbor, other boatyards away from the water yet still in town, commercial lobster fishing, and commercial recreational boat operations that engage in charter sailing and transportation on Penobscot Bay and beyond.

Rockport residents support and encourage the continuation and strengthening of the harbor's commercial base. Rockport residents appear comfortable with the existing mix of commercial and recreational uses and seem disinclined to encourage the expansion of town facilities and services to attract larger commerical operations.

The Working Waterfront

The Town of Rockport has a long history of protecting access for commercial fishermen at the Town Landing on the east side of the harbor. Fishermen have two floats exclusively reserved for their use with adequate space for 20 dinghies. The number fluctuates but currently Rockport has about 20 fishermen operating out of the harbor. They appear to have enough space for loading and unloading. Fishermen have priority in the allocation of inner harbor moorings, which is another testament to the town's placing high value on the concept of a working waterfront.

It is estimated that between 20,000 and 30,000 visitors are attracted to Marine Park between June and October, and the number is growing. Maine's Office of Tourism expects visitor numbers to the coast will continue to rise steadily over time. Clearly visitors to the harbor spend money in the local economy and benefit Rockport significantly.

Mooring and Dinghy Space

There are more than 300 moorings in Rockport Harbor, the majority allocated to private boat owners. The remaining are split between commercial rental moorings and commercial craft. Dinghy space, to provide private boat owners with access to their moored boats, continues to be inadequate to meet demand. Solutions to this problem remain elusive with but 14 floats at Marine Park for the use of yachtsmen. The Marine Park floats can only service 62 recreational dinghies and there is a long waiting list for dinghy space at the town office.

It is estimated that more than $100,000 is needed to replace aging floats at Marine Park. These floats will need to be replaced and the possibility exists that a replacement set of floats could be designed to afford more in-the-water dinghy space.

ROCKPORT BOAT CLUB

The Rockport Board Club was founded in 1948 by 40 year-round and summer residents. Since that time, the club's membership has increased to the limit of the club's facilities. The Boat Club is an important feature of Rockport Harbor, located at the head of the harbor on land donated to the town by Mary Curtis Bok Zimbalist specifically for the purpose of providing a site for a boat club. The Boat Club now leases this land from the town.

Club activities are both social and boating-related. Of perhaps the greatest importance is the junior sailing program that has been sponsored by the Rockport Boat Club since 1973. That program is open to children of members and non-members. Scholarships are available for children whose parents cannot afford the instruction cost. The sailing program is run on a break-even basis by the Rockport Boat Club as a public service.

Public Access and Recreation

In addition to docking facilities and the boat launch ramp at the head of the harbor, public access is provided at several other locations, including Walker Park, Goody's Beach, the east side Ledges, which is owned by the Dodge family and protected through a conservation easement held by the Coastal Mountain Land Trust , Aldermere Farm, and Clam Cove, for public swimming, fishing, picnicking, small boat launching, and relaxation.

Public access to a scenic overlook of the outer harbor is also available at the Harkness Preserve, off of Spruce Street. It is maintained by the Coastal Mountains Land Trust. Residents may not be, as a whole, well informed about the availability of water access points and how they can be used. The ability of Maine residents to gain access to their coastal waters has been a persistent issue over the past two decades.

Areas of the coastal trail system have been lost due to denied permission from landowners and, in some cases, new opportunities have been created such as the Aldermere Farm trail system which extends to water destinations on the east side of Beauchamp Point.

In 1999, Maine voters approved a $50 million bond to acquire land for conservation and recreation, water access, and farmland protection. Ten percent of those funds ($5 million) is earmarked for the Land for Maine's Future Board-administered Public Access to Maine Waters Fund, which is for the acquisition of small parcels of land that provide water access for boating and fishing.

The Maine Coastal Program also helps communities keep track of existing public access through a Right-of-Way Discovery Grant Program. Every year, the Coastal Program awards small grants of approximately $1,000 to six to nine municipalities or local land trusts to research forgotten or overlooked public rights-of-way to the shore. Discovery grants are intended to help communities find and assert public rights-of-way to the shore, which may be lost by the passing of generations and changing land ownership patterns.

Aquaculture

Rockport is not a likely location for commercial aquaculture activities such as salmon pens and mussel rafts. Rockport Harbor does not have suitable sites for aquaculture grow out.

There is uncertainty about the potential for clam production in Clam Cove. The continued pollution from the stream under Warrenton Road, and other sources, as well as the presence of predator populations, hold back the commitment of human and economic resources to clam restoration. A clam resource survey was conducted in Clam Cove in August 1997. Results were not encouraging in terms of the existing clam population (a highly questionable estimate of a total potential harvest of 47 bushels) and the presence of predators. Moreover, streams entering Clam Cove from the surrounding watershed remain polluted so that the area could not be opened for shellfishing even if a robust clam population existed.

Overboard Discharge

There are six overboard discharge systems along Rockport's coastal shore, all of them licensed by the Maine Department of Environmental Protection. Some of them have been discontinued through the lack of use. If an overboard discharge system becomes an issue, Rockport has adequate support through its ordinances and subsurface wastewater rules of the Maine Department of Health and Human Services to resolve them.

RECOMMENDATIONS

- Evaluate existing water access points as to their capacity and quality of amenities, such as parking. If the evaluation indicates underutilized capacity, a brochure should be developed explaining how citizens and visitors can better use the existing water access points of Rockport. If the evaluation indicates shortcomings, the existing public water access points should be maintained and upgraded.

- Provide access from the recently-acquired Clam Cove overlook to the Clam Cove shore.

- Support and promote boating activities for children and adults, particularly encouraging Rockport residents to take advantage of what the Rockport Boat Club offers.

- Investigate and develop an expanded coastal trail system to the extent possible. The town should consider approaching property owners to negotiate legal access. When appropriate, easements could be purchased for the public and the town should pursue right of access through prescriptive use.

- Monitor the water quality in Clam Cove on a continuous basis under the guidance and with the Maine Department of Marine Resources and the Maine Department of Environmental Protection in order to identify the sources of pollution. If the pollution can be eliminated, consideration can then be given to the purchase of seed clams and associated predator protection, and promoting the clam harvest using volunteer labor. The result could be a new (revitalized) recreational activity (non-commercial) for town residents.

- Periodically, Rockport should celebrate the history and beauty of the town's waterfront with a celebration primarily for its residents. For example, a family or community day, hosted by the Rockport Booster Club, could provide games for the children and interesting presentations for the adults about the town's history. The celebration could be held at the Marine Park in the fall when the summer's congestion has diminished and Rockport residents are looking forward to getting back together.

- Evaluate the harbor's docking capacity needs as it relates to mooring capacity. Commercial fishermen should continue to receive priority in the inner harbor but other mooring allocation priorities should be better understood and made available to the public.

- Establish a Land for Rockport's Future Fund to take advantage of opportunities to acquire waterfront access and other property needs of the town. These monies could be leveraged by other funds such as monies from the Land for Maine's Future Fund (see Appendix for resources).

Implementation: Marine Resources

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Evaluate strengths and weaknesses of existing public water access points	Write report	Recreation Committee	12 months from adoption of this plan
Encourage public participation in waterfront activities	Explain and develop Rockport Boat Club program benefits for Rockport citizens	Rockport Boat Club board and selectmen	" "
Document and investigate an expanded coastal trail system	Map for the public and create vision for the future	Pathways Committee	" "
Engage clam restoration expert at no cost to the town	Survey Clam Cove with recommendations	Selectmen	" "
Celebrate Rockport's working waterfront and harbor history	Hold appropriate events	Rockport Booster Club and sponsors	" "
Maximize the use of existing dock facilities related to mooring allocation	Upgrade Marine Park floats and better disseminate public information about harbor ordinances.	Harbormaster and the Harbor Committee	Ongoing
Make money available to purchase waterfront access	Create a Land for Rockport's Future Fund in the amount of $250,000-plus	Town Finance Director, Selectmen, and many others	12 months from plan adoption
Provide access from the recently-acquired Clam Cove overlook to the Clam Cove shore	Design path/stairs to the shore	Public Works Director	12 months from plan adoption
Ensure the health of Rockport's commercial marine activities	Support and continue current zoning regulations, and encourage an active harbor committee to monitor the waterfront	Selectmen, Harbor Committee	Ongoing

SCENIC RESOURCES

This section recommends strategies for maintaining and enhancing the scenic qualities of Rockport, which are many and varied.

The intent of this section is to:

- Inventory Rockport's scenic assets
- Acquire scenic easements

In 2002, approximately 94 percent of the Rockport citizens responding to the comprehensive plan survey (see Appendix) said they live in Rockport because its scenic beauty is "very important" or "somewhat important."

In the survey, Rockport residents were also asked which areas of Rockport deserved special protection by the town. Two-thirds of those who responded indicated that water resources and wildlife habitats deserved special protection. Other popular choices were oceanfront, scenic views, historical sites and village areas, wetlands, hilltops and ridgelines, and lakefrontage. Of the scenic views to protect, residents suggested:

Glen Cove overlook
Rockport Harbor
Ocean views
Route 90 fields close to the intersection of Route 1
Ridgelines
Ragged Mountain
Rockville
Spruce Mountain
Bald Mountain
Chickawaukie Lake, the ponds, and hills
Mirror Lake and Grassy Pond
Farms
Beech Hill

As a town, Rockport has never officially designated scenic areas, although there are spots or landscapes that citizens informally and collectively refer to as important and treasured. They range from the Belted Galloways at Aldermere Farm to Rockport Harbor to the ridgelines of the hills of West Rockport. Mirror Lake, on the west side of Ragged Mountain, and the Glen Cove area with its views out to Penobscot Bay are also valued highly by Rockport residents.

There is a growing concern that Rockport's natural heritage is eroding. Scenic vistas are at risk of being lost to development. As the town grows, the land will become even more valuable from many different perspectives. Commercial development is transforming the gateways to Rockport along routes 1, 90, and 17, and while the town has taken proactive steps to manage sprawl, there are competing interests for various parcels of attractive landscape, especially those that overlook the ocean.

In 1992, Rockport's Ad Hoc Committee on Open Space held a series of 14 meetings, engaging the public in a discussion about preserving open space in the town.

The committee concluded that it was vital to the future well-being of the town to: preserve open space in order to protect water quality; contain municipal costs and property taxes; provide future generations the opportunity for traditional recreation; protect wildlife habitat; and maintain scenic beauty.

To that end, the committee proposed several areas in town to be preserved. They included:

- Ledges on the east side of Rockport Harbor
- The watersheds of Grassy Pond, and Chickawaukie and Mirror lakes
- Land surrounding Clam Cove
- Undeveloped land along routes 90 and 1
- Beech Hill–Bear Hill corridor
- Land around Lily Pond
- Land around Mace's and Rocky ponds
- Goose River corridor
- Pleasant, Spruce, and Ragged mountains corridor
- Indian Island views

In 2001, the Rockport Comprehensive Plan launched a "My Favorite Rockport" collection of photos, which highlights the beauty of Rockport's landscape. The photos were taken entirely by Rockport residents, who were encouraged to submit pictures of their favorite outdoor spots in town. Those photos are included in the appendix.

Besides providing some aesthetic delight, these photos are valuable in that they reinforce and identify that which Rockport residents hold dear to their hearts: the views of the mountains, lakes,

open fields, wooded landscapes, historic buildings, and nature.

State of Maine law provides that any municipality may, through donation or the expenditure of public funds, accept or acquire scenic easements or development rights for preserving property for the preservation of agricultural farmland or open space land. The term of such scenic easements or development rights must be for a period of at least 10 years.

In 1999, the state also implemented a local option property tax reimbursement clause for historic and scenic preservation. According to the law, a municipality may raise or appropriate money to reimburse taxpayers for a portion of taxes paid under Title 36, Part 2 on real property if the property owner agrees to maintain the property in accordance with criteria that are adopted by ordinance that provide for maintaining the historic integrity of important structures or providing a scenic view.

Municipalities raise or appropriate money to reimburse taxpayers for a portion of taxes. The governing legislative body of the municipality should, based upon their comprehensive plan, adopt by ordinance, criteria that provides for designating historic structures and scenic views and for maintaining the historic integrity of important structures or providing a scenic view.

Historic structures and scenic views are defined by the state under the 1999 clause as:

- Historic structures: A property is qualified for inclusion under this section if, at the time the municipality reimburses the owner for a portion of taxes, one of the following apply: It is individually listed in the National Register of Historic Places pursuant to the National Historic Preservation Act of 1966; it is a contributing property to a National Register-listed historic district; it is locally designated as a historic property, or as a contributing property to a locally designated historic district; and the Maine Historic Preservation Commission has certified to the local governing body that the property in question satisfies either A or B above, or that it believes the property is eligible to be listed in the National Register of Historic Places.

- Scenic View: A property is qualified for inclusion under this section if, at the time the municipality reimburses the owner for a portion of taxes, one of the following apply: It is an area identified by the State Planning Office as having scenic value; it is a locally designated view or view corridor from a public place; it is a locally designated natural or cultural feature in an identified view corridor (i.e., churches, lighthouses, fields, mountains, islands, etc.); it is a locally designated part of a municipality that contributes to the character of the town (i.e., village square, historic sites, etc.).

A town's character is built on its landscape, and Rockport has a unique blend of mountains, farmland, and oceanfront, all worthy of recognizing as aesthetically valuable. For that reason, this plan recommends protecting scenic resouces in a long-term and consistent approach.

RECOMMENDATIONS

- Request the Rockport Conservation Commission lead and conduct a scenic resources inventory throughout Rockport, identifying historic buildings and landscapes (farms, old schoolhouses, and cemeteries); attractive settings (mature shade trees lining the roads, stone walls, open fields); views of water or distant hills; and recognize scenic areas, such as community gateways, roads, and vistas.

- The Conservation Commission should explore the acquisition of scenic easements by Rockport under state and local law. The committee will also explore the ramifications of the local option property tax reimbursement clause for historic and scenic preservation.

- Explore the development of a regional plan with neighboring communities to preserve shared visual assets, including the investigation of reduced property valuation ("local tax credit") as an incentive for providing permanent scenic easements.

- Work regionally with neighboring communities, MDOT, and the Region 5 Regional Transportation Advisory Committee on the proposed Gateway One plan, a strategic comprehensive plan for Route 1 to ensure that the rural, scenic character of the area is preserved through progressive transportation planning, open space acquisition, and community planning. See Appendix for the May 2002 "Plan for the Greater Mid-Coast Region, Transportation, Economic Vitality and Community Livability at the Crossroads."

- Pursue highway access acquisition strategies with the MDOT's Highway Access Acquisition Program to identify and purchase easements along the state highways for the protection of scenic character.

- Work with Public Works and the DOT to develop standards for treatment of Rockport's gateways as identified on the future scenic resources map. Standards should address signage, maintenance, non-municipal signs and announcements, street trees, and lighting.

Approved by voters, November 2, 2004

Implementation: Scenic Resources

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Conduct a scenic resources inventory throughout Rockport	Produce inventory and explore acquisition of scenic easements, including highway access acquisition strategies, with the MDOT	Conservation Commission	12 months from adoption of this plan
Evaluate and plan for the scenic future of Rockport's gateways	Explore standards for signage, street trees, lighting, etc.	Conservation Commission and interested citizens	" "

TRANSPORTATION

This section recommends strategies for safe, calm, and efficient transportation within Rockport, reflecting the need for cars and trucks to move about productively. At the same time, the recommendations also recognize the needs of pedestrians and bicyclists, and that alternative forms of transportation will not only ease congestion but also encourage a healthier community.

The intent of this section is to:

- Maintain the existing network of town-owned roads so that they remain safe and efficient in light of the projected increase in traffic counts.
- Enhance a strong working relationship between the town and state concerning transportation issues, especially regarding the three arterial highways of routes 1, 17, and 90, which are primary highways of the Maine Department of Transportation.
- Encourage the town to plan for new roads that will facilitate commercial and residential development in the designated growth areas and alleviate the pressures of development on the rural areas.
- Ensure that Rockport taxpayers do not shoulder excessive long-term costs associated with accepting under town jurisdiction the new roads built by private developers outside of designated growth areas.
- Build a network of paths between the villages of Rockport, as well as to schools, institutions, and recreation facilities, to promote stronger community connectivity and healthy living for children and adults.
- Enhance and protect the scenery along Rockport's gateways and rural roads, further grounding Rockport's identity as an attractive, healthy, and liveable community.
- Establish traffic calming strategies to reduce speeding and the number of accidents.
- Establish a stronger regional planning effort with Rockland, Warren, Hope, and Camden to better manage the traffic flow on connecting roads and state highways.
- Encourage the study of public transportation in the midcoast.

Because of Rockport's geographical location, tucked between Camden and Rockland and traversed by three state arterial highways, it is a natural pass-through for travelers and local traffic. As the midcoast grows, so will traffic along Rockport's own roads, as well as on the three highways.

In 1989, Rockport's comprehensive plan reported that traffic in Rockport had doubled since 1971. In 2002, traffic has more than doubled again, with the most heavily travelled town-maintained roads seeing almost a 70 percent increase between 1996 and 1998 alone.

This is a statewide phenomenon and Kathy Fuller, assistant director of planning at the Maine Department of Transportation, said in June 2003:

> "In the report, *Maine's Transportation System, Status and trend Indicators of Economic Growth and Quality of Life,* published in August 2002, the most important indicator of demand on the transportation system is vehicle miles traveled (VMT). In 2000, VMT was estimated to be 14.2 billion miles on Maine roads, which represents a 20 percent increase over the 1990 VMT of 11.8 billion miles. When compared with a 4 percent population growth between 1990 and 2000, it is easy to see that the demands on transportation are growing – almost exponentially."

There are no current plans by the Maine Department of Transportation (MDOT) to build a bypass around the Rockland/Rockport/Camden area; therefore, the town must anticipate and plan for more through-traffic. With increased population projections by the Maine State Planning Office, Rockport's residential traffic will also increase.

2002 Survey

In responding to the comprehensive plan survey of 2002 , residents clearly supported addressing the growing traffic problems in town. Two-thirds of the responding Rockport residents wanted Rockport to have more influence in plans for the major state highways of routes 1, 17, and 90.

The survey results also indicated that while they were reasonably content with town roadway amenities, a plurality favored more pathways and bike paths.

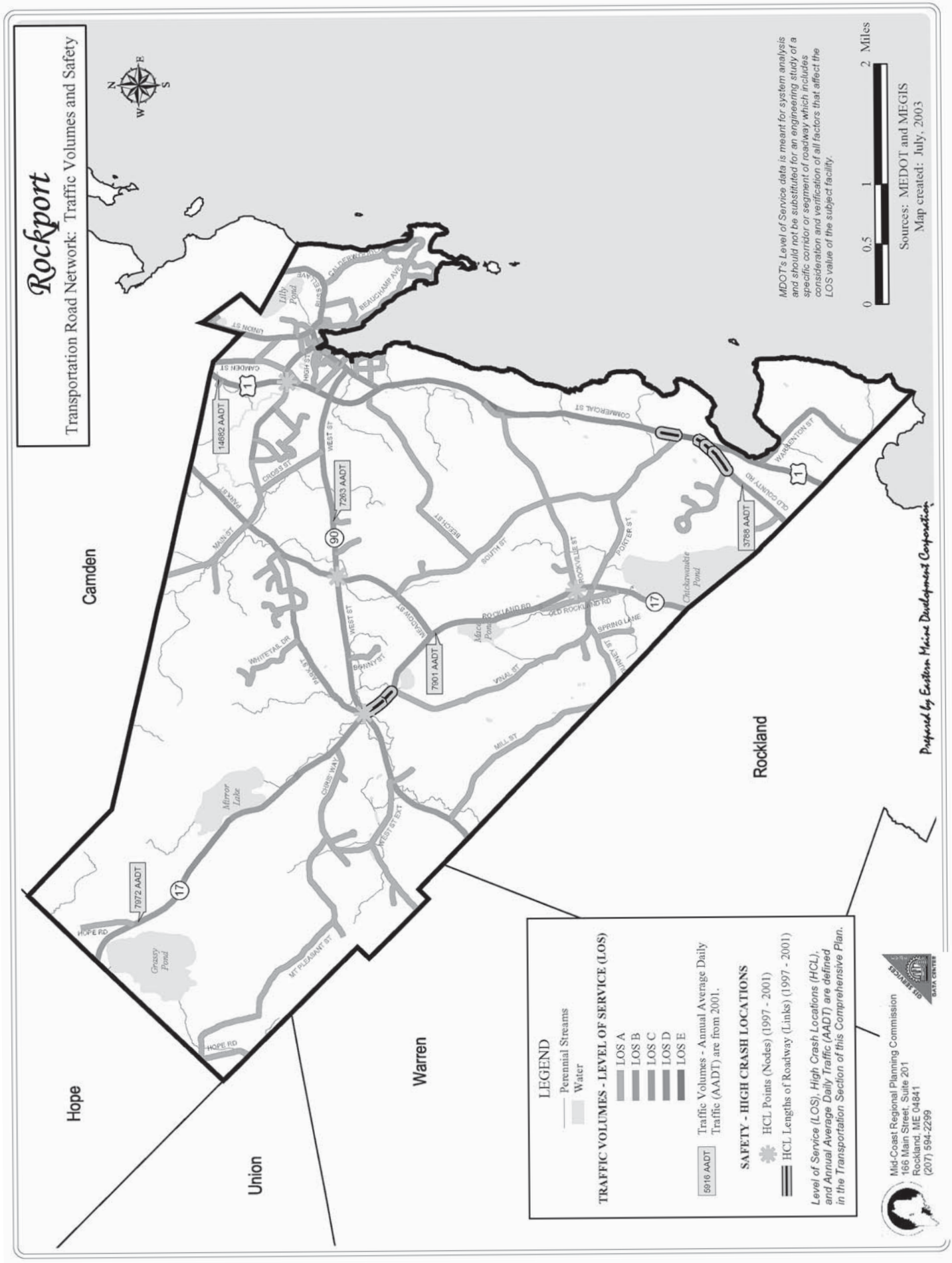
Rockport lies in the MDOT designated Region 5, encompassing all of Knox, Lincoln, and Sagadahoc counties, all of Waldo County except Burnham, Troy, and Unity, and includes Brunswick and Harpswell in Cumberland County.

The population of Region 5 grew from 155,512 people in 1990 to 167,145 people in 2000, for a gain of 11,633, or 7.5 percent. Maine experienced a population growth of four percent over the same period. Population growth within the region was not evenly distributed, and tended to be highest in the smaller communities along the coast and lowest in the cities. Over the past 30 years, the region's population has grown from 112,387 to 167,145, a gain of 54,758, or 48.7 percent.

Population Changes in Region 5 counties and towns

	1970 Census	1980 Census	1990 Census	2000 Census	2015 Projected	% Change 1970-2000
Knox Cty.	28,968	32,877	36,264	39,618	44,269	36.8
Lincoln Cty.	20,537	25,691	30,357	33,616	37,999	63.7
Waldo Cty. towns	20,703	25,340	29,438	32,285	36,279	55.9

Source: RTAC Region 5 "A Plan for the Greater Mid-Coast Region," May 2002



Approved by voters, November 2, 2004

Access Management

In 2000, Rockport adopted into its ordinance its first access management standards, which apply to the town designated growth areas of the state-maintained routes 90 and 1. That ordinance regulates the distance between curb cuts along those two commercial roads, encourages shared driveways, establishes safe sight distances, and limits one driveway to each lot.

The MDOT strongly encourages access management along its highways, saying it: "Promotes community and environmental quality by supporting strong local planning. Livable places provide well-planned mixed uses with opportunities for walking and bicycling to work, school, shopping, or banking. Building on the high-speed highways on the edge of a community can degrade historic downtowns, and increase reliance on the automobile. That over-reliance quickly clogs up Maine's arterial highway system, which is intended to provide long distance connections between major business centers and employment opportunities in and out of state. Replacing that resource is too difficult and too expensive to allow unplanned access points to degrade its safety and function."

RECOMMENDATIONS

- Build on the town's 2000 access management ordinance to expand and reasonably adopt application of its access management rules from solely routes 1 and 90 to all roads in town. The purpose and function of the road must be considered. This provides regulatory standards governing the location and design of driveways and entrances.

- Encourage shared access (combined entrances) into campus-style sites for new business and residential developments on all roads. This criteria already exists in Rockport's access management ordinance for routes 1 and 90, and should be applied to other roads in town.

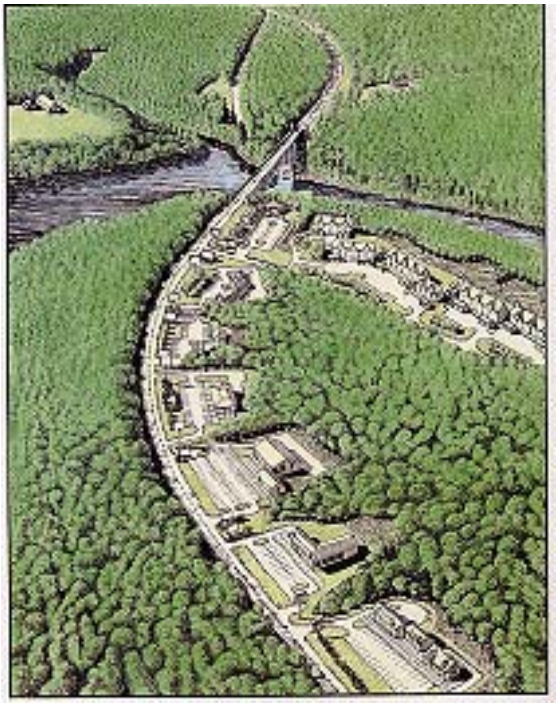
Combined entrances will reduce the number of cars clogging the roads, in turn reducing the likelihood of accidents. Internal pedestrian and vehicular connections will link adjacent parking lots and driveways to facilitate deliveries and minimize turning movements onto the roadways.

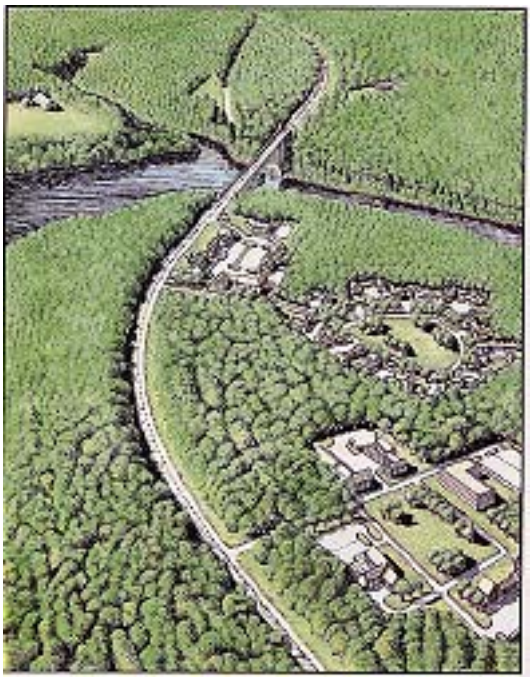
Limit Access Points, like this . . .

Not this . . .

Speed and Truck Control, and

These illustrations, from *Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development,* show two types of development along the same stretch of highway. The first is conventional, with multiple curbcuts and parking lots that front the road. The second incorporates the same amount of commercial space but is designed to eliminate curbcuts and maintain a scenic drive along a wooded road. The campus-like development also contains its own mini open space and parking is screened.





Traffic Calming Measures

Speed limits often dictate how a road is used, and whether pedestrians and bicyclists feel safe using a particular road. Currently, no road in town is zoned for speeds greater than 50 miles per hour. Nonetheless, drivers are often caught speeding.

Residents of West Rockport who live near the intersection of routes 90 and 17 attended a public meeting in June 2002 held by the Rockport Comprehensive Plan Committee and expressed concerns about trucks running red lights and noise level generated by engine brakes. Citizens in other parts of town talked about the need for better speed control on Mount Pleasant Street, reconfiguring the busy intersection of routes 1 and 90, and the need to curtail truck traffic on Warrenton Street, now being used as a truck bypass.

RECOMMENDATIONS

- Reassess speed limits for town-owned roads based on residential density and safety factors. Residents along a particular street or in a particular neighborhood should be encouraged to participate in the process for determining speed limits or truck limitations that reflect the characteristics of a livable community — one in which residents can easily and enjoyably move about by car, foot, or bike without fear of accident.
- Work collaboratively with the MDOT, neighboring towns, and the Region 5 Transportation Advisory Committee to establish speed limits on routes 1, 17, and 90, as well as on the state roads of Pascal Avenue and Union Street, that reflect continuity, efficiency, and safety for vehicles, pedestrians, and bicyclists, and that reflect the concerns of neighborhoods.
- Assess and resolve citizens' concerns about particular roads and intersections through a collaborative process by which the state, town, and residents can all participate. This includes speed monitoring along Mt. Pleasant Street, the intersection of routes 1 and 90, truck noise at the intersection of routes 90 and 17, and truck traffic along Warrenton Street, concerns specifically mentioned by citizens.
- Study and apply traffic-calming measures in areas of town that are designated hazardous or uncomfortable to drivers, pedestrians, and bicyclists, as well as home and business owners. Those measures can include:
  - a) designating one-way streets;
  - b) planting street trees;
  - c) building median islands;
  - d) narrowing pavement widths at intersections;
  - e) establishing crosswalks;
  - f) Limiting truck through-traffic to routes 1, 17, and 90, and prohibit through truck traffic from Pascal Avenue and Union Street.

Rockport Traffic Survey Results: daily traffic count

Street	1996	1998	% Increase	2000	% Increase	2002	% Increase
South St.	1,130	1,620	43.4%	1,900	17.3%	1,850	-2.6%
Rockville St.	620	710	14.5%	680	-4.2%	810	19.1%
Mill St.	470	530	12.8%	590	11.5%	740	25.4%
Meadow St.	1,800	2,250	25%	2,250	broken machine	3,070	36.4%
Cross St.		300	xxxx	480	60%	700	45.8%
Main St.				1,210		2,140	76.9%
Park St.				6,520		5,240	-19.6%
Union St. (Smith's Garage)				new		4,100	

Approved by voters, November 2, 2004

Maine Department of Transportation and Rockport Collaboration

The MDOT classifies roads according to three basic categories, arterial, collector, and local. It also designates certain roads as "mobility corridors." Rockport is in a unique position in that three state mobility arterial highways, routes 1, 17, and 90, run through the town. These arterial highways, considered assets by the state, were built by the MDOT with wider shoulders and straighter alignment for long-distance and higher-speed, free-flowing travel. Routes 1 and 17 are also mobility corridors.

Recognizing that the three highways are important to the state's infrastructure, the town will work cooperatively with the MDOT to achieve efficiency. However, Rockport also recognizes that these three highways bisect neighborhoods and growing villages, sometimes to the detriment of community. There have been an increasing number of crashes between vehicles, sometimes deadly, along these roads, and there have also been bicycle/vehicle accidents.

RECOMMENDATIONS

- Establish that MDOT and Rockport meet on a periodic basis to review concerns and plan for improvements along routes 1, 17, and 90, and Pascal Avenue, Union Street, and Old County Road; i.e., traffic lights, crosswalks, pedestrian overpass/underpass, pathways, and tree planting. Because several of Rockport's villages/neighborhoods (Glen Cove, West Rockport, Rockville, and Rockport Village) are adjacent to the three highways, the town and the state need to define the transportation/safety/community issues and find common solutions.

- Work regionally with neighboring communities, MDOT, and the Region 5 Regional Transportation Advisory Committee on the proposed Gateway One plan, a strategic comprehensive plan for Route 1 to ensure that the rural, scenic character of the area is preserved through progressive transportation planning, open space acquisition, and community planning.

  See Appendix for the May 2002 *"Plan for the Greater Mid-Coast Region, Transportation, Economic Vitality and Community Livability at the Crossroads."*

- Pursue highway access acquisition strategies with the MDOT's Highway Access Acquisition Program to identify and purchase easements along the state highways for the following purposes:
  - A) protection of scenic character;
  - B) promotion of efficient traffic flow;
  - C) protect wildlife travel routes or other natural resources at risk, and promote contiguous protected parcels;
  - D) protect taxpayer dollars by forgoing future widening of highways.

Cost of Roads

The town of Rockport has not built a new road in approximately 20 years, except for the three-tenths of a mile of dirt roadway that accesses the Rockport Recreation Park on Route 90. Yet, each year town residents are asked at annual town meeting to accept under town jurisdiction new subdivision roads built by private developers. Those roads carry associated costs, such as snow removal and plowing, sanding, resurfacing, and other maintenance requirements.

There are also growing expectations from a commuter population that the roads be plowed early and often so that people can get to work, which means the town's public works department

needs to work substantial overtime hours during the winter months. Additionally, there are the other associated costs: increased patrol routes for the Rockport Police Department, and increased responsibilities for the Rockport Fire Department.

Twenty years ago, the engineering firm Kimball-Chase recommended Rockport initiate a long-range road rebuilding project, and allocate $250,000 annually until the project was complete. As of 2002, Rockport completed that project.

Aside from the 15.66 miles of state-maintained highways in Rockport, there are currently between 43 and 46 miles of roads that are maintained by Rockport Public Works. Of the annual public works budget (in 2002, it was $892,632), approximately 78 percent is directed toward road maintenance, including road resurfacing and reconstruction. In 1973, there were 13 dead-end roads in Rockport; in 2002, there were 29 dead-end roads.

New roads accepted by the town since 1990 have all been subdivision roads built initially by developers. They are:

YEAR	NAME (and width, where indicated)	LENGTH
1991	Whitetail Drive	.7 miles
1992	Keller Drive Extension	.6 miles
1992	Lexington Drive	.3 miles
1992	Wellington Drive	.8 miles
1993	Rockport Woods Road	2,904 feet
1994	Sea Light Subdivision Road	1,839' x 26'
(This road was taken back by the Sea Light residents to become a private road.)		
1994	Rockport Park Centre Road	1,603' x 26'
1995	Robinson Drive	1,214’
1997	Kathy’s Lane	1,050 x 20'
1997	Jeff’s Circle	292' x 20'
1997	Beal Street	1,302' x 20'
1997	Brandywine Dr. (now Terrier Lane)	1,185' x 18'
1998	Bristol Drive	875' x 20'
1998	Winding Way	2,100' x 20'
2000	Fern Way	700' x 20'
2000	Spring Mountain Drive	723' x’ 20'
2000	Rocky Ridge Road	1,588' x 20'
2000	West Wood Road	1,065' x 20'
2001	Ashley Terrace	1,459' x 20'
2002	Pine Wood Lane	402' x 20'
2002	Brandy Brook Circle	1,573' x 20'
2002	Ministerial Road	902’ x 18'
2003	Reflection Pond Drive	2,200’
2003	Ocean View Lane	920’
	Total: Approximately 7 miles	

Together, another 7 miles of roads were added to the care of Rockport public works. According to 2002 figures, the annual cost of maintaining a mile of road in Rockport is $6,000 ($4,200 for winter – snow and ice control, and $1,800 for summer maintenance – ditching, signs, paint, mowing, and brush cutting).

RECOMMENDATIONS

- Roads within rural zones should not be accepted by the Town of Rockport as town roads, unless they are built to town standards and accepted by the voters. The point is to discourage more town-maintained roads outside the designated growth areas in order to control town costs.

- Accept new roads in designated growth areas, those areas of town where residential and commercial growth is intended. Roads must be built to town standards and accepted by the voters.

- Encourage all new subdivisions plans to include future access roads to any adjacent vacant land, whenever possible.

- Require new residential developments to build access roads to existing roads and to plan and provide for safe pedestrian and bicycle access.

- Subdivision roads that end in cul-de-sacs should be discouraged to facilitate development of interconnecting roads for more efficient transportation networks and public safety.

- Allow the existing sub-standard roads already accepted by the town to continue as sub-standard in order to preserve their character, to slow traffic, and to maintain neighborhood scale.

- Pursue funding for new access roads in the designated growth areas through MDOT and other mechanisms.

Alternative Transportation

Children no longer ride a mile or two on their bikes to school, nor do adults generally walk to work, or to shop. Parents drive children to and from school, extra-curricular activities, and sports, and there has been a reliance on the car as the only form of transportation. Reinforcing that has been the sprawling nature of housing developments and the construction of schools and facilities outside of villages.

The CDC cites the connection between urban sprawl – which makes fewer sidewalks and bike paths available – and the recent surge in adult diabetes. Since 1975, childhood obesity doubled and adult obesity increased from 47 percent to 61 percent of the population.

A healthy community, however, rejects the notion that its residents must only drive to their destinations. Children should be encouraged to walk and ride to friends' houses, the YMCA, library, and school, the elderly should feel comfortable walking to the store, and all residents should feel comfortable and safe on foot or bicycle.

In 1998, Camden and Rockport established a pathways committee that was charged with promoting and building multi-use paths connecting the towns and their institutions. In 1999, voters in both towns approved the construction of a pathway along Union Street using a $350,000 grant from the

Approved by voters, November 2, 2004

Federal Highway Administration. The local cost was $70,000, split equally between Camden and Rockport. Voters also endorsed the study of building a path to the new Camden Hills Regional High School on Route 90 in Rockport. The committee in 2002 was exploring route options and studying other possible pathway development in the communities. The committee was also preparing a master pathway plan for the two town community that would map out potential routes and enable alternative modes of transportation for the one-third of our population that does not drive.

RECOMMENDATIONS

- Create and implement a master plan for a comprehensive trail and pathways system that connects Rockport's villages and institutions — public schools, libraries, recreation facilities – so that children, adults, and seniors can move about the town on foot, bike, or other modes without fear of being hit by a car or truck.

- Develop a plan to improve year-round maintenance and accessibility to sidewalks and paved pathways in high density village areas with emphasis on providing safe pedestrian access to schools, libraries, post offices and recreation facilities which provide services and activities throughout the year. Possible strategies to consider when developing a plan include, but should not be limited to, public works, volunteers, and individual homeowner responsibility.

- Continue working with Camden on a joint two-town effort to connect the communities by trails and pathways, and pursue discussions with Rockland, Warren, and Hope to explore similar efforts.

- Actively pursue government and private grants to assist in funding the construction and maintainance the trails and pathways.

- Research and survey Rockport's discontinued roads and rights of way that are no longer maintained by the town to determine which ones remain under town ownership and are still publicly owned.

- Work regionally to promote public transportation.

- Pursue state and federal grants to assist in funding the construction and maintenance of sidewalks in the designated village areas of Rockport. Connect those sidewalks with those pathways that will in turn be connecting the villages to one another.

Scenic Roads and Street Trees

Rockport is recognized for its peaceful and rural landscapes, both inland and by the shore. Currently, it has no designated scenic areas, except for a state highway turn-off at Glen Cove, which offers views of Penobscot Bay. Generations ago, Rockport residents planted street trees with forthought of future generations, as evidenced by the trees that grace Route 1 along Richards Hill. Today, those trees create a boulevard-like appearance that makes Rockport attractive. Currently, Rockport has no long-term road enhancement policies, such as street tree planting. Its elm trees, aside from one still by the town office, have succumbed to disease and few new trees have been planted. Other trees have been lost to road widening and construction. Trees, properly placed and maintained, complement the area's beauty and help diminish a strip-like appearance on the highways.

RECOMMENDATIONS

- Conduct a scenic inventory of Rockport that includes viewsheds from its highways and roads. (See Scenic Resources Section on page 93 for more about scenic inventory.) The Conservation Commission can conduct a roadside scenic asset inventory of historic and cultural sites in Rockport. The groundwork of this has already been established with returns of the town survey distributed in October 2002 and the growing collection of "My Favorite Rockport" photos.

- Pursue grants and programs, such as the MDOT Community Gateways Program (see appendix), that help enhance local roads and highways, and fund land acquisition and easements along the roads and highways that have been designated scenic views and wildlife habitat by the town.

- Establish a long-term street tree planting plan and craft a tree ordinance, such as Camden's Shade Tree Ordinance. Project Canopy, a program of the Maine Department of Conservation's Forest Service and the Pine Tree Aboretum, helps Maine communities develop long-term community tree programs. Grants are available to local municipal units of government, educational institutions, and non-profit organizations for developing and implementing community forestry projects and programs. Project Canopy encourages communities and organizations to submit proposals for development of a street tree inventory, master tree plan, public tree ordinance, community education, tree pruning, removal, replacement and other community forestry projects.

- Work collaboratively with the MDOT and Rockport Public Works to plant street trees along routes 1 and 90 in accordance with MDOT guidelines to complement the area's natural beauty and diminish any strip-like appearance. This would include the development of a master street planting plan with the advice of the MDOT in recognition of the need to retain safety clear zones for routes 1, 17, and 90.

- Pursue designating Route 17 as a scenic byway.

- Establish a town road policy that reflects a need for safe access and the flexibility of standards for historic character, and natural and topographic features.

Approved by voters, November 2, 2004

Implementation Plan: Transportation

Program:	**Implementation:**	**Responsible Party**	**Timeline**
Access Management	•Assess Rockport's town-owned roads to determine where access-management standards are necessary to maintain safe and efficient travel. •Encourage shared access (combined entrances) on roads in the town's growth areas.	Public Works Director	18 months from adoption of this plan
Speed Control and Traffic Calming	•Assess speed limits on town-owned roads based on residential density and safety factors. •Work with the DOT and the Region 5 Regional Transportation Advisory Committee to assess speed limits on routes 1, 17, and 90	Public Works Director and local residents	18 months from adoption of this plan
Rockport/Maine Department of Transportation collaboration	•Meet periodically with the DOT to review concerns and plan for improvements along routes 1, 17, and 90, including the future placement of traffic lights, crosswalks, and pathways. •Pursue highway access acquisition strategies with the Maine DOT's Highway Acquisition Program and identify possible easements for the protection of scenic character; promotion of traffic flow; protect wildlife travel routes; protect taxpayer dollars by forgoing future highway widening projects.	Conservation Commission, Public Works Director, Rockport Police Chief, and Town Manager.	18 months from adoption of this plan
Reduce the cost of roads	•Roads within rural zones should not be accepted by the Town of Rockport as town roads, unless they are built to town standards and accepted by the voters. • Accept privately constructed roads in designated growth areas, those areas of town where residential and commercial growth is intended, if they are built to town standards. • Encourage all new subdivisions to plan future access roads to any adjacent vacant land, whenever possible. • Encourage new residential developments to build access roads to existing roads, to plan and provide for safe pedestrian and bicycle access, and to avoid building cul-de-sacs.	Ordinance Review Committee	Ongoing 18 months from adoption of this plan

Plan for new town roads in villages	• Plan for the municipal construction of new roads in villages in order to alleviate traffic on arterial highways. • Pursue funding for new access roads in the designated growth areas through MDOT and other mechanisms.	Public Works Director, Town Manager	Ongoing
Alternative Transportation	• Create and implement a master plan for a comprehensive trail and pathways system that connects Rockport's villages and institutions — public schools, libraries, recreation facilities. The plan shall include provisions to improve year-round maintenance and accessibility to sidewalks and paved pathways in high-density village areas with emphasis on providing safe pedestrian access to schools, libraries, post offices and recreation facilities which provide services and activities throughout the year. Possible strategies to consider when developing a plan include, but should not be limited to, public works, volunteers, and individual homeowner responsibility. • Actively pursue government and private grants to help construct and maintain the trails. • Research and survey Rockport's discontinued roads and rights of way that are no longer maintained by the town to determine which ones remain under town ownership and are still publicly owned. • Work regionally to promote public transportation.	Rockport Recreation Committee and the Camden-Rockport Pathways Committee	Ongoing
Pathways and Sidewalks	• Maintain and construct sidewalks in the designated village areas of Rockport. • Pursue state and federal grants to construct and maintain sidewalks in the designated village areas of Rockport. • Connect those sidewalks with those pathways that will in turn be connecting the villages to one another.	Town Manager, Selectmen, Public Works Director, Pathways Committee	Ongoing

Scenic Roads and Street Trees	• Conduct a scenic inventory of Rockport that includes viewsheds from its highways and roads.	Conservation Commission	18-24 months from adoption of this plan
	• Pursue grants and programs, such as the MDOT Community Gateways Program (see appendix), that help enhance local roads and highways, and fund land acquisition and easements along the roads and highways that have been designated scenic views and wildlife habitat by the town.		Ongoing
	• Pursue a long-term street tree planting plan and tree ordinances, such as Camden's Shade Tree Removal Ordinance.	Conservation Commission/Ordinance Review Committee	Ongoing
	• Work collaboratively with the MDOT and Rockport Public Works to plant street trees along routes 1 and 90 in accordance with MDOT guidelines to complement the area's natural beauty and diminish any strip-like appearance. Rockport is to develop a master street planting plan with the advice of the DOT in recognition of the need to retain safety clear zones for routes 1, 17, and 90.	Conservation Commission and the Rockport Public Works Director	Ongoing
	• Establish a town road policy that reflects a need for safe access and the flexibility of standards for historic character, and natural and topographic features.	Public Works Director and Selectmen	18 months from adoption of this plan

Public Facilities & Services

HOUSING

PARKS & RECREATION

ROCKPORT PUBLIC LIBRARY

PUBLIC SAFETY

ROCKPORT PUBLIC WORKS

MIDCOAST SOLID WASTE CORPORATION

WASTEWATER DEPARTMENT

HOUSING

Intent of this Section

The policies developed in the housing section address siting issues that contribute to sprawl and lack of affordability, which, in turn, impacts the type of housing developed and the lot size offered in town. Specific land use issues, such as lot size, that relate to housing are found in the land use section. The policies and intent for housing in Rockport include:

- Ensure there is a mix of housing types in Rockport including single family dwellings, duplexes, multi-family dwellings, and co-op housing.

- Strive to integrate affordable housing throughout the community, as opposed to locating affordable housing to one given village, subdivision, or lot.

Approved by voters, November 2, 2004

Generally, Rockport's housing is of sound quality with a mix of older homes, the majority of which have been fully renovated, and newer construction, which has been well maintained. The trend has been to invest in properties and raise the housing standards in town.

At least 30 percent of the total housing stock in Rockport consists of second homes. Those homes are concentrated in Rockport Village, along the water, and on the ridges, such as on Mill Street. Property tax revenue generated from those homes is estimated to be roughly 50 percent of the total property tax base. Owners of those homes place relatively little demand on municipal services; i.e., few or no new children in the school system. This favorably offsets the overall cost of municipal services that is passed on to year-round residents.

For the remaining 50 percent, year-round residents contribute approximately 30 percent to the property tax revenue, while the remaining 20 percent is collected from commercial properties.

Currently there is limited affordable housing in Rockport. What exists includes the mobile home park in Glen Cove and to mobile homes and modest houses scattered throughout town. Five zoning districts currently allow mobile homes and mobile home parks and this plan recommends continuation of that current policy. There are no affordable housing developments in Rockport and no federal HUD subsidized Section 8 housing in Rockport. The majority of those units are in Rockland, with a few units in Camden and Thomaston.

Left to market forces, affordable housing would not exist in Rockport. The region attracts people "from away" who have resources generated in more robust economies, which enables them to purchase real estate on the coast of Maine. The community is a desirable place to live, year-round or part-time, and with the advent of technology it is possible to conduct business from more remote locations with little impact on productivity. These new residents have the ability to purchase property at the higher prices, which has resulted in higher real estate costs throughout town.

The socio-economic shift in Rockport, reflected by an increased number of retirees, second-home buyers, and late career professionals, has put pressure on the housing market. Such pressures prevent certain populations from remaining in town, or from moving to the community. The trend has resulted in the inability of young families with children and many working people to be able to buy a house in Rockport for less than $150,000.

Maine's Growth Management Act states that a municipality must ensure that 10 percent of all future development be considered affordable, according to Maine State Housing Authorities guidelines for Knox County. To accomplish this affordable housing objective, densities must be increased, multi-family dwellings encouraged, and policies adopted that attempt to control market forces. The traditional village development model helps with affordability and is a key element of this plan's attempt to encourage affordability. To move the traditional village concept forward the town needs to assist in infrastructure development to allow for increased densities and consider more creative approaches to affordability, such as implementing a cooperative housing model and housing tax increment financing.

Affordable Housing Defined

Affordable housing, as defined by the state, is decent, safe, and sanitary living accommodations that are affordable to lower income households and moderate income households, in accord with the following provisions.

An owner-occupied housing unit is "affordable" to a household if the unit's expected sales price is reasonably anticipated to result in monthly housing costs (including mortgage principal and interest payments, mortgage insurance costs, homeowners' insurance costs, real estate taxes, and basic utility and energy costs) that do not exceed 28% to 33% of the household's gross monthly income. Determination of mortgage amounts and payments are to be based on down payment rates and interest rates generally available to lower and moderate income households.

A renter-occupied housing unit is "affordable" to a household if the unit's monthly housing costs (including rent and basic utility and energy costs) do not exceed 30% of the household's gross monthly income.

Approved by voters, November 2, 2004

Cooperative Housing – The cost of land makes affordable housing in Rockport difficult to achieve. Development of cooperative housing is one model that can provide affordable housing for qualified households that takes the cost of land out of the equation. The model is similar to the condominium model except the land is held by a land trust or affordable housing organization with development restrictions placed on the property that are reflected in the assessed value. Each housing unit is sold to an income eligible household and that household is responsible for a monthly mortgage based on the sales price of the unit, not the land, and a monthly coop fee to support maintenance of common areas. This fee is collected and managed by the organization that has ownership of the land.

Housing Tax Increment Financing (TIF) – To further encourage development of affordable housing, the town should utilize the Housing TIF that provides a tax incentive to a developer of affordable housing units. The Housing TIF would direct back to the developer a portion of the property taxes collected on those affordable units or help finance infrastructure that was necessary for that development to take place. For more information about TIFs, see pages 21 and 46.

Home Siting – In the Comprehensive Plan survey circulated to all households in Rockport in 2003, a number of people mentioned restricting development on the ridgelines and sides of hills. Siting a home has tremendous impact on the community. Protecting viewsheds is critical for Rockport to maintain its community character. The topography of town is an essential feature that should be protected.

RECOMMENDATIONS

- Team up with Camden Affordable Housing, Coastal Community Action Program, Habitat for Humanity, and the Knox County Coalition for Affordable Housing in developing innovative affordable housing models.
- Create an organization, governmental or quasi-governmental, whose mission is to promote and develop affordable housing in Rockport.
- Encourage the development of affordable cooperative housing through ordinances and zone revisions.
- Place sales covenants on all affordable housing units to take advantage of the various incentive programs that ensure the property will remain an affordable unit well into the future.
- Exempt affordable housing units from impact fees.
- Analyze and recommend necessary infrastructure to areas where traditional villages are proposed to allow for increased densities.
- Aggressively pursue grant funds and other innovative funding mechanisms to assist in the development of infrastructure and the building of affordable housing.
- Consider adopting certain design standards for affordable housing to maintain the character of the community.
- Allow developers who propose building affordable units in a subdivision to increase densities in the development (see zoning recommendations in the land use section beginning on page 50)
- Manage development along ridgelines and hilltops to maintain viewsheds and Rockport's topographic integrity.

Approved by voters, November 2, 2004

Implementation Plan: Housing

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Expand regional effort to provide affordable housing opportunities	•Appoint a town representative to participate in the Knox County Affordable Housing Coalition • Establish an ad hoc committee to explore collaboration with Camden Affordable Housing Organization	Town Manager and Selectmen	Ongoing
Offset the rising town costs associated with increased residential development	• Explore, define, and draft an impact fee ordinance related to residential development	Newly appointed finance director together with the advisor for grants	18 months from adoption of this plan
Anticipate future development in the targeted residential growth areas and plan for infrastructure	• Complete feasibility study for wastewater infrastructure expansion into outlying village areas of town	Selectmen/Town Manager select engineering firm	18 months from adoption of this plan
Strive to meet the Growth Management Act's goal that requires that 10 percent of all future development be affordable.	• Continue to allow for mobile homes, as currently outlined in Rockport's Land Use Ordinance. • Promote mixed use districts and village developments that encourage economically diverse neighborhoods	Ordinance Review Committee Ordinance Review Committee	Ongoing

PARKS & RECREATION

This section recommends ways to enhance Rockport's recreational opportunities. According to the 2002 Comprehensive Plan Survey a major reason people live here is for the quality of life. Naturally contributing factors to Rockport's quality of life are its various recreational opportunities, including its harbor, lakes, and mountains. Care and planning must be given to protecting Rockport's scenic beauty and enhancing its recreational assets. The section recommends strategies to:

- Preserve and improve access to areas of recreation.
- Designate areas of open space for recreation.
- Maintain and improve existing athletic fields.
- Identify areas for snowmobiling, cross-country skiing, hiking, and biking.
- Establish more public access to ponds, lakes and the salt water.
- Maintain and improve community gardens, parks and playgrounds.

Approved by voters, November 2, 2004

Rockport is home to many ponds, streams, and hills that provide access to a variety of outdoor recreational opportunities. It may be necessary to assess how Rockport inventories compare with recommended standards of the National Recreation and Park Association.

Rockport's overall acreage is more than 12,750 with a population of approximately 3,210. Of that, the Town of Rockport owns 48 acres that are designated for recreation use.

More than 330 acres are in conservation easements or preserves.

Through the efforts of many citizens over the past centuries, Rockport has a wide range of parks and recreational opportunities that many other towns do not enjoy. The entire midcoast area of Maine is considered an outdoor, as well as indoor, recreation destination, and Maine citizens, as well as tourists, participate in many activities here.

The Town of Rockport has enabled the creation of parks and recreation facilities, either by supporting the efforts through zoning or by helping to raise money. During the 1990s, Rockport residents approved and helped to fund the establishment of Rockport Recreation Park on Route 90, with its ballfields and tennis courts; generously supported the acquisition of Goody's Beach, on the harbor waterfront; and donated money to purchase new playground equipment for Walker Park, also on the harbor.

Some open space and parks are privately owned with public access easements, others are town-owned, and still others are owned by land trusts, purchased with the help of state money and therefore, quasi-publicly owned.

Nonetheless, public waterfront – ocean, pond, and lakefront — access remains elusive, and its acquisition represents a goal of this comprehensive plan. As Rockport land increases so dramatically in valuation, it will only become harder for residents to maintain the privileges they enjoy: hiking through the woods, hunting in the autumn, cross-country skiing and snowmobiling, fishing, and swimming and boating.

Existing Rockport Recreational Opportunities

All of Rockport's recreational facilities are in good condition and are meeting current demand, although there is a need for more public access to lakes and the ocean, as well as trails and bikepaths. The Rockport Recreation Committee continues to monitor maintenance of the facilities on a timely basis.

TOWN PARKS

Walker Park: 1.5 acres. On Sea Street, on the west side of Rockport Harbor, with picnic tables, small beach and rocks, and playground equipment.

Cramer Park: 3.85 acres. Walking trails and picnic tables along the Goose River, where it passes through the old limestone tailings before emptying into the harbor.

Goodridge Park (formerly Honor Roll Park): .45 acres. A small green space across from the Rockport College building and near the harbor, the park has several benches.

Library Park: .32 acres. Across the street from the Rockport Public Library.

Marine Park: 3.25 acres. Recently enlarged by the acquistion of Goody's Beach, almost an acre of shorefront with a sandy beach, the Marine Park is Rockport's primary harbor park, and which provides boat access to the ocean. The stone sculpture of André the Seal sits at Marine Park, as well as the

historic lime kilns, and a steam locomotive, representing the historic lime industry that once dominated Rockport Harbor.

Mary Lea Park: .37 acres. A small, landscaped park between the Rockport Opera House and historic brick buildings along Central Street, the Mary Lea Park provides short walking trails, granite stairways, grassy areas, flowerbeds, and benches. The park is dedicated to the memory of Lea Luboshutz (1885-1965), a violinist, teacher, and Rockport resident, as well as Mary Louise Curtis Bok.

Rockport Recreation Park: 15.22 acres. A three-season recreation facility on Route 90, with tennis courts, ballfields, and playground

Glen Cove Picnic Area: A voter-approved purchase of $700 made in 2003, after the State of Maine decided to divest itself of this small piece of Clam Cove shorefront adjacent to Route 1 in Glen Cove.

NON-PROFIT PARKS, FARMS, OPEN SPACE, AND TRAILS

Merryspring Nature Park is a privately-owned 66-acre (37.5 acres in Rockport) park that straddles Camden and Rockport. It is open to the public free of charge every day of the year from dawn to dusk. The park's mission is to acquaint, stimulate, and educate the community in all matters of horticulture; and to exercise and advocate sound principles of wildlife ecology and conservation in order to protect our natural environment. The park maintains walking trails.

Merryspring was founded in 1974 by Mary Ellen Ross, a local horticulturist who had attained national recognition through her mail order plant business, Merry Gardens. She envisioned creating a sanctuary where horticulture and nature could be studied firsthand. When the 66 acres which make up the Park came on the market, Mrs. Ross enlisted the help of many friends in the horticultural community and bought an option on the land. Merryspring Inc., a non-profit corporation, was formed; and a mortgage taken out on the property.

Aldermere Farm: On the western shore of Penobscot Bay in Rockport, Aldermere Farm has been an area landmark for generations. Maine Coast Heritage Trust (MCHT) owns and manages the working 136-acre farm thanks to a generous bequest made by the late Albert H. Chatfield, Jr. Aldermere supports a world-renowned herd of Belted Galloway cattle and is permanently protected by conservation easements. MCHT is currently developing long-term stewardship plans.

The farm offers educational tours on agriculture and natural history topics, youth and adult programs, and cross-country skiing.

Vesper Hill Children's Chapel: 3.43 acres. The pine chapel sits high on a ledge looking eastward over Penobscot Bay. The grounds are landscaped with flowers, herbs, grassy knolls. The chapel was built on property formerly owned by Helene Bok in 1960 and is supported by the Vesper Hill Foundation.

Beauchamp Point Scenic Byway: Overseen by the Rockport Conservation Commission, the dirt road that extends around Beauchamp Point is a favorite for walkers, runners, and bicyclists. It is open to cars in the summer, but closed during winter months. The town maintains the road during the summer.

The Ledges: Off of the Beauchamp Point road are the ledges, prominent rocks that are popular for picnicking and ocean swimming.

Harkness Preserve: 21.25 acres. Named in honor of one of the first settlers in this area and a revolutionary war hero, the Harkness Preserve, on the west side of Rockport Harbor, was donated to the Coastal Mountains Land Trust and the Nature Conservancy by Mary Cramer. During John Harkness's time, magnificent American chestnut trees provided food, shelter, and shade to human and animal alike. Disease has since wiped out all but the hardiest of trees throughout their range in America. The Harkness Preserve still harbors a sparse but mature stand of American Chestnuts, one of the last two stands in Maine. A designated nature trail begins on Spruce Street and makes its way through the chestnuts, across two peaceful brooks, and to a magnificent overlook of Penobscot Bay from the shore of Rockport Harbor.

Beech Hill: 295 acres of blueberry fields owned and managed by the Coastal Mountains Land Trust with advice from the Maine Department of Agriculture. That arrangement rests on the the collaborative funding of the Beech Hill purchase in 2001, which included money raised through donations and through the state's Land for Maine's Future Program.

With expansive views across Penobscot Bay and up to the Camden Hills Park, the 295-acre Beech Hill property provides opportunities for historic, agricultural and environmental education. The open fields offer the opportunity to continue the current organic blueberry farming operation and provide excellent habitat for some rare grassland bird species. The historic stone house on the summit, named "Beechnut," was built in the early 1900s and is of statewide significance. The property also has several miles of walking and cross-country ski trails for the public to enjoy.

Georges River Highland Path and Ragged Mountain Trail: Both are trails maintained by the Georges River Land Trust, a non-profit organization based in Rockland. The Ragged Mountain Trail is a 4.9-mile trail extending from Rt. 17 over Ragged Mountain to Thorndike Brook. The paths cross through the hills of the Georges River watershed, which crosses West Rockport. The watershed of the St. Georges River is a varied and beautiful region of the heartland of the midcoast. It covers 225 miles of wooded hills, blueberry barrens, family farms, small towns and rural villages. Fed by streams, ponds and wetlands, the river winds through the lowland 38 miles from its source near Frye Mountain to Port Clyde, where it empties into Muscongus Bay.

The 25 miles of hiking trails at different points of access lead through lowland forests, river bogs, open meadows, beside rushing streams, and over high ridges, to the more strenuous climbing; the summits of Ragged and Bald mountains. In addition to the hiking trails, there are bicycle and auto routes as well as canoe and kayak launch areas.

Sides Preserve: 8.5 acres. Donated by Ginny and Andrew Sides, this preserve protects 1,400 feet of shoreline on Mace's Pond. The northern portion is a popular spot to launch a canoe or wet a fishing line. A quiet trail moves south through the interior woods of the preserve and towards the southern end of the pond. The wetland near the pond's outlet is a great spot to look for many species of waterfowl. The preserve is managed by the Coastal Mountains Land Trust.

PRIVATE FACILITIES

Midcoast Recreation Center offers indoor ice skating, ice hockey, tennis, and exercise classes. All programs are open to the public.

NON-PROFITS

The Penobscot Bay Area YMCA (formerly Camden Area YMCA) built its new facility on Union Street in Rockport in 2002. It provides programs in aquatics, arts childrens program, health and fitness, music, and sports.

PATHWAYS EFFORT

A joint Camden-Rockport Pathways committee has successfully built a pathway from the Camden/Rockport town line near the Penobscot Bay YMCA to Rockport Village along Union Street. The committee continues to research and recommend design and development of bike and pedestrian pathways with a goal of creating a network of pathways and a Master Plan..

RECOMMENDATIONS

- Develop a long range plan, preferably on a regional basis, that outlines future recreation needs in terms of land and its use (including public access to saltwater and freshwater) and the mechanisms for funding its realization.

- Encourage development of bike/pedestrian pathways connecting parks and recreation areas to village and residential neighborhoods. Continue to participate actively in the Camden/Rockport Pathways Committee.

- Build public access via path or stairway from the Clam Cove overlook to the shore.

- Promote development of trails on existing corridors through lease, easement and land trusts to connect Rockport to neighboring towns.

- Encourage preservation of open space for use as community gardens, parks and playgrounds using impact fees (if appropriate), tax incentives and land acquisition funds.

- Restrict use of chemical herbicides and pesticides on playing fields used by children and where run-off affects water resources.

- Boating activities for children and adults should be supported and promoted, with particular encouragement for Rockport residents to take advantage of what the Rockport Boat Club offers.

- Establish an impact fee to help fund future recreation and park land needs.

Implementation Plan: Recreation

It is the town's policy to:	Implementation:	Responsible Party	Timeline
• Develop a long range recreation facility plan, preferably on a regional basis.	Outline future recreation needs in terms of land and its use (including public access to saltwater and freshwater) and the mechanisms for funding its realization.	Recreation Committee	Ongoing
• Encourage development of bike/pedestrian pathways connecting parks and recreation areas to village and residential neighborhoods.	Continue to participate actively in the Camden/Rockport Pathways Committee. • Promote development of trails on existing corridors through lease, easement and land trusts to connect Rockport to neighboring towns.	Camden/Rockport Pathways Committee, Recreation Committee, and Selectmen	18 months from adoption of this plan
Provide access to shoreline	• Build public access via path or stairway from the Clam Cove overlook to the shore.	Public Works	18 months from adoption of this plan
• Encourage preservation of open space for use as community gardens, parks and playgrounds	Use impact fees (if appropriate), tax incentives and land acquisition funds.	Conservation Commission and interested committees	Ongoing
• Restrict use of chemical herbicides and pesticides on playing fields used by the public, including where run-off affects water resources.	Inventory and monitor chemical applications on publicly owned land.	Public Works and Town Manager	Ongoing
• Support boating activities for children and adults, with particular encouragement for Rockport residents to take advantage of what the Rockport Boat Club offers.	Improve communication with public and town about what the Boat Club provides	Recreation Committee	Ongoing
• Establish an impact fee to help fund future recreation and park land needs	See Fiscal Capacity Section of this plan on page 29.		

ROCKPORT PUBLIC LIBRARY

This section recommends strategies to ensure the future of a municipal library long recognized for an outstanding collection and staff, as well as its progressive approach to community enrichment.

Approved by voters, November 2, 2004

The Rockport Public Library was established in 1914, when the YMCA, then located in the theatre part of the Rockport Opera House, made available its "box office" area and collection of 1,000 books as the nucleus of a town library. This collaboration with the YMCA continued until 1925 when the YMCA closed. The Opera House became the Town Hall; the Library was relocated to the lower level of the building.

In 1929, a Library Building Association was founded with a bequest of $5,000. The association raised money in various ways: two concerts by students of the Curtis Institute of Music, a Chauffeur's Ball, card parties, food sales and donations. Much of this money was lost in the wake of the Wall Street crash of 1929.

In 1943, Mary Louise Curtis Bok gave Rockport the Hotel and Burgess lots on the east and west sides of Limerock Street for a library site. By December 1949, the new library building was constructed at a cost of $11,884, and with countless hours of volunteer support.

Room for expansion was left on either end of the building. In 1967, a nonfiction room was added to the Lily Pond Outlet side at a cost of about $6,830. In 1977, the Eleanor Clark Apollonio Children's Room was added not to the Limerock Street side of the building, as originally planned, but, because of zoning issues, to the front. This changed the entrance from Russell Avenue to Limerock Street. The cost of this project was $20,974. A town appropriation of $3,418 for carpeting, bookshelves, painting and light fixtures was the first time any taxpayer money was spent for library equipment.

In 1979 an Endowment Fund was created with proceeds of the sale of Eastman Johnson's painting, "Sugaring Off at the Camp," which had been given to the Library in 1953 by Clifford Smith.

Friends of the Rockport Public Library

The Friends of Rockport Public Library was established in 1979 with the purpose, as stated in its constitution and bylaws, "to develop and maintain public interest in the Rockport Public Library; to assist in developing and maintaining its service and usefulness to the community; to encourage community support of the library by gifts, records, periodicals, money, personal services, and other resources; and to encourage the use of the library's facilities in the intellectual and cultural enrichment of life in the Rockport community." That year, the Friends took responsibility for the annual book sale. Since that time the book sale has raised more than $76,000, which has been used exclusively for the benefit of the Library. There are currently about 200 Friends members.

In 1987 a renovation project installed a new heating system, created staff workspace and storage space in the attic, provided a handicapped accessible bathroom and added a handicapped accessible rear entrance. This project cost $80,000, with $8,800 contributed by the Town of Rockport and the rest raised from private donations.

A fourth building project in 1994-95 added the 24 x 30-foot Marjorie B. Dodge Room at the back of the library, expanded the Children's Room and restored the Library's front entrance, now made handicapped accessible, to its original Russell Avenue orientation. A fundraising campaign raised the $180,000 needed for this project.

Computers were introduced at the Library in 1990 and became progressively more important in library operations. In 1996 free public Internet access was made possible through the Maine School and Library Network. In 2002 the Library automated its circulation and catalog as part of MINERVA, a statewide integrated library system created by the Maine Info Net Project. From the Library's website, www.rockport.lib.me.us, it is possible to search Rockport's catalog, the catalogs of the other 37 MINERVA libraries, and the catalogs of major libraries and library systems across the state that are part of Maine Info Net. Cardholders can also view their current borrowing

records and renew materials online.

Patron initiated interlibrary loan requesting may be implemented as soon as 2004. Borrowers will be able directly to request materials from Maine Info Net libraries; the system will route the requested books to the Rockport Public Library for pickup.

This innovation will greatly facilitate interlibrary loan requesting, which can now be done only through library staff. Expanded availability of interlibrary loans will greatly increase the number of books available to Rockport cardholders. In 1914, cardholders had direct access to 1,000 titles; by 2002, the collection had grown to 28,000; in the near future, with the implementation of patron initiated interlibrary loan, borrowers will have convenient, direct access to the statewide union catalog of 2.5 million items.

Funding

Funding for the Rockport Public Library comes from a variety of sources:

1. The Town of Rockport pays staff salaries and benefits and audit expenses. This represents 66% of the annual operating budget.
2. Income from the Endowment Fund, currently managed by FL Putnam Investment Management Company in accord with state statutes, accounts for approximately 17% of the operating budget.
3. Restricted and unrestricted gifts; desk income, including nonresident fees and overdue fines; and State aid account for the remaining 17% of the operating budget.

Both (2) and (3) are administered by the elected Library Committee.

State standings

According to FY 2001 statistics, the most recent available from the Maine State Library, Rockport Public Library's performance ranks near the top of the 64 libraries serving communities of 2,500 to 4,999.

- 3rd in annual circulation (62,535)
- 2nd in circulation per capita (19.49)
- 2nd in weekly hours open (53.5)
- 1st in annual expenditures for collection ($37,003)

Annual circulation is the best single indicator of a library's activity. According to FY 2001 statistics, of the 12 Maine libraries with annual circulations of 50,000 to 70,000, Rockport accomplishes its work with a comparatively small building and small staff.

- 4th of 12 in annual circulation; 62,535; average: 60,368
- 2nd in annual turnover (the average number of times per year a book is checked out): 2.31; average: 1.78
- 9th of 12 in space in existing building: 3,324 sq. ft.; average: 8,017
- 11th in FTE's (full time equivalent staffing): 2.63; average 6. [The addition of a fulltime position in FY02 brought Rockport's FTE's to 3.2, still about half the average for a library with this level of circulation activity.]

Space needs

Rockport Public Library is fast running out of shelf space. By 2005, according to an estimate by former Library Director Sally Regan, *it will be necessary to remove one book from the collection for every book that is added*. Lack of shelf space has already forced the Library to cut back subscriptions to current magazines.

Insufficiency of on-site programming space, especially for children's programs, is also felt. Preschool story times are often very crowded. Some types of children's programs cannot be scheduled due to lack of space. Although the Meeting Room of the Opera House is available, holding children's programs there does not serve a major goal of programming—bringing people into the library so that they will become familiar with its resources and become library users.

Community members frequently ask for a small meeting area where a few individuals could meet or a teacher could tutor a student. Since the building is so small, such meetings inconvenience other library users. This use is currently kept to a minimum.

The number of computers available for public use is also limited by insufficient floor space. Currently, for the public the library has two OPAC (online public access catalog) computers and three Internet-accessible computers. Even as technological advances bring wireless access, smaller equipment and more home use, the public continues to use the Library for Internet services. More floor space could provide computer access areas in the children's room and computer instruction and tutoring areas for the general public.

Parking

Library users frequently remark on the need for more parking. When the Center for Maine Contemporary Art or the Rockport Opera House have public programs during library hours, people often cannot find a place to park at all.

More parking convenient to the building is particularly needed. Especially disadvantaged by the current shortage are two groups of prime library users: people of retirement age who have some degree of mobility problem and parents with babies or toddlers.

RECOMMENDATIONS

- Maximize availability of books and other lending materials to Rockport residents by supporting increased interlibrary loan services. Increases in staffing and delivery costs may be involved.

- Address long-term needs for increased shelf space, programming space, computer work space and parking by weighing cost and benefits of:

  a) Expanding the library building and creating more parking at its current historic location in Rockport Village. The present building is widely admired for its architecture and landscaping. Zoning and traffic issues will need to be addressed.

  b) Constructing a new facility on one of Rockport's major routes. In a larger, more centrally located, conveniently accessible public space, Rockport residents could meet, interact and build the bonds of community.

Implementation Plan: Rockport Public Library

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Maximize availability of books and other lending materials to Rockport residents by supporting increased interlibrary loan services. Increases in staffing and delivery costs may be involved. Address long-term needs for increased shelf space, programming space, computer work space and parking	Weigh cost and benefits of: a) Expanding the library building and creating more parking at its current historic location in Rockport Village. The present building is widely admired for its architecture and landscaping. Zoning and traffic issues will need to be addressed. b) Constructing a new facility on one of Rockport's major routes. In a larger, more centrally located, conveniently accessible public space, Rockport residents could meet, interact and build the bonds of community.	Library Committee, Selectmen, Town Manager	Ongoing

POLICE & FIRE PROTECTION

This section recommends strategies for supporting Rockport's police and fire protection services.

Police Department

Rockport's Police Department has maintained its respected reputation in the community, and while it has grown over the past 17 years from three to seven officers, it manages to retain its small-town accessibility.

The annual average number of calls for service has increased five to eight percent each year for the past decade. This can be attributed to a number of factors: the increase of population; the changing expectations of the community; an increase of traffic on Rockport roads and three major highways that cross through Rockport; and the addition of a large regional high school, with its own resource officer, and the new Penobscot Bay Area YMCA, on Union Street.

In 1996, the department responded to 1,812 incidents. In 2002, the department responded to 2,965 incidents, representing a 63.6 percent increase over a six-year period. This also reflects a shift to a computer-aided dispatch system shared by other towns in Knox County and the District Attorney's office in recording complaints.

Incidents can range from 911 hangups to violation of bail conditions to stray animals to theft and homicide.

The police department grew to three officers in 1986 and again to the current staff of six officers and one chief of police. In 1996, the police officers became a full-time workforce, creating what the town regarded as a more proficient police department.

In 2003, the police department staff included a chief of police, administrative assistant, patrol sergeant, four patrol officers, and one patrol officer/school resource officer.

By contrast, Camden has a population of 5,209 and a police force of 11. Rockland has a poulation of 7,800 with a police force of 21.

Knox County Sheriff's Department

Rockport pays annual taxes to Knox County, and a portion of those taxes help fund the Knox County Sheriff's Department. The 2002 budget for the sheriff's department was $950,000. Of that, Rockport paid $115,118. That money covered just sheriff department operations. Rockport paid additional taxes to the county for jail, court, and dispatch services.

Rockport is a member of the Knox County Law Enforcement Task Force, which includes representatives from area towns. Rockport, along with Camden, Rockland, and Thomaston (towns with their own police departments), are all seeking credits from the county because their draw on the Knox County Sheriff Department is minimal.

As of 2003, Rockport was seeking a $28,779 credit from the county commissioners.

Public Opinion

Of the residents responding to the Comprehensive Plan Committee survey in 2002, 37.4 percent rated Rockport police protection and services as "excellent" and 50.5 percent rated them as "good." Just 9.8 percent rated them as "fair," and 2.4 percent rated them as "poor."

In the same survey, residents recognized that the sharing of services among neighboring jurisdictions and regionalization can be cost-effective, and represent ways to make better use of scarce resources, especially resources that must be staffed and equipped to meet immediate demands, such as public safety.

Rockport survey respondents were generally interested in the potential for shared community services. Sharing police and fire protection and public works services was "strongly favored" by 43 to 46 percent of the respondents and somewhat favored by another quarter of the respondents. Opposition to shared services was 31 percent (for shared police services).

Approved by voters, November 2, 2004

RECOMMENDATIONS

As Rockport further explores expanding its regional collaborations, primarily in order to trim costs, there have been some initial discussions about sharing some aspects of public protection with neighboring communities. This is a topic covered in the Regionalism Section of this comprehensive plan on page 38. It is also a concept currently championed by Governor John Baldacci as the state looks for more fiscal savings at the municipal level.

Combined with the projected population growth of another 482 people in Rockport by 2015, this committee recommends:

- That an independent study be conducted by Rockport, adjacent towns (for example, with Camden), and the county to study existing police protection service and explore more shared police protection services, with the goal of achieving fiscal savings as the basis of the study.

- Rockport should evaluate and/or determine police department staffing needs as the population increases and/or shifts as more people settle in the outlying areas, with the goal of ensuring adequate levels of police coverage throughout town.

Implementation Plan: Public Safety

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Explore regional collaboration and support local needs	• That an independent study be conducted by Rockport, adjacent towns (for example, with Camden), and the county to study existing police protection service and explore more shared police protection services, with the goal of achieving fiscal savings as the basis of the study.	Selectmen, Town Manager, Police Department	Ongoing
Periodically review growth patterns and the community needs	Rockport should evaluate and/or determine police department staffing needs as the population increases and/or shifts as more people settle in the outlying areas, with the goal of ensuring adequate levels of police coverage throughout town.	Selectmen, Town Manager, Police Department	Ongoing

SEWER & SOLID WASTE DISPOSAL

This section makes recommendations to extend or upgrade public infrastructure to support business growth in appropriate zoning districts and residential growth in the villages.

It also addresses the need for future solid waste disposal.

Approved by voters, November 2, 2004

Wastewater Treatment

Wastewater infrastructure extends to a limited number of areas of town, the Rockport Village and Glen Cove, primarily in response to environmental concerns expressed by DEP in the case of Rockport Village and the demands of Penobscot Bay Medical Center in the case of Glen Cove.

Rockport entered into two interlocal sewer agreements, one with Rockland in 1988, the other with Camden in 1990. Camden agreed to take Rockport's sewage providing Rockport constructs, operates, and maintains its facilities in Rockport. Camden guaranteed Rockport that its treatment plant would accomodate a monthly average rate of 150,000 gallons per day, provided it is in an acceptable state.

Rockland agreed to take up to 70,000 gallons per day from the Samoset Resort in Rockport, and an average of 100,000 gallons per day from Rockport.

Two extensions to the original Rockport-Camden systems were recently completed, each spurred on by specific users, first the relocation of the regional high school to Route 90, and the second to provide service to Camden National Bank's operation's center and State of Maine Cheese's manufacturing facility along Route 1. With these two extensions future infrastructure development is more feasible in Rockport's growth zones along Route One and Route 90.

Midcoast Solid Waste Corporation

The amount of trash and demolition debris will continue to mount as the population in the four-town area continues to grow. Despite recycling efforts and the introduction of the PAYT program, the public is still disposing too much trash and recycling too little. The Midcoast Solid Waste Corporation is encouraged to maintain and strengthen its emphasis on recycling.

Additionally, Rockport, along with the other three towns in the Midcoast Solid Waste Corporation, are facing an uncertain future for landfill options. Currently, the corporation is addressing the towns' landfill issues in a proactive manner, and will continue to advocate for the towns it serves.

RECOMMENDATIONS

- Conduct engineering feasibility studies and impact analyses to determine the optimum method to extend wastewater infrustructure to enable the development of viable inland villages.
- Explore the advantages of extending wastewater infrastructure along Route 1, connecting the currently unconnected systems. This will encourage orderly business growth in the business zones and allow Rockport to negotiate the best terms between the City of Rockland and the Town of Camden.
- Conduct engineering feasibility studies and impact analyses of establishing a stand-alone community wastewater disposal system in Rockville.
- Coordinate the extension and/or upgrade of wastewater and drinking water infrastructures.
- Extend wastewater infrastructure to West Rockport to allow for business and residential development in the designated business zones and village zone.
- Use all available tools, grant opportunities, and financing mechanisms to lessen the cost burden on the municipal government and users.
- Continue involvement with the Midcoast Solid Waste Corporation to reduce and recycle the local wastestream, and explore future options for recycling demolition debris.

Implementation Plan: Wastewater & Solid Waste Disposal

It is the town's policy to:	**Implementation:**	**Responsible Party**	**Timeline**
Expand infrastructure into designated village growth areas	•Complete feasibility study for waster water infrastructure expansion into outlying village areas of town •Extend wastewater infrastructure to outlying villages if proven feasible and cost effective • Link Camden wastewater treatment line with Rockland wastewater treatment line	Town Manager and Selectmen	18 months from adoption this plan ongoing
Reduce the impact of development on the landscape	•Draft ordinance requiring that all new developments be required to put utilities underground. Where practicable, all utilities (electrical, phone, cable) shall be buried.	Ordinance Review Committee	18 months from adoption of this plan
Assess and adapt existing ordinances to changing development goals of the town	•Modify existing sewer ordinance to reflect outcome of the feasibility study and growth patterns	Ordinance Review Committee	Subsequent to infrastructure study
Support and pursue reducing the local wastestream	• Continue participation with the Midcoast Solid Waste Corporation • Explore other options for disposal of construction debris and demolition recycling techniques in a regional collaboration	Selectmen, Town Manager	Ongoing

HISTORIC & ARCHEOLOGICAL RESOURCES

This section recommends strategies for enhancing Rockport's historical record, while recognizing that many Rockport residents have, for many years, already worked countless volunteer hours to create rich historical resources and inventory.

For a concise history of Rockport, see the Rockport Comprehensive Plan Book II on page 4.

Through the efforts of many caring citizens and the Camden-Rockport Historical Society, Rockport's more recent — over the last several centuries — historical heritage is well researched and preserved. The emphasis has been on Rockport Village, the more densely populated area of town since the mid-1700s and where industry has thrived most prominently.

Rockport Historic District

Rockport's stately homes and buildings contribute to the character of the town. In 1976, 127 homes and buildings standing in close proximity to one another on 12 streets in Rockport Village became part of the National Register of Historic Places Inventory. This Rockport Historic District runs in an irregular pattern along Pascal Avenue from Russell, Union, and Winter streets on north to School Street. The area comprises approximately 700 acres and is noted for architectural styles of Greek Revival, Italianate, and others. The periods of significance include the years of 1850 to 1899.

The composition of the district reflects Rockport's greatest period of development as a mid-19th Century coastal town. The scales, proportions, materials, color, and design quality of the structures are in harmony throughout the district.

Historic district designation, while recognizing the fine architecture in the area, does not provide for its preservation or prevent it from being inconsistently altered. Nor does it protect against conflicts of use. Houses marked with the oval, black-cast aluminum marker with raised gold-leafed numbers have met the following criteria: The house is at least 75 years-old; the structure retains its original appearance, and has been kept in good repair with no significant alteration.

Some of the plaques have been painted green, indicating some alteration to the original building.

Other Designations in Rockport

Also listed on by the Maine Historic Preservation Commission and the National Register of Historic Places are:

ROCKPORT HISTORIC KILN AREA. Also known as Rockland-Rockport Lime Company and Merriam & Shepherd Lime Company at the Rockport Marine Park. This site includes seven structures and sits on 70 acres. Period of significance include the years from 1800 to 1874.

HISTORIC OLD CONWAY HOMESTEAD AND MUSEUM. Conway Farm House (ca 1770). Restored 1962, the Conway house is the location of the Camden-Rockport Historical Society.

INDIAN ISLAND LIGHT STATION, Indian Island, Rockport Harbor. This site includes three buildings and one structure.

The site is also on the National Park Service Inventory of Historic Light Stations. The station was established in 1850, was lit first in 1874, and deactivated in 1934. The periods of significance were 1850-1874, 1875-1899, 1900-1924, and 1925-1949.

***Timberwind* schooner**, Rockport Harbor.

MEGUNTICOOK GOLF CLUB, Calderwood Lane. The golf club comprises 661 acres, and one building. Periods of significance were 1900 to 1949.

SPITE HOUSE, Deadman Point.

TILLSON FARM BARN, Warrenton Road, Glen Cove.

Historic Archeological Sites

Historic Archeological Sites recorded by the Maine State Historic Preservation Commission include six maritime wrecks: the *Woodbury M. Snow,* schooner; *Hastings*, schooner; *Zone*, brig; *Cepola*, Canadian wreck; *Daring*, Canadian schooner; and the *Mary A.*, Canadian schooner.

The six are in need of further survey, inventory, and analysis. Additionally, the commission said: "No professional survey for historic archeological sites has been conducted to date in Rockport.

Future such fieldwork could focus on sites relating to the earliest European settlement of the town, beginning as early as 1770."

Prehistoric Archeological Sites

The Maine Historic Preservation Commission also points out the existence of a series of inland and coastal prehistoric archeologic sites in Rockport. The coastal sites are along Brewster Point, north of the Rockland Breakwater, along Clam Cove below Pine Hill (where Penobscot Bay Medical Center is), in an area that stretches from Oakland Park to the outlet of Varmah Brook, and along Beauchamp Point.

Inland areas include the area along the Goose River stretching from Simonton Corners to Route 1, the entire shorefront of Grassy Pond, the northwest shorefront of Mirror Lake, and a good portion of the Chickawaukie Lake perimeter.

Reports of these prehistoric sites date back from the 1920s to the 1980s, and include artifact collections, the discovery of a possible cave along the side of Bald Mountain, and the siting of stone tools used by Native Americans prior to the arrival of Columbus. However, the state has little more information about these areas and the Maine Historic Preservation Commission recommends the need for further professional archeological surveys, inventory, and analyses in the aforementioned areas, along the Penobscot Bay shoreline, and along the Goose River.

See Book II of this Comprehensive Plan for the state maps that outline these aeas. None of the sites are well-known and an archeological survey would be required for more details.

RECOMMENDATIONS

- Establish an ad-hoc committee of interested citizens who will inventory Rockport's historical and archeological sites, and identify those sites that have not yet been, or possibly could be, included in the state and federal registry of historic places. This committee could work in conjunction with the Rockport Conservation Commission as it inventories the town's scenic areas, historic and cultural sites, and viewsheds from the roads and highways (see page 97 in the Transportation Section).

- Explore the creation of an archaeological resource potential overlay district and review standards. The standards should be included in the town's subdivision and site plan ordinances for excavation, construction, rehabilitation, and reconstruction that occurs in the district. The standards could require an applicant developing or excavating property within the area mapped as having potential as an archaeological resource by the Maine Historic Preservation Commission to submit with the permit application assurances that the proposed development activity will not harm any significant archaeological resources. Those assurances can take the form of a letter from the Maine Historic Preservation Commission or a professional archaeologist approved by the commission stating that the project will have no affect on a significant archaeological site.

Implementation: Historic and Archeological Resources

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Inventory Rockport's historical and archeological sites, and identify those sites that have not yet been, or possibly could be, included in the state and federal registry of historic places. This committee could work in conjunction with the Rockport Conservation Commission as it inventories the town's scenic areas, historic and cultural sites, and viewsheds from the roads and highways (see page 97 in the Transportation Section).	Produce inventory and identify sites.	Conservation Commission and ad hoc historical and archeological resources committee	18 months from adoption of this plan
Better protect the town's historic and archeological resources. archaeological site.	Explore the creation of an archaeological resource potential overlay district and review standards. The standards should be included in the town's subdivision and site plan ordinances for excavation, construction, rehabilitation, and reconstruction that occurs in the district.	Ordinance Review Committee	18 months from adoption of this plan

EDUCATION

This section recommends strategies for promoting a stronger public school education for students in Kindergarten through Grade Twelve in the public schools.

The intent of this section is to:

• Provide an overview of schools that educate Rockport and surrounding communities, their past and anticipated populations, and the change in costs that impact Rockport's property taxes.

• Offer recommendations for future planning.

It would be irresponsible to ignore the impact of school costs on the Town of Rockport. The Comprehensive Plan and the citizens need to pay attention to the schools and their budgets, and Rockport residents need to address issues such as unfunded mandates.

Rockport grew into an educational hub for the midcoast during the decade of the 1990s, with the expansion of established schools and the construction of new schools. With all that came the creation of additional jobs, as well as new educational opportunities for a population that ranges from preschoolers to the elderly.

With the construction of the Camden Hills Regional High School in 1999 on Route 90, and the relocation of two independent schools, the Waldorf Ashwood and the Children's House Montessori schools in that same vicinity just a few years earlier, Rockport's roads got busier with students arriving and leaving school. Additionally, the high school, with its large auditorium, gymnasium, and conference amenities, created a community center where concerts, theater, lectures, courses, and sporting events are held year-round.

The high school also sponsors adult education and provides, with the University of Maine, college-level curriculum. The Rockport College and Maine Photographic Workshops, in Rockport Village, also draw college-age and adults from all over the globe to their programs.

Currently, there are approximately 2,000 students attending an educational institution in Rockport. Those schools include:

Rockport Elementary School (public, K-4), West Street

Camden Hills Regional High School (public, 9-12), Route 90

Ashwood Waldorf School (independent, K-8), Park Street

Children's House Montessori School (independent, K-6), Route 90

Riley School (independent, K-8), Warrenton Street, Glen Cove)

Harbor Schools (group home, run by the private Harbor Schools and under the purview of the Maine Department of Human Services, 4-12), Route 17

Rockport College, Rockport Village

Maine Photographic Workshops, Rockport Village

Center for Furniture Craftsmanship: In May 2003, the Center for Furniture Craftsmanship undertook expansion plans that included the addition of three new buildings to its campus on Route 90. The Center saw 272 students from 38 states pass through its doors in 2002. The school also had 30 visiting instructors. State officials called the school an exemplification of Maine's emerging "creative economy."

Collectively, the schools based in Rockport have provided approximately 330 jobs, according to 2001 figures.

While the public schools have the greatest fiscal influence on Rockport, all the schools influence the Rockport community with their presence. This can range from a draw on public services, such as fire, police, ambulance, and public works, to the creation of local jobs and opportunities, as well as the recognition that Rockport is invigorated by the creative and productive energy of younger generations.

Public School System

Rockport participates in two public school systems, which are noted for their academic quality and achievements. These schools, in fact, have drawn new residents to Rockport over the past decade. The two systems are:

- School Administrative District 28 (SAD 28), which governs grades K-8 and consists of Camden and Rockport

- Five-Town Community School District (CSD), which governs high school and adult education. It consists of Appleton, Camden, Hope, Lincolnville, and Rockport.

The CSD and SAD 28 each operate under their own governing boards to which representatives are elected annually from each town for a three-year term. Rockport and Camden board members who serve on the SAD 28 board automatically serve as members of, or alternates to, the CSD board.

The CSD and SAD 28 are managed by a superintendent, assistant superintendent, and support staff at a central office in Camden. SAD 28 and the CSD boards produce their own annual budgets, which are then considered by town voters. When the SAD was formed, Camden and Rockport agreed to share costs based on the valuation per student. As both towns face increased valuation, each student costs more. The CSD per-student apportionment is calculated differently.

The 2002-2003 school budgets that were approved by voters in June 2002 were:

- SAD 28 $8,722,282
- CSD $9,366,646

The following table outlines the past four years of the SAD 28 and CSD budgets. The table also shows the Rockport share of those budgets. These figures represent operating costs only, not debt service or transportation costs.

Five Town CSD

	1999-2000	2000-2001	2001-2002	2002-2003
Budget Total	$ 6,238,972.00	$ 7,256,355.49	$ 7,901,075.36	$ 9,366,646.26
Rockport Share	$ 1,421,008.41	$ 1,487,608.98	$ 1,658,788.85	$ 1,768,630.68

MSAD #28

	1999-2000	2000-2001	2001-2002	2002-2003
Budget Total	$ 7,529,420.00	$ 7,160,063.33	$ 7,734,405.00	$ 8,722,282.00
Rockport Share	$ 2,394,895.32	$ 2,585,689.00	$ 2,849,038.00	$ 2,960,098.00

Combined

	1999-2000	2000-2001	2001-2002	2002-2003
Budget Total	$ 13,768,392.00	$ 14,416,418.82	$ 15,635,480.36	$ 18,088,928.26
Rockport Share	$ 3,815,903.73	$ 4,073,297.98	$ 4,507,826.85	$ 4,728,728.68

The SAD 28 grade K-8 per pupil expenditure in 2001 was $5,478; the state average was $4,595.

The Five Town CSD grade 9-12 per pupil expenditure was $5,928; the state average was $5,732.

Five Town CSD/ MSAD #28
10 Year Enrollment History

Grade	1992-1993	1993-1994	1994-1995	1995-1996	1996-1997	1997-1998	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003
K	77	84	85	83	79	64	75	94	80	92	79
1	95	82	96	92	85	76	74	80	103	83	85
2	87	93	85	93	101	86	78	75	88	102	86
3	101	88	107	87	89	97	88	94	75	91	108
4	109	106	98	114	89	90	100	102	98	80	97
	469	**453**	**471**	**469**	**443**	**413**	**415**	**445**	**444**	**448**	**455**
5	101	105	107	92	113	90	90	101	109	106	81
6	119	109	107	113	99	111	95	88	97	108	104
7	90	121	114	107	104	101	123	89	95	103	115
8	91	95	120	109	107	100	100	117	96	97	107
	401	**430**	**448**	**421**	**423**	**402**	**408**	**395**	**397**	**414**	**407**
9	147	141	182	158	161	174	140	197	208	174	189
10	133	131	136	175	170	147	171	145	185	199	172
11	151	130	121	142	120	169	136	150	130	167	190
12	102	140	123	111	106	122	168	123	142	124	173
	533	**542**	**562**	**586**	**557**	**612**	**615**	**615**	**665**	**664**	**724**
	1403	**1425**	**1481**	**1476**	**1423**	**1427**	**1438**	**1455**	**1506**	**1526**	**1586**

SAD 28

SAD 28 serves children in Kindergarten to eighth grade at three schools: Rockport Elementary School (1-4), in Rockport; Elm Street School (Kindergarten), Camden; and the Camden-Rockport Middle School (5-8), in Camden.

As of October 1, 2002, there were 849 students enrolled in SAD 28, 388 from Rockport, 462 from Camden, and one from Warren, Lincolnville, and Rockland, respectively. There were 460 students enrolled in K-4 schools, approximately 360 of whom attend school at Rockport Elementary School (RES) in Rockport.

In the fall of 2003, the number of students enrolled at Rockport Elementary School increased to 490. Of those 30 new students, more than 18 were previously enrolled in local private schools.The others came from all over the country, as well as in-state.

At the Camden-Rockport Middle School, students also arrived from local private schools, as well as from out-of-state and out-of-country.

Trends indicate that for the period of 1996-2000, 92 new students arrived and 101 left. For the period of 2001-2003, 123 new students arrived and 81 left, representing an annual average growth over the three year period of 14 new students per year.

SAD 28 Facilities

After getting its new high school built in 1999, Camden and Rockport turned its attention back to its K-8 facilities and determined that all four schools – RES, Elm Street, Mary E. Taylor Middle School (MET), and the old Camden-Rockport High School, now relegated to grades 7-8, were all in need of some level of renovation and repair. Various bond proposals were floated to the school board, ranging from $2 million to $7 million to address problems plaguing the schools. In 2000, Camden and Rockport voters approved a $1.8 million bond proposal that was spent on renovations, mostly at the Camden-Rockport Middle School site (the old high school and MET).

While struggling to determine how to upgrade its schools, and whether to close its historic Elm Street School, the school board also submitted, in 2001, an application to the state for the funding of a new K-4 school. Subsequently placing 15 on the list of possible recipients for new school funding, the school board created subcommittees to analyze different approaches to solving its facilities issues. As of early 2003, those committees were working on a series of tasks, which included determining whether to keep Elm Street School open; repair, renovate, or demolish and replace RES; and identify suitable land in Camden or Rockport on which to construct a new school.

In 2001, SAD 28 also commissioned a school population projection from Planning Decisions, Inc., in South Portland. The study was to assist the school department in creating long-range plans. The report's "best fit" model projected that total K-8 enrollments through 2011 would range between 827 and 867 students.

Some of the *"School Enrollment Projections: SAD 28"* are:

- The average enrollment of students in first grade in SAD 28 through Year 2011 will be 80.
- The total number of students in K-4 will range from 461 (2002-2003) to 433 (2011).
- Middle-school enrollment will range from 116 in 2004 to 133 in 2008 to 94 in 2011.

According to the report, both Knox and Waldo counties will expect an increase in population and by 2020, there will be a 20.8 percent increase in population to 91,707 people. However, the rate of growth in the 0-14 age category will be lower than expected and most of the projected growth will be among adults, not children.

"The population of SAD 28 who are under 18 years of age was 1,772 in 1990. By 2000, that figure increased by .8 percent to 1,787, a gain of 15 children. This increase in the under-18 population was driven by an increase of 62 children in Rockport whereas Camden had a loss of 47 children from 1990 to 2000. This increase in the under-18 population was lower than what occurred for the total population in SAD 28, meaning that the population of people under 18 increased at a slower rate than the

total population. When we look at Knox County, the population of people under 18 remained constant and the State of Maine declined by 2.5 percent. Therefore, SAD 28's under-18 population increased slightly while Knox County remained unchanged and the State of Maine declined," the report says.

The report concludes that based on housing trends (Camden has seen for the past six years an annual average of 20 new units per year, and Rockport saw 24 per year), "future residential development in SAD 28 will remain at or near the three-year average of 45 new units added annually."

Calculating the number of births to community residents, plus figuring the housing trends along with in-migration of children, the report projects that:

- housing unit development will continue on its current course;
- in-migration needs to be closely monitored to see if the increase of new children moving to the area continues, as was exhibited in 1999 and 2000.

Five Town Community School District

As of January 2003, there were 724 students at the high school. Below is a breakdown of how many students attend from each town.

Appleton	73
Camden	276
Hope	76
Lincolnville	118
Rockport	181

In 1995 the towns of Appleton, Camden, Hope, Lincolnville, and Rockport voted to form the CSD. In addition, the communities voted to approve a local cost sharing formula that had been developed by a cost sharing committee. The communities also voted to build a new high school, Camden Hills Regional High School, with an eventual price tag of $27 million by the time it reached completion in 2000.

To date, the state has contributed $1.6 million, and should continue to provide a significant portion of the remaining debt service costs.

Private fundraising through the Friends of the CSD raised another $7.2 million to the project. The Friends of the CSD paid the interim local financing portion of the 20-year bonds, thus allowing the new high school to be constructed 30 months ahead of the normal state schedule. The Five Town CSD was the first Maine school system to use this new law, which saved the state and towns thousands of dollars in construction inflation costs.

Currently, Rockport's debt load for the construction of the new high school is $5.7 million without the state's contribution, but is expected to be $1.3 million over the course of 20 years after the state's contribution. That breaks down to approximately $69,256 annually that Rockport will pay over a 20-year span for the new high school.

Rockport's share of the current debt of both budgets (before state contributions) is as follows.

FIVE TOWN CSD / MSAD #28 LONG TERM DEBT
ROCKPORT SHARE

FIVE TOWN CSD DEBT

Original Amount	Principal Remaining	Purpose	Rockport Share
$ 18,828,816.00	$ 18,828,816.00	New High School	$ 5,761,617.70

MSAD #28 DEBT

Original Amount	Principal Remaining	Purpose	Rockport Share
$ 912,930.00	$ 182,586.00	Renovation of Schools	$ 74,860.26
$ 650,000.00	$ 325,000.00	Bus Barn	$ 133,250.00
$ 1,800,000.00	$ 1,680,000.00	Knowlton St Renovation	$ 688,800.00
		Rockport Share of Debt	**$ 6,658,527.96**

Transportation

The majority of students are transported by bus to the school, although there are approximately 150 students driving to school each day in their own cars. A survey circulated by the Camden-Rockport Pathways Committee in early 2003 to the entire school body (568 student surveys were returned) and faculty indicated, however, that 303 students arrive by car each day to school.

School Resource Officer

The high school falls under the jurisdiction of the Rockport Police Department, and through an arrangement with Rockport, a police officer, referred to as the school resource officer, maintains a daily presence at the school while it is in session. During the summer, the officer works as part of the Rockport PD.

This arrangement of 75/25 percent is funded primarily through a U.S. Department of Justice "Cops in School" grant that runs through 2004. At that point, the CSD and the Town of Rockport will decide whether to continue funding the position. If so, the fiscal arrangement will have Rockport paying 25 percent ($13,385) of the $52,631 position and the CSD funding the remaining 75 percent ($39,245).

RECOMMENDATIONS

New School Siting

One of the most important factors in siting new school facilities is location, which needs to complement the planned growth of the community. Because a school is both the heart of the community and a center of education, its location affects all citizens. The proper site location of a school contributes to a sense of community for its students, promotes efficient use of transportation alternatives, and enhances the community's development.

The Maine State Planning Office and the Maine Department of Education lists guidelines (see Appendix) for districts to follow in determining site location of new schools. Creativity and flexibility are integral to the guidelines, which include:

1) Consider renovation or expansion in a central location
2) Follow the guidance and vision articulated in a community's comprehensive plan
3) Site ancillary facilities, such as playing fields, creatively. Don't give up a good site because it's too small for the entire project.
4) Select a site where students can walk or cycle to school. Avoid sites that are only accessible by car or school bus, which can increase costs.
5) Use existing services and facilities to save money. Select a site served by good roads, existing sewer system, three-phase power, nearby fire station, and other essential services.

Site design is also important and the state recommends that the design avoids building in wetlands and fragmenting wildlife habitats.

- This plan recommends that Rockport's schools be sited and maintained within Rockport's villages. If a new school is considered for construction in Rockport, that school siting process will emphasize the need for alternative and safe modes of transportation for children, and that walking and biking to school be facilitated as healthy alternatives to the use of cars.
- The future of the RES site on West Street should be evaluated by the town when it is no longer determined suitable for an educational facility.

Professional Grant Writing Assistance

Rockport, and its surrounding communities, can benefit from collaborative grant-writing ventures that result in funding from other sources besides local taxpayers. Those grants can enhance school activities without over-burdening Rockport taxpayers.

- This plan recommends that professional grant writing skills of the town be made available to teachers and administration in order to encourage fundraising for school activities. Highest priority will be given for budget relief, rather than new program creation.

Endowments

Public schools can benefit from endowments, and this plan encourages:

- exploring the feasibility of raising and promoting endowments. The public schools could be among the beneficiaries of such town administered endowments. Highest priority should be given for budget relief, rather than new program creation.

Approved by voters, November 2, 2004

Regional

- Encourage regional cost saving measures such as the pooled purchasing of equipment and supplies as well as the possible merging of administrative activities. Like any large institution or corporation, the CSD and SAD 28 have opportunities for saving money by collaborations with other schools, school systems, and municipalities.

School Board/Rockport Selectmen Collaboration

- Schedule quarterly school board and selectmen meetings to explore mutually beneficial cost saving strategies and other ongoing issues.

Impact Fees and Schools

Impact fees can provide the town, and the school, with capital investment funds (See Financial Programs Section on page 26 for information about impact fees). With the adoption of impact fees, the town and school boards can consider using the proceeds to support school capital expenditures.

Annual Reports

- Require school boards to submit an annual report at the same time as the town's annual report to provide more visibility to cost and performance figures.

Meetings

- Request school boards to scheduled committee meetings at more convenient times to encourage more participation. Their meetings should also be televised whenever possible.

Implementation: Education

It is the town's policy to:	Implementation:	Responsible Party	Timeline
Encourage School Board/Rockport Selectmen Collaboration	Schedule quarterly school board and selectmen meetings to explore mutually beneficial cost saving strategies and other ongoing issues.	Town Manager and school boards	Ongoing
Impact Fees and Schools	Impact fees can provide the town, and the school, with capital investment funds (See Financial Programs Section on page 26 for information about impact fees). With the adoption of impact fees, the town and school boards can consider using the proceeds to support school capital expenditures.	Town Manager, selectmen, Ordinance Review Committee	Ongoing
Site schools in appropriate locations for healthy community	This plan recommends that Rockport's schools be sited and maintained within Rockport's villages. If a new school is considered for construction in Rockport, that school siting process will emphasize the need for alternative and safe modes of transportation for children, and that walking and biking to school be facilitated as healthy alternatives to the use of cars. The future of the RES site on West Street should be evaluated by the town when it is no longer determined suitable for an educational facility.	School boards, Planning Board, Pathways Committee	Six months from plan's adoption
Support the creation of school endowments.	Explore the feasibility of raising and promoting endowments. The public schools could be among the beneficiaries of such town administered endowments. Highest priority should be given for budget relief, rather than new program creation.	Selectmen, Town Manager, School boards	Ongoing

Rockport, Maine

Comprehensive Plan, 2004

Book II

Inventory and Analysis

Adopted, November 2, 2004

BOOK II

INVENTORY & ANALYSIS

TABLE OF CONTENTS

INTRODUCTION

What is a Comprehensive Plan? 4

ROCKPORT'S HISTORY

Rockport History Since 1769 5
Historic Preservation 6
Rockport Historic Village Inventory 7
Summary 14

ROCKPORT IN THE REGION

Shared Services 18
Natural Areas 18
Transportation 20
Summary 22

DEMOGRAPHICS

The Community of Rockport 23
Growth Patterns, 1900–2000 24
Projected Population Increase 26
Summary 30

HOUSING

Rockport Neighborhoods and Housing 31
Housing permits, 1989-2002 33
Regional housing 34
Affordable housing 39
Summary 42

ECONOMY

Local Economy 43
Regional labor market 46
Business in Rockport 52
Summary 53

LAND USE 54

GOVERNMENT

Rockport government 58
Fiscal Capacity 57
Summary 64

TRANSPORTATION 65

RECREATION

Recreation and parks 78
Summary 81

MUNICIPAL SERVICES

Rockport Public Library 84
Cemeteries 87
Public Safety 89
Public Works 91
Midcoast Solid Waste Corporation 92
Wastewater Disposal 94
Summary 95

NATURAL RESOURCES

Rockport Geography 98
Topography and Soils 98
Watersheds, Lakes, and Ponds 100
Freshwater Resources 121
Habitat and Natural Areas 128
Scenic Areas 143
Marine Resources 145
Agricultural and Forest Resources 152

Rockport History

Since 1769

Although visited from time to time by ships seeking timber, it was not until 1769 that the first British settler, Robert Thorndike, came with his family of seven children to inhabit what is now Rockport Village, by the Goose River. He had explored the country on numerous trips looking for timber and in 1768 he settled on approximately 50 acres, purchased from the Twenty Associates. The Twenty Associates included Brigadier General Samuel Waldo, who along with a company of his partners, the Ten Proprietors, claimed the Waldo Patent — approximately one million acres located between the Medomac and Penobscot rivers.

Robert Thorndike's land extended from the easterly shore of Goose Harbor to Lily Pond, occupying a portion of the larger area that the Indians had called "Megunticook."

Gradually, other families arrived, settling around the harbor, and in Clam Cove (Glen Cove) and Simonton Corner. With the American Revolution, immigration ceased. The settlements were vulnerable to attack during the Revolutionary Period, and it wasn't until the close of the war that more people arrived. Soon, Goose River had a general store and a schoolhouse.

By February 16, 1791 the Plantation of Cambden (sic) was incorporated and included what was to become Camden and Rockport. In Boston, Massachusetts Governor John Hancock lent his signature to the document, and by April 4, 1791, the community was holding its first town meeting at Peter Ott's Inn at Goose River. Three other meetings were also called within that year.

Goose River adopted the name Rockport in 1852 when the growing village decided it needed a more pleasing and appropriate name for its new post office.

Rockport Splits from Camden

Dissension between Camden and Rockport, due to economic and cultural differences, commenced almost immediately after the incorporation. Even at the first meeting, the Harbor (Camden) people accused the River (Rockport) people of filling all the town offices with Goose River men.

While much of Rockport was essentially rural, Camden already was a center of trade. Town reports continuously reflected arguments about the cost of rebuilding or repairing a bridge over the Goose River. Other historians attribute the growing rift over the next century between Rockport and Camden to differing goals: Rockport wanted to promote industry, while many Camden residents were focused on building tourism. The official separation finally came on February 25, 1891 when Camden filed a petition for separation from Rockport.

The newly independent Rockport needed an adequate space to hold large gatherings, which led to the construction of the Rockport Opera House in 1892. Over the years, that building has been used as a YMCA, schoolhouse, and library. By the late 1960s, the building had fallen into disrepair and tearing it down was a consideration. However, a drive to save it was spearheaded by Dorothy Brown, the Garden Club, and other public-spir-

ited citizens, and by 1971, restoration was underway. Today, it is used for community events and is home for Bay Chamber concerts. In 2001-2002, the town recorded $11,000 in Opera House revenues.

Rockport grew to become one of the prominent commercial centers of the state during the last half of the 19th Century and the first decade of the 20th Century. Shipbuilding and fishing, plus the lime, ice, and fish-canning industries provided the principal means of support for inhabitants. Other ventures included cooperage (the making and repairing of barrels and casks), a shirt factory, gristmill, paper manufacturer, and maritime shippers. Because of the large number of ships entering Rockport Harbor, the Custom's House was moved from Camden to Rockport in 1888.

By 1920, the economic boom was over. As wooden ships were replaced by less vulnerable metal vessels, shipbuilding came to an end, except for brief periods during the world wars. The demand for ice ceased as refrigeration became available.

Greater reliance on regional farming caused many farmers to abandon basic food crops and leave their farms. Finns, who had lost their jobs as stonecutters in the St. George area, acquired many of the farms, turning them into successful blueberry-raising operations. Competition and other economic factors snuffed out the fires of the lime kilns, and the railroad tracks of the Rockland & Rockport Lime Company between the harbor and Simonton's Corner were disassembled. The economic stagnation resulted in a population decline that began in the 1900s, and which reduced Rockport's population from 2,314 residents in 1900 to a low of 1,526 by 1940.

Rockport Village Revitalized

Through the efforts of longtime summer resident and philanthropist Mary Louise Bok, the vacant and dilapidated buildings that had housed workers and businesses along both sides of the harbor were torn down and the land cleared in the 1930s. Pupils and faculty of the Curtis Music Institute chose Rockport for their summer home. Largely because of that influence, the harbor shoreline was converted to residential use.

Rockport Marine Park was completed in 1975, and by the end of the 1990s, the Friends of Rockport Harbor successfully raised $200,000, matched by $200,000 appropriated by Rockport voters in 1999 to buy more land adjacent to the park. That land included "Goody's Beach," a small sandy beach that had been owned by longtime resident Goody Kononen, who has since passed away.

In 2001, a new harbormaster's building was built, replacing the old fish cannery that had been housing offices and boat storage space.

The Marine Park also contains, thanks to a donation from Mary Meeker Cramer, a Vulcan Narrow Gauge locomotive, the type used when the lime kilns there at the park were in use more than 100 years ago.

Tourism was a steady post-World War Two development as Maine began to attract more vacationers and their automobiles. Many of Rockport's small businesses thrive because of tourism, but there are several large employees in town: as of 2001 and 2002, Penobscot Bay Medical Center and associated practices employed 1,200; Samoset Resort, 295; Farley and Sons Landscaping, 200 (60 winter employees); Camden National Bank, 106; Downeast Enterprise, Inc., 70; and the Penobscot Bay YMCA, 50. Additionally, the public and private schools in Rockport together employed 286.

By 1980, the population of Rockport was 2,749. A second surge of tourism and growth during the later 1980s further expanded the year-round population to 2,854 as of December 1990. In spite of a recession in the early 1990s, the Town of Rockport continued to grow as part of the larger and rapidly growing midcoast region. By 2000 the town's population reached 3,209, and state projections indicate the population grew to 3,378 by 2003.

By the beginning of the 1990s, Rockport was well into completing its first-ever Capital Improvement Program, which included building a new town garage and salt/sand shed. The politics of sewers were laid to rest and construction of wastewater facilities began in both Glen Cove and Rockport Village so that raw sewage would no longer dump directly into the ocean.

In the mid-1990s, work began on the town's

second Capital Improvement Plan, which included projects such as the construction of the Rockport Recreation Park, with its ballfields and tennis courts on Route 90, the restoration of the Rockport Opera House, construction of a new town office, improving the water quality of Chickawaukie Lake, building a new recycling building at the Midcoast Solid Waste Transfer Station, and expanding the Rockport Public Library.

Another major project reaching fruition in the 1990s was the construction of the $27 million Camden Hills Regional High School on Route 90 in Rockport. Governed by the Five-Town Community School District (Appleton, Camden, Hope, Lincolnville, and Rockport), the new high school, along with the gradual recognition that the local school systems in Rockport were above average, drew new residents to town. At the same time, sewer and public water lines were extended from Rockport Village to the new high school.

In 1998-1999, the town reported an undesignated fund balance of $1.1 million, putting Rockport on healthy financial footing, and with the help of a $400,000 Maine Community Development Block Grant, the town expanded its sewer and water infrastructure down Route 1.

The healthy economy of the late 1990s provided more resources and impetus for other expenditures, such as building a new Marine Park harbormaster's building on Rockport Harbor and acquisition of additional harborfront land for public use (Goody's Beach). By 2002, the Union Street pedestrian/bike path was completed, with the help of a state grant, and the Camden-Rockport Pathways Committee was actively pursuing construction of pathways elsewhere in the two towns to encourage alternate modes of transportation.

In other developments not so municipally oriented, Rockport became known for its photogenic qualities, enticing the silver screen to film segments of various movies in town. Money flowed into the town coffers and other local businesses during the filming of movies such as, *Man Without A Face* (whose production donated $15,000 to the Rockport Opera House restoration), *Casper the Friendly Ghost*, *Thinner*, and *In the Bedroom.*

And in 1992, Charles Kuralt, of the long-time Sunday morning CBS broadcast *Good Morning America,* named Rockport one of the "most scenic harbors in the United States." Andre the Seal, now deceased but honored by his statue at the Marine Park, no doubt contributed to the harbor's unique fame.

Historic Preservation

Rockport Historic District

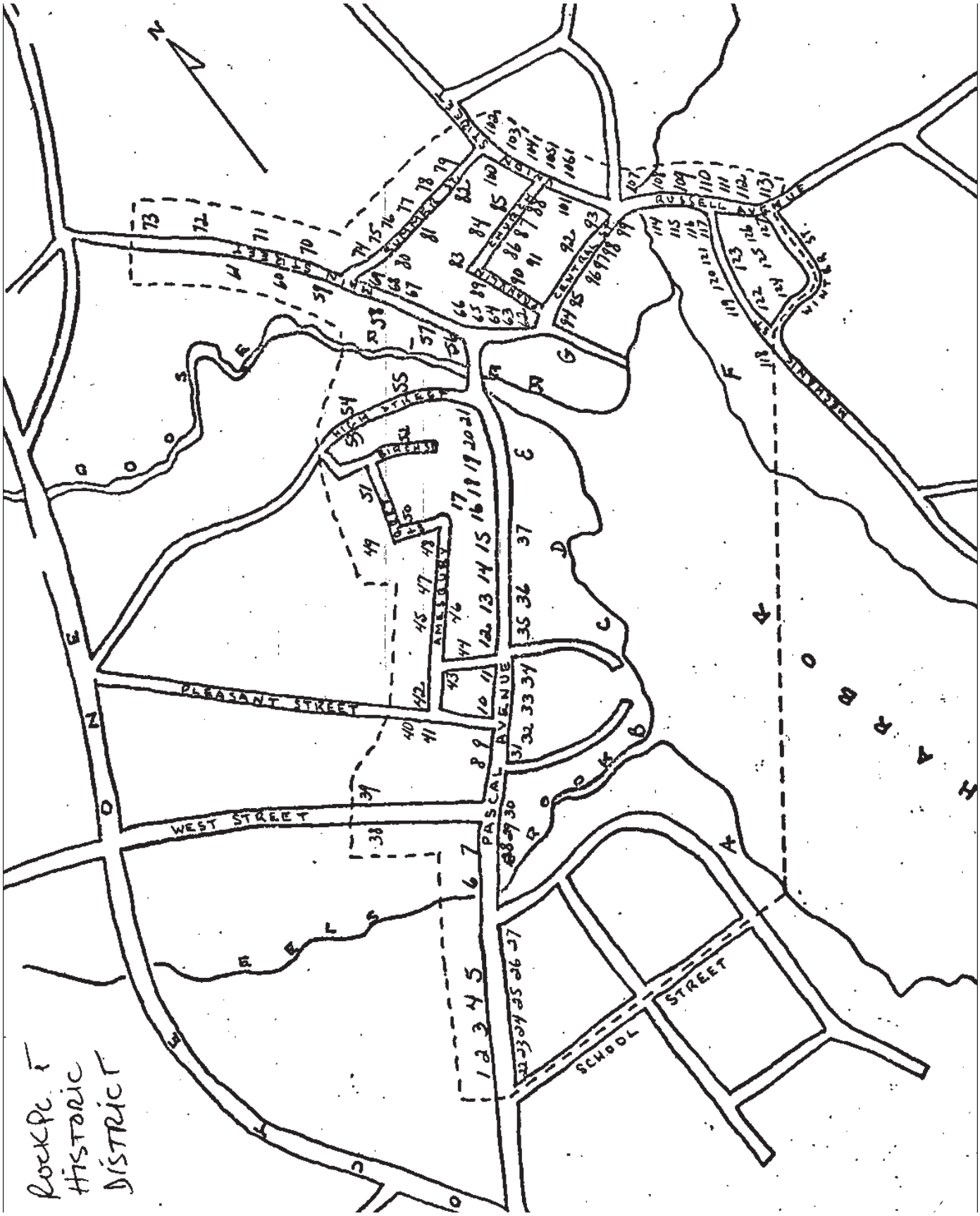
Rockport's stately homes and buildings contribute to the character of the town. In 1976, 127 homes and buildings standing in close proximity to one another on 12 streets in Rockport Village became part of the National Register of Historic Places Inventory. This Rockport Historic District, which is well recorded in the 1993 Rockport Comprehensive Plan, runs in an irregular pattern along Pascal Avenue from Russell, Union, and Winter Streets on north to School Street. The area is noted for architectural styles of Greek Revival, Italianate, and others. The periods of significance include the years of 1850–1874 and 1875–1899.

The composition of the district reflects Rockport's greatest periods of development as a mid-19th Century coastal town. The scales, proportions, materials, color, and design quality of the structures are in harmony throughout the district.

Historic district designation, while recognizing the fine architecture in the area, does not provide for its preservation or prevent it from being inconsistently altered. Nor does it protect against conflicts of use. Houses marked with the oval, black-cast aluminum marker with raised gold-leafed numbers have met the following criteria: The house is at least 75 years-old; the structure retains its original appearance, and has been kept in good repair with no significant alteration.

Some of the plaques have been painted green, indicating some alteration to the original building.

Rockport Village Historic District Inventory



Rockport Village Historic District Inventory

The numbers on the map correspond to the following list, compiled in 1976. House and building names and dates are based largely on the 1859 map of Waldo County and the 1875 map of Camden-Rockport.

Map #	Building	Date built
1.	H.L. Shepherd House	post 1875
2.	Harkness House	by 1855
3.	Bells House (Boat Barn)	by 1855
4.	Capt. J.D. Piper House	by 1855
5.	John Achorn House	by 1859
6.	Dillingham House	by 1855
7	Albert S. Eels House	by 1855
8.	H.W. Piper House	by 1855
9.	Congregational Chapel (Tin Shop)	1854
10.	J.N. Farnham House	by 1855
11.	Baptist (Benjamin Paul, master builder)	1854
12.	Caleb Andrews House	1840
13.	J.J. Veazie House	1848
14.	Captain Wall House	1848
15.	Joseph Bowers House	1840
16.	Capt. Winthrop & Edwin Amsbury House	1856
17.	Mrs. Cheny Packard House	1887
18.	Mary Helen Amsbury Packard House	1857
19.	Dailey House	1859
20.	O.P. Benner House	1860
21.	C.M. Knight House	by 1859
22.	Cough House	1901
23.	Shibles House	by 1859
24.	House	post 1875
25.	House	post 1875
26.	House	post 1870
27.	W. Andrews	by 1855
28.	Tolman House	1884
29.	Shop	1884
30.	Enos E. Ingraham Co. Store	post 1975
31.	Moody House	by 1875
32.	Modern House	
33.	Modern House	
34.	George Seidlinger House	1855
35.	House	c. 1936
36.	Mallett House	1849
37.	Abel Merriam House	c. 1855
38.	Robert Harkness House	1813
39.	Shepherd Co., double house	by 1891
40.	Shepherd Co. double house	by 1891
41.	A.P. Corthell House	by 1855
42.	House	c. 1855
43.	Cottage (Pine Street) modern	
44.	House, major rebuild in 1988	post-1875
45.	Capt. Jabez A. Amsbury House	c. 1860
46.	Capt. Wilson House	c. 1881
47.	House	1937
48.	House	1956
49.	Capt. Oliver Amsbury House	1858
50.	Capt. Horatio Amsbury House, altered	1857
51.	House	1886
52.	M.E. Lamb, altered	1855
53.	Wooster House	1900
53A.	Fitzgerald House, altered	1855
54.	Andrews House, rebuilt 1988	1855
55.	Blacksmith, altered	by 1855
56.	Barn, altered, now a house	post-1875
57.	McLaughlin House, altered	1855
58.	McLaughlin House, wing and barn added 1986	by 1855
59.	A.H. Miller House	by 1855
60.	Sherman House	1845
61.	Granite Block (Masonic Hall, third story added 1910	1835
62.	Dillingham House (shoe store and repair)	by 1855
63.	J.G. Carver House	by 1855
64.	F.J. Piper Building (later a hotel)	1855
65.	Philbrook Building	by 1855
66.	Spear House	by 1855
67.	Pitts House	by 1855
68.	P.J. Carleton House (remodeled by 1875)	1855
69.	S.D. Carleton House	1855
70.	J.G. Norwood House	1855
71.	John Pascal House, shipbuilder	by 1855
72.	House	post-1875
73.	J.B. Howard House	by 1855
74.	Quinn House	by 1855
75.	W.C. Morse House	by 1859
76.	A.J. Thomas House	by 1859
77.	House	post-1875
78.	Modern Post Office	
79.	J.N. Magune House, 1871 additions	1853
80.	Rockport High School, Joshua Southard, builder	1892

Map #	Building	Date built
81.	Ruel Rice House	1853
82.	S. Dexter Carleton House	1870
83.	Shepherd House	by 1855
84.	Universalist Church, altered	1844
85.	Sumner House (gone)	by 1859
86.	Sumner House (added to)	by 1859
87.	Fire Engine House (gone)	by 1875
88.	House	post-1875
89.	Paul House	by 1875
90.	E.P. Paul House	by 1875
91.	Jacob Graffam House	1830
92.	Martin House	by 1855
93.	Union Hall	1858
94.	Martin Block	1848
95.	Carleton-Shepherd Block, Carleton Norwood builder	1892
96.	Newspaper office	post-1875
97.	Commercial building, now a home	c. 1905
98.	Modern House	
99.	McLane House	by 1855
100.	Merriam House	by 1855
101.	Packard House	by 1855
102.	S.W. Stinson House	by 1855
103.	House	by 1855
104.	Champney House	by 1855
105.	Andrews House	by 1855
106.	Rockport Public Library	
107.	Modern N. Talbot House (Wm. S. Barrett & Carroll)	by 1855
108.	A. Talbot House, rebuilt 1987	by 1855

Map #	Building	Date built
109.	D. Talbot House	by 1855
110.	Alexander Pascal House	
111.	John H. Gould House	by 1875
112.	House	post-1875
113.	Carey House	by 1859
114.	Barrows House	by 1859
115.	Livery Stables, was town office	c. 1855
116.	J.G. Myers House, rebuilt 1986	1835
117.	Charles Barrett House	c. 1837
118.	House (gone)	1875
119.	Huse House	by 1875
120.	H.B. Eaton House	by 1875
121.	Modern house	
122.	House, moved to Camden	by 1875
123.	House	post-1875
124.	Methodist Parsonage	by 1875
125.	Methodist Church	1874
126.	Page House, extensive remodeling	by 1855

SITES

A. Eells Kilns
B. Eells Shipyard
C. Talbot Shipyard
D. Carleton-Norwood Shipyard
E. Carlteon-Norwood Kilns
F. Ice Houses
G. Kilns

Additional Historic Designations

The Maine Historic Preservation Commission and the National Register of Historic Places also have on their lists:

ROCKPORT HISTORIC KILN AREA. Known as Rockland-Rockport Lime Company and Merriam & Shepherd Lime Company at the Rockport Marine Park. This site includes seven structures and sits on 7 acres. Period of significance include the years from 1800-1824, 1825-1849, and 1850-1874.

HISTORIC OLD CONWAY HOMESTEAD AND MUSEUM. Conway Farm House (ca 1770). Restored 1962, the Conway house is the location of the Camden-Rockport Historical Society.

INDIAN ISLAND LIGHT STATION, Indian Island, Rockport Harbor. This site includes three buildings and one structure. It is so named because legend has it that local Native Americans took refuge there during the French and Indian War. The island was sold to the U.S. government for a light station by Silas Piper for $25 in 1849.

The site is also on the National Park Service Inventory of Historic Light Stations. The station was established in 1850, was lit first in 1874, and deactivated in 1934. The periods of significance were 1850-1874, 1875-1899, 1900-1924, and 1925-1949.

Timberwind schooner, Rockport Harbor.

MEGUNTICOOK GOLF CLUB, Calderwood Lane. The golf club comprises 661 acres, and one building. Periods of significance were 1900-1924 and 1925-1949.

SPITE HOUSE, Deadman Point.

TILLSON FARM BARN, Warrenton Road, Glen Cove.

BEECH HILL HUT, built during the winters of 1913 through 1915. Inspired by traditional mountain cottages of Norway, Beech Hill Hut has low ceilings and a heavily timbered and sod roof. the stones used in the walls were hauled to the site individually wrapped in burlap bags and set in place by hand. Beech Hill Hut was designed by landscape architect Hans Heistad, of Norway, who resettled in Rockport and whose daughter, Goody Kononen, was a long-time Rockport historian.

Historic Archeological Sites

Historic Archeological Sites recorded by the Maine State Historic Preservation Commission include six maritime wrecks: the *Woodbury M. Snow,* schooner; *Hastings*, schooner; *Zone*, brig; *Cepola*, Canadian wreck; *Daring*, Canadian schooner; and the *Mary A.*, Canadian schooner.

The six are in need of further survey, inventory, and analysis. Additionally, the commission said: "No professional survey for historic archeological sites has been conducted to date in Rockport. Future such fieldwork could focus on sites relating to the earliest European settlement of the town, beginning as early as 1770."

Historical Society & Museums

The Conway Homestead-Cramer Museum, on Route 1 in Rockport, is now home to the Camden-Rockport Historical Society and offers the public a door to the rich history of the two towns.

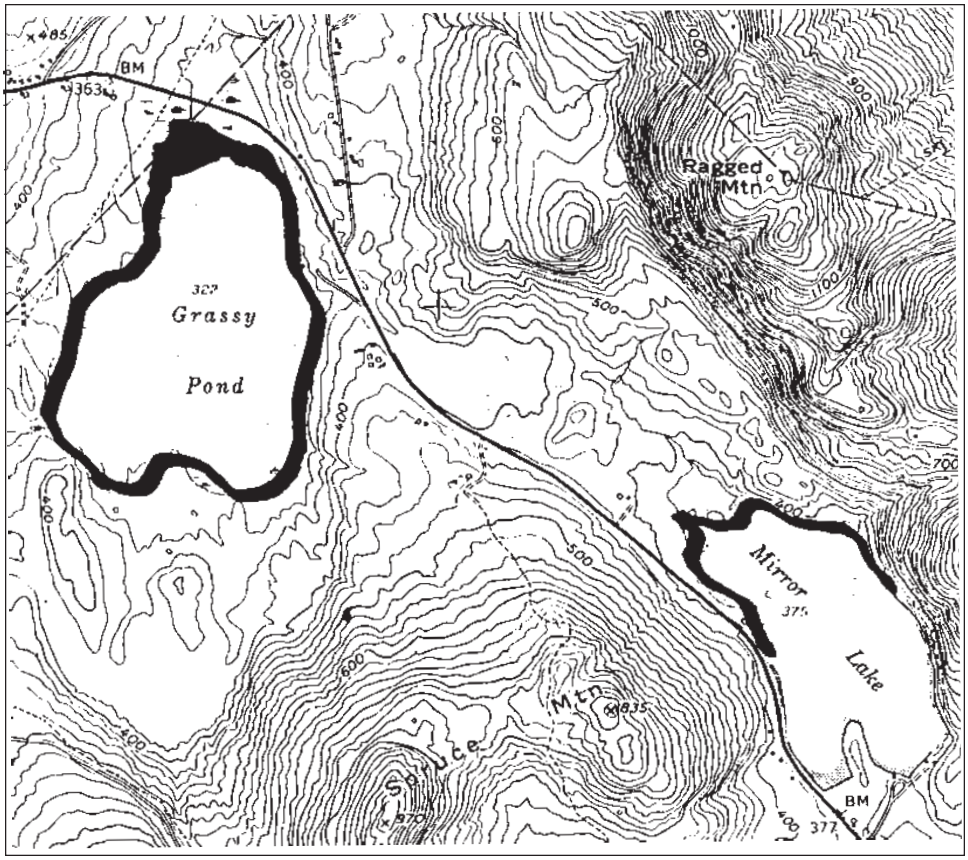
Prehistoric Archeological Sites

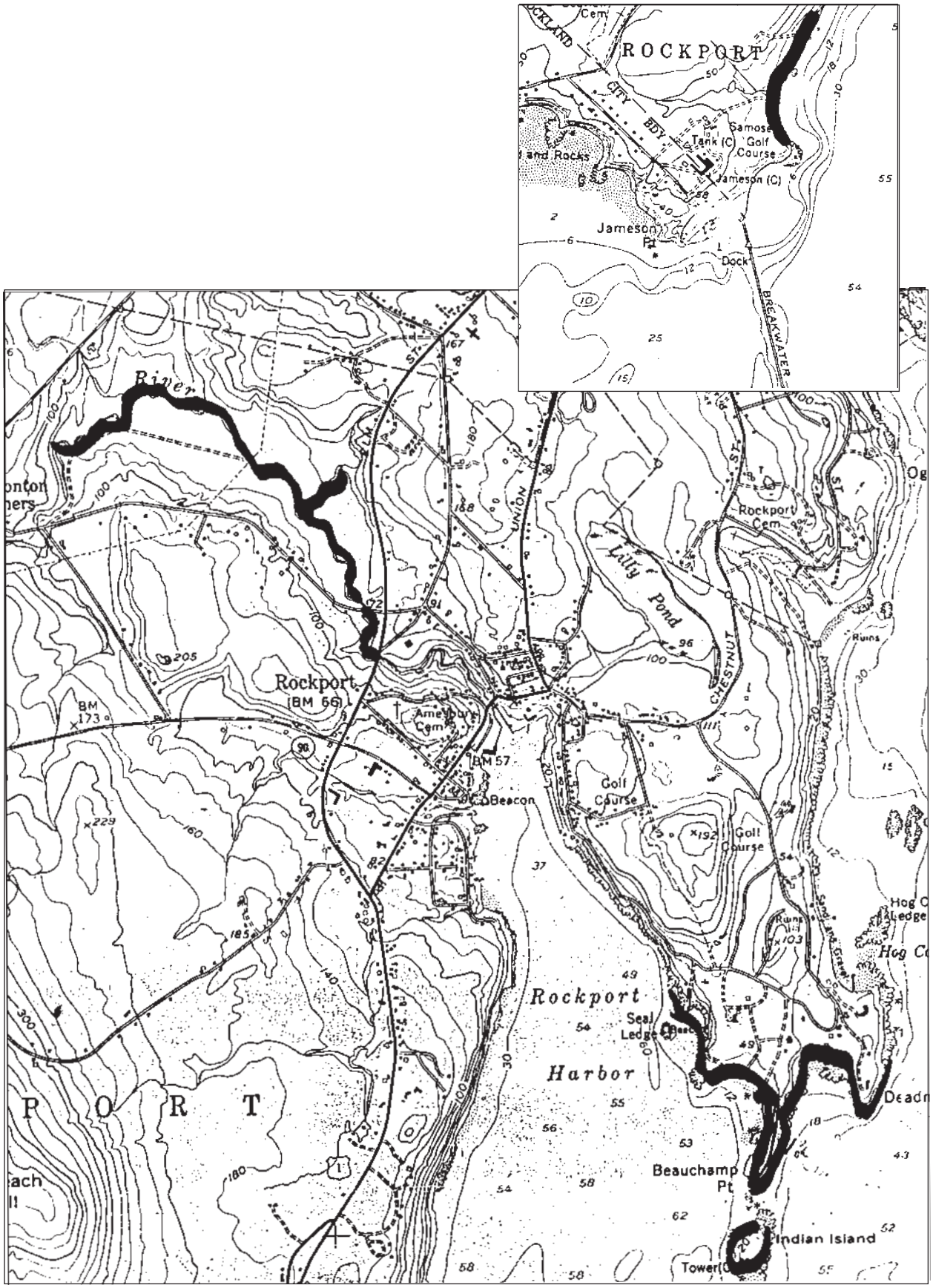
The Maine Historic Preservation Commission also points out the existence of a series of inland and coastal prehistoric archeologic sites in Rockport. The coastal sites are along Brewster Point, north of the Rockland Breakwater, along Clam Cove below Pine Hill (where Penobscot Bay Medical Center is), in an area that stretches from Oakland Park to the outlet of Varmah Brook, and along Beauchamp Point.

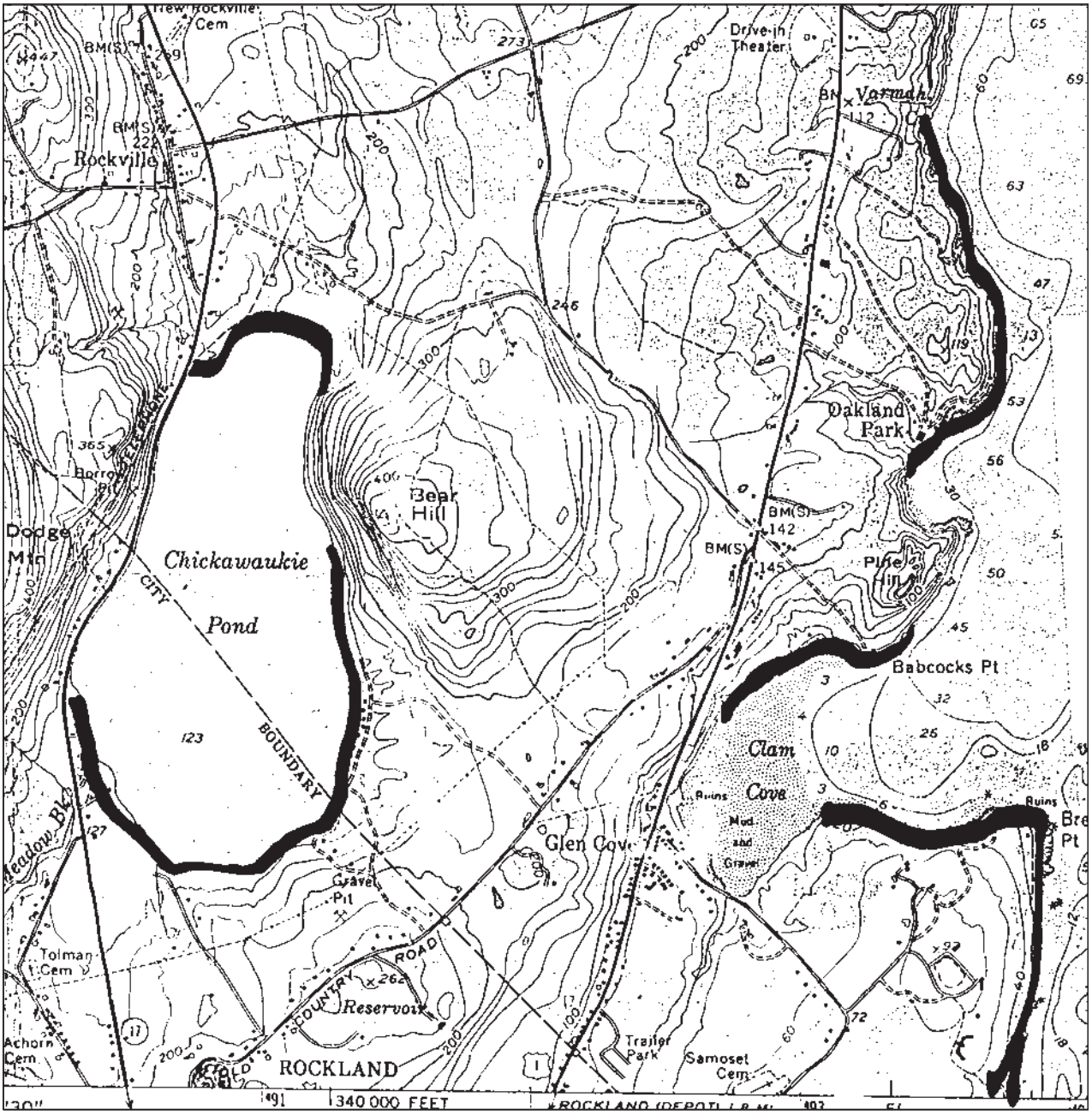
Inland areas include the area along the Goose River stretching from Simonton Corners to Route 1, the entire shorefront of Grassy Pond, the northwest shorefront of Mirror Lake, and a good portion of the Chickawaukie Lake perimeter.

Reports of these prehistoric sites date back from the 1980s to the 1920s, and include artifact collections, the discovery of a possible cave along the side of Bald Mountain, and the siting of stone tools used by Native Americans prior to the arrival of Columbus. However, the state has little more information about these areas and the Maine Historic Preservation Commission recommends the need for further professional archeological surveys, inventory, and analyses in the aforementioned areas, along the Penobscot Bay shoreline, and along the Goose River.

The following maps indicate the areas (marked in heavy black ink) of Rockport considered by the Maine Historic Preservation Commission to be home to pre-historic archeological sites. The commission recommends the need for further survey, inventory, and analysis along Grassy Pond, the Goose River, Mirror Lake, Chickawaukie Lake, and the coastal areas around Brewster Point and the Samoset Resort, Beauchamp Point and Rockport Harbor, and Indian Island.




ROCKPORT
Samoset Golf Course
Tank (C)
Jameson (C)
Jameson Pt
Dock
BREAKWATER
Rockport
(BM 66)
Amesbury Cem
BM 57
Beacon
Golf Course
Rockport Cem
Lilly Pond
CHESTNUT
UNION
Rockport
Harbor
Seal Ledge
Beauchamp Pt
Indian Island
Tower
P O R T


Drive-in Theater
Rockville
Chickawaukie Pond
CITY BOUNDARY
Bear Hill
Dodge Mtn
Oakland Park
Pine Hill
Babcocks Pt
Clam Cove
Glen Cove
Gravel Pit
Tolman Cem
Reservoir
COUNTRY ROAD
ROCKLAND
Trailer Park
Samoset Cem
Achorn Cem
Meadow Bk
340 000 FEET

Summary

Through the efforts of many caring citizens, Rockport's historical heritage is well researched and preserved. The emphasis has been on Rockport Village, the more densely populated area of town since the mid-1700s and where industry has thrived most prominently. However, Rockport's historical integrity also lies in its farms and smaller villages, as well as any pre-historic sites that have yet to be identified. The town would do well to draw those areas into its historical panorama.

Maine's historic resources are subdivided into three classes of properties:

* Prehistoric or Native American archaeological sites range from the earliest Paleo-Indian campsites in the north to coastal shellheaps only a few hundred years old. The first written record dates to the 16th century European explorers. Archaeologists must study material remains for information on the early Native American cultures.

* Historic archaeological sites include English and French fishing stations, trading posts, forts and farmsteads of the 1600s and 1700s, and nineteenth-century logging camps. Archaeological resources of these areas help define and provide context for the written records of the times. Specific examples include Pemaquid, Fort Western, and sites as humble as some farms or mills dating before the Civil War.

* Historic Structures include surviving buildings and other structures that help define and provide context for the written records of European settlers, early American culture, and the development patterns of the state. Structures include colonial garrison houses, Italianate mansions, rural villages, downtown commercial districts, railroad station, lighthouses, bridges, factories, and mills. They also include constructed objects such as railroad trains, boats, and ships.

While many of Rockport's historic resources have been inventoried, there lacks a central repository. The complete inventory may consist of information available from the Maine Historic Preservation Commission and local inventory work. The Maine Historic Preservation Commission has a predictive model for archaeological resources and surficial geology maps to identify potential prehistoric resources. Criteria in the model focus on the availability of canoe navigable and flowing waters.

The Maine Historic Preservation Commission also points out the existence of a series of inland and coastal prehistoric archeologic sites in Rockport. The state has little more information about these areas and the Maine Historic Preservation Commission recommends the need for further professional archeological surveys, inventory, and analyses in the aforementioned areas, along the Penobscot Bay shoreline, and along the Goose River. Rockport would do well to further inventory Rockport's historical and archeological sites, and identify those sites that have not yet been, or possibly could be, included in the state and federal registry of historic places.

Once the inventory is accomplished, the information must be analyzed. The importance of historic resources on a federal, state, and local level should be determined. Rockport can then consider establishing an archaeological resource overlay district and require the planning board to minimize the impacts of development proposals on archaeological resources. Subdivision and site plan review standards can protect archaeological resources and site plan review provisions can include design criteria for an historic district to ensure that rehabilitation, renovation, and new construction are compatible with the district.

Rockport in the Region

Rockport is an integral part of the larger midcoast area, tucked in between the two primary service centers of Camden and Rockland, and flanked to the west by the more rural communities of Union, Warren, and Hope. Rockport is a tourist, business, medical, and educational destination, as well as pass-through for people driving on routes 1, 17, and 90 to other destinations.

Rockport is part of Knox County, one of Maine's 16 counties, and one of the six counties that experienced rapid population growth over the 1990s.

Over the last decade, Rockport has experienced a boom in development, as the more densely populated and developed Camden and Rockland provide businesses and homeowners fewer buidable sites. In Rockport, the number of homes over the past decade increased from 1,409 in 1990 to 1,677 in 2000. Its population grew proportionately, from 2,854 in 1990 to 3,209 in 2000, and then again to approximately 3,378 by 2003. (See tables below).

Likewise, a variety of businesses – doctors, dentists, professional offices, and stores , as well as schools – relocated to Rockport for ease of access and greater parking availability. The ripple effect created more employment in Rockport; in the seven-year period from 1990 to 1997, the number of jobs increased from 902 to 1,424.

Since 1992, Rockport has seen two independent schools construct new facilities in town, and the Five Town Community School District constructed its new high school in 1999 on Route 90.

Northeast Health increased the size and scope of its hospital, Penobscot Bay Medical Center, and doctors' offices since 1992. Auxiliary businesses, such as new dentists and other healthcare facilities, relocated to Rockport.

Knox County

In population, Knox County is the tenth largest county in Maine; geographically, it is one

POPULATION BY COUNTY

County	2000 Population	% change from 1990
Androscoggin	103,793	n/a
Aroostook	73,938	n/a
Cumberland	265,612	9.24 %
Franklin	29,467	1.58 %
Hancock	51,791	10.32 %
Kennebec	117,114	01.04 %
KNOX	**39,168**	**9.11 %**
Lincoln	33,616	10.74 %
Oxford	54,755	4.09 %
Penobscot	144,919	n/a
Piscataquis	17,235	n/a
Sagadahoc	35,214	5.01 %
Somerset	50,888	2.25 %
Waldo	36,280	9.88 %
Washington	33,941	n/a
York	186,742	13.46 %
Statewide	**1,274,923**	**3.83%**

KNOX COUNTY TOWNS

	2000 Population	% Change from 1990
Knox County	3,9618	9.11%
Appleton	1,271	18.90%
Camden	5,254	3.83%
Criehaven	0	0%
Cushing	1,322	33.81%
Friendship	1,204	9.55%
Hope	1,310	28.81%
Isle au Haut	79	71.74%
Matinicus	51	-23.88%
North Haven	381	14.76%
Owls Head	1,601	1.72%
Rockland	7,609	-4.55%
ROCKPORT	**3,209**	**12.44%**
St. George	2,580	14.11%
South Thomaston	1,416	15.40%
Thomaston	3,748	13.37%
Union	2,209	11.06%
Vinalhaven	1,235	15.21%
Warren	3,794	18.86%
Washington	1,345	13.50%

of the smallest, carving out a 374-square-mile area along Penobscot Bay and Muscongas Bay. Towns of Knox County include Appleton, Camden, Cushing, Friendship, Hope, Owls Head, Rockland, Rockport, South Thomaston, Thomaston, Union, Warren, Washington, and the islands of Criehaven, Matinicus, North Haven, Isle au Haut, and Vinalhaven.

Over the decade of the 1990s, the population of Knox County increased by 9 percent from 36,310 to 39,618, while Maine's population grew for a total of 4 percent. In the county, Rockland was the only municipality that saw a decrease in 2000, down 5 percent from 1990.

ESTIMATED POPULATION FOR MAINE COUNTIES, July 1, 2001

	APRIL 1 2000 CENSUS	ESTIMATED NATURAL CHANGE	NET MIGRATION	JULY 1 2001 ESTIMATE
KNOX COUNTY	39,618	-58	587	40,147
Appleton	1,271	15	34	1,320
Camden	5,254	-52	57	5,259
Cushing	322	3	81	1,400
Friendship	1,204	4	-13	1,195
Hope	1,310	9	31	1,350
Isle au Haut	9	1	2	82
Matinicus Isle PLT	1	0		47
North Haven	381	2	1	384
Owls Head	1,601	-20	22	1,603
Rockland	7,609	-43	-28	7,538
ROCKPORT	**3,209**	**12**	**157**	**3,378**
South Thomaston	1,416	4	-1	1,419
St. George	2,580	1	46	2,627
Thomaston	3,748	-20	-31	3,697
Union	2,209	1	44	2,254
Vinalhaven	1,235	-7	57	1,285
Warren	3,794	31	101	3,926
Washington	1,345	7	31	1,383
Criehaven U	0	0	0	0

Maine Department of Human Services, Office of Health Data, Research and Vital Statistics

In 2003, the $5.9 million Knox County budget increased 7.8 percent from 2002, and of that $5.9 million, approximately $4.5 million was to be raised through taxes. Rockport's county tax bill was $561,525, up from $543,024 in 2002.

County services include the Knox County Sheriff's Department, county court system, emergency dispatch, and the Owls Head Airport.

Rockport and Camden

Originally one town, the two split in 1891 after rancorous debate (see History of Rockport on page 4). More than 100 years later, there is still some level of competition, but there is also a growing cooperation and collaboration, as the town managers have worked to combine some services and share some costs. For example, Camden and Rockport recently purchased together a $4,000 computer projector. And, the Rockport Police Department is in the process of using the Camden Fuel Depot card system in order to purchase gas for less than the town pays locally.

Penobscot Bay

Rockport sits on the west side of Penobscot Bay, one of the most treasured bays along the coast of Maine and one which relies a great deal on tourism, and to a lesser extent on fishing and ship traffic to and from Searsport, Bucksport, and Winterport. Caring for the large ecology of Penobscot Bay is a natural responsibility that Rockport shares with all towns along both sides of the bay.

Mutual Aid

Inter-local fire department arrangements have been in operation for decades, and more expensive equipment, such as ladder trucks, are used cooperatively. Rockport firefighters work closely with the Knox County Mutual Aid Association. Rockport is a member of the Camden First Aid Association Access Team, consisting of firefighters from Camden, Hope, Lincolnville, and Rockport.

Rockport and the Public School System

Rockport belongs to two public school systems: School Administrative District 28 (SAD 28), which governs grades K-8 and consists of Camden and Rockport, and the Five-Town Community School District (CSD), consisting of Appleton, Camden, Hope, Lincolnville, and Rockport.

The CSD and SAD 28 each operate under their own governing boards to which representatives are elected annually from each town for a three-year term. Rockport and Camden board members who serve on the SAD 28 board automatically serve on the CSD board, according to state statute.

Shared Natural Resources

Watersheds and Water Supplies

Aqua America Maine, formerly Consumers Maine, serves a midcoast population of 18,000 through 8,000 service connections. The Town of Rockport represents 17 percent of this customer base.

The 2,684-acre watershed of Mirror Lake and Grassy Pond is located in Rockport, Camden, and Hope. Thorndike Brook is the principal stream drainage that discharges into Grassy Pond, or when diverted, discharges into Mirror Lake. Approximately 88 percent of the watershed is in forest growth. Aqua America Maine owns land surrounding both the lake and the pond. The ownership includes 81 percent of Mirror Lake watershed and 65 percent of the Grassy Pond watershed.

The entire shoreline of both the lake and pond are included in this protective ownership. Additional safeguards for land use are in provided in Rockport through the Shoreland Zoning Ordinance and a Watershed Overlay District. Shoreland zoning is also established in Camden and Hope.

Grassy Pond Watershed straddles Hope, Camden, Union, and Rockport and is one of the most important resources to the public.

Businesses and residents not served by Aqua

America use groundwater wells as their drinking water source. Groundwater is fed by surface water run-off and existing aquifers. Damage to those sources not only affect quantity, but the quality of the individual sources. Polluted groundwater sources are often expensive and difficult to track and almost impossible to clean. Many businesses and residences in surrounding towns also depend on ground water for water.

The Goose River Watershed begins in Camden at Hosmer Pond, and extends for seven miles, or 4,480 acres, down toward Rockport Harbor. It is considered a major watershed and its soils are rated as prime farmland.

The Grassy Pond Watershed crosses the Hope/Rockport town line and is one of the two major water sources for Consumers Maine Water Company. Thorndike Brook, which feeds into the pond, meanders along the town line, as does Heminway Brook, which crosses into Warren and empties into the Quiggle Brook Watershed.

Oyster River Watershed drains the southern slopes of Spruce and Pleasant mountains, water that eventually winds up in the 700-acre Rockland Bog, the largest peat complex in the midcoast.

The 2,264-acre Chickawaukie Lake Watershed stretches across Rockport and Rockland. The health of Chickawaukie Lake has been a priority to the Maine Department of Environmental Protection and many local residents, who have spent the last decade cleaning and monitoring the water.

Chickawaukie Lake, Grassy Pond, and Mirror Lake are all on the state's Non-Point Source Control Program List, which identifies and attempts to protect listed waterbodies from pollution.

The Brewster Point Watershed, of which the Samoset Resort occupies a large portion, as well as Wal-Mart and several other stores in Rockland, lies within the larger Rockland Harbor Watershed.

Besides sharing watersheds, Rockport also contributes water flows to the Megunticook Watershed in Camden and the St. George River Watershed in Rockland and Thomaston.

Because development effects on watersheds and aquifiers are not limited to town lines, it is in the interest of all the municipalities to work together to preserve both water quality and content.

Critical Areas, Habitat, and Natural Resources

Rockport shares with Camden near the summit of Ragged Mountain a deer yard, which slopes into the woods of both towns. Rockport shares with neighboring towns the following natural resources, which are delineated on the "Rockport Shared Resources" map compiled in January 2002 by the Eastern Maine Development Corporation:

ROCKLAND
Penobscot Bay
Chickawaukie Lake
Rockland Bog
Streams, watersheds, steep slopes, prime farmland, and wading bird habitats (along Penobscot Bay).

CAMDEN
Penobscot Bay
Lily Pond
Streams, inland wading bird and waterfowl habitat, steep slopes, prime farmland, deer wintering area, and watersheds.

WARREN
Stream, prime farmland, steep slopes, and watersheds.

UNION
Stream, prime farmland, and watershed.

HOPE
Streams, inland wading bird and waterfowl habitats (adjacent to Grassy Pond), prime farmlands, steep slopes, and watershed.

Shared Services

MIDCOAST SOLID WASTE CORPORATION

Rockport shares solid waste, landfill, and transfer station facilities with Camden, Hope, and Lincolnville at the Midcoast Solid Waste Transfer Station on Union Street in Rockport. The corporation landfills demolition debris and sends trash to Orrington to Penobscot Energy Recovery Corporation for incineration.

SEWER

In 1988, Rockport entered into inter-local agreements with Camden and Rockland to accept the wastes from the Village and Glen Cove respectively. The inter-local agreements addressed the terms and conditions for accepting and processing Rockport's sewerage, including the number of gallons to be accepted, the payment terms for this service, and the duration of the agreements. Rockport pays Camden and Rockland for receiving and processing Rockport sewerage to the extent necessary for those receiving towns to comply with their discharge licenses. See page ??? for more information about Rockport's sewer system.

The Midcoast Business Community

According to the Maine Department of Labor, Rockport lies within the Rockland Labor Market Area. A Labor Market Area is defined by the U.S. Department of Labor as consisting "…of an economically integrated geographical area within which workers can reside and find employment within a reasonable distance or can readily change employment without changing their place of residence."

Many Rockport businesses are also members of the The Camden-Rockport-Lincolnville Chamber of Commerce, a non-profit private association whose goals are to promote the interests of business by active participation in all relevent affairs, while functioning in a manner to enhance the environment, protect resources, and sustain the heritage of the communities it serves.

Shared Transportation Systems

Located between two service centers, Camden and Rockland, the Town of Rockport serves as a natural pass-through for trucks and cars heading both north and south along federal highway Route 1, and east and west along state highways Route 17 and 90 to Augusta, Rockland, or points southwest.

Route 1

Route 1 is the principal regional arterial road for the midcoast. All other arterial, collector, and local roads in the midcoast feed traffic at some point to Route 1 or to another road that in turn feeds into Route 1. Route 1 is a mobility corridor.

A mobility corridor, defined by the Maine Department of Transportation, has a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban Compact Areas or Service Centers and which carries an average annual daily traffic of at least 5,000 vehicles per day for at least 50 percent of its length.

Route 1 is maintained by the Maine Department of Transportation, and that agency's interest is to keep traffic flowing unencumbered along the

highway. In 2000, Rockport voters approved the first access management ordinance that applies to routes 1 and 90. The ordinance limits curbcuts and specifies curbcut spacing along the highways in an attempt to limit congestion.

Route 17

Route 17 is the arterial corridor connecting Rockland and the midcoast to Augusta, the state capitol. Route 17 is a designated mobility corridor by the DOT. Route 17 still provides for speeds up to 55 miles per hour along the bulk of its length. The DOT also wants to protect mobility along this highway.

Route 90

Route 90 was built as a Route 1 bypass around Rockland and Thomaston. Route 90 is also a DOT-designated mobility corridor. While the road was constructed as a bypass, the increased development along it has contributed to its growing use. There is a desire among Rockport residents that the road avoid strip-like development.

Collectors

Collector routes are characterized by a roughly even distribution of their access and mobility functions. These routes gather traffic from lesser facilities and deliver to the arterial system. Traffic volumes and speeds are typically lower than those of arterials, although residents along those roads have voiced concerns that traffic often moves too swiftly to qualify as safe for vehicles and pedestrians.

Old County Road runs from Thomaston to Rockport through Rockland and is used as a Route 1 bypass to avoid Route 1 in Rockland.

Bog Road and Waldo Avenue also serve as collector roads between Rockport and Rockland.

Union Street (old Route 1) is a main thoroughfare between Rockport and Camden. Other collector roads between Rockport and Camden are Russell Avenue-Chestnut Street, Camden Street, Park Street, and Mathews Road. Hope Road and Harts Mill Road are collector roads between Rockport and Hope. Carroll Road is the only collector road connecting Rockport with Warren. Mt Pleasant Road is the only collector road connecting Rockport to South Hope.

Local Roads and Streets

All public roads and streets not classified as arterials or collectors have a local classification. They are characterized by many points of direct access to adjacent properties and share in accommodating mobility. Rockport shares local road access with Rockland on Barter Road.

Municipality	Classification
ROCKLAND	
Route 1	Arterial
Route 17	Arterial
Route 90	Arterial
Old County Road	Collector
Waldo Avenue	Collector
Bog Road	Collector
Barter Road	Local
CAMDEN	
Route 1	Arerial
Union Street	Collector
Camden Street	Collector
ChestnutStreet	
Russell Avenue	Collector
Park Street	Collector
Mathews Road	Collector
WARREN	
Carroll Road	Collector
HOPE	
Route 17	Arterial
Hope Road	Collector
Harts Mill Road	Collector
Mt. Pleasant Road	Collector

Regional Transportation Advisory Committee

The Regional Transportation Advisory Committee (RTAC), established by the DOT, facilitates public participation during the formulation of transportation policy. RTACs are advisory committees consisting of citizens representing environmental, business, municipal, planning, and alternative forms of transportation, as well as members of the public. The purpose of the RTAC is to provide early and effective input into the DOT's plans and programs. The RTAC process is an effort to de-centralize transportation planning and give the public an opportunity to help shape transportation policy and the decision making process.

RTACs collaborate with the DOT and the regional councils to develop regional advisory reports for each RTAC region. Rockport is part of RTAC-Region 5, which encompasses communities from Brunswick to Winterport. The tegional advisory report outlines each RTAC's objectives, goals, and strategies for improving transportation systems in their respective regions. The RTACs meet regularly and advise the DOT on a number of issues including strategies and the Biennial Transportation Improvement Program (BTIP). BTIP is the DOT's programming document that defines potential projects for the next two years. Municipalities can suggest projects to be included in the BTIP for potential funding. In the 2002 Regional Advisory Report, RTAC 5 recommendations including Rockport were:

1. Reconsider the National Highway Service designation on Route 1 from Warren to Rockport.
2. Strengthen the relationship between Maine DOT and the bicycling community in Brunswick, Camden, Thomaston, Rockport, Rockland, Lincolnville and Belfast.

Regional Land Trusts

The Georges River Land Trust, Coastal Mountains Land Trust, and the Maine Coast Heritage Trust are all holders and purchasers of open space in the region. They help develop and hold a variety of conservation easements to preserve the region's open space in perpetuity.

Summary

Rockport is integrally tied to its neighbors in the midcoast, beginning with its historical ties to Camden. The governmental structure of Knox County, the broader economy of the midcoast region, the marine resources and environment of Penobscot Bay all require Rockport's important participation.

Because of its strategic location, Rockport can serve the regional community well by taking the lead on supporting, enhancing, or organizing regional collaborations.

2003 Public Opinion Survey

In 2002, the Comprehensive Plan Committee circulated to all Rockport households a survey to determine how residents feel about a broad range of issues, including those that were articulated during earlier meetings in the various neighborhoods and with committees and organizations. Approximately 643 questionnaires were returned, representing more than one-third of all households in Rockport. In the survey, residents were asked whether they favored or opposed expanding shared services. Results indicated that the sharing of services among neighboring jurisdictions and regionalization of some services were seen by some as cost-efficient and an effective way to make use of scarce resources, especially resources that must be staffed and equipped to meet immediate demands, such as public safety.

Resources may also be pooled to advantage when the interests of participants cross municipal boundaries are similar, as in recreation, land use planning, and other municipal assets.

Demographics

Rockport at a Glance

Some statistics about Rockport, from the U.S. Census, Years 1990 and 2000.

	1990	2000
Rockport population	**2,854**	**3,209**
Maine population	1,216,052	1,274,923
Knox County	36,310	39,618
Rockport males	1,359	1,535
Rockport females	1,495	1,674
Rockport median age	38.5	42.9
18 years-old and older	2,162	2,455
Average household size	2.41	2.33
Average family size	NA	2.83
Total housing units	1,409	1,677
Total households	1,174	1,373
Vacant housing units	235	304
Seasonal/recreational/-occasional use units	139	234
Median household income	$31,361	$47,778

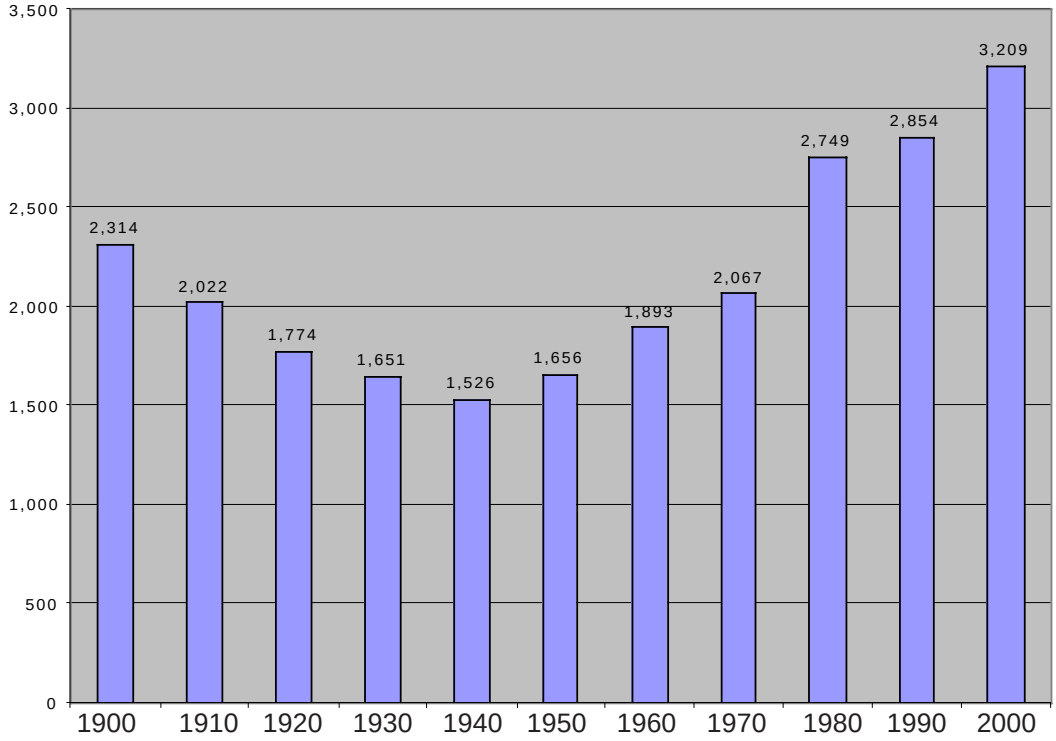
The Community of Rockport

ROCKPORT DEMOGRAPHICS

The oldest town records indicate that descendants of original settlers are still residents of Rockport today: the Barrows, Fiskes, and Tolmans from Rockville appear on the records, as do the Simonton and Annis families of Simonton Corner. West Rockport names such as the Oxtons, Ingrahams, and Tolmans, as well as the Gregorys and Cloughs, of Clam Cove and Old County Road, and the Richards, Graffams, and Carletons in Rockport Village are all part of the town's social fabric. Through good times and bad, those are some of the families that have provided a link with Rockport's past, serving the community in countless ways.

In turn, Rockport has also been invigorated by newer residents who live here because they appreciate the community, quality of life, and beautiful landscape. Rockport has welcomed its newer residents with grace and the town has moved beyond the "native versus from-away" clash that has battereds many of Maine's communities.

While Rockport's population declined by almost 800 from 1900 to 1940, most dramatically during the Great Depression, the trend reversed following World War Two, and people began moving back to the town. By 1970, the population was almost back to the size it was in 1900, and by 1980, the town had seen a big jump of more than 700 additional citizens. In 2000, the census recorded 3,209 year-round residents in Rockport. Additionally, Rockport has a sizeable summer population, which increased the number of households in town by 234 as of 2003.



Rockport Continues to Grow

In 1991, the State of Maine's Department of Vital Statistics projected that Rockport's population could increase to 4,100 by the year 2000, however, the actual increase was less dramatic. On the other hand, Rockport did continue to see a steady increase in the number of town residents.

Over the 1990-2000 decade, Rockport gained 355 residents, from 2,854 residents in 1990 to 3,209 residents in 2000, an increase of 12.4 percent(see table below). By contrast, Knox County as a whole grew approximately 9 percent in population. The increase was evenly distributed between men and women (13 percent increase for men and a 12 percent increase for women).

By 2003, the town had grown again, and according to the Maine Department of Human Services, Office of Health Data, Research and Vital Statistics, the estimated population of Rockport in 2003 was 3,378, attributed to mostly in-migration.

The racial/ethnic breakdown of the town remained similar throughout the decade of the 1990s: whites represented 99.5 percent of the population in 1990 and in 2000 represented 98.7 percent of population.

The number and composition of the households has changed little over the past decade (see table on page 26), with all household types increasing by 17 percent since 1990. The greatest increases were found in the non-family household and the householder-living-alone categories. The percentage of non-family householders increased from 31 percent of all households to 33 percent of all households.

HOUSEHOLD SIZE

Total 1,373
1-person 382
2-person 530
3-person 204
4-person 168
5-person 65
6-person 15
7-person or more 9

ROCKPORT: POPULATION CHANGES SINCE 1990

	1990	2000	% CHANGE	2000 KNOX COUNTY
population	2,862	3,209	12.4	39,618
Median age	38.5	42.9	11.4	41.4
persons per household	2.41	2.33	-3.3	2.31
total housing units	1,409	1,677	19	21,612
owner occupied	924 (65.6%)	1,093 (65.2%)	8.4	2,287 (56.9%)
renter occupied	250 (17.7%)	280 (16.7%)	8.9	4,321 (20%)
seasonal	139 (9.9%)	234 (13.9%)	59	4,054 (18.7%)
median household income	$31,361	$47,778	65	$37,200

ROCKPORT HOUSEHOLD CHARACTERISTICS: 1990 and 2000

	Number 1990	Percent 1990	Number 2000	Percent 2000	Number Increase	Percent Increase
Total households	1,174	100%	1,373	100%	199	17%
Family	803	68.4	918	66.9	115	14.3
Married-couple (no children)	684	58.3	772	56.2	88	12.9
Female householder/owner (no husband present)	104	8.9	112	8.2	8	7.7
Non-family households	371	31.6	455	33.1	84	22.6
Householder living alone	303	25.8	381	27.7	78	25.7

Source: 2002 Census

HOUSEHOLD TYPE DEFINITIONS, U.S. CENSUS: Households are classified by type according to the sex of the householder and the presence of relatives. Examples include: married-couple family; male householder, no wife present; female householder, no husband present; spouse (husband/wife); child; and other relatives. **HOUSEHOLDER**: The person, or one of the people, in whose name the home is owned, being bought, or rented. If there is no such person present, any household member 15 years old and over can serve as the householder for the purposes of the census. Two types of householders are distinguished: a family householder and a nonfamily householder. A family householder is a householder living with one or more people related to him or her by birth, marriage, or adoption. The householder and all people in the household related to him are family members. A nonfamily householder is a householder living alone or with nonrelatives only.

Age Distribution

Rockport is an aging community, despite the fact that families with children have relocated to town in order to enroll students in School Administrative District 28 (K-8) or The Community School District (9-12). The percentage of those over age 45 increased from 38.5 percent in 1990 to 42.9 percent in 2000. Correspondingly, the percentage of residents between 20 and 44 years of age has declined over the past decade from 35.4 percent to 28.3 percent.

There is a large increase in the 10–19 year-old population, meaning the number of school-age students is growing. On the other hand, there were slightly fewer children under the age 10 in 2000 than there were in 1990, decreasing from 388 in 1990 to 370 in 2000.The fact that Rockport's median age has increased from 38 in 1990 to 42.9 (more than seven years older than the national average) in 2000 reflects a trend that the entire State of Maine has experienced over the decade of the 1990s.

The state has the lowest birthrate in the nation, and has 7,800 fewer children than it did in 1990. During the past decade, Maine experienced a 22 percent decline in the number of young adults in the 20 to 34-age category, as a result of out- migration.

The birth rates in Rockport have remained fairly consistent since 1990, ranging between 20 and 25 per year. The number of deaths have ranged from 19 to 34 per year.

The charts that follow illustrate the patterns of age distribution in Rockport, Camden, and Knox County.

ROCKPORT: AN AGING COMMUNITY

Year	Total Population	Age 65+	Under 18
1990	2,854	485	748
2000	3,209	554	297

Source: Maine State Planning Office

The U.S. Census 2000 shows that while Rockport's population grew larger in the decade between 1990 and 2000 by 355 people, it also grew older: In 1990 there were 263 more youngsters than there were people of retirement age. By 2000, the ratio had flipped, with 257 more people ages 65 and older than there were younger people under the age of 18.

Next door, in Camden, the phenomenon was similar: Out of Camden's 1990 total population of 5,060, 1,232 were age 65 and older while 1,166 were under 18. In 2000, Camden's population was 5,254, with 1,231 65 and older and 261 were under age 18.

ROCKPORT: AGE DISTRIBUTION, 2000 U.S. CENSUS

UNDER 5	5-9	10-19	20-34	35-54	45-59	60-74	75+
162	208	447	409	1062	766	452	265

Where Residents were Born

The U.S. Census in 2000 recorded that a little more than half of Rockport residents were born in Maine. The rest were born outside of the state, and 32 were born outside the U.S.

Total 3,209
Native (U.S.) 3,120
Born in Maine 1,725
Born in another U.S. state 1,363
Northeast 908
Midwest 145
South 181
West 129

Born outside the U.S. 32
Born abroad of American parents 32
Foreign born 89
Naturalized citizen 52
Not a citizen 37

Of those born abroad, 37 were from Europe, 10 from Asia, and 42 from Nothern America.

Population Projections

While Maine is one of the slowest growing states in the country – it grew 3.8 percent from 1990 to 2000 while the United States as a whole grew 13.1 percent – its southern and coastal sections recorded population booms over the same decade. Knox County joined Lincoln and Waldo counties in recording population increases of approximately 10 percent. The arrival of MBNA in Camden in 1993, a highly regarded public school system, a diversified and creative local economy, the growth of the medical industry, and the attractiveness of the community have drawn more families, as well as retirees, to Rockport.

Based on growth rates of the last 20 years, the Maine State Planning Office projects the area to see even bigger populations (see chart below).

PROJECTED POPULATION INCREASE IN ROCKPORT

YEAR	1990	2000	2005	2010	2015
ROCKPORT	2,862	3,209	3,364	3,500	3,633
CAMDEN	5,070	5,261	5,374	5,544	5,715
HOPE	1,022	1,314	1,453	1,549	1,618
ROCKLAND	7,999	7,628	7,466	7,445	7,615
WARREN	3,206	3,804	4,094	4,310	4,463
KNOX COUNTY	36,451	39,716	41,285	42,773	44,269
MAINE	1,231,719	1,278,670	1,305,233	1,337,466	1,377,128

Source: Maine State Planning Office

The Maine State Planning Office (SPO) projects that the state's population will increase by 98,458 people in the period between 2000 and 2015, or 7.7 percent. Knox County, the SPO anticipates, will grow by 4,553, or 11.5 percent. Rockport will grow, the SPO says, by 424 people, or 13 percent.

NEW HOUSEHOLDS

By 2015, it is projected that Rockport will have 182 new households.

Age of 2001 Rockport Population by Gender

Age	Both	%	Male	Female	% Male to Female
0	34	1.0%	17	17	100.0
1-4	156	4.8%	80	76	105.3
5-9	211	6.5%	106	105	101.0
10-14	202	6.2%	96	106	90.6%
15-17	125	3.9%	65	60	108.3
18-24	238	7.3%	132	106	124.5
25-29	189	5.8%	86	103	83.5%
30-34	178	5.5%	87	91	95.6%
35-39	184	5.7%	72	112	64.3%
40-44	259	8.0%	121	138	87.7%
45-49	281	8.7%	140	141	99.3%
50-54	271	8.4%	132	139	95.0%
55-59	199	6.1%	93	106	87.7%
60-64	134	4.1%	58	76	76.3%
65-69	162	5.0%	79	83	95.2%
70-74	154	4.7%	67	87	77.0%
75-79	123	3.8%	54	69	78.3%
80-84	87	2.7%	32	55	58.2%
85+	58	1.8%	21	37	56.8%
Totals	**3,245**		**1,538**	**1,707**	**90.1%**

Source: 2001 Claritas

Education

Of the 2,350 Rockport citizens age 25 years and older, 95.4 percent graduated from high school and 42.5 percent obtained a bachelor's degree or higher. The chart below illustrates education attainment levels of Rockport residents.

EDUCATIONAL ATTAINMENT

Population 25 years & older	Number 2,350	Percent 100%
Less than 9th grade	44	1.9
9-12 grade	63	2.7
High school graduate (includes equivalency)	572	24.3
Some college, no degree	473	20.1
Associate degree	200	8.5
Bachelor's degree	576	24.5
Graduate or professional degree	422	18
Percent high school graduate or higher		95.4
Percent bachelor's degree or higher		42.5

Summary

Rockport continues to grow, as evidenced by the number of new residents each year, and the number of new homes being built. In 2000, the census recorded 3,209 year-round residents in Rockport. Additionally, Rockport has a sizeable summer population, which increased the number of households in town by 234 as of 2003. According to the Maine Department of Human Services, Office of Health Data, Research and Vital Statistics, the estimated population of Rockport in 2003 was 3,378, attributed to mostly in-migration.

The Maine State Planning Office projects that Rockport's population will grow to 3,633 by 2015, representing a moderate but steady increase for the town. At the same time, building trends over the last decade indicate that an estimated average of 40 new houses are constructed annually.

The population continues to age, as retirees move to the area. At the same time, there is an increase of younger families wanting to relocate in Rockport to take advantage of the high-quality school system.

Rockport will need to watch both trends and monitor the added load on local resources.

Housing

Rockport Neighborhoods and Housing

Rockport has always been considered rural in nature, covering 25.5 square miles, with small villages, or neighborhoods – West Rockport, Rockville, Simonton Corner, Glen Cove, and Rockport Village – scattered about the town. While the farms, forests, and woodlots have given way in part to houses, subdivisions, and businesses, there remain relatively large tracts of woodlands and undeveloped hillsides and ridgetops.

The municipal center of Rockport is in Rockport Village, The village, clustered around Rockport Harbor, has the largest concentration of housing in town and in recent years has seen much of its housing converted summer residences. The village has grown quieter, with the younger families of Rockport seeking more affordable housing elsewhere. Likewise, the real estate prices of homes in Rockport Village have climbed to all time highs.

The average home price for Rockport in August 2002 was $439,753, up 58 percent from the 1995 average home price in Rockport of $185,759. (See table below for area changes in home prices.)

This recent trend has forced families, including long-time residents of Rockport, to move out of town to find homes in Hope, Lincolnville, Appleton, Warren, or even further west and inland. It is widely recognized that middle-income citizens, such as teachers, policemen, and nurses, cannot afford to live in Rockport because the price of real estate increased so dramatically over the decade of the 1990s.

In this section, two housing cost measures are used: the **"Median Home Price"** and the **"Average Home Price."**

The Average Home Price is the average cost of all home sales during a given period. Because a few very expensive homes can raise the average, it is usually higher than the median home price.

The Median Home Price is the sale price of the middle home during a given period. Fifty percent of homes sell for higher than this amount and 50 percent sell for less.

AVERAGE HOME PRICE, 1995 versus 2002

	Rockland	Camden	Owls Head	Rockport	Warren
Average Home Price in 1995	$84,673	$192,561	$114,833	$185,759	$86,710
Average Home Price in 2002	172,273	416,469	475,125	439,753	177,023
Percent Change	**51%**	**54%**	**76%**	**58%**	**51%**

Source: Maine Real Estate Information System

New Home Construction

The number of homes in Rockport increased by 268, or 19 percent, since 1990. In both 1990 and 2000, roughly 80 percent of the units were owner-occupied and 20 percent renter occupied.

Most of the new houses built during the 1990s were single-family homes.

In 2003, Rockport recorded new construction totalled more than $25 million. That included more than 60 new houses, each carrying an average valuewith an average value of more t$250,000 each.

Maine ranked sixth in the nation in 2002 in the percentage increase since 1980 of house prices. According to the U.S. Office of Federal Housing Enterprise Oversight, Maine experienced an overall increase in in house prices of 244 percent since 1980. Superceding Maine during the same period was Rhode Island, the District of Columbia, New Jersey, New York, and Maryland. New Hampshire and Massachusetts were just below Maine.

Future Projections

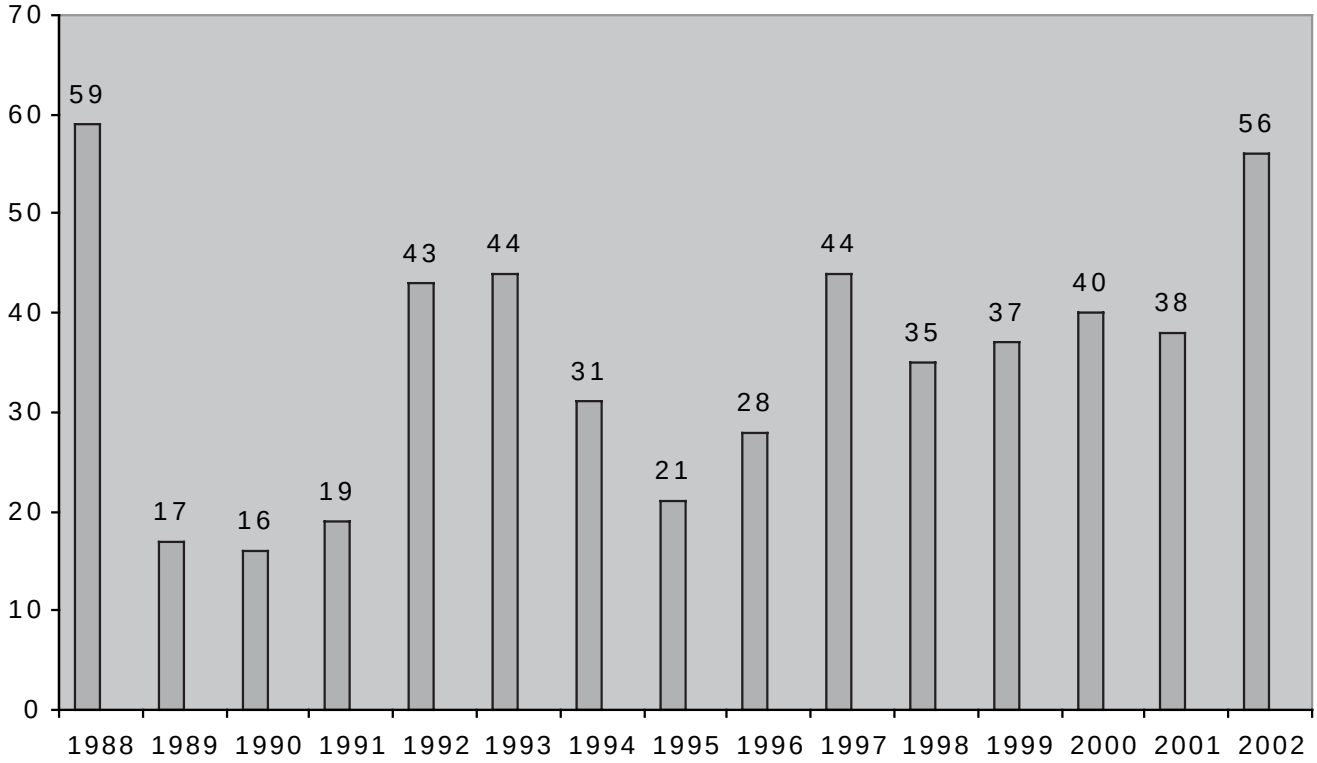
Based on population projections alone, it is estimated that Rockport will see the construction of 182 new houses over the next 10 years to satisfy demand. Based on figures from the past decade, other projections push the number of new homes over the next decade to 500 or more.

ROCKPORT HOUSING STOCK: 1970-2003

	1970	1980	1990	2000	2003
Number of houses	860	1,226	1,409	1,677	1,737

Source: Maine State Planning Office

Rockport New Single Family House Permits, 1989–2002



Rockport Permit Activity

1988–2002

	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
RESIDENTIAL															
New Single Family House	59	17	16	19	43	44	31	21	28	44	35	37	40	38	56
Additions/Renovations	69	58	36	55	45	62	73	57	61	52	63	50	45	83	86
Other Structures	42	31	38	23	12	12	?	16	11	19	37	34	43	60	44
NON-RESIDENTIAL															
New	7	4	4	4	11	17	9	6	25	12	14	13		7	2
Additions/Renovations	2	4	9	3	3	6	?	57	7	29	13	16		46	16
Total Permits	230	140	117	122	136	156	?	174	146	216	241	230	183	395	372?
Plumbing Permits	149	95	95	110	125	322	?	114	114	140	118	133	176	166	209

INCREASE IN MEDIAN HOME COST AND TAX VALUE

While Rockport's housing stock increased, so did the value of the homes that were built. This table illustrates the median cost of the homes that were built in the period from 1996 to 2002 and their corresponding tax value to Rockport.

Year	Housing Starts	Taxable Value	Median Home Cost
1996	16	$2,503,600	$149,050
1997	17	3,637,300	165,100
1998	34	5,285,000	139,300
1999	31	6,265,400	166,100
2000	36	7,619,400	171,900
2001	44	9,047,900	205,600
2002	56	12,644,000 *	225,800*

** Estimated*

Rockport in the Regional Housing Market

The Maine State Housing Authority considers Rockport to be part of the greater Rockland housing market. In MSHA's 1999 report, "Maine Housing," the Rockland Market included Appleton, Camden, Cushing, Friendship, Hope, Owls Head, Rockland, Rockport, St. George, South Thomaston, Thomaston, Union, Warren, Washington, Waldoboro, and the islands of Matinicus, North Haven, Criehaven, and Vinalhaven.

Rockport and Camden are "expensive, tourist retirement communities, with the recent addition of major offices for MBNA," the housing report said in 1999. The report also said that largely due to the MBNA relocation (in Rockland, as well), employment growth in the region is approximately 80 percent higher than the rest of the state. Population, households, and the labor force were also growing faster than elsewhere in Maine in 1999.

"Incomes still, however, are slightly below the state average and this is a problem on the coast, where house values are higher than average," the 1999 report said.

In 2002, the Mid-Coast Regional Planning Commission said in its Census 2000 Housing Data report that in Knox County the towns with the biggest increase in home value were South Thomaston, St. George, and Rockport. The median home price in Rockport in 2000 was $171,000. At that price, a house in Rockport is unaffordable for the average Knox County resident making the median household income of $34,499, the report said. See the appendix for the "Census 2000 Housing Data" report.

Midcoast Housing Trends

In February 2003, the Maine State Planning Office, with the help of Rockport Town Manager Ken Smith and Belfast City Planner Wayne Marshall, released the "Markets for Traditional Neighborhoods in Midcoast Maine" report (see appendix). The report included the study of housing preferences of midcoast Maine residents and an analysis of housing demand.

The report summarized trends in housing in the midcoast from Rockland to Belfast, and showed that during the 1990s the net housing demand was approximately for 450 housing units per year.

This net demand is estimated by calculating the number of net new households in the region and the replacement of housing lost to fire or demolition against how many young people were leaving home to start new households, the area's in-migration, and the number of divorces and household break-ups.

Even as young people form new households, older people die, and households are lost, the report said. As some move into the area, others leave. As some get divorced, others get married. In assessing housing demand, it is generally the net change that is measured.

But, the report said, net housing demand figures do not give the full picture of day-to-day real estate activity. Citing its survey of 6,500 households, the report said that almost one in four households in the Belfast and Rockland housing markets had moved in in 2001 and 2002. The report concluded that approximately one in nine households (11.5 percent) changes residences annually. Of those who move, 40 percent are in-migrants and 60 percent are people moving within the area. The chart below illustrates this.

ANNUAL HOUSING MOVEMENT
coastal market areas

	ROCKLAND HMA	BELFAST HMA	TOTAL
total movers	1,950	1,300	3,250
from outside	780	520	1,300
from within	1,170	780	1,950

Source: Maine State Housing Authority

Home Sales in the Midcoast and Rockport

According to Multiple Listing Service data,which is a joint information exchange of Maine realtors, the Rockland Housing Market's 2002 sales totaled 427 units. The majority of homes sales in the Rockland Housing Market took place over the past decade in Rockport, Camden, Rockland, Thomaston, and Waldoboro.

The "Markets for Traditional Neighborhoods in Midcoast Maine" report summarized that the more expensive housing is in the service centers, the less expensive housing in the rural and inland areas. The report concluded that the cost disparity of housing may be driving sprawl trends along the coast, as working families seek more affordable housing.

AVERAGE HOME SALE PRICES IN ROCKPORT, 1997– 2001

1997	1998	1999	2000	2001
$177,884	$229,602	$252,539	$185,438	$256,371

Source: Statewide Multiple Listing Service (MREIS)

Rockport Housing Characteristics

The town's housing stock increased over the 1990-2000 decade by 268 from 1,409 to 1,677, according to the U.S. Census. By 2003, the number of Rockport homes increased to approximately 1,737.

The Census records indicate that the ratio of owner-occupied to renter-occupied units changed little over the 1990-2000 decade, with approximately 80 percent of the units being owner-occupied. In March 2000, 1,373 of Rockport's 1,677 were owner-occupied.

Seasonal Housing

More notably, the number of units used for seasonal/recreational use increased 68 percent over the decade. With the housing market tighter in 2000 than it was in 1990, the renter and homeowner vacancy rates were lower in 2000 from 4 to 2 percent.

Heating, Plumbing, and Household Features

The majority of the homes are heated by oil (1,111), or gas (145). As of 2000, none were heated by solar power; 52 were heated by wood, six by utility gas, 45 by electricity, six by coal, and eight by undefined means. Eleven of the homes lacked complete plumbing facilities and five had no telephone. Eighty households had no cars, 418 had one car; 637 had two cars; and 238 had three or more cars.

Mortgage Rates

Of Rockport's homes in 2000, 288 were not mortgaged and 565 were mortgaged. The following chart indicates the monthly amounts citizens are paying and the number of households paying those amounts.

Mortgage Amount paid per month

$300–$499	$500–$699	$700–$999	$1,000–$1,499	$1,500–$1,999	$2,000 or more
42	36	163	168	60	96

ROCKPORT HOUSING CHARACTERISTICS: OCCUPANCY

	Number 1990	Percent 1990	Number 2000	Percent 2000	Number Increase
Total Housing Units	1,409		1,677		268
Occupied Housing Units	1,174		1,373		199
Owner-occupied housing units	924	78.7	1,093	79.6	169
Renter-occupied housing units	250	21.3	280	20.4	30
Season, recreational, or occasional use	139	9.9	234	14	95
Rental vacancy rate (percent)	6.7%		5.7%		
Homeowner vacancy rate (percent)	4%		2.2%		
Average household size of owner-occupied unit	2.51		2.44		
Average household size of renter-occupied unit	2.04		1.91		

Source: 2000 U.S. Census

Age of Rockport Homes

YEAR STRUCTURE BUILT	# UNITS
1999 to March 2000	41
1995 to 1998	165
1990 to 1994	133
1980 to 1989	254
1970 to 1979	284
1960 to 1969	95
1940 to 1959	102
1939 or earlier	603

YEAR HOUSEHOLDER MOVED INTO UNIT	
1999 to March 2000	221
1995 to 1998	366
1990 to 1994	252
1980 to 1989	250
1970 to 1979	183
1969 or earlier	101

Affordable Housing

In 2002, the Mid-Coast Regional Planning Commission cited an affordable housing crisis in Maine, as well as Knox County. Although the housing growth exceeded population growth in the state, the median household size decreased. The conclusion drawn by Mid-Coast Regional Planning is that there are more housing units required for fewer people, but of those newly constructed homes, few people earning the median inc income could actually afford them.

In 2002, the Mid-Coast Regional Planning Commission said in its Census 2000 Housing Data report that in Knox County the town's with the biggest increase in home value were South Thomaston, St. George, and Rockport. Median home value in 2000 was highest in Rockport and Camden, the report said, and at $171,000, a house in Rockport is unaffordable for the average Knox County resident making the median household income of $34,499. See the appendix for the entire "Census 2000 Housing Data" report.

An analysis provided by Coastal Community Action Program in Rockland in 2003 showed that 74 percent of Rockport households could not afford a median-priced home ($253,300) and that 80 percent of homes sold in 2002 were unattainable for median income families ($54,664). The median cost of new home construction in 2001 was $264,900.

2001 % Renter Households That Can't Afford the Average Two-Bedroom Rent

Location	Can't Afford %	Can't Afford	Total	Rent *(w/utilities)*	Income Needed	by Hour
Maine	55.4%	78,059	140,903	$737	$29,492	$14.18
Knox County	56.6%	2,302	4,063	$719	$28,762	$13.83
Rockland Housing Market	57.2%	2,511	4,389	$719	$28,754	$13.82

Source: 2001 Claritas and MSHA Quarterly Rental Survey

Housing Affordability. Year 2000 housing values and costs for Rockport, Knox County, and the State of Maine are summarized in the following table.

Median Values and Costs of Occupied Housing

TYPE	ROCKPORT	KNOX COUNTY	MAINE
Median value of owner-occupied housing units	$171,200	$112,500	$98,700
Median monthly housing costs for owner-occupied housing units with mortgages	$1,100	$878	$923
Median monthly gross rent (includes utilities)	$585	$517	$497

Source: 2000 US Census

According to the 2000 census, household median annual incomes in Rockport, Knox County, and the state were: $47,155, $36,774, and $37,240, respectively.

To evaluate the affordability of Rockport's housing, the following state guidelines for the three lower-income groups were considered:

· *Very Low Income* represented by incomes less than 50% of the median income. In Rockport, this represents an income range of 0 to $23,577$.

· *Low Income* represented by incomes between 50 and 80% of the median income. In Sweden, this represents an income range of $23,578 to $37,724.

· *Moderate Income* represented by incomes between 80% and 150% of the median income. In Sweden, this represents an income range of $37,725 to $70,732.

For each of these three income groups, maximum affordable monthly mortgage or rent payments and corresponding house selling prices were calculated as shown in Table 10. Note that the maximum monthly affordable mortgage or rent payment shown represents 30% of the total monthly income; 30% of total income is the measure of affordable expenditure for housing as established by the state.

Affordable Housing Parameters for Low to Moderate Incomes in Rockport

Income Level of Rockport Households	Number of Households (approximate)	Affordable Monthly Mortgage or Rent Payment[b] (Maximum for range)	Selling Price Corresponding to Affordable Mortgage Payment[c]
Very Low 0 - $23,577	296	$589/mo	$92,000
Low $23,578 - $37,724	159	$943/mo	$147,500
Moderate $37,725 – 70,732	670	$1,768/mo	$276,000

[a]Values based on census data for the following income ranges: 0 - $14,999 (corresponding to Very Low Income range), $15,000 - $24,999 (corresponding to Low Income range), $25,000 - $49,999 (corresponding to Moderate Income)

[b] 30% of income divided by 12.

Calculated using Ginnie Mae Loan Estimator (www.ginniemae.gov). Assumes 10% downpayment, 7% interest rate, 30-year conventional mortgage.

The number of homes in Rockport valued at our below $92,000 is 241. The number of homes valued between $92,001 and $147,500 is 401. The number of homes valued between $147,501 and $276,000 is 600.

(Footnotes)

TOTAL # OF AFFORDABLE HOUSES IN ROCKPORT

Low Income Households * - Rockport	% of Total Households - Rockport	Low Income Households – Knox County	% of Total Households – Knox County	Low Income Gap for Rockport
386**	30	6559	40	10%

*Low income is considered 80% of median County income, or $29,419.
**For calculation purposes, assumes one-half of the households between $25,000 and $34,999 are between $25,000 and $29,419.

Based on the Ginniemae calculator, someone earning $29,419 can afford a house that costs $115,051.
In 2003, Rockport had 566 houses assessed at $115,051 and below.

How the Maine State Planning Office Defines Affordable Housing

Affordable housing: "Affordable housing" means the same as defined in Chapter 100 of Department of Economic and Community Development Rules ("Affordable Housing Definition Rule")

Note: Chapter 100 of Department of Economic and Community Development Rules defines ''affordable housing" as "decent, safe, and sanitary living accommodations that are affordable to lower income households and moderate income households, in accord with the following provisions.

A. An owner-occupied housing unit is "affordable" to a household if the unit's expected sales price is reasonably anticipated to result in monthly housing costs (including mortgage principal and interest payments, mortgage insurance costs, homeowners' insurance costs, real estate taxes, and basic utility and energy costs) that do not exceed 28% to 33% of the household's gross monthly income. Determination of mortgage amounts and payments are to be based on down payment rates and interest rates generally available to lower and moderate income households.

B. A renter-occupied housing unit is "affordable" to a household if the unit's monthly housing costs (including rent and basic utility and energy costs) do not exceed 30% of the household's gross monthly income.

C. A "Lower income household" is a household with a gross income less than or equal to 80% of the applicable MSA/County median income. Lower income households include both very low income households and two-income households. A "very low income household" is a household with a gross income less than or equal to 50% of the applicable MSA/County median income. A "Low income household" is a household with a gross income over 50%, but Less than or equal to 80%, of the applicable MSA/County median income.

D. A "moderate income household" is a household with a gross income over 80%, but less than or equal to 150%, of the applicable MSA/County median income.

E. The "applicable MSA/County median income" is the median family income most recently published by the U.S. Department of Housing and Urban Development for the federally-designated Metropolitan Statistical Area (MSA) or County (non-MSA part) in which the housing unit is located. Where appropriate use of this definition of median family income may be adjusted for family size.

F. A household's "gross income" includes the income of all household members from all sources.

Summary

The state of Rockport's housing is at a crossroads. As home values increase – and the increase was dramatic over the decade of the 1990s – a whole segment of Rockport's social fabric is being forced elsewhere to either buy or build a home. Those are people such as the town's firemen and policemen, the nurses and teachers, as well as the elderly on fixed incomes.

Population projections suggest that Rockport will increase in population by 13 percent by 2015. Household size is expected to decrease as a result of growth in the elderly population, growth in the rate of divorce, and growth in the number of young people living alone. A decrease in household size, coupled with an increase of population, and with the tight greater Rockland housing market, more housing units will be needed.

While the number of housing units in Rockport increased since 1990 from 1,409 to 1,677, the number of persons per household decreased by -3.3 percent in Rockport. Yet, bigger, more expensive homes have been built. Additionally, the number of seasonal homes in Rockport increased from 9.9 percent in 1990 to 13.9 percent in 2000.

In the period of 1993 to 2003, Rockport saw an average of 37 new houses built per year. Some years presented higher numbers, such as in 1993 and 1997, when 44 new homes were built, and in 2002, when 56 new homes were built. As of 2000, Rockport had 1,677 housing units. Based on the last decade of housing data, it can be estimated that Rockport's housing stock will increase to 2,047 by 2010.

Another projection used is based on the rate of population growth derived from state projections (29 persons times the average household size of 2.33). This formula results in an estimate of 68 new units per year. Using this formula, it can be estimated that the number of Rockport's housing units will increase to 2,357 by 2010.

Those factors indicate that if Rockport wants to remain an economically diverse and vibrant community, it must recognize that housing – or lack of affordable housing – is one of the core issues to address this coming decade. According to the Maine State Housing Authority, Rockport has no subsidized housing units.

The issue is not whether Rockport's housing supply will meet demand: it won't, and new home construction will take place year after year. The issue is providing for affordable housing, and encouraging such housing so that Rockport's workforce can afford to live in Rockport.

Public Opinion

Rockport residents have already weighed in on the issue to some extent, when they were asked about affordable housing in the survey distributed in the fall of 2003 (see appendix). Here is what they said:

- Almost two-thirds of Rockport residents said the town should encourage affordable housing.
- Multi-family and single-family housing were the types that residents wanted to see constructed, as opposed to mobile homes and other housing.
- Affordable housing, according to the majority of respondents, should be mixed in with neighborhoods, as opposed to being set apart from other housing.

In the survey, Rockport residents indicated their preference for residential development patterns. From the survey summary (available in its entirety in the appendix), Rockport respondents indicated that growth should occur in villages, followed by clustered subdivisions. Respondents also indicated they would prefer that if it were to be built, new housing should be located in West Rockport. Respondents least preferred Rockport Village as a location for new housing.Most Rockport residents clearly did not want new housing built on the hilltops and ridgelines or on lake and oceanfront areas, and preferred to see it located along existing highways and roads and in rural countrysides.

Economy

Rockport Quick Business Facts

- In 2001, the medical community in Rockport provided more than 1,000 jobs.
- Education provided almost 300 jobs with 2,000 students attending daily.
- Tourism created more than 500 positions.
- Rockport is a net provider of jobs to the Rockland Labor Market.

The Midcoast Labor Market

The Maine Department of Labor considers Rockport to lie within the Rockland Labor Market Area. A Labor Market Area is defined by the U.S. Department of Labor as consisting "…of an economically integrated geographical area within which workers can reside and find employment within a reasonable distance or can readily change employment without changing their place of residence."

Rockport also lies between the two service centers of Camden and Rockland. The Maine State Planning Office has identified 69 regional service centers throughout Maine. Of these, 29 are considered primary centers, 21 are secondary centers, and 19 are small centers. Four basic criteria were used to identify municipalities in Maine that serve as centers: the level of retail sales; jobs-to-workers ratio; amount of federally assisted housing; and the volume of jobs. Consideration was also given to the geographic distribution of municipalities. Camden and Rockland are primary service centers.

Rockland Labor Market Area

According to the Mid-Coast Regional Planning Commission, the median household income in Knox County increased by 45 percent from 1990 to 2000. Recording the highest incomes in Knox County in 2000 were Rockport and South Thomaston. Towns with the lowest household income as of 2000 were Rockland and Thomaston.

What Rockport Residents Do for a Living

According to the U.S. Census, in the year 2000 there were 2,526 Rockport citizens ages 16 and older. Of them, 1,602 were in the labor force and worked in the the following occupations:

Government workers	128
Self-employed in their own not-incorporated business	353
Management, professional and related occupation	704
Service	264
Office	373
Construction and extraction (mining)	137
Production, transportation and material moving	173
Agriculture, forestry, fishing & hunting	24
Construction	90
Information	74
Finance, real estate, insurance	165
Administration	163
Education, health, and social	354
Arts, entertainment, accomodations, and food services	202
Other (except public administration)	119
Public administration	42

Source: U.S. Census

Working at Home

The 2000 U.S. Census recorded 159, or 9.9 percent of the 1,677 employed and self-employed Rockport residents, work at home. How many of them are self-employed is not something tracked by municipal, state, or federal agencies. It is believed, however, that over the past decade a growing number of residents are working in their homes and are self-employed, most commonly as artisans, consultants, and those in media communications.

How Much Do Rockport Residents Earn?

In 2000, Rockport's median household income was the highest in Knox County at $47,778, according to Claritas Corporation and the 2000 U.S. Census. That median was $10,578 more than the county median household income of $37,200. In 1990, the gap between Rockport's median household income and that of the county was $5,956.

MEDIAN HOUSEHOLD INCOME
Knox County, 1990 & 2001

	1990	2000
KNOX COUNTY	$25,405	$37,200
Rockport	**31,361**	**$47,778**
Camden	30,607	41,123
Owls Head	30,647	41,000
Union	27,765	40,038
Hope	25,787	36,779
Friendship	26,176	35,921
Appleton	25,455	35,521
Cushing	25,606	35,223
Washington	24,000	35,069
South Thomaston	26,402	34,886
St. George	24,828	33,628
Thomaston	25,332	33,229
North Haven	24,375	30,536
Rockland	22,006	29,652
Matinicus	21,667	29,250
Warren	22.808	27,463
Vinalhaven	19,706	26,295

HOUSEHOLD INCOME is the sum of money income received in calendar year 1999 by all household members 15 years old and over, including household members not related to the householder, people living alone, and other nonfamily household members. Included in the total are amounts reported separately for wage or salary income; net self-employment income; interest, dividends, or net rental or royalty income or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); public assistance or welfare payments; retirement, survivor, or disability pensions; and all other income.

PER CAPITA INCOME is the mean income computed for every man, woman, and child in a geographic area. It is derived by dividing the total income of all people 15 years old and over in a geographic area by the total population in that area. Note: income is not collected for people under 15 years old even though those people are included in the denominator of per capita income. This measure is rounded to the nearest whole dollar.

Families and persons are classified as **BELOW POVERTY** if their total family income or unrelated individual income was less than the poverty threshold specified for the applicable family size, age of householder, and number of related children under 18 present (see table below for poverty level thresholds). The Census Bureau uses the federal government's official poverty definition.

If the total income of a person's family is less than the threshold appropriate for that family, then the person is considered poor, together with every member of his or her family. If a person is not living with anyone related by birth, marriage, or adoption, then the person's own income is compared with his or her poverty threshold.

–Source: U.S. Census Bureau

Median Household Income: Rockport

Rockport's median household income grew by 59.6 percent between 1990 and 2001. The chart below indicates the rate of growth during that decade.

	1990	1997	2000	2001
Income	$31,386	$40,462	$47,778	$50,105

Source: Claritas Corporation

PER CAPITA INCOME
Knox County, Maine, and the U.S.

Rockport's per capital income in 1999 was $25,498, just $56 below the county's average per capital income of $25,554. Rockport's was $1,311 above Maine's average in 1999 and $2,382 below the national average.

YEAR	KNOX COUNTY	MAINE	U.S.
1981	$8,924	$9,231	$11,280
1982	9,561	9,873	11,901
1983	10,191	10,551	12,554
1984	11,171	11,665	13,824
1985	12,695	12,533	14,705
1986	13,589	13,463	15,397
1987	14,263	14,595	16,284
1988	15,825	15,813	17,403
1989	17,286	16,886	18,566
1990	17,616	17,473	19,572
1991	18,091	17,638	20,023
1992	18,398	18,309	20,960
1993	19,033	18,749	21,539
1994	20,004	19,453	22,340
1995	21,124	20,142	23,255
1996	22,300	21,163	24,270
1997	23,825	22,134	25,412
1998	24,945	23,404	26,893
1999	25,554	24,187	27,880
2000	26,511	25,681	29,770
2001	NA	26,723	30,472

Source: U.S. Census

ROCKPORT FAMILY INCOME 2000 U.S. Census

	Less than $10,000	$10,000 to $14,999	$15,000 to $24,999	$25,000 to $34,999	$35,000 to $49,999
Rockport	83	31	182	159	255
Knox County	1,567	1,308	2,462	2,444	3,226

	$50,000 to $74,999	$75,000 to $99,999	$100,000 to $149,999	$150,000 to $199,999	$200,000 or or more
Rockport	315	167	102	55	33
Knox County	3,141	1,230	778	232	220

Employment and Income

In Rockport, the number of jobs rose from 902 in 1990 to 1,424 in 1997. In 2000, the number increased again to 1,633. In 2002, 969 were earning wage or salary income; 413 were collecting no wage or salary income.

NUMBER OF JOBS IN ROCKPORT

1990	1997	net change	percent change	2000
902	1,424	522	57.8%	1,633

Source: Maine Department of Labor

Unemployment

The Rockland Labor Market and Rockport continues to have a lower unemployment rate than the state average, and in 2002 faced almost half of that of the state.

UNEMPLOYMENT RATE: YEAR 2000

State	Knox County	Rockport
4.8%	3.4%	2.8%

By 2002, the unemployment rate in the Rockland Labor Market was estimated to be 2.9%

AVERAGE EMPLOYMENT RATE: YEAR 2002

	STATE	ROCKLAND LABOR MARKET
Civilian Labor Force	586,200	23,870
Employed	556,100	23,170
Unemployment	30,100	690
Unemployment Rate	4.4	2.9

Source: Maine Department of Labor

Where Rockport Residents Work, How They Get to Work, and How Long it Takes to Get There

Rockport residents, according to the 2000 U.S. Census, work predominantly in Knox County. Of the 1,602 workers over the age of 16, 1,567 work in Maine, 1,411 work in Knox County, 156 outside the county, and 35 worked out of state.

Of the households, 418 had one car; 637 had two cars; 238 had three or more cars; and 80 had no car.

The average travel time to work in 1990 for Maine residents was 17.94 minutes. In Rockport, in 1990, it was 12.63 minutes. In 2000, that time increased to 16.4 minutes. Therefore, Rockport residents are either driving longer distances to work, or there is more traffic slowing the travel time.

Ten years later, the average travel time to work for Knox County residents was 18.9 minutes. In Rockport, according to the 2000 U.S. Census, 1,443 people did not work at home and all of them spent some time getting to work. Many work close to home, although there are more than 98 who travel 45 minutes or longer to get to work. The following provides a breakdown of their travel time:

Less than five minutes	111
5-9 minutes	378
10-14 minutes	367
15-19 minutes	248
20-24 minutes	108
25-29 minutes	47
30-34 minutes	49
35-39 minutes	19
40-44 minutes	18
45-59 minutes	18
60-89 minutes	35
90+ minutes	45
Work at home	159

Means of Transportation

While public transportation is non-existent, Rockport residents employ a variety of ways for getting to work. Most residents drive, and few carpool. Approximately 6 percent walk. Nobody, apparently, drives regularly to work on a motorcycle.

	NUMBER	%
Car, truck, van, drove alone	1,197	74.7
Car, truck, van, carpooled	111	6.9
Walk	101	6.3
Bicycle	20	
Other means	14	

Poverty

While in 2000 Rockport had the highest median household income in Knox County, there was still a substantial number of residents – 7.1 percent, or 228 individuals – living below the poverty level. That was less than the state percentage of 10.9.

Year 2000 Town	Persons Below Poverty Level	Percent of town population
Rockport	28	7.1%
Camden	403	8.0
Warren	233	6.7
Rockland	1,085	14.7
Hope	85	6.5
Union	210	9.6

In 2001, there were 188 people in Rockport collecting foodstamps. In the same year, 20 people were enrolled in the Temporary Assistance for Needy Families (TANF) program.

The Food Stamps Program, which is 100 percent federally funded, provides roughly 110,000 low-income people in Maine a total of $100,000,000 per year for necessary food items. The TANF program serves approximately 11,000 families in the state and provides $53 million annually to low-income children.

In 2000, there were 1,108 residents reporting income. The median income was $52,266, according to the U.S. Census 2000. Of those:

- 375 received Social Security, with the mean Social Security income for Rockport being $11,695
- 39 received Supplemental Security Income, with a Mean Supplemental Security Income for Rockport being $12,117
- 22 received public assistance income, with the Mean Public Assistance income for Rockport being $10,755
- 302 received retirement income, with the mean retirement income for Rockport being $22,820

Business

Rockport Businesses

In 2003, Rockport had 328 businesses registered with the town office. Those businesses range from healthcare to tourism-based businesses to artisans to manufacturing. Below is a rough breakdown of the general types of business and how many are included in the different categories.

Professional (lawyer, mediator, etc.)	7
Architect	2
Retail	19
Retail convenience store	3
Retail automotive	2
Retail appliance/service	3
Healthcare (doctors, dentists, psychiatrists)	53
Computer software/consulting/sales	5
Recreation/tourism (campgrounds, etc.)	3
Recreational (tennis, golf, bowling, etc.)	10
Agricultural retail/landscaping (blueberry growers, nurseries, landscapers, etc.)	9
Design retail (interior design, etc.)	2
Real Estate	10
Construction services (surveyors, plumbers, electricians, etc.)	11
Construction	19
Veterinarian	2
Pet groomer	1
Publishers/printers	7
Motel/Inns/B&Bs	11
Restaurants	11
Restaurant/take-out	3
Automotive repair	7
Financial institutions (banks, etc.)	3
Financial services	12
Utility (water company)	1
Education institution (workshops)	1
Security	1
Communications service/retail	2
Beauty services	4
Boat repair/storage/building	6
Manufacturing	2
Art galleries	4
Art/artisans	10
Media design services	3

Rockport Taxable Retail Sales

(in millions of dollars)

1996	$28,876
1997	31,333
1998	38,306
1999	41,846
2000	46,852
2001	47,862

Business in Rockport

Rockport's largest employers in 2001 were the Penobscot Bay Medical Center, Samoset Resort, Farley and Son Landscaping, Inc., Camden Hills Regional High School, Camden National Bank, Rockport Elementary School, Downeast Enterprise, and the Penobscot Bay YMCA.

Several private schools also employ¡ on a year-round basis. Those schools included Riley, Ashwood Waldorf, Children's House Montessori School, and the Maine Photographic Workshops and Rockport College.

Rockport 2001 Business Facts

- In 2001, the medical community in Rockport provided more than 1,000 jobs.
- Education provided almost 300 jobs with more than 1,600 students attending daily.
- Tourism created more than 500 positions.
- Rockport is a net provider of jobs to the Rockland Labor Market.

ROCKPORT'S LARGEST EMPLOYERS, 2003

Penobscot Bay Medical Center	800
Samoset Resort	295
Farley and Sons Landscaping (summer)	108
Camden National Bank	106
Rockport Elementary School	82
Downeast Magazine	70
Penobscot Bay Area YMCA	50

SCHOOLS

	Number Students	Number Staff
Camden Hills High	708	108
Rockport Elementary	492	82
Riley	52	12
Ashwood Waldorf	119	32
Children's House Montessori	52	7
Maine Photographic Worshops	200	35
Total	**1,623**	**286**

Business Sales in the Region

An indicator of how business did over the decade of the 1990s lies in the records of the Camden-Rockport-Lincolnville Chamber of Commerce, which tracked total taxable sales on an annual basis in the towns of Appleton, Camden, Hope, Islesboro, Lincolnville, and Rockport.

In all the business categories – building supply, food store, general merchandise, other retail, auto transportation, restaurant, and lodging – sales had increased, in some cases by leaps and bounds, over the years 1994 to 2002. Below is a breakdown of the best performing categories.

TOTAL TAXABLE RETAIL SALES IN THOUSANDS

Area including Appleton, Camden, Hope, Islesboro, Lincolnville, and Rockport

	Building Supply	Food Store	Restaurant	Lodging	General Merchandise	Auto Transportation
1994	$6821.5	$7129.7	$20354.4	$12807.1	$9591.3	$6989.6
1995	8133.9	7519.1	21667.7	14092.5	9648.1	9580.0
1996	8346.0	8347.9	22045.0	14083.7	9643.8	9622.2
1997	9519.3	9226.3	22784.2	15757.7	9749.4	9864.0
1998	10923.1	10280.3	27020.7	17867.2	11084.3	10595.2
1999	11140.0	11870.0	27020.7	17867.2	12346.0	10217.2
2000	12446.7	12918.8	28426.5	19338.4	12782.4	13791.6
2001	16603.2	12064.0	29052.9	19643.9	13313.0	14092.9

Summary

Rockport's economic and business climate thrived throughout the 1990s, along with the rest of the midcoast and a good portion of the country. By 2002, effects of the recession were just beginning to be apparent, as the tourist industry began to slacken and the employment rate increased. However Rockport, with its many construction and construction service businesses, its large concentration of healthcare professionals, and its public and private schools, was able to fare well through the initial recessionary period.

The Maine Department of Labor, in its report, "Labor Market Conditions in Maine Since 2000," provided one perspective on why the regional economy managed to maintain its vitality:

"The construction industry faired unusually well during the recent recession. Construction is usually among the first industries to be adversely impacted and often among the hardest hit by slowing or declining levels of economic activity. Unlike the early 1990s recession, which wiped out more than one third of all construction jobs over a five-year period, the number of construction jobs in 2002 was unchanged from 2000, rising slightly in 2001, and dropping by a similar amount in 2002. Low mortgage interest rates and other factors have helped to stabilize and prop up the level of construction in recent years.

"Job growth in service-providing industries has continued since 2000, though at a slower rate than in the second half of the 1990s. Service-providing industries created 9,000 net new jobs in 2001 and 5,200 in 2002. Job growth was largely concentrated in educational services, health care, social assistance, accommodation and food services, finance, and local government."

As citizens continue to seek out safe, attractive, and healthy communities, Rockport's position as a desirable town in which to live will not diminish. A healthy business community is vital to the overall well-being of the region and Rockport should foster the type of enterprise that reflects the wishes of its residents.

2003 Survey

In the fall of 2002, the Comprehensive Plan Committee circulated to all Rockport households a survey to determine how residents feel about a broad range of issues, including those that were articulated during earlier meetings in the various neighborhoods and with committees and organizations. More than 640 questionnaires were returned, representing more than one-third of all households in Rockport.

Asked about what types of business Rockport should encourage, the survey respondents ranked in order of preference that they would like to see first more artisans and the arts, recreation (of an unspecified type), professional businesses, small retail stores, agriculture and farming, light industry (such as milling, boat building and repair), and saltwater fishing.

Rockport residents responding to the survey especially preferred not to encourage large retail stores such as Wal-Mart and Home Depot, fast food franchises, or forestry and logging.

Land Use

Rockport covers approximately 25.5 square miles and consists of mountains, rocky shorefront, ponds and lakes, farmland, and wetlands. It has 2,276 taxable parcels of land and 1,777 developed parcels. The town's first land use ordinance was adopted June 11, 1974. Since then, it has been amended 25 times, most recently in 2004.

Primarily a farming and fishing community, the town's original settlements in Rockport Village, West Rockport, Rockville, Glen Cove, and Simonton Corner. Those villages were settled by water, be it a harbor, cove, stream, and river. While agriculture predominated, the suburban development trends beginning in the early 1970s reshaped the community so that more of the land has been turned over to housing.

The number of building permits and the town's valuation has increased over the decade of the 1990s (See Demographics beginning on page 23).

In the past, settlers built their homes on fertile and productive land. Today, housing developments have been sited in forested wetlands, on the steep slopes of hills, and on blueberry barrens. In this day and age, there are fewer geographic impediments to siting houses given successful engineering and the ability to meet town sewer and water code.

To meet the growing development demand and to encourage the most appropriate use of land throughout town, Rockport has established a series of zoning districts. Since the 1993 Comprehensive Plan was approved, the following districts have been created:

Rockport Village
West Rockport Village
Rural Residential
Coastal Residential II
Coastal Residential I
Coastal Residential Village
Mixed Business/Residential
Rural Conservation
Resort
Traditional Village Overlay
Village Preservation
Suburban Residential
Downtown
Chickawaukie Watershed Overlay
Mirror Lake and Grassy Pond Watershed Overlay
Industrial
Shoreland Zoning Overlay
Performance Standards for Commercial Uses

Traditionally, the zones have been established to reflect what already existed on the lay of the land; thus, the expansion of the Samoset Resort prompted the creation of a special resort district.

The existence of so many districts has created a situation in which there is minor differentiation between some districts. It has also been concluded that current land use ordinances do not consistently follow from the 1993 Comprehensive Plan.

Government

Town of Rockport Government

Rockport is a municipal corporation organized according to the Maine law Title 30 and 30-A, Maine Revised Statutes Annotated. The town is governed by a town meeting/board of selectmen, town manager form of government, which was adopted in 1953 and became effective in 1955.

The annual town meeting is convened in June, with other, special town meetings convened in November and on an as-needed basis throughout the year. Those meetings provide legislative authority for all municipal appropriations of funds and enactment of ordinances. Besides addressing secret ballot items that include state or local bond proposals, local and state elections, and new or revised ordinances, the town approves or votes items line-by-line in its annual budget.

The town issues an annual town report in June with reports from the town manager, department heads, Maine legislators, and various town committees. Excerpts from the town's annual financial audit reports are included in each annual report.

The town meeting process also serves as a forum for the election of a five-member board of selectmen. Those selectmen are the town's representatives charged with administering the affairs of the town.

As overseers and directors of policy development and finances, the selectmen meet twice monthly. Special and *ad hoc* meetings are also held on a wide range of issues. The selectmen also serve as the town's assessors, levying taxes and hearing tax-related appeals.

By the authority of the town meeting, and in some cases by state law, the selectmen appoint citizen volunteers to the following regulatory/advisory boards and committees: board of assessment review, planning board, zoning board of appeals, building committee, conservation commission, and the committees of harbor, recreation, comprehensive plan, cemetery, capital improvement, Camden Rockport pathways, ordinance review, and investment.

By election, citizens choose who sits on the School Administrative District 28 and the Community School District boards of directors. Library Committee and Budget Committee members are also elected to their positions.

The selectmen also appoint a town manager who is the chief administrative officer of the community and who oversees town operations, as well as its personnel. Positions in Rockport town government include town clerk, assessor's agent, code enforcer/planner, finance director, administrative support staff, fire chief, harbormaster, police chief, public works director, and librarians.

Annually, the selectmen appoint a town attorney. All other municipal employees are appointed by the town manager, with all department head appointments contingent on selectmen approval .

Rockport has had seven town managers since 1955. The town manager also serves as town treasurer, sexton, road commissioner, and tax collector.

On an annual basis, the selectmen and town manager review personnel policies and procedures, as well as municipal salary scales.

Fiscal Capacity

Rockport funds its municipal infrastructure and services primarily by property taxes, which apply to land and buildings, and personal property taxes on machinery, equipment, and vehicles. Rockport's assessor's office maintains the property records for more than 6,000 individual properties in town.

Annually, the town sets its mil rate. The word "mil" is Latin for 1,000, and the mil rate is the amount of tax per 1,000 dollars of valuation. A mil rate of one would mean that a property owner would pay one dollar for every thousand dollars of valuation. If the mil rate is 15 and the property is valued at $50,000, the owner would pay 15 x $50, or $750 in taxes for that year.

Mil rates are computed by first adding the municipal, school and county budgets, then subtracting all the non-property tax income, such as excise taxes, school subsidy, and state road assistance. The remainder is the amount to be raised through property taxes. The mil rate is then calculated by dividing the amount to be raised through the property tax by the town's total valuation.

MIL RATES

YEAR	MIL RATE
1993	11.90
1994	12.80
1996	13.30
1997	14.15
1998	14.40
1999	14.44
2000	14.60
2001	15.80
2002	15.25

In the town's 1999-2000 town report, Rockport's then town assessors agent Judith Mathiau reported: "The past two years have seen a tremendous increase in the development of new homes and businesses. In 1998, 27 new homes and four new commercial buildings were built, and in 1999, more than 40 new homes were started and at least 10 new commercial buildings were constructed… not to mention the expansions, renovations, and new subdivisions. Although we continue to increase the taxable valuation of the town, the school and county budgets have increased, as well, enough not to offset the mil rate."

Rockport's current assessors' agent Tom Edwards commented in the 2001-2002 Rockport Town Report on the fact that housing has the greatest impact on taxable valuation in Rockport. He said: "In addition to residential growth, the increased valuation of all new commercial construction, additions, and renovations have increased total valuation since the April 1, 2000 valuation by well in excess of $25 million, a remarkable amount. However, the increased costs of funding education (your local schools), the increase in Knox County government, jail, and E911, for example, and much smaller increases in local government costs have conspired to more than wipe out the increase in revenue from growth. In short, while the amount of taxable property went up, so did the tax rate."

Besides the increase in new construction, the average home price in Rockport also increased. According to the National Association of Realtors/ Maine Real Estate Information System, average home prices have increased by approximately 50 percent in the immediate midcoast area (see chart on page 37 in the Housing Section).

In 2001, Rockport selectmen voted to use a portion of the town's municipal surplus (In June 2001, the undedicated surplus was at $1,139,834) to offset rising taxes and decrease the town's mil rate. That measure took the mil rate from 15.95 to 15.80, while keeping the surplus at $735,000. The 2002 mil rate was 15.25.

2002 Municipal Valuation

In Fiscal Year 2002-2003, Rockport had a total taxable valuation of $528,593,600. The town had 2,276 taxable parcels and 1,777 developed parcels.

Tax Relief Programs

There are several property tax programs to lessen the burden of taxes. They include:

- Circuit Breaker Program, which offers relief for those whose property tax or rental fees exceed a certain amount of their income;

- Homestead Exemption, while under debate in the Maine Legislature, can potentially reduce a resident's valuation by up to $7,000, or in tax dollars, $111.65, depending on the mil rate. Residents who have owned a home in Maine for at least 12 months can qualify. It doesn't matter if you sold one home and moved to another, as long as you can show "continuous ownership" over the 12 month period.

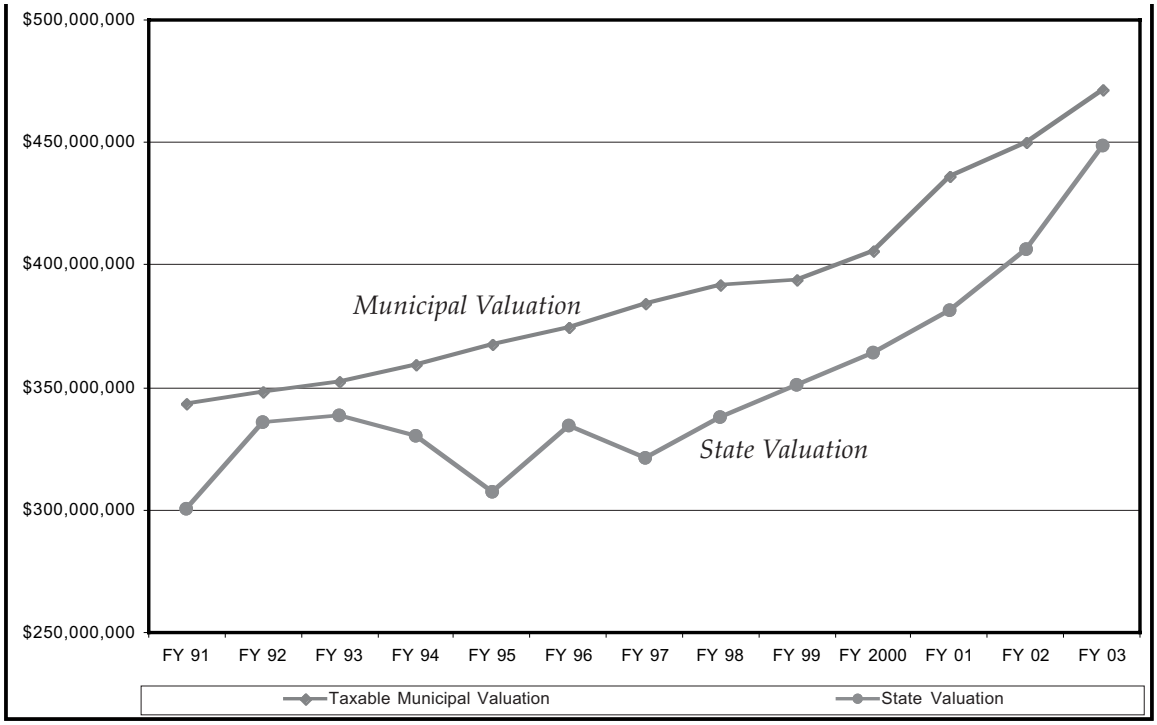
  In Fiscal Year 2002-2003, Rockport granted 907 Homestead exemptions for a total exempted valuation of $6,384,500.

- Veterans' Exemption, for those age 62 and older who served in the armed forces during a recognized war period, or the unmarried survivors of veterans. This exemption reduces a resident's valuation by $5,000, or in tax dollars, $79.75 based on the 2001 Rockport mil rate.

  In Fiscal Year 2002-2003, there were 113 Maine residents of Rockport who were veterans of WWII, and the Korean, Vietnam, and

Taxable Municipal Valuation versus State Valuation

This chart compares the town's actual valuation compared to the state's calculated municipal valuation. It shows is the rate of growth as calculated by the town and confirmed independently by the state. The difference in the two figures is that the town's value is the actual taxable valuation calculated annually and the state's valuation is a figure based on the town's value in 1973 and adjusted annually since then. They are two different methods of getting to the same place.



the Persian Gulf wars. In the same year, there were 77 non-Maine residents and Rockport taxpayers who were veterans of the same conflicts.

The total 2002 exempted valuation of regular status post-WWI veterans or their survivors in Rockport was $950,000.

- Legally blind residents who can provide a written statement from their doctors may be eligible for an exemption.

In 2002-2003, the value of exempt property of all persons determined to be legally blind was $16,000.

- Businesses may also be eligible for a state-funded property tax reimbursement on new equipment. Businesses receive a 100 percent reimbursement for all personal property tax paid on equipment first placed in service in Maine after April 1, 1995.

Tax Exempt Property

In 2002, Rockport had 44 parcels of land totaling 860.53 acres listed as tax exempt property. This amounted to approximately $43 million of valuation that was not included on the town's tax rolls. If that amount were included on the tax list, the mil rate would have been reduced to approximately 14 mil.

In Fiscal Year 2002-2003, the value of all tax-exempt property in Rockport was classified as follows:

Literary and Scientific Institutions $5,104,900

House of Religous
Worship and Parsonages $2,557,200

Municipal and County Property $9,676,400

State of Maine, excluding roads $503,100

Benevolent and
Charitable Institutions $24,103,650

Rockport tax exempt land holders are:

STATE OF MAINE
MAINE DEPT OF TRANSPORTATION
NATURE CONSERVANCY - MAINE CHPT
HARBOR SCHOOLS OF MAINE, INC
PENOBSCOT BAY YMCA
COASTAL WORKSHOP INC
MERRYSPRING FOUNDATION
RILEY SCHOOL INC
PENOBSCOT VIEW GRANGE
SIMONTON COMMUNITY HALL
CAMDEN ROCKPORT ANIMAL
COASTAL MOUNTAIN LAND TRUST
CHILDRENS HOUSE MONTESSORI
KNOX COUNTY MUTUAL AID SOC.
MID COAST HOSPITALITY HOUSE
ASHWOOD WALDORF SCHOOL
CAMDEN HISTORICAL SOCIETY
MAINE COAST HERITAGE TRUST
MAINE COAST ARTISTS
MAINE CENTER FOR CRAFTSMANSHIP
NO NEW ENG CONF 7TH DAY
NATIVITY LUTHERAN CHURCH
KINGDOM HALL, ROCKLAND
LAKEVIEW ORTHODOX
ROCKVILLE COMMUNITY CHAPEL
VESPER HILL FOUNDATION
CH OF JESUS CHRIST OF LDS
W ROCKPORT BAPTIST CHURCH
PENOBSCOT BAY MEDICAL CENTER
PENOBSCOT BAY YMCA
SCHOOL ADMN'N DIST 28
MID-COAST SOLID WASTE

Tree Growth, Farm and Open Space

Under the state's Farm and Open Space Tax Law, and the Tree Growth Tax Law, land that is designated as crop land, orchard land, pasture land, and woodland is eligible for tax reduction.

The Farm and Open Space Tax Law provides for the valuation of land which has been classified as farmland or open space land based on its current use as farmland or open space, rather than its potential fair market value for more intensive uses other than agricultural or open space.

The resulting property taxes are usually lower than regular property taxes that base their land valuation on the likely price of the land if offered on the real estate market. Instead of market valuation, Farm and Open Space base land values on current use. The State of Maine offers the Farm and Open Space tax program to encourage the preservation of farmland and open space. Parcels must be greater than five contiguous acres (tree growth, 10 acres) and farmland and open space must show that there is a public benefit.

The **Maine Tree Growth Tax Law** provides for the valuation of land that has been classified as forestland on the basis of productivity value, rather than on fair market value.

Any parcels of land with at least 10 acres of forestland may be classified at the unanimous election of the owners.

In Fiscal Year 2002-2003, the acreage of Rockport classified under tree growth, farm, and open space broke down as follows:

TREE GROWTH	
Total Tree Growth	572.5 acres
Softwood	307.5
Mixed Wood	41
Hardwood	224
Total Assessed Valuation of all forest land in Tree Growth	**$83,600**
FARM AND OPEN SPACE	
Total Crop, Orchard, and Pasture	458.33 acres
Total Assessed Valuation of all crop, orchard, and pasture land	**$172,300**
Farm Woodland	353.45 acres
Total Assessed Valuation of all farm woodland	**$$40,100**
Open Space	346.79 acres
Total Assessed Valuation of all Rockport land classified	

under Farm and Open Space $1,069,200

Rockport's Fiscal Capacity

While fiscal capacity as it pertains to the raising of capital has some time-tested rules (i.e., percentage debt of assessed property valuation), the ability of the town's citizens to continue to absorb the growth in property taxes is less well understood.

Excluding population and reassessment growth, a reasonable approximation of growth in taxes was calculated to be 43.2 percent from the 1992-1993 fiscal year to the 2000-2001 fiscal year. This compares to a statewide inflation rate of 22.7 percent for the same period. It is therefore probably reasonable to conclude that some proportion of Rockport's citizens will find the increasing property tax burden to be beyond their means.

It follows that other levels of government need to recognize that their ability to shift direct and indirect costs to municipal property taxes is neither good tax policy nor a sustainable approach.

Debt

The town's total debt has increased over the decade between 1991 and 2001 from $1.08 million $10.38 million, or by almost ten times. This represents 2.3 percent of assessed valuation. While comfortably below state and bank guidelines, Rockport's rate of debt growth is of concern.

The town's debt has two components: exclusive (work done only for the Town of Rockport) and shared, or overlapping, debt (work completed for the schools, county, and Midcoast Solid Waste Corporation).

Exclusive Debt

For the work done exclusively for Rockport, the debt totals $3.153 million, of which:

$2.225 million was spent on sewer work

$384,000 on various bonds (i.e. Opera House, Bay Chamber, recreation, and cemetery land acquisition)

$366,000 on the new harbormaster's building

$178,000 on capital leases

This portion of debt represents 0.70 percent of the 2001 assessed value and compares to a 1991

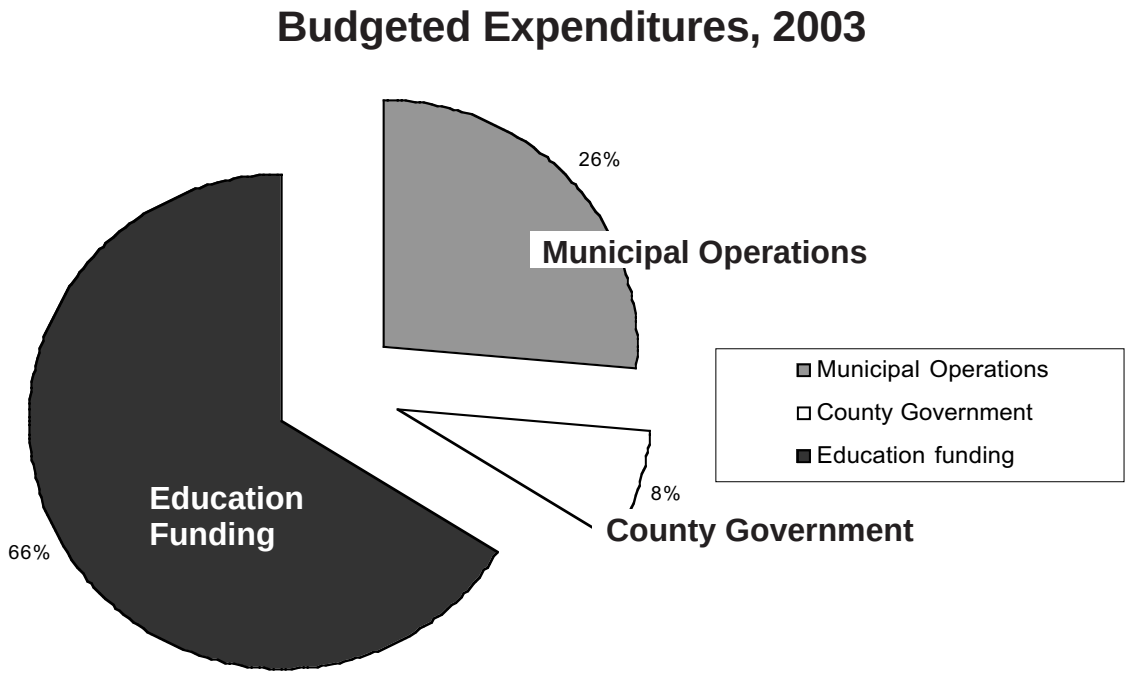


figure of 0.31 percent

Shared – or Overlapping – Debt

Rockport's shared, or overlapping debt, totals $7.227 million, of which:

$363,000 was spent for Knox County work

$6.659 million for schools

$205,000 for the Midcoast Solid Waste Corporation

The total of both debts represents 2.3 percent of the 2001 assessed value and a per capita debt of $3,235 (population 3,209).

Property Valuation and the Mil Rate

The assessed property valuation has grown from $348 million in 1992 to $450 milion in 2002 (this represents both asset growth and growth in assessed values). The mil rate has increased from 11.20 to 15.25 over the same period.

Tax Collection

In 1993-94, unpaid tax liens and unpaid taxes amounted to 1.44 percent of total revenues for 1993-94. Similiarly in 2001-02, the amount was .58 percent of total revenues for 2001-02.

Operating Surpluses

For the fiscal year ending June 30, 1993, the surplus fund of $611,000 equaled approximately 13.3 percent of total annual expenditures for the fiscal year1992-93. Similiarly, for the fiscal year ending June 30, 2001, the surplus fund of $1.3 milion equalled approximately 17.3 percent of total annual expenditures of 2000-01.

This is in line with a reserve "standard" of two-twelfths or 16.7 percent of the 2000-01 town budget.

Distribution of the Revenues

For the fiscal year ending June 1993, 91.8 percent of the town's total revenues were raised from property taxes with 49.4 percent of total revenues spent on education.

For the fiscal year ending June 2001, 94.2 percent of the town's total revenues were raised from property taxes with 55.4 percent of total revenues

Data for Fiscal Years ending June 30

(Source – Rockport annual reports)

Year	Total Actual Revenues	Total Actual Expenditures	Total Actual Public Works	Total School Expense (SAD & CSD) Assessments
1992-1993	$4,742,000	$4,582,000	$563,000	$2,344,000
1993- 1994	5,141,000	4,899,000	761,000	2,574,000
1994-1995	5,507,000	5,109,000	741,000	2,757,000
1995-1996	5,818,000	5,945,000	933,000	3,030,000
1996-1997	6,042,000	5,955,000	999,000	3,195,000
1997-1998	6,644,000	6,309,000	1,011,000	3,435,000
1998-1999	6,962,000	6,628,000	1,059,000	3,564,000
1999-2000	7,181,000	7,153,000	1,090,000	3,848,000
2000-2001	7,420,000	8,001,000	1,252,000	4,112,000

spent on education.

Total expenditures have increased at 2.35 times the combined rate of the Rockport's rate of population growth and Maine's rate of inflation over an eight-year period.

For the Town of Rockport the percent increase in expenditures in 2000-2001 compared to 1992-1993 has been:

TOTAL EXPENDITURES
74.6 percent, or 7.2 percent annually

SCHOOL EXPENDITURES
75.4 percent, or 7.3 percent annually

PUBLIC WORKS EXPENDITURES
122.4 percent, or 10.5 percent annually

Whether these increases are a reflection of state imposed costs (with no accompanying revenue), a demand for more and better municipal services, a reflection of deferred expenditures, the impact of growth and sprawl, or price increases for items of cost that are not reflected properly because of weighting in overall inflation rates is difficult to individually assess.

Summary

Rockport has limited debt capacity to handle the building of infrastructure for growth. This limitation may become more severe recognizing that the town has no depreciation or other funds for replacement of capital assets. This suggests an even stronger argument than cost causality for the imposition of impact fees.

In terms of the town's ability to collect revenues, meet its expense obligations, and continue to maintain some surplus, the current situation is satisfactory. However, the rate of growth of total expenditures – 74.6 percent in eight years – needs attention at both the municipal and state levels of government.

Looking ahead, and if this plan is approved with its emphasis on villages, there will be demand for additional infrastructure.

Additionally, the following reflect current and emerging issues before taxpayers:

- The Mid-Coast Solid Waste Corporation has a finite life for on-site disposal.
- Sewage waste collected from the sewer network is treated by facilities in Camden and Rockland and the agreements with both towns will need updating.
- The three public schools – Elm Street, Camden-Rockport Middle School, and Rockport Elementary – require physical plant attention.
- There is limited availability of land in Camden and Rockland, which will push more growth into Rockport.
- In 2003, school budgets make up 66 percent of projected expenditures for the town.

While the situation is not yet critical, nor unique, it suggests that citizens apply much more careful stewardship of resources, more strictly prioritize projects, and restrict new spending at all levels of government.

Transportation

Located between two service centers, Camden and Rockland, the Town of Rockport serves as a natural pass-through for trucks and cars heading both north and south along federal highway Route 1, and east and west along state highways Route 17 and 90 to Augusta, Rockland, or points southwest.

This road network, with a predominance of three important state highways, has created unique issues for the town that few other rural Maine towns face. It has become not only an issue of traffic, but of community preservation as Rockport balances the promotion of efficient traffic flow, a thriving business community, and a healthy and safe transportation system for pedestrians, bicyclists, and especially the hundreds of school children now being educated in Rockport.

Until the past few years, traffic has not been a major issue for Rockport, as the local roads and state highways have accommodated vehicles. With the growing midcoast population, however, and with the increase in summertime traffic, roads in Rockport have become congested at certain times of the commuting day, to the extent that accident rates have mounted over the past decade.

In 1989, Rockport's comprehensive plan reported that traffic in Rockport had doubled since 1971. In 2002, traffic has more than doubled again, the heaviest town-maintained roads seeing almost a 70 percent increase between 1996 and 1998 alone.

This is a statewide phenomenon and Kathy Fuller, assistant director of planning at the Maine Department of Transportation, said in June 2003:

> "In the report 'Maine's Transportation System, Status and Trend Indicators of Economic Growth and Quality of Life,' published in August 2002, the most important indicator of demand on the transportation system is vehicle miles traveled (VMT). In 2000, VMT was estimated to be 14.2 billion miles on Maine roads, which represents a 20 percent increase over the 1990 VMT of 11.8 billion miles. When compared with a 4 percent population growth between 1990 and 2000, it is easy to see that the demands on transportation are growing – almost exponentially."

In Knox County, the VMT change in the decade from 1990 to 2000 was:

1990	2000	% change
294,037,083	365,940,225	24.5%

Source: Maine DOT

Rockport lies in the MDOT designated Region 5, encompassing all of Knox, Lincoln, and Sagadahoc counties, all of Waldo County except Burnham, Troy, and Unity, and includes Brunswick and Harpswell in Cumberland County.

The population of Region 5 grew from 155,512 people in 1990 to 167,145 people in 2000, for a gain of 11,633, or 7.5 percent. Maine experienced a population growth of four percent over the same period. Population growth within the region was not evenly distributed, and tended to be highest in the smaller communities along the coast and lowest in the cities. Over the past 30 years, the region's population has grown from 112,387 to 167,145, a gain of 54,758, or 48.7 percent.

Population Changes in Region 5 counties and towns

	1970 Census	1980 Census	1990 Census	2000 Census	2015 Projected	% Change 1970-2000
Knox Cty.	28,968	32,877	36,264	39,618	44,269	36.8
Lincoln Cty.	20,537	25,691	30,357	33,616	37,999	63.7
Waldo Cty. towns	20,703	25,340	29,438	32,285	36,279	55.9

Source: RTAC Region 5 "A Plan for the Greater Mid-Coast Region," May 2002

Rockport Traffic Survey Results: Daily Traffic Count, 1996-2002

Street	1996	1998	% Increase from 1996	2000	% Increase from 1998	2002
South St.	1,130	1,620	43.4%	1,900	17.3%	1,850
Rockville St.	620	710	14.5%	680	-4.2%	810
Mill St.	470	530	12.8%	590	11.5%	740
Meadow St.	1,800	2,250	25%	NA (broken equipment)		3,070
Cross St.		300	xxxx	480	60%	700
Main St.				1,210		2,140
Park St.				6,520		5,240
Union St. (Smith's Garage)				new		4,100

Source: Maine Department of Transportation/Town of Rockport

Truck Traffic in Rockport

The overall percentage of truck traffic along routes 1 and 17 in Rockport, years 1992 and 2002.

Roadway	Location	Heavy Trucks as a % of Total Traffic	Volume Year
Route 1	Rockport/Rockland Town Line	3.6%	1992
Route 1	Rockport, SE/O Pascals Ave.	5.2%	2002
Route 17	Rockport, NW/O Rte 90	5.2%	1992
Route 17	Union E/O Route 235	6.6%	1995
Route 90	No available data in Rockport		

Source: Maine DOT

Local Roads

Rockport has between 47 and 53 miles (depending on the summer or winter season) of local roads that are maintained by the town's public works department. Of the annual public works budget (in 2002, it was $892,632), approximately 78 percent is directed toward road maintenance and capital improvements, such as road resurfacing and reconstruction. to roads. In 1973, there were 13 dead-end roads in Rockport; in 2002, there were 29 dead-end roads.

According to 2002 figures, the annual cost of maintaining a mile of road in Rockport is $6,000 ($4,200 for winter – snow and ice control, and $1,800 for summer maintenance – ditching, signs, paint, mowing, and brush cutting).

In addition to the roads themselves, public works also tends to bridges, waterways, and storm drainage. Road work includes plowing, sanding, paving, and reconstructing surfaces, erecting and replacing traffic and street signs, painting traffic control stripes, and mowing roadsides.

In the late 1980s, engineering firm Kimball Chase recommended Rockport embark on a 20-year road reconstruction project for all locally-owned roads. The price associated with the project was a $250,000 annual investment by the town. Last year, in 2002, the project was completed

Traffic Lights

Traffic lights were installed in two locations in Rockport over the past decade following deadly accidents: one at the intersection of Route 1 and the entrance to Penobscot Bay Medical Center, the other at the intersection of Route 90 and Meadow Street.

Another traffic light was installed at the intersection of Old County Road and Route 1 as a result of the spring 2003 construction of a Home Depot store in Rockland.

Traffic lights also are located at the intersection of routes 90 and 17 in West Rockport, and at the Graves Supermarket at the Camden-Rockport townline.

Mileage of Rockport's Roads, 2003

Total town & state maintained roads	60.74 miles
State-maintained roads in summer	18.74 miles
Town-maintained roads in summer	47.66 miles
State-maintained roads in winter	15.82 miles
Town-maintained roads in winter	53.05 miles

New Local Roads

While Rockport has constructed no new town roads over the past decade, it has added newly built roads to the town's jurisdiction. New roads, most of them dead-ends or cul-de-sacs, have been added annually to town jurisdiction as subdivisions have been built. The general pattern over the past decade shows that developers construct the subdivision roads at their own cost, then after the subdivision is sold to individual homeowners and houses are built, the developer requests the town assume control over those new roads. Voters then are asked at town meeting to approve the acceptance of those new roads. Rarely are the roads turned down.

Since 1992, Rockport has accepted approximately 7 miles of new roads with this process. In 2003, voters accepted another two roads as town ways, both of which are in the Spring Mountain Subdivision. They are Reflection Pond Drive, which is 2,200 feet in length, and Ocean View Lane, which is 920 feet in length.

New roads accepted by the town since 1990 have all been subdivision roads built initially by developers. They are:

YEAR	NAME (and width, where indicated)	LENGTH
1991	Whitetail Drive	.7 miles
1992	Keller Drive Extension	.6 miles
1992	Lexington Drive	.3 miles
1992	Wellington Drive	.8 miles
1993	Rockport Woods Road	2,904 feet
1994	Sea Light Subdivision Road	1,839' x 26'
(This road was taken back by the Sea Light residents to become a private road.)		
1994	Rockport Park Centre Road	1,603' x 26'
1995	Robinson Drive	1,214'
1997	Kathy's Lane	1,050 x 20'
1997	Jeff's Circle	292' x 20'
1997	Beal Street	1,302' x 20'
1997	Brandywine Dr. (now Terrier Lane)	1,185' x 18'
1998	Bristol Drive	875' x 20'
1998	Winding Way	2,100' x 20'
2000	Fern Way	700' x 20'
2000	Spring Mountain Drive	723' x' 20'
2000	Rocky Ridge Road	1,588' x 20'
2000	West Wood Road	1,065' x 20'
2001	Ashley Terrace	1,459' x 20'
2002	Pine Wood Lane	402' x 20'
2002	Brandy Brook Circle	1,573' x 20'
2002	Ministerial Road	902' x 18'
2003	Reflection Pond Drive	2,200'
2003	Ocean View Lane	920'
	Total: Approximately 7 miles	

Rockport Crashes

There are 11 "hot spots" in Rockport where crashes occur more than in other locations. While crashes have occurred along most of Rockport's more heavily used roads, there are some intersections on the smaller collector and local roads where high numbers of collisions have been recorded.

According to DOT records, between 1999 and 2001, Rockport had 510 accidents, mostly at intersections. The majority were in the daylight hours under clear conditions. They ranged from the usual collisions to collisions with deer or moose. Other accidents were attributed to snow and slush or to hitting objects in the road, or to the vehicle running off the road.

Contributing factors included driver inattention, failure to yield right-of-way, illegal speed, obscured vision, following too closely, and driver inexperience. From 1999-2001, the DOT recorded 15 to 28 crashes in the following areas:

- Route 90 and Meadow Street (a stoplight was installed there in 2002 to help remedy the dangerous intersection)
- Route 17 and Meadow St.
- Route 17 and Porter Street
- Routes 17 and 90
- Route 1 and Porter Street
- Route 1 in Glen Cove
- Route 1 and the Business Park
- Route 1 and Elwood Avenue
- Routes 1 and 90
- Route 1 and Graves (at the traffic light)

Critical Rate Factors

Rockport has several intersections that exceed the state's Critical Rate Factor (CRF). An intersection or road segment is considered to have a safety deficiency if it experiences at least eight accidents in a three-year period and has a CFR of greater than 1.00. The CFR is a measure of the number of accidents that would be expected given the length of a roadway segment and the amount of traffic on it. A CFR greater than 1.00 indicates that there are more accidents than would be expected.

INTERSECTIONS WITH HIGH CFRS FOR 1999-2001

Roadway or Intersection	CFR
Route 1 and Main Street	1.44
Route 90 and Meadow Street	3.60
Routes 17 and 90	1.26

Rockport Traffic Safety Study

In October 2002, Rockport Police Chief Mark Kelley, Fire Chief Bruce Woodward, Public Works Director Steve Beveridge, and Town Manager Ken Smith reviewed all public roadways in Rockport for safety. The following are comments and observations from their analysis:

Beauchamp Point Road: Private road which is maintained by the town during the summer. There is a high mix of traffic. One-way traffic is suggested during the summer.

Cross Street: Speed is an increasing problem. One car was clocked at 71 miles per hour.

High Street: Should be widened and improved due to type of traffic.

Main Street: Dangerous intersection to cross and turn onto Route 1. The DOT was to be asked to re-evaluate the speed between Route 1 intersection and the Camden town line.

Pleasant Street: Parents speed on the way to drop children off at school. The street should be widened.

Spear Street: No sidewalk, narrow street. Street should be widened.

Union Street: Fence at quarry obstructs the view of cars coming off of Limerock Street. The first year of traffic count recorded 4,100 vehicles per day.

West Street: Significant traffic problem at RES, especially at the beginning and end of a school day. Street should be widened and sidewalk upgraded. Parking on West Street should be eliminated.

State Highways

The MDOT classifies roads according to three basic categories, arterial, collector, and local. It also designates certain roads as "mobility corridors." Rockport is in a unique position in that three state arterial highways, routes 1, 17, and 90, cross the community. These arterial highways, considered assets by the state, were built by the MDOT builds with wider shoulders and straighter alignment for long-distance travel. Routes 1, 90, and 17 are also mobility corridors.

Being a summer destination, Rockport's vehicular traffic increases dramatically during the warmer months.

Shared Road Systems and State Classifications

Local Roads and Streets

All public roads and streets not classified as arterials or collectors have a local classification. They are characterized by many points of direct access to adjacent properties and share in accommodating mobility. Rockport shares local road access with Rockland on Barter Road.

Municipality	Classification
ROCKLAND	
Route 1	Arterial
Route 17	Arterial
Route 90	Arterial
Old County Road	Collector
Waldo Avenue	Collector
Bog Road	Collector
Barter Road	Local
CAMDEN	
Route 1	Arerial
Union Street	Collector
Camden Street	Collector
ChestnutStreet	
Russell Avenue	Collector
Park Street	Collector
Mathews Road	Collector
WARREN	
Carroll Road	Collector
HOPE	
Route 17	Arterial
Hope Road	Collector
Harts Mill Road	Collector
Mt. Pleasant Road	Collector

Route 1

Route 1 is the principal regional arterial road for the midcoast. All other arterial, collector, and local roads in the midcoast feed traffic at some point to Route 1 or to another road that in turn feeds into Route 1. Route 1 is a mobility corridor and is intended to allow travelers to get to locations along the coast in a reasonably short amount of time. Route 1 is maintained by the Maine Department of Transportation, and that agency's interest is to keep traffic flowing unencumbered along the highway.

Access Management

In 2000, Rockport voters approved the first access management ordinance that applies to routes 1 and 90. The ordinance limits curbcuts and specifies curbcut spacing along the highways in an attempt to limit congestion.

Maine DOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads. Retrograde arterials also have driveway spacing requirements. Due to the high volume of traffic on the roadways, Route 1 is classified as a retrograde arterial through Rockport, and so comes under stricter access management standards. Portions of route 17 and 90s are also classified as retrograde arterials.

Route 17

Route 17 is the arterial corridor connecting Rockland and the midcoast to Augusta, the state capitol. Route 17 is a designated mobility corridor by the DOT. Route 17 still provides for speeds up to 55 miles per hour along the bulk of its length. The DOT also wants to protect mobility along this highway.

Route 90

Route 90 was built as a Route 1 bypass around Rockland and Thomaston. Route 90 is also a DOT-designated mobility corridor. While the road was constructed as a bypass, the increased development along it has contributed to its growing congestion and there is a concern among Rockport residents that the road may become a sprawling strip of development.

Collectors

Collector routes are characterized by a roughly even distribution of their access and mobility functions. These routes gather traffic from lesser facilities and deliver to the arterial system. Traffic volumes and speeds are typically lower than those of arterials, although residents along those roads have voiced concerns that traffic often moves too swiftly to qualify as safe for vehicles and pedestrians.

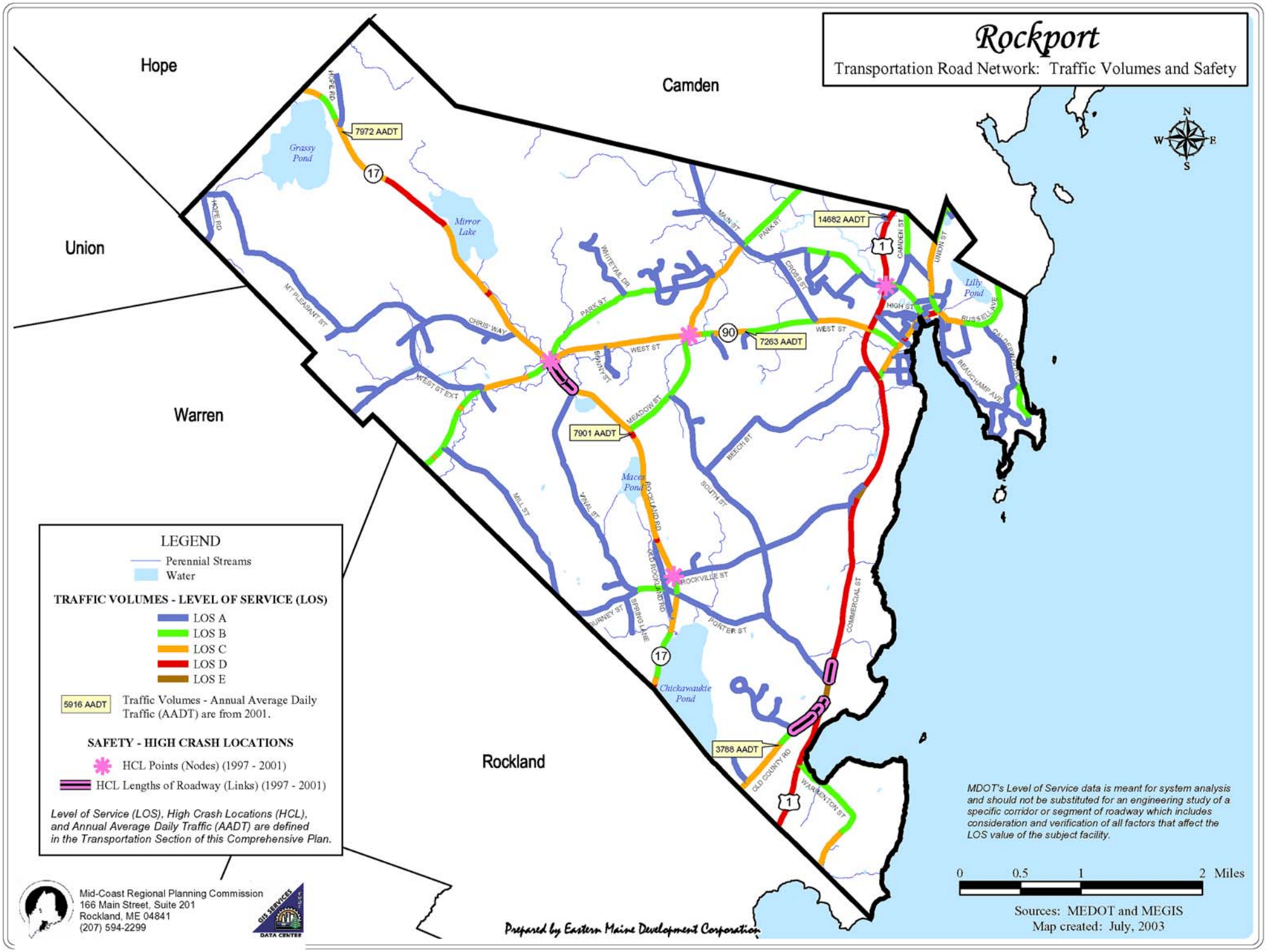
Old County Road runs from Thomaston to Rockport through Rockland and is used as a Route 1 bypass to avoid Route 1 in Rockland.

Bog Road and Waldo Avenue also serve as collector roads between Rockport and Rockland.

Union Street (old Route 1) is a main thoroughfare between Rockport and Camden. Other collector roads between Rockport and Camden are Russell Avenue-Chestnut Street, Camden Street, Park Street, and Mathews Road. Hope Road and Harts Mill Road are collector roads between Rockport and Hope. Carroll Road is the only collector road connecting Rockport with Warren. Mt Pleasant Road is the only collector road connecting Rockport to South Hope.

Rockport

Transportation Road Network: Traffic Volumes and Safety



Levels of Service

Traffic congestion lowers a roadway's level of service (LOS). LOS is a qualitative measure established by the Maine Department of Transportation that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers. (See the map, "Transportation Road Network," for LOS information on major Rockport roads on the previous page.)

There are six levels of service, given letter designations from A to F. LOS A represents the best operating conditions, while LOS F represents the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum acceptable volume.

The DOT has noted degradation in the LOS for state roads within Rockport.

Route 1 has the lowest LOS grade observed, D, indicating considerable congestion along most of the roadway. A small portion of Route 1 between the Old County Road intersection and the Porter Street intersection is classified as LOS E. As an annual average, however, LOS does not take into account the increased congestion that affects Rockport during the tourist season. Therefore, for planning purposes, a seasonally adjusted LOS should be used when analyzing the need for local traffic management improvements.

Maine Department of Transportation Long-Range Goals

The DOT has minimal plans for work on Routes 1, 17, and 90 in Rockport over the next decade. Route 90 was just built so it has no structural needs; Route 17 is also in good shape and is not listed as a focus area in the agency's current six-year plan.

Rockport has expressed interest in participating in the Rural Road Initiative – a cost sharing program for improving Minor Collector Roads.

The 2002-2007 Six-Year Plan lists Pascal Avenue, Union Street, Central Street, and Main Street as candidates for RRI work (this program requires a 33 percent local match). The goal is to improve drainage and rideability, with no intent to widen or increase capacity. If there are safety problems anywhere along these roads, the goal would be to apply reasonable cost-effective measures to improve them.

Transportation Facilities and Support – State DOT roads

a. Long Term Goal: By 2015, all state highways, roads and bridges will be constructed and maintained to:

- Minimize erosion on-site and prevent sediment from leaving the job site;
- Road sanding management will be improved to achieve a 40 percent reduction in the amount of winter sand applied to roads and maintain the current level of safe winter driving conditions; and
- "Road salt and sand / salt storage systems" will comply with DEP regulations intended to protect ground and surface waters.

b. 5 Year Goal: By 2005, all DOT transportation projects shall comply with requirements for a sediment and erosion control plan and storm water management plan. By 2004, DOT will achieve a 14 percent reduction in the amounts of winter sand applied to roads. DEP will continue to facilitate installation of road salt and sand / salt storage systems at high priority sites.

Actions:

- Long term sedimentation control shall be maintained as required in the DOT / BMP manual (ongoing);
- Implement new "Special Provision 107" of DOT Standard Contract specifications which requires all DOT contractors to include an erosion control plan and implementation costs in the bid price;

4. Transportation Facilities and Support –Municipal Roads

a. Long Term Goal: By 2015, all municipalities will construct and maintain roads and ditches to prevent unreasonable erosion and sedimentation and comply with the ESC law which directs that "adequate and timely temporary and permanent stabilization measures will be used to prevent unreasonable erosion and sedimentation." Municipalities will use road salt and sand/salt storage systems that comply with DEP regulations intended to protect ground and surface waters.

b. 10 Year Goal. By 2010, assessment of ESC law will show 75 percent compliance;

c. 5 Year Goal: By 2005, achieve 50 percent compliance with ESC law, and use an assessment survey to re-evaluate goals for 2010 and 2015;

c. 5 Year Goal:. By 2005, towns and counties with sand/salt piles most endangering ground waters will have been offered cost share assistance and constructed (or be in the process of constructing) a suitable sand/salt storage facility. At least 20 percent of towns not required to construct sand/salt storage facilities will implement BMPs for the operation and management of sand/salt storage areas.

Actions:

- MDOT and DEP will develop a plan to deliver services to help towns.
- MDOT's Local Roads Center, through its newsletter and workshops, will inform towns officials about the values (long term cost avoidance and protection of local water resources) of minimizing erosion and sedimentation from town roads and associated drainage features;
- DEP, through workshops and staff consultations, will help municipalities understand how to comply with the ESC law while maintaining road ditches and other road drainage features;
- The DEP and DOT will jointly develop a program to invite state and municipal road crew personnel to become certified in erosion and sediment control.

Public Transit

There are no transit facilities in Rockport, although there are two bus services: Coastal Transportation and Concord Trailways, as well as taxi services that are based in Camden.

COASTAL TRANSPORTATION: CTI is a private, non-profit corporation providing public transportation to Knox, Lincoln, and Sagadahoc counties, as well as the towns of Brunswick and Harpswell in Cumberland County.

Public transportation is provided on a weekly basis to most of the towns in our service area. Some transportation requires reservations up to a week in advance. A number of vans are wheelchair accessible. Low fares are featured on an every day basis, and some low-income individuals may qualify for assistance. Medicare transportation is also available.

CONCORD TRAILWAYS operates scheduled service between Boston and 12 communities, including Rockport, in Maine and 19 in New Hampshire.

Rail Service

There are no rail lines in Rockport. Rail freight service is available in Rockland, with seasonal passenger service expected in the coming years, as promoted by the Maine DOT. Belfast has a seasonal recreational rail service, which has run intermittently in recent years.

Ferry Service

There is no ferry service in Rockport. Ferry service to North Haven, Vinalhaven and Matinicus is provided from the Maine State Ferry Service Marine Terminal in Rockland. Ferry service to Islesboro is provided from a Maine State Ferry Service facility in Lincolnville Beach.

Air Service

There are no airports in Rockport. Pen Bay Medical Center has a heliport.

Primary Regional Airports

KNOX COUNTY REGIONAL AIRPORT serves Rockland and Knox County with scheduled commercial service, air taxi and general aviation, and is owned by Knox County. The longest runway extends 5,000 feet. Voluntary noise abatement is in place, limiting hours of operation. The facility is about three miles from Rockland in Owls Head. Fuel is available: 100LL JET-A.

BANGOR INTERNATIONAL AIRPORT provides national and international commercial passenger and freight services, as well as civil defense operations. The largest runway is 11,441 feet long. Car rental services are available.

BELFAST MUNICIPAL AIRPORT serves Belfast and Waldo County with general aviation, and is owned by the City of Belfast. The airport has a paved runway 4,002 feet long, is lighted and open 24 hours a day. Fuel is available.

AUGUSTA STATE AIRPORT serves Augusta and Kennebec County with scheduled commercial service, air taxi and general aviation, and is owned by the State of Maine. The longest runway extends 5000 feet. Fuel is available: 100LL Avgas and Jet A.

Parking

Rockport Village has the town's only official parking lot, and is the only area in town that has monitored parking in the small business center.

The availability of parking has been an issue in Rockport Village, especially during the summer, when events are scheduled at the Opera House and at the Maine Center for Contemporary Art (Maine Coast Artists). Other businesses vying for public parking in Rockport Village are the Maine Photographic Workshops and several small storefronts.

To help alleviate the occasional summer parking crunch, the town provides additional parking at Cramer Park, with 30 spaces, and at the Marine Park, with 25 parking spaces.

The Rockport Post Office also offers additional public parking during concerts and events.

The town continues to maximize its parking facilities with parking limits and enforcement.

Alternative Transportation

While transportation in Rockport now primarily takes the form of the car, there has been a growing effort in the community to provide alternative forms of transportation, specifically, bike/pedestrian paths. Rockport, in partnership with Camden, applied for and received in 1999 a grant from the Maine Department of Transportation to explore building pathways around the Camden-Rockport area.

In 2001, a Union Street bike/pedestrian pathway was constructed, running from the intersection of Huse Street to the Camden town line. That pathway was built with a $200,000 grant from the Maine Department of Transportation and the federal government. This collaboration represented a joint Camden-Rockport effort to promote alternative forms of transportation other than the car.

Pedestrian infrastructure is confined to sidewalks in Rockport Village, and what's left of older sidewalks in West Rockport village, and in Rockville.

How Rockport Residents Get to Work

Commuting Type	Number	Percent
Workers 16 and older	1,602	100%
Car, truck, van, drove alone	1,197	74.7
Car, truck, van, carpooled	111	6.9
Public transportation	0	0
Walked	101	6.3
Other means	34	2.1
Worked at home	159	9.9

Summary

State and local data demonstrate that vehicular traffic increased dramatically over the past 30 years in the region, and projections indicate that trend will continue. Local citizen opinion rates traffic control high on the list of current concerns that the community faces, and has the directed the comprehensive plan committee to address traffic/highway issues. In the comprehensive plan survey circulated to Rockport residents in the fall of 2002 (see appendix), respondents clearly directed the committee to address growing traffic problems in town. Two-thirds of the responding Rockport residents wanted Rockport to have more influence in plans for the major state highways of routes 1, 17, and 90.

The survey results also indicated that while they were reasonably content with town roadway amenities, a plurality of respondents favored more pathways and bike paths.

To do so, requires a strong collaboration between Rockport residents, officials, and the Maine Department of Transportation. With three major state highways crossing Rockport, and with traffic only expected to increase, the town, state, and the surrounding region must pool resources and establish common goals. While the need for more efficient traffic flow may seem to contradict the goals of community, they need not be polarized objectives. Creative approaches to living with traffic must be explored, coupled with an aggressive search for alternative funding sources.

Additionally, the town must address the need for alternative transportation – pathways, trails, and public transportation – to reduce reliance on the car, and ease traffic on town and state roads.

Recreation

Rockport is home to many ponds, streams, and hills that provide access to a variety of outdoor recreational opportunities. It may be necessary to assess how Rockport inventories compare with recommended standards of the National Recreation and Park Association.

Rockport's overall acreage is more than 12,750 with a population of more than 3,210. Of that, the Town of Rockport owns more than 48 acres that are designated for recreation use.

More than 330 acres are in conservation easements or preserves.

Through the efforts of many citizens over the past centuries, Rockport has a wide range of parks and recreational opportunities that many other towns do not enjoy. The entire midcoast area of Maine is considered an outdoor, as well as indoor, recreation destination, and Maine citizens, as well as tourists, participate in many activities here.

The Town of Rockport has enabled the creation of parks and recreation facilities, either by supporting the efforts through zoning or by helping to raise money. During the 1990s, Rockport residents approved and helped to fund the establishment of Rockport Recreation Park on Route 90, with its ballfields and tennis courts; generously supported the acquisition of Goody's Beach, on the harbor waterfront; and donated money to purchase new playground equipment for Walker Park, also on the harbor.

Some open space and parks are privately owned with public access easements, others are town-owned, and still others are owned by land trusts, purchased with the help of state money and therefore, quasi-publicly owned.

Nonetheless, public waterfront – ocean, pond, and lakefront — access remains elusive, and its acquisition represents a goal of this comprehensive plan. As Rockport land increases so dramatically in valuation, it will only become harder for residents to maintain the privileges they enjoy: hiking through the woods, hunting in the autumn, cross-country skiing and snowmobiling, fishing, and swimming and boating.

Existing Rockport Recreational Opportunities

TOWN PARKS

Walker Park: 1.5 acres. On Sea Street, on the west side of Rockport Harbor, lies Walker Park, with picnic tables, small beach and rocks, and playground equipment.

Cramer Park: 3.85 acres. Walking trails and picnic tables along the Goose River, where it passes through the old limestone tailings before emptying into the harbor.

Goodridge Park (formerly Honor Roll Park): .45 acres. A small green space across from the Rockport College building and near the harbor, the park has several benches.

Library Park: .32 acres. Across the street from the Rockport Public Library.

Marine Park: 3.25 acres. Recently enlarged by the acquistion of Goody's Beach, almost an acre of shorefront with a sandy beach, the Marine Park is Rockport's primary harbor park, and which provides boat access to the ocean. The stone sculpture of André the Seal sits at Marine Park, as well as the historic lime kilns, and a steam locomotive, representing the historic lime industry that once dominated Rockport Harbor.

Mary Lea Park: .37 acres. A small, landscaped park between the Rockport Opera House and historic brick buildings along Central Street, the Mary Lea Park provides short walking trails, granite stairways, grassy areas, flowerbeds, and benches. The park is dedicated to the memory of Lea Luboshutz (1885-1965), a violinist, teacher, and Rockport resident.

Rockport Recreation Park: 15.22 acres. A three-season recreation facility on Route 90, with tennis courts, ballfields, playground

Glen Cove Picnic Area: A voter-approved purchase of $700 made in 2003, after the State of Maine decided to divest itself of this small piece of Clam Cove shorefront adjacent to Route 1 in Glen Cove.

NON-PROFIT PARKS, FARMS, OPEN SPACE, AND TRAILS

Merryspring Nature Park is a privately-owned 66-acre (37.5 acres in Rockport) park that straddles Camden and Rockport. It is open to the public free of charge every day of the year from dawn to dusk. The park's mission is to acquaint, stimulate, and educate the community in all matters of horticulture; and to exercise and advocate sound principles of wildlife ecology and conservation in order to protect our natural environment. The park maintains walking trails.

Merryspring was founded in 1974 by Mary Ellen Ross, a local horticulturist who had attained national recognition through her mail order plant business, Merry Gardens. She envisioned creating a sanctuary where horticulture and nature could be studied firsthand. When the 66 acres which make up the Park came on the market, Mrs. Ross enlisted the help of many friends in the horticultural community and bought an option on the land. Merryspring Inc., a non-profit corporation, was formed; and a mortgage taken for the property.

Aldermere Farm: On the western shore of Penobscot Bay in Rockport, Aldermere Farm has been an area landmark for generations. Maine Coast Heritage Trust owns and manages the working 136-acre farm thanks to a generous bequest made by the late Albert H. Chatfield, Jr. Aldermere supports a world-renowned herd of Belted Galloway cattle and is permanently protected by conservation easements. MCHT is currently developing long-term stewardship plans.

The farm offers educational tours on agriculture and natural history topics, youth and adult programs, and cross-country skiing.

Vesper Hill Children's Chapel: 3.43 acres. The pine chapel sits high on a ledge looking eastward over Penobscot Bay. The grounds are landscaped with flowers, herbs, grassy knolls. The chapel was built on property formerly owned by Helene Bok in 1960 and is supported by the Vesper Hill Foundation.

Beauchamp Point Scenic Byway: Overseen by the Rockport Conservation Commission, the dirt road that extends around Beauchamp Point is a favorite for walkers, runners, and bicyclists. It is open to cars in the summer, but closed during winter months. The town maintains the road during the summer.

The Ledges: Off of the Beauchamp Point road are the ledges, prominent rocks that are popular for picnicking and ocean swimming.

Harkness Preserve: 21.25 acres. Named in honor of one of the first settlers in this area and a revolutionary war hero, the Harkness Preserve, on the west side of Rockport Harbor, was donated to the Coastal Mountains Land Trust by Mary Cramer and the Nature Conservancy. During John Harkness's time, magnificent American chestnut trees provided food, shelter, and shade to human and animal alike. Disease has since wiped out all but the hardiest of trees throughout their range in America. The Harkness Preserve still harbors a sparse but mature stand of American Chestnuts, one of the last two in Maine. A designated nature trail begins on Spruce Street and makes its way through the chestnuts, across two peaceful brooks, and to a magnificent overlook of Penobscot Bay from the shore of Rockport Harbor.

Beech Hill: 295 acres of blueberry fields owned and managed by the Coastal Mountains Land Trust with advice from the Maine Department of Agriculture. That arrangement rests on the the collaborative funding of the Beech Hill purchase in 2001, which included money raised through donations and through the state's Land for Maine's Future Program.

With expansive views across Penobscot Bay and up to the Camden Hills Park, the 295-acre Beech Hill property provides opportunities for historic, agricultural and environmental education. The open fields offer the opportunity to continue the current organic blueberry farming operation and provide excellent habitat for some rare grassland bird species. The historic stone house on the summit, named "Beechnut," was built in the early 1900s and is of statewide significance. The property also has several miles of walking and cross-country ski trails for the public to enjoy.

Georges River Highland Path and Ragged Mountain Trail: Both are trails maintained by the Georges River Land Trust, a non-profit organization based in Rockland. The Ragged Mountain Trail is a 4.9-mile trail extending from Rt. 17 over Ragged Mountain to Thorndike Brook. The paths cross through the hills of the Georges River watershed, which crosses West Rockport. The watershed of the St. Georges River is a varied and beautiful region of the heartland of the midcoast. It covers 225 miles of wooded hills, blueberry barrens, family farms, small towns and rural villages. Fed by streams, ponds and wetlands, the river winds through the lowland 38 miles from its source near Frye Mountain to Port Clyde, where it empties into Muscongus Bay.

The 25 miles of hiking trails at different points of access lead through lowland forests, river bogs, open meadows, beside rushing streams, and over high ridges, to the more strenuous climbing; the summits of Ragged and Bald mountains. In addition to the hiking trails, there are bicycle and auto routes as well canoe and kayak launch areas.

Sides Preserve: 8.5 acres. Donated by Ginny and Andrew Sides, this preserve protects 1,400

feet of shoreline on Mace's Pond. The northern portion is a popular spot to launch a canoe or wet a fishing line. A quiet trail moves south through the interior woods of the preserve and towards the southern end of the pond. The wetland near the pond's outlet is a great spot to look for many species of waterfowl. The preserve is managed by the Coastal Mountains Land Trust.

PRIVATE FACILITIES

Midcoast Recreation Center offers indoor ice skating, ice hockey, tennis, and exercise classes. All programs are open to the public.

NON-PROFITS

The Penobscot Bay Area YMCA (formerly Camden Area YMCA) built its new facility on Union Street in Rockport in 2002. It provides programs in aquatics, arts childrens program, health and fitness, music, and sports.

PATHWAYS EFFORT

A joint Camden-Rockport Pathways committee has successfully built a pathway from the Camden/Rockport town line near theePenobscot Bay YMCA to Rockport Village along Union Street. The committee continues to research and recommend design and development of bike and pedestrian pathways with a goal of creating a network of pathways and is to develop a "Master Plan."

Summary

According to the 2002 Comprehensive Plan Survey a major reason people live here is for the quality of life. Naturally contributing factors to Rockport's quality of life are its various recreational opportunities, including its harbor, lakes, and mountains. Care and planning must be given to protecting Rockport's scenic beauty and enhancing its recreational assets. This can be done by preserving and improving access to areas of recreation; designating areas of open space for recreation; maintaining and improving existing athletic fields; dentifying areas for snowmobiling, cross-country skiing, hiking, and biking; establishing more public access to ponds, lakes and the salt water; and maintaining and improving community gardens, parks, and playgrounds.

Municipal Services

Rockport Public Library

Cemeteries

Public Safety

Rockport Public Works

Midcoast Solid Waste Corporation

Wastewater Department

Rockport Public Library

The Rockport Public Library was established in 1914, when the YMCA, then located in the theatre part of the Rockport Opera House, made available its "box office" area and collection of 1,000 books as the nucleus of a town library. This collaboration with the YMCA continued until 1925 when the YMCA closed. The Opera House became the town hall; the library was relocated to the lower level of the building.

In 1929, a Library Building Association was founded with a bequest of $5,000. The association raised money in various ways: two concerts by students of the Curtis Institute of Music, a Chauffeur's Ball, card parties, food sales and donations. Much of this money was lost in the wake of the Wall Street crash of 1929.

In 1943, Mary Louise Bok gave Rockport the Hotel and Burgess lots on the east and west sides of Limerock Street for a library site. By December 1949, the new library building was constructed at a cost of $11,884, and with countless hours of volunteer support.

Room for expansion was left on either end of the building. In 1967, a nonfiction room was added to the Lily Pond Outlet side at a cost of about $6,830. In 1977, the Eleanor Clark Apollonio Children's Room was added not to the Limerock Street side of the building, as originally planned, but, because of zoning issues, to the front. This changed the entrance from Russell Avenue to Limerock Street. The cost of this project was $20,974. A Town appropriation of $3,418 for carpeting, bookshelves, painting and light fixtures was the first time any tax money was spent for library equipment.

In 1979 an Endowment Fund was created with proceeds of the sale of Eastman Johnson's painting, "Sugaring Off at the Camp," which had been given to the Library in 1953 by Clifford Smith.

Friends of the Rockport Public Library

The Friends of Rockport Public Library was established in 1979 with the purpose, as stated in its constitution and bylaws, "to develop and maintain public interest in the Rockport Public Library; to assist in developing and maintaining its service and usefulness to the community; to encourage community support of the library by gifts, records, periodicals, money, personal services, and other resources; and to encourage the use of the library's facilities in the intellectual and cultural enrichment of life in the Rockport community." That year, the Friends took responsibility for the annual book sale. Since that time the book sale has raised more than $76,000, which has been used exclusively for the benefit of the Library. There are currently about 200 Friends members.

In 1987 a renovation project installed a new heating system, created staff workspace and storage space in the attic, provided a handicapped accessible bathroom and added a handicapped accessible rear entrance. This project cost $80,000, with $8,800 contributed by the Town of Rockport and the rest raised from private donations.

A fourth building project in 1994-95 added the 24 x 30 Marjorie B. Dodge Room at the back of the library, expanded the Children's Room and restored the Library's front entrance, now made handicapped accessible, to its original Russell Avenue orientation. A fundraising campaign raised the $180,000 needed for this project.

Computers were introduced at the Library in 1990 and became progressively more important in library operations. In 1996 free public Internet access was made possible through the Maine School and Library Network. In 2002 the Library automated its circulation and catalog as part of MINERVA, a statewide integrated library system created by the Maine Info Net Project. From the Library's website, www.rockport.lib.me.us, it is possible to search Rockport's catalog, the catalogs of the other 37 MINERVA libraries, and the catalogs of major libraries and library systems across the state that are part of Maine Info Net. Cardholders can also view their current borrowing

records and renew materials online.

Patron initiated interlibrary loan requesting may be implemented as soon as 2003. Borrowers will be able to directly request materials from Maine Info Net libraries; the system will route the requested books to the Rockport Public Library for pickup.

This innovation will greatly facilitate interlibrary loan requesting, which can now be done only through library staff. Expanded availability of interlibrary loan capabilities will greatly increase the number of books available to Rockport cardholders. In 1914, cardholders had direct access to 1,000 titles; by 2002, the collection had grown to 28,000; in the near future, with the implementation of patron initiated interlibrary loans, borrowers will have convenient, direct access to the statewide union catalog of 2.5 million items.

Summary

Funding

Funding for the Rockport Public Library comes from a variety of sources:

1. The Town of Rockport pays staff salaries and benefits and audit expenses. This represents 66 percent of the annual operating budget.
2. Income from the Endowment Fund, currently managed by FL Putnam Investment Management Company in accord with state statutes, accounts for approximately 17% of the operating budget.
3. Restricted and unrestricted gifts; desk income, including nonresident fees and overdue fines; and State aid account for the remaining 17% of the operating budget.

Both (2) and (3) are administered by the elected Library Committee.

State standings

According to FY 2001 statistics, the most recent available from the Maine State Library, Rockport Public Library's performance ranks near the top of the 64 libraries serving communities of 2,500 to 4,999.

- 3rd in annual circulation (62,535)
- 2nd in circulation per capita (19.49)
- 2nd in weekly hours open (53.5)
- 1st in annual expenditures for collection ($37,003)

Annual circulation is the best single indicator of a library's activity. According to FY 2001 statistics, of the 12 Maine libraries with annual circulations of 50,000 to 70,000, Rockport accomplishes its work with a comparatively small building and small staff.

- 4th of 12 in annual circulation; 62,535, compared to the average of 60,368
- 2nd in annual turnover (the average number of times per year a book is checked out): 2.31, compared to the average of 1.78
- 9th of 12 in space in existing building: 3,324 square feet, compared to the average of 8,017
- 11th in FTE's (full time equivalent staffing): 2.63, compared to the average of six. [The addition of a

fulltime position in FY02 brought Rockport's FTE's to 3.2, still about the half the average for a library with this level of circulation activity.]

Space needs

Rockport Public Library is fast running out of shelf space. By 2005, according to an estimate from Library Director Sally Regan, *it will be necessary to remove one book from the collection for every book that is added*. Lack of shelf space has already forced the Library to cut back subscriptions to current magazines.

Insufficiency of on-site programming space, especially for children's programs, is also a problem. Preschool story times are often very crowded. Some types of children's programs cannot be scheduled due to lack of space. Although the Meeting Room of the Opera House is available, holding children's programs there does not serve a major goal of programming—bringing people into the library so that they will become familiar with its resources and become library users.

Community members frequently ask for a small meeting area where a few individuals could meet or a teacher could tutor a student. Since the building is so small, such meetings inconvenience other library users. This use is currently kept to a minimum.

The number of computers available for public use is also limited by insufficient floor space. Currently, the library has two OPAC (online public access catalog) computers and three Internet-accessible computers for the public. Even as technological advances bring wireless access, smaller equipment and more home use, the public continues to use the Library for Internet services. More floor space could provide computer access areas in the children's room and computer instruction and tutoring areas for the general public.

Parking

Library users frequently remark on the need for more parking. When the Center for Maine Contemporary Art or the Rockport Opera House have public programs during library hours, people often cannot find a place to park at all.

More parking convenient to the building is particularly needed. Especially disadvantaged by the current shortage are two groups of prime library users: people of retirement age who have some degree of mobility problem and parents with babies or toddlers.

Rockport Cemeteries

From early times, each area of Rockport has had its own burial ground. Some of these have additions, creating an old and a new section. There are currently a total of six town maintained cemeteries in Rockport and two private ones called the Carleton Cemetery at the boundary of Rockport and Camden on Union Street and the Ingraham Cemetery on Commercial Street. There is also one private family lot on Amsbury Hill. There is a Rockland Cemetery Association, which maintains Rockland Sea View Cemetery in Glen Cove.

Cemeteries are important to the heart of every town; they are an historic record of the town's past providing valuable genealogical information for future generations.

In Rockport Village is the **AMSBURY HILL CEMETERY** between High and Pleasant Streets. Here, many of the town fathers, sea captains and early residents are buried.

SEA VIEW CEMETERY lies within the Camden boundary on Russell Avenue and Chestnut Street on the corner of Bay View Street. It was there before the towns of Camden and Rockport were separated.

WEST ROCKPORT CEMETERY has a new and an old section on both sides of Park Street. New additions have recently been added to the old part. This Cemetery includes names familiar to the Ingraham Corner and Simonton Corner areas.

In Rockville, the **ROCKVILLE CEMETERY,** on Route 17, new and old cemeteries are adjoining. An additional 169 lots were added in the late 1990's. On the other side of Route 17, the cemetery lots are known as the Rueben Howard Yard. The earliest recorded burial is 1813.

On Warrenton Street, the **GLEN COVE CEMETERY** adjoins the Rockland Sea View Cemetery, both of which lie totally in the Rockport boundary.

The Associations

In the 1990s, five local associations were formed for the following Rockport Cemeteries: Amsbury, Glen Cove, Rockville, Sea View and West Rockport. The town makes annual appropriations to each association. In, addition, each association assesses dues from its members and accepts donations from members of the public.

A group of citizens, led by Goody Kononen set up the first Association representing Amsbury Cemetery and, following that example; the other four groups were formed.

In the beginning each association considered itself responsible for the well being of the cemeteries. Old stones were repaired and cleaned. At Sea View Cemetery, project landscaping was planned and trees were planted. Stonewalls were built or repaired and a French drainage ditch was constructed to make more land available for graves. At Rockville, new gates were installed.

The associations continue to be responsible for the general well being of the cemeteries as follows: to maintain the stones in good condition, to decorate all veterans graves with American flags from Mid-May through November and to notify proper authorities if the grounds are littered or anything is out of order. With the consent of the town sexton

and/or assistant sexton, Cemetery Associations may erect fences, gates, flagpoles and stone walls, when it is considered necessary.

By 2000, the Town of Rockport formed a Town Cemetery Committee. Representatives from each Association met with Chairman Linda Greenlaw, Town Clerk. In August 2000, Rules and Regulations for the Town Cemeteries were drawn up and presented by this committee and accepted by the Board of Selectmen. These are published in a booklet available at the Town Office.

The town is responsible for mowing the grass, removing trash and maintaining the avenues. The Town reserves the right to limit the amount and variety of plantings and any decorative statues, etc. on grave plots.

All six cemeteries are open from sunrise to sunset. Dogs are prohibited. Receptacles are provided for trash, dead flowers, containers, etc. Water is piped in with convenient faucets for the convenience of visitors.

Summary

It is the goal of the Cemetery Committee and associations to assure that Rockport cemeteries are maintained as places of beauty, dignity and peace for the benefit of the families of the deceased and for the people of the town.

There is enough space for the next 10 to 15 years to accomodate demand. The town plans to re-evaluate its cemetery space needs over the course of the decade.

Public Safety

Rockport Police Department

Rockport's Police Department has maintained its respectable reputation in the community, and while it has grown over the past 17 years from three to seven officers, it manages to retain its small-town accessibility.

The annual average number of calls for service has increased five to eight percent each year for the past decade. This can be attributed to a number of factors: the increase of population; the changing expectations of the community; an increase of traffic on Rockport roads and three major highways that cross through Rockport; the addition of a large regional high school, with its own resource officer; and the new Penobscot Bay Area YMCA, on Union Street.

In 1996, the department responded to 1,812 incidents. In 2002, the department responded to 2,965 incidents, representing a 63.6 percent increase over a six-year period. This also reflects a shift to a computer-aided dispatch system shared by other towns in Knox County and the District Attorney's office in recording complaints.

Incidents can range from 911 hangups to violation of bail conditions to stray animals to theft and homicide.

The police department grew to three officers in 1986 and again to the current staff of six officers and one chief of police. In 1996, the police officers became a full-time workforce, creating what the town regarded as a more proficient police department.

In 2003, the police department staff included:

Mark Kelley, Chief of Police

Craig Cooley, Administrative Assistant

Paul Pinkham, Patrol Sergeant

Travis Ford, Patrol Officer

Matthew Elwell, Patrol Officer

Daniel Flaherty, Patrol Officer

Michael Smith, Patrol Officer

Kelvin Bickford, Patrol Officer/School Resource Officer

By contrast, Camden has a population of 5,209 and a police force of 11. Rockland has a poulation of 7,800 with a police force of 21.

Knox County Sheriff's Department

Rockport pays annual taxes to Knox County, and a portion of those taxes help fund the Knox County Sheriff's Department. The 2002 budget for the sheriff's department was $950,000. Of that, Rockport paid $115,118. That money covered just sheriff department operations. Rockport paid additional taxes to the county for jail, court, and dispatch services.

Rockport is a member of the Knox County Law Enforcement Task Force, which includes representatives from area towns. Rockport, along with Camden, Rockland, and Thomaston (towns with their own police departments), are all seeking credits from the county because their draw on the Knox County Sheriff Department is minimal.

As of 2003, Rockport was seeking a $28,779 credit from the county commissioners.

Public Opinion

In the fall of 2003, the Comprehensive Plan Committee circulated to all Rockport households a survey to determine how residents feel about a broad range of issues, including those that were articulated during earlier meetings in the various neighborhoods and with committees and organizations. More than 640 questionnaires were returned, representing more than one-third of all households in Rockport. In those responses, 37.4 percent rated Rockport police protection and services as "excellent" and 50.5 percent rated them as "good." Just 9.8 percent rated them as "fair," and 2.4 percent rated them as "poor."

In the same survey, residents recognized that the sharing of services among neighboring juris-

dictions and regionalization can be cost-effective, and represent ways to make use of scarce resources, especially resources that must be staffed and equipped to meet immediate demands, such as public safety.

Rockport survey respondents were generally interested in the potential for shared community services. Sharing police and fire protection and public works services was strongly favored by 43 to 46 percent of the respondents and somewhat favored by another quarter of the respondents. Opposition to shared services in the five noted areas was 31 percent (for shared police services).

Rockport Fire Department

The Rockport Fire Department currently operates from two fire stations with 30 on-call firefighters. The Fire Chief is the only fulltime person and he is also the custodian of the Public Safety building. He is assisted on the scene of a fire by a deputy chief, assistant chief, and four lieutenants.

Twice monthly, training sessions are held that emphasize hands-on use of equipment. That, along with an up-to-date fire command center combine to deliver professional fire protection to the citizens of Rockport. Firefighters are alaterted by the tone-activated pagers they carry with them, as well as by monitors in their home.

Firefighters respond to approximately 150 incidents each year, up from an average of 90 in 1993 That large increase, however, is due in part to the expectation that the fire department respond to more vehicular accidents. They range from structure fires to fuel spills, chimney fires and false alarms. The firefighters also work closely with the Knox County Mutual Aid Association to respond to a variety of emergency situations. The mutual aid system has been in operation since 1958, linking several communities with well-organized services, including quarterly meetings of the 18 fire chiefs. Rockport relies on the mutual aid sysem for aerial ladders, for example, thus saving the town a considerable expense.

Apparatus consists of three 1,000 gpm pumpers, one 1,250 pumper, one four-wheel drive Jeep, and a SUV. The life expectancy of the pumpers is approximately 25 years.

Currently, $15,000 is put aside each year in an equipment reserve fund to meet expected apparatus replacement and maintain pace with new technology. Additionally, approximately $15,000 is spent annually on hoses, tools, nozzles, and safety equipment.

Legislation related to firefighter safety has made it essential to properly train and equip firefhighters with modern prtoective clothing and with self-contained breathing apparatus (SCBA).

Twenty years ago, the town purchased a SCBA air compressor and cascade system to allow rapid refill of breathing air tanks for Rockport firefighters and those of surrounding area fire departments.

Summary

Rockport's public safety system has been operating efficiently for the past several decades, thanks to strong leadership and voters who support both the police and fire departments. With the growth in population, however, the town must focus on serving more households without straining the taxpayers. The fact that the number of police incidents increased 63.6 percent increase over a six-year period illustrates that Rockport's public safety will require more resources. The opportunities for regional collaboration may help relieve potential increased costs.

Public Works

In 1948, when Rockport's population was half than what exists today, Rockport Public Works employed a foreman, three part-time summer employees, and approximately one dozen winter employees, who tended primarily to the roads. At that point, Rockport owned no trucks, just two snowplows, wings, and two or three sanders.

Sidewalks were maintained, shoveled, or plowed by horse-drawn plows.

In 1988, Rockport Public Works employed one foreman and five full-time employees. One additional full or part-time employee was hired during the winter.

In 2003, Public Works had five full-time employees plus the director. The annual average cost per man, plus benefits, was $30,000.

In 2002, Public Works Director Steve Beveridge noted in the annual town report that the town's infrastructure had grown approximately 20 percent over the preceding two-year period. At the same time, the public works' budget increased 16 percent. Beveridge noted that the town could look forward to increased growth of pathways, subdivision roads, sewers, storm drains, and sidewalks.

Rockport's Public Works vehicles include:

VEHICLE	YEAR	BOUGHT
International tractor dump truck	1969	from DOT
Ford dump truck, L-8000	1973	
Ford dump truck, L-8000	1986	1986
Ford dump truck, L-8000	1993	1992
Ford dump truck, F-350	1995	1994
Ford dump truck, F-250	1997	1997
Ford dump truck, L-8000	1997	
Oshkosh plow truck	1998	1998
Ford dump truck, F-550	1999	1998
Ford dump truck, F-550	2001	
Freightliner dump truck , FL80	2001	2000
Ford dump truck, F-450	2001	2002
Ford dump truck, F-550	2004	2003
Ford dump truck, F-350	2004	2003
Freightliner dump truck, FL80	2004	
John Deere grader	1967	1969
Case loader/backhoe, 590SM	2002	2002
Case loader, 621D	2001	2001
Eager Beaver trailer	1978	
Homemade oil tanker trailer	1990	
On the Road trailer	1996	
Moback wood chipper	1992	1995
Caterpillar Olympia generator		

Mid-Coast Solid Waste Corporation

The Mid-Coast Solid Waste Corporation (MCSW) comprises the towns of Camden, Hope, Lincolnville, and Rockport. The towns operate a solid waste facility at the site of the old limerock quarry – Jacob's Quarry – in Rockport for the benefit of the member communities.

Formerly known as the dump, the solid waste facility, now encompassing 16 acres, has been in operation in one form or another since 1930. When, in 1979, the four towns established their inter-local agreement, they built the transfer station.

The facility functions as a transfer station for municipal solid waste (trash is trucked to Orrington to the Penobscot Energy Recovery Corp. incinerator), a recycling center, and as a disposal site for construction demolition and debris. The quarry has two sections, Jacob's Quarry North and Jacob's Quarry South, which are separated by a gut that has been filled. Each are approximately 300 feet deep, and both Camden and Rockport began filling the quarry with garbage and trash in the 1940s.

The south section is currently used for the disposal of acceptable construction demolition and debris.

The remaining disposal capacity of Jacob's Quarry South is five to 10 years. Jacob's Quarry North would provide disposal capacity well into the future.

The facility currently operates under an administrative consent agreement and enforcement order with the Maine Department of Environmental Protection and the state's attorney general, resulting from alleged environmental violations, including the discharge of leachate into Lily Pond. This agreement dates back to the early 1990s. The violations have been addressed and corrective action taken to protect against pollution.

The agreement further calls for MCSW to either submit closure plans or apply for a license. The corporation had been pursuing the licensing option until early 2003.

However, due to escalating and unpredictable costs of responding to requests from the DEP as part of the licensing process, the board of directors of Mid-Coast Solid Waste decided to pursue the closure option while retaining their right to continue pursuing a license should closure prove similarly costly. Meetings with the DEP were scheduled for the summer of 2003.

Regardless of the status of the quarry, the facility will likely be operational for the next 10 years and beyond. Given the remaining capacity of Jacob's Quarry South, closure could take as long as

MCSW Structure

The four-town cooperative operates under an inter-local agreement through a board of directors and an executive committee.

Each town has two representatives on the board of directors appointed by the respective selectmen for three-year terms. The executive committee consists of the town managers from Rockport, Camden, and Lincolnville; a selectman from Hope; and, the director of Mid-Coast Solid Waste Corporation.

The board establishes policy and manages the business affairs of the cooperation. The day-to-day operations are managed by the executive committee, primarily through the facility director and the executive director. What started out to be a small operation has grown into a much larger and more complex system. For example, during some summer days, more than 1,200 cars pass through the gate. In addition, the Maine Department of Environmental Protection now requires extensive monitoring and the expenditure of thousands of dollars to satisfy their monitoring requirements.

10 years.

Additionally, considerable capital has been expended in buildings and improvements to process municipal solid waste and recycling. In 1995, the MCSW constructed a 9,000-square-foot regional recycling building, and in 1999, the facility purchased a wood grinder for $250,0000.

As important, the opportunities of siting a new transfer station within the four towns are limited.

In 2002, voters approved moving from a tax-based operation to a user-based operation, instituting a Pay-As-You-Throw (PAYT) program. Now, there is a $1 charge for each special yellow 33-gallon bag that is disposed. Contractors attach a $2 yellow tag to their large bags.

It was noted in June 2003 that some users actually empty their yellow bags into the hopper and take them home to use again. Or, they wait for an opportune moment to throw items into the hopper that are not in yellow bags. Others have buried their green bags under their yellow bags to hide them from gate attendants.

Revenues from the new PAYT program estimated for fiscal year ending 2003 were $285,000; per ton contractor revenues were estimated to be $323,000 for the same period.

Since 1999, the CSW Transfer Station has been shipping approximately 8,500 tons of trash annually to the Penobscot Energy Recovery Corporation (PERC) incinerator in Orrington. In 2002, the facility shipped 7,657 tons of trash to PERC, a reduction of 800 tons from the previous year.

In 2001, MCSW spread and compacted almost 4,000 tons of construction and demolition debris.

During 2001, MCSW ground and shipped approximately 1,800 tons of brush and wood waste for refuse-derived fuel. In 2002, that number increased to 2,650 tons of brush and woodwaste.

Wood chips are also available for gardening and landscaping.

In 2001, MCSW shipped 2,239 tons of recyclables (up 1,000 tons from 1999) to the Maine Resource Recovery Association and other recycling companies. In 2002 the facility shipped 2,100 tons of recyclables.

Summary

The amount of trash and demolition debris will continue to mount as the population in the four-town area continues to grow. Despite recycling efforts and the introduction of the PAYT program, the public is still disposing too much trash and recycling too little. The Midcoast Solid Waste Corporation is encouraged to maintain and strengthen its emphasis on recycling.

Additionally, Rockport, along with the other three towns in the Midcoast Solid Waste Corporation, are facing an uncertain future for landfill options. Currently, the corporation is addressing the towns' landfill issues in a proactive manner, and will continue to advocate for the towns it serves.

Wastewater Disposal

In the mid 1980s, the Maine Department of Environmental Protection threatened to file suit against the Town of Rockport for overboard discharge of raw sewage into Rockport Harbor and Clam Cove. In response, Rockport initiated a facilities planning effort to determine the best way to serve the wastewater needs of the community. This evaluation focused on the entire town and determined that Rockport Village and Glen Cove areas required some type of management system other than individual subsurface systems.

Initially, the town attempted to negotiate with Camden and Rockland to accept wastes from these areas. Rockland was interested in the waste from the Glen Cove area, but residents in Camden were not interested in assisting Rockport. The plan was modified to provide a treatment facility along the Goose River in Rockport Village, but the residents rejected this plan due to concerns over dilution of the saltwater in the harbor and potential contamination of harbor waters.

After additional negotiations the Town of Camden agreed to accept wastes from the Village area if significant improvements were made to the Camden system at no cost to Camden. In 1988, Rockport entered into inter-local agreements with Camden and Rockland to accept the wastes from the Village and Glen Cove respectively. The inter-local agreements addressed the terms and conditions for accepting and processing Rockport's sewerage, including the number of gallons to be accepted, the payment terms for this service, and the duration of the agreements. Essentially, Rockport pays Camden and Rockland for receiving and processing Rockport sewerage to the extent necessary for them to comply with their discharge licenses.

In 1991 and 1992, Rockport contracted with engineering firm Woodard & Curran to design and construct a wastewater system that would tie into Camden on the east side of town and Rockland on the south side of town. The Glen cove sewer line runs along Route 1 from South Street to the

Sewer Agreements

Rockport entered into two interlocal sewer agreements, one with Rockland in 1988, the other with Camden in 1990.

Camden agreed to take Rockport's sewage providing Rockport constructs, operates, and maintains its facilities in Rockport. Camden guaranteed Rockport that its treatment plant would accomodate a monthly averaage rate of 150,000 gallons per day, provided it is in an acceptable state.

Rockland agreed to take up to 70,000 gallons per day from the Samoset Resort in Rockport, and an average of 100,000 gallons per day from Rockport.

WASTEWATER VOLUME

Gallons (in millions) Pumped from the Warrenton Street Pump Station to the Rockland Treatment Plant

1998	1999	2000	2001	2002
21	23	22	23	26

Gallons (in millions) Pumped from the Goose River and Country Inn pump stations to the Camden Treatment Plant:

1998	1999	2000	2001	2002
17	17	17.5	19.5	23

Rockland city line, and includes the Romaha Trailer Park, Warrenton Street to the right-angle turn of Eastward on the Ocean drive.

This system was completed in 1994 and has been expanded to include service on Routes 90 and 1 since that time.

Two more sewer extensions were funded and completed during 2000, adding 4,000 feet of new sewer and water lines along Route 1 from the vicinity of intersection of Route 90 and West Street south to the area near the intersection of Elwel Drive.

In 2000, Rockport received a Community Development Block Grant of $400,000 to construct water and sewer lines to accomodate the Camden National Bank Operations Center expansion and the new State of Maine Cheese Factory Store on Route 1. As part of the project, Rockport residents approved the formation of a $700,000 Tax Increment Financing District (TIF) along a portion of Route 1, the intent of which was to direct revenue from new business development within the TIF district to future infrastructure expansion.

Two new pump stations were also added in 2000: one serving the Fox Ridge Business Park on Route 1, the other at the Camden Hills Regional High School.

The sewer extension from the intersection of Route 1 running west along Route 90 to the new Camden Hills Regional High School was funded through the construction of the new high school and was not a direct cost absorbed by the town, although taxpayers did end up, through the school portion of their tax payments, paying in part for the sewer expansion.

Summary

Rockport is at risk when the agreements with Camden and Rockport end. It would help the town's negotiating position if the wastewater system in Rockport were connected, thereby allowing wastewater to be sent in either direction to Rockland or Camden.

The development of Rockport's villages will require the availability of sewage treatment for West Rockport, and later Rockville.

Town of Rockport, Maine
Village Wastewater Collection System
Flow Meter
Country Inn
Maine Sport
Town Office
Police/Fire Department
CHRHS
Goose River
Brook St
Main St Ext
Mechanic St
Harborview
Ship St
Beauchamp Ave
Sea St
Fox Ridge
Spruces
Public Works
1
90
8" Sewer
10" Sewer
Force Main (various sizes)
Pumping Station
Municipal Boundaries
Roads
Streams
Waterbodies
WOODARD & CURRAN
Engineering • Science • Operations

Natural Resources

Rockport Geography

Topography and Soils

Watersheds, Lakes and Ponds

Freshwater Resources

Habitat and Natural Areas

Scenic Areas

Marine Resources

Agricultural and Forest Resources

Geography

Approximately 25.5 square miles in size, Rockport lies along the Penobscot Bay coastline between Camden to the north and Rockland to the south. Bordering to the west are the towns of Hope and Warren; to the east is the Atlantic Ocean, and Rockport's two islands, Indian and Ram islands.

Within town boundaries are seven natural lakes, ponds, and artificial ponds all totaling 611 acres; nine watersheds, 2,000 acres of wetlands, a stretch of rocky coastline, one deep harbor, a shallow cove with clam flats, farmland, blueberry fields, and hills that are part of the Camden Hills geologic formation.

While the town has traditionally been rural in nature, the decade of the 1990s saw a steady increase in housing and business construction. At the same time, the decade also saw more land put into conservation, and more use of current use tax classifications, such as tree growth, farmland, and open space.

In 2002, 584 acres were in designated tree growth; 657 acres in designated farm and open space; and 502 in conservation easement. Properties such as the scenic Beech Hill and its famous Nut House, and the Belted Galloway Aldermere Farm were transferred to the Maine Coast Heritage Trust and the Coastal Mountains Land Trust. Smaller parcels, some under two acres in size, were also put under permanent protection .

At latitude 44 degrees north, Rockport's climate is influenced by its proximity to the ocean, with cool summer temperatures and moderate winter temperatures. Mean annual precipitation is approximately 40 inches, and mean annual temperature is approximately 43 degrees F.

While the geography is varied, the settlement patterns of the five villages reflect the diversity of the natural environment: Rockport Village was established at the head of the harbor; Glen Cove at the productive and sheltered Clam Cove; Rockville along the Mace Pond stream that flows into Chickawaukie Lake; Simonton Corner on a bend in the Goose River as it flows toward Rockport Harbor; and West Rockport on a tributary of the Oyster River.

Tree Growth and Farm and Open Space property taxes use a taxable value for land based on its use for agriculture or open space (See page 55, Rockport Fiscal Capacity for more information). The resulting property taxes are usually lower than regular property taxes that base their land valuation on the likely price of the land if offered on the real estate market. Instead of market valuation, Farm and Open Space base land values on current use. The State of Maine offers the Farm and Open Space tax program to encourage the preservation of farmland and open space. Parcels must be greater than five contiguous acres (tree growth, 10 acres) and farmland and open space must show that there is a public benefit.

Topography and Soils

Rockport's bedrock consists of rocks crystallized at great depths from molten rock, including granite, volcanic rock, and rocks changed by heat and pressure. Much of Rockport's higher elevations, many of them steep, are rocky outcrops and ledge covered by a thin layer of surface soil.

Rockport's surface materials are the result of continental glaciers that waxed and waned across Maine, depositing debris of all sizes. That debris was either "plastered" by the ice on the land surface or released by melting. The way the glacial debris settled onto the underlying bedrock largely determines the location of various soil types. It also affects solid waste and private sewage disposal, groundwater recharge areas, near-surface groundwater movement, and ultimately, the location of industrial and residential structures.

Till is the most prevalent glacial deposit and is the major component of most of Rockport's soils. Glacial till plus glacial marine or lake sediments create Rockport's sand and gravel deposits. The Peru series of fine, sandy (often stony), moderately well-drained loams is the most common soil type.

Peru soils are generally suitable for pasture, blueberries, and tree-growing. They can support underground wastewater disposal, but

because an impervious "pan" is typically found at less than 40 inches below the surface, seasonal groundwater is high and large waste disposal systems are required.

According to the Maine Geologic Survey, glaciers probably covered Maine several times during the past two million years. The most recent glacial episode in Maine began about 25,000 years ago, when the Laurentide ice sheet overspread New England. During its peak development, this ice sheet was centered over eastern Canada and flowed east to southeast across Maine. It became several thousand feet thick and covered the highest mountains in the state.

The weight of the glacier depressed the Earth's crust in Maine by about 790 feet. Even though sea level was lower 13,000 years ago than today (because more sea water existed as glacial ice), this depression caused the sea to flood coastal Maine to present elevations of up to 400 feet. The sea extended far into central Maine — to Bingham in the Kennebec River valley and Millinocket in the Penobscot River valley. As the glacier withdrew, it left behind the variety of surficial deposits that make up Maine's topography today, including deposits now termed sand and gravel aquifers.

Sand and gravel is used for construction aggregate; sandy tills are used for domestic sewage disposal; fine-grained sediments are used for landfill caps and for lining or covering other waste-disposal sites. In addition, crushed stone as construction aggregate is an increasingly valuable resource in the midcoast area as the limited surface deposits there become depleted.

Proper siting of new buildings and of landfills or other environmental hazards needs to take into account surface geologic factors such as drainage, aquifers, wetlands, and susceptibility to erosion and floods.

About half of Maine's domestic water supply comes from bedrock wells.

Commonly found soil types in Rockport

HYDRIC SOIL is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part.

PERU SERIES: consists of deep, moderately well drained soils that formed in dense, loamy glacial till. Permeability is moderate in the upper layers, and moderately slow in the dense substratum. Slope ranges from 0 to 35 percent.

SWANVILLE SERIES consists of very deep, poorly drained soils that formed in glaciolacustrine or glaciomarine deposits on lake and marine plains. Slope ranges from 0 to 8 percent. Permeability is moderate in the surface and moderately slow or slow in the underlying material.

LYMAN SERIES consists of shallow, somewhat excessively drained soils formed in glacial till. They are on rocky hills, mountains and high plateaus. Permeability is moderately rapid. Slope ranges from 3 to 80 percent. Depth to bedrock ranges from 10 to 20 inches.

HERMON SERIES consists of very deep, somewhat excessively drained soils on upland till plains, hills and ridges. These soils formed in glacial till. Permeability is moderately rapid or rapid in the solum and rapid or very rapid in the substratum. Slope ranges from 0 to 60 percent.

MARLOW SERIES consists of well drained soils that formed in loamy till on drumlins and glaciated uplands. They are moderately deep to a densic contact and very deep to bedrock. Permeability is moderate in the solum and moderately slow or slow in the densic materials. Slope ranges from 0 to 60 percent.

TUNBRIDGE SERIES consists of moderately deep, well drained soils on glaciated uplands. They formed in loamy glacial till. Permeability is moderate or moderately rapid. Slope ranges from 0 to 75 percent.

Watersheds

A watershed is defined as a geographic region within which water drains into a particular river, stream, or body of water, and includes hills, lowlands, and the body of water into which the land drains. Approximately 50 percent of the land area in Maine lies in a lake watershed.

Rockport has five major watersheds that together ultimately drain into the ocean. These five are all part of a larger, regional Central Coastal Watershed, which empties into the Gulf of Maine. Watersheds do not adhere to town boundaries and are just one environmental factor in the importance of taking a regional approach to planning. In this section, the major watersheds in Rockport are outlined, including descriptions of their soils, critical areas, essential and protected habitat (as defined by current state and federal designations), water quality, soils, and other notable features that need consideration in future planning.

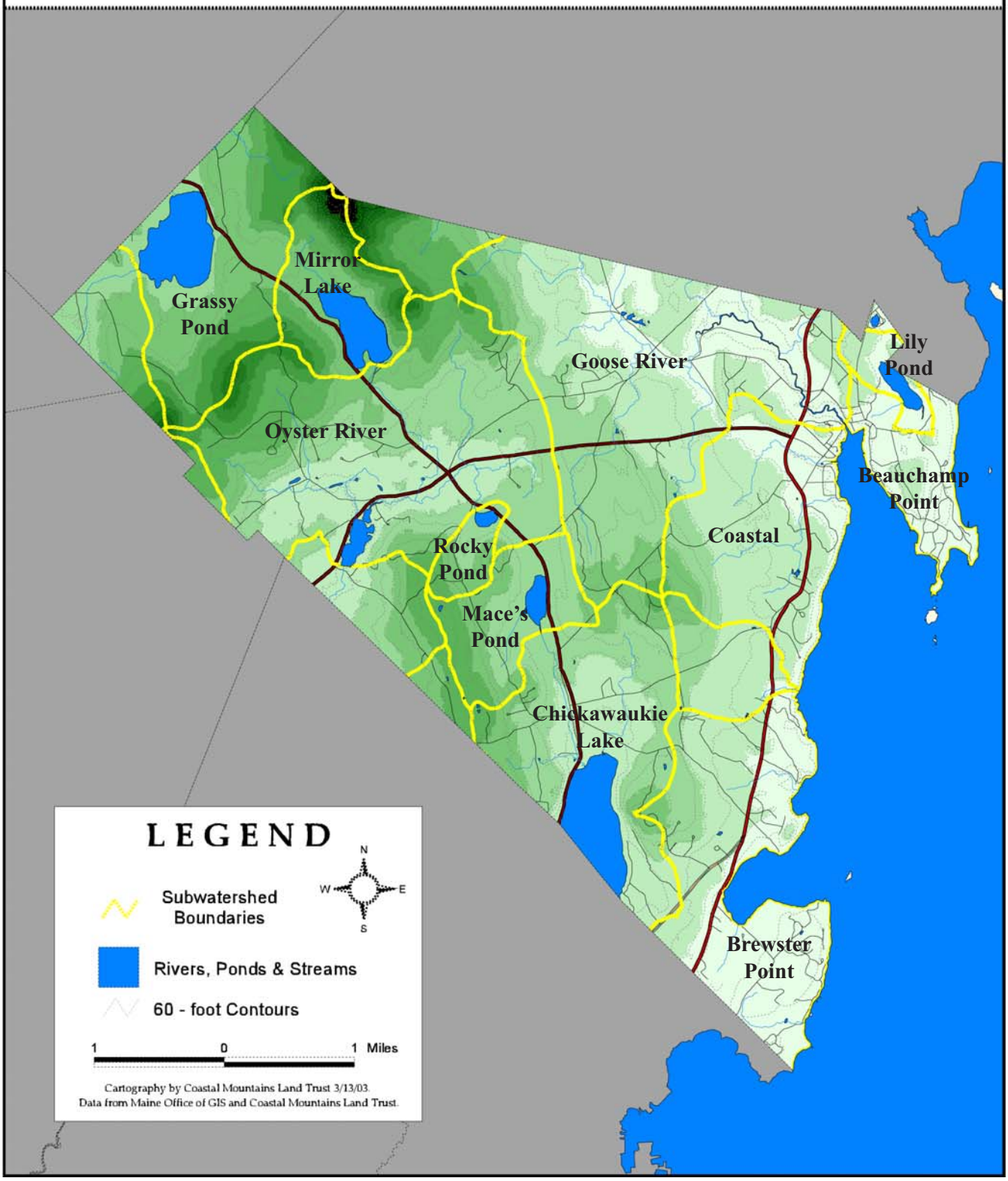
Rockport is adjacent to Penobscot Bay and has a number of small brooks, as well as the Goose River that flow into the bay. The town also contributes to the flow of the Megunticook River watershed, which flows into the bay in the Town of Camden, and contributes water to the St. George River watershed in Thomaston.

Rockport's watersheds include Grassy Pond, Mirror Lake, Oyster River, Goose River, Chickawaukie Lake, Brewster Point, the coast, Lily Pond, and Deadman Point.

There are also four small watershed areas that are part of larger watersheds in adjacent towns: the high area along Mill Street; the blueberry land that runs from Pleasant Mountain to West Street Extension, the Quiggle Brook watershed; the northwest corner of Rockport including the top of Spruce Mountain and the slopes down to Grassy Pond outlet; and the small Thorndike Brook watershed on the shoulder of Ragged Mountain.

The Goose River and Oyster River watersheds stretch westward. The Goose River watershed has provided a relatively broad floodplain and good farmland; the Oyster River is a narrow, meandering floodplain with varied soils.

Town of Rockport
Map of Subwatersheds



Grassy Pond Watershed

Both West Rockport and the Town of Hope are located in the Grassy Pond Watershed. The 136-acre Grassy Pond is one of two major sources for Aqua Maine, Inc (see page 125 in Water Resources section). One stream and eight intermittent streams drain into Grassy Pond. The outlet, Grassy Pond Brook (Heminway Brook) drains into the east branch of Quiggle Brook. At the southern end of the pond there is a possible sand and gravel aquifier, although that has not been determined.

Route 17 runs along the northeast side of Grassy Pond. Much of the land adjacent to the pond remains undeveloped and wooded.

Soils

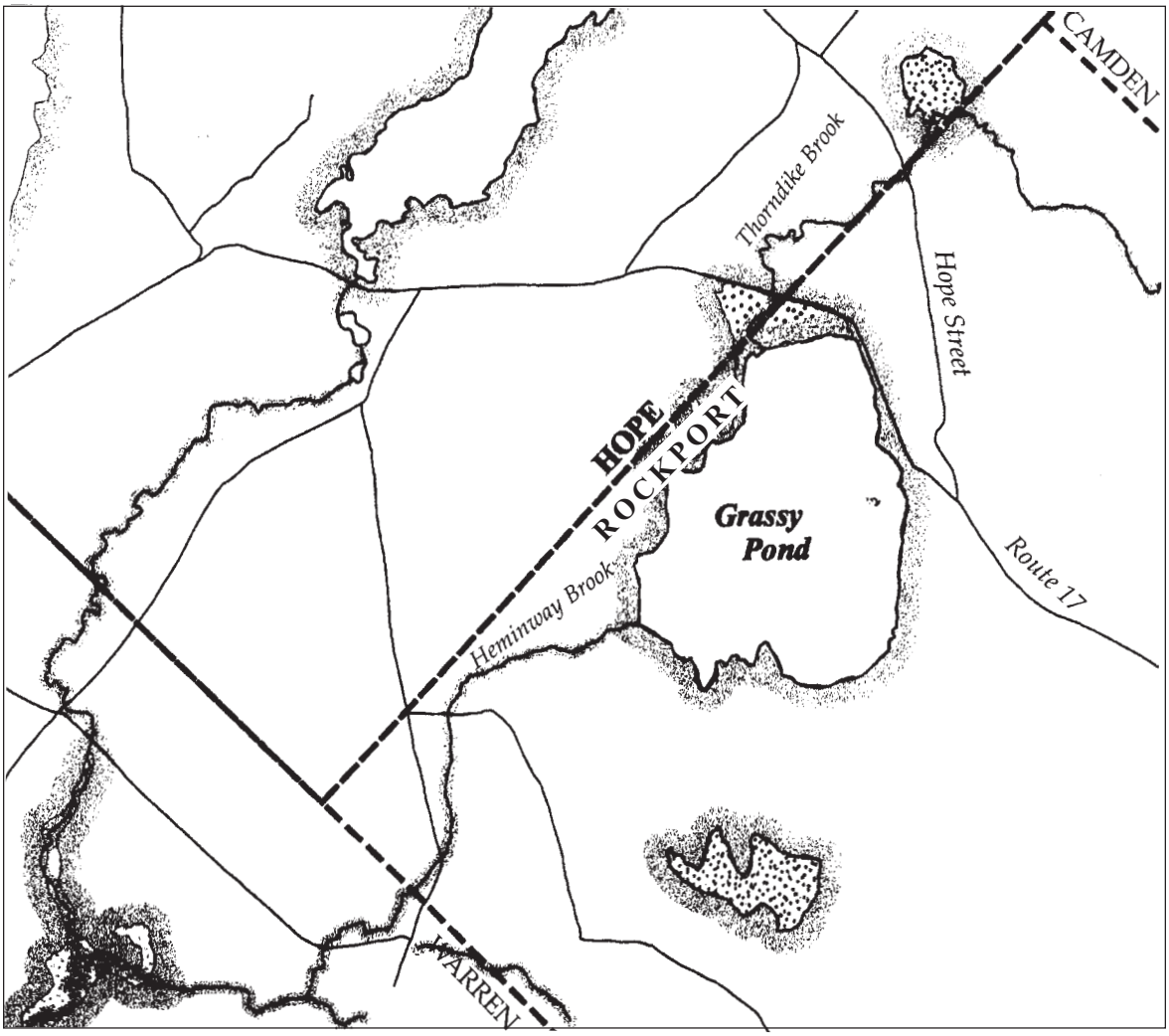
The land that lies to the west of Route 17 is considered to be good farmland. The soils surrounding Grassy Pond are hydric, with Marlow and Peru fine, sandy loams predominating. Lyman rock outcrop soils are on the steeper slopes.

Elevations

Elevations range from 322 feet at Grassy Pond to 970 feet at the top of Spruce Mountain and 1,000 feet at the summit of Pleasant Mountain. The slopes of these mountains are steep to the 400-foot elevation. The slopes down from the Spruce Mountain saddle are gentler, and much of the area is still wooded.

Quiggle Brook is a small, elevated (almost all above 300 feet) part of the Quiggle Brook watershed, which is mainly in Hope, Union, and War-

Grassy Pond Watershed



ren. The watershed boundary extends from Mount Pleasant down to the Grassy Pond outlet (Heminway Brook). Higher elevations and steep slopes are on Mount Pleasant. There are steep slopes (15 to more than 25 percent) along the headwaters of a stream, along Mount Pleasant Road where CMP's Section 49 parallels the road and the edge of a blueberry field. Fine, sandy loams, some stony, predominate. Part of a large wetland in Grassy Pond watershed is in the Quiggle Brook area, and there is another smaller wetland.

Heminway Brook has brown trout in the spring. Moose winter on the Spruce Mountain saddle and on Meadow Mountain, and forage on Grassy Pond's abundant aquatic plants in the summer.

Water Quality

Please see the Water Resources section in page 125 for a complete report of Aqua Maine, Inc., including its 1998-2007 Long Range Facilities Plan.

Grassy Pond serves as a secondary supply of water for Aqua Maine, Inc., the largest investor-owned water utility operating in Maine. The primary water supply for Aqua Maine is Mirror Lake, which lies adjacent to Route 17 in Rockport. Aqua Maine in Rockport serves customers in Rockport, Rockland, Thomaston, Camden, and sections of Owls Head and South Warren. The Town of Rockport represents 17 percent of the company's customer base.

Water is transferred from Grassy Pond through Mirror Lake via a pumping system. The combined safe yield capacity of these supplies is 4.2 million gallons per day, according to Aqua America. The current daily demand is 3.1 million gallons per day. Aqua Maine projects that the available supply capacity is projected to meet regional needs for 20 to 40 years.

Aqua Maine maintains an active watershed monitoring and protection program aimed at protecting the quality of the source water. Water treatment is provided at a central treatment facility on Route 17 in Rockport at the east end of Mirror Lake.

Critical Areas and Habitat

For a complete analysis of Rockport's high-value plant and animal habitats, see the "Beginning with Habitat" map, prepared by the Maine Natural Areas Program and available at the Rockport Town Office (or online at the town's website) in the resource documents "Beginning with Habitat."

The Maine Department of Inland Fisheries and Wildlife has designated the entire perimeter of Grassy Pond to be Significant Wildlife Habitat to waterfowl and wading birds. On the southwest shore lies IF&W designated High-Value Habitat for U.S. Fish and Wildlife Service Priority Trust Species (all migratory birds, andromous/catadromous and certain coastal fishes, and federally listed endangered and threatened species).

There is a floodplain with shrub/scrub wetlands at the northern end of Grassy Pond. Heminway Brook floodplain also contains a wetland, as do several other segments of the pond's floodplain. The gravel aquifier is adjacent to the pond and partially within the floodplain.

There are six forested open wetlands within the watershed, several in the pond's floodplain. The two largest wetlands are on the eastern and western boundaries.

On the west side of Ragged Mountain, which slopes down to Grassy Pond, lies a large deer wintering area, as well as grassland, shrub lands, and barrens designated by the state as significant habitat.

There are also scenic views from the top of Pleasant Mountain, and from the tops and the saddle of Spruce Mountain.

Grassy Pond is rich with wildlife. Moose and deer winter on the higher elevations and descend to the pond. Trout live in Heminway Brook; loons and other waterfowl are on the pond in the wetlands along Heminway Brook.

Land Use

There are scattered homes in the Grassy Pond watershed. Route 17, a state arterial highway, runs close to the northern edge of Grassy Pond.

Utilities

Central Maine Power has its Section 86 line running across the northwest side of Grassy Pond.

Aqua America has an access road to Grassy Pond, and there are several snowmobile trails. A water transmission line also runs from Thorndike Brook to Mirror Lake.

The water company owns approximately 630 acres of land within the watershed.

Mirror Lake Watershed

Mirror Lake is the primary source of water for Consumers Maine Water Company, which provides public water utility service to customers in Rockport, Rockland, Thomaston, Camden, and sections of Owls Head and South Warren.

The Mirror Lake Watershed is entirely within Rockport town limits. This watershed is characterized by elevations of more than 400 feet, steep and wooded slopes, and little development. Consumers Maine Water Company owns the majority of the shoreline and much of the watershed itself.

Soils

Rocky outcrop (Lyman and Tunbridge) predominates, with some pockets of stony, fine, sandy soil (Marlow and Peru) west of Route 17. There is a small area of good farmland near the northwest corner of Mirror Lake, and there are some soils suitable for tree growth and blueberries.

Elevations

Elevations range from 375 feet at Mirror Lake to 1,300 feet at the top of Ragged Mountain. Most of the watershed is above 400 feet. With the exception of the northern and southern ends of Mirror Lake, the slopes are steep with cliffs along the shoulder of Ragged Mountain above the lake, and Spruce Mountain to the west. The watershed is primarily wooded.

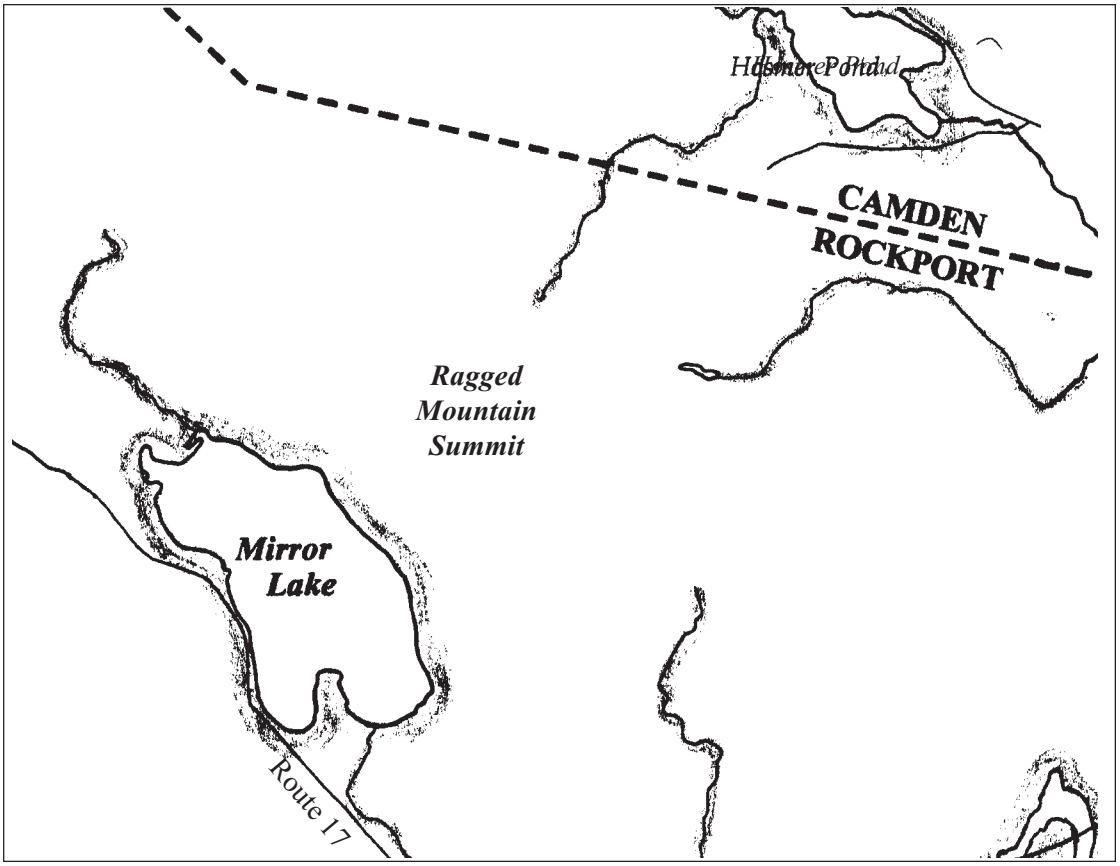
Water Quality

In addition to water from Thorndike Brook and Grassy Pond, there are three unnamed streams that drain into Mirror Lake. The outlet stream is one of the headwaters of Oyster River.

Mirror Lake has a surface area of 109 acres, drains a one square mile area. The maximum depth is 66 feet.

The combined safe yield capacity of Grassy

Mirror Lake Watershed



Pond and Mirror Lake is 4.2 million gallons per day, according to Aqua America. The current average daily demand is 3.1 million gallons per day. Aqua America projects that the available supply capacity is projected to meet regional needs for 20 to 40 years.

Aqua America maintains an active watershed monitoring and protection program aimed at protecting the quality of the source water. Water treatment is provided at a central treatment facility on Route 17 in Rockport at the east end of Mirror Lake.

Mirror Lake, is classified by the Maine Department of Environmental Protection as a Great Pond. The water quality of the three unnamed inlet streams is unspecified. No water recreational uses are permitted on Mirror Lake.

Critical Areas

Route 17 is a state designated natural area scenic view. The steep slopes and cliffs of Ragged Mountain up to 910 feet are in the Maine State Scenic Area 7-52. There are four upland forested open wetlands. A portion of the watershed sloping toward Ragged Mountain has been determined as high-value habitat for U.S. Fish and Wildlife Service priority trust species (all migratory birds, anadromous/catadromous and certain coastal fishes, and federally listed endangered and threatened species. For more information, see the Habitat and Natural Areas Section of this plan.

Along the slopes of Ragged Mountain in an area that spans the Rockport-Camden town line there is Rocky Summit Heath, a rare grassland/shrub land/barrens designated by the Maine Department of Inland Fisheries and Wildlife as significant.

A large deer wintering area also spans the town line and is considered significant by IF&W.

Spruce Mountain is home to deer and moose.

Communication towers are atop the Ragged Mountain ridge and accessed from the Camden Snow Bowl in Camden.

Goose River Watershed

The Goose River Watershed covers about seven square miles, or 4,480 acres. It is considered a major watershed and extends into Camden, and includes Hosmer Pond, one of the headwaters of the Goose River.

The four-mile-long Goose River meets eight tributaries as it meanders down to Simonton Corner. From there to the culverts under Main Street and Route 1, Goose River broadens into a wide floodplain. Prime farmland, tree growth farms, woodlots, a golf course, and homes are all within the watershed.

The Goose River, which is also spring-fed, then passes beneath Main Street and empties into Rockport Harbor.

Soils

Prime farmland soil runs along the Goose River and its tributaries between Park and Main streets, the junction of Cross and West streets, off of Route 1 near the Camden town line and in scattered pockets, and along Meadow Street.

Hydric soils are concentrated in the area bordered by Park Street, the Camden town line, Route 1, and Main Street.

Swanville soils are on the eastern side of Cross Street and scattered elsewhere throughout the watershed.

Lyman Rock outcrop complexes are concentrated on the shoulder of Ragged Mountain and scattered elsewhere.

The Nature Conservancy owns an area of approximately 13 acres around two quarries on Main Street and a small area on Annis Lane.

Elevations

Except for the Goose River floodplain, the

watershed is above 100 feet in elevation. The majority of the watershed is between 100 and 300 feet in elevation.

The top of Ragged Mountain is 910 feet with slopes descending to 300 feet.

Beech Hill is 593 feet with a small, circular area of 500 to 700 feet and a larger area of 300 to 500 feet.

Slopes

Slopes of more than a 25 percent grade are on the shoulder of Ragged Mountain, on both sides of the Goose River before it empties into the harbor, and in isolated bands along Route 90 and Cross Street, west of South Street between Beech Hill and Meadow Street, an in several places near Simonton Corner.

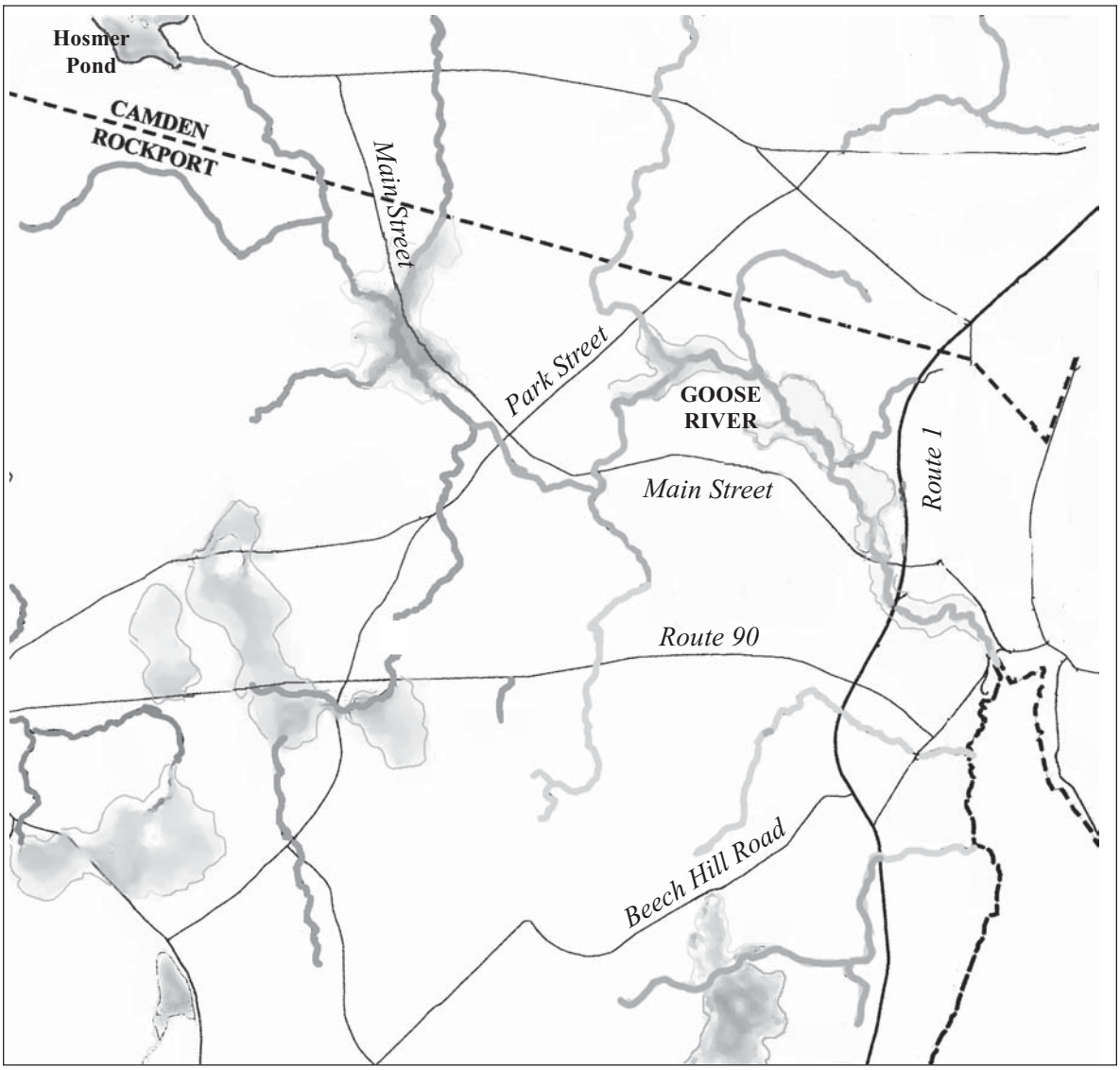
There are few areas of 15 to 25 percent slopes; 8 to 15 percent slopes are scattered in pockets.

Water Quality

Goose River and its eight tributaries drain the watershed. All of them have been classified as Class B by the state. (See page 107 for definitions of water classifications.)

In 1989, the Goose River floodplain had been studied in detail for approximately 1,400 feet upstream from Rockport Harbor to the crossing of

Goose River Watershed



Park and Main streets. The floodplains of the two tributaries had been delineated but the flood elevations had not been determined. At that point in time, a minor source of Goose River pollution had been traced to fertilizer from the Goose River Golf Course and emissions from automobile exhaust.

On October 16, 2002, a third grade class analyzed the Goose River at a point near the Goose River Golf Club and Merryspring Park. The class reported that the river had excellent clarity there, with a slightly orange tinge due to decomposing leaves at the bottom of the river. The shoreline vegetation there included alders, grasses, pickerel weed, wild clematis, elderberry, and a large swamp maple. There was also a ground hog burrow above the river bank.

The Goose River, the third graders reported, is mostly shaded and slow-moving. The bottom is covered with mud and sediment, and constantly decomposing vegetation lowers the amount of dissolved oxygen in the water.

The river is 2 to 3 feet deep and approximately 15 feet wide; during spring melt and rains, the river can rise to 6 feet.

Around the juncture of Annis Lane and Main Street, including part of the Nature Conservancy quarries, there is a 100 gpm hi-yield bedrock contour line. This area is bisected by the Goose River and a wetlands inside the floodplain.

Outside this contour line and tangential to it on the northeast corner is a 50 gpm hi-yield bedrock contour line. This extends to the west into another wetland and includes more of the Goose River wetland and floodplain.

There is a U-shaped 10 gpm bedrock yield between Park and Main streets, near the junction of Cross Street. Part of this is on the golf course.

Marine Water Quality

Whatever pollution flows down through the Goose River ultimately affects Rockport Harbor.

Critical Areas

There are 38 forested open wetlands in the Goose River watershed.

Portions of the Goose River wetland extending from the junction of Route 1 and Main Street to areas north and northwest are considered by the U.S. Fish and Wildlife Service and by the Maine Department of Inland Fisheries and Wildlife to be high-value habitat for priority trust species and habitat of statewide significance.

These areas are well delineated on the " Town of Rockport High Value Plant and Animal Habitat" map prepared for Rockport by the Maine Natural Areas Program for the "Beginning with Habitat" program.

The Goose River floodplain is designated as Significant Wildlife Habitat for waterfowl and wading birds.

The Goose River Golf Course and areas extending up through MerrySpring Gardens and over the town line are considered High Value Habitat for the U.S. Fish and Wildlife Service Priority Trust Species.

Further north in the Goose River watershed are similarly designated areas and are delineated on the "Town of Rockport High Value Plant and Animal Habitat" map.

Utilities

Central Maine Power's Section 49A crosses the watershed from west to east on its way to Camden.

The Maine Department of Transportation operates a maintenance area, with a sandpile, on Route 90, and borders a Goose River tributary.

Oyster River Watershed

West Rockport is in the Oyster River Watershed, which drains the southern slopes of Spruce and Pleasant mountains and eventually into the 700-acre Rockland Bog, the largest peatland complex in midcoast Maine.

Several small streams converge in the large wetland along West Street Extension.

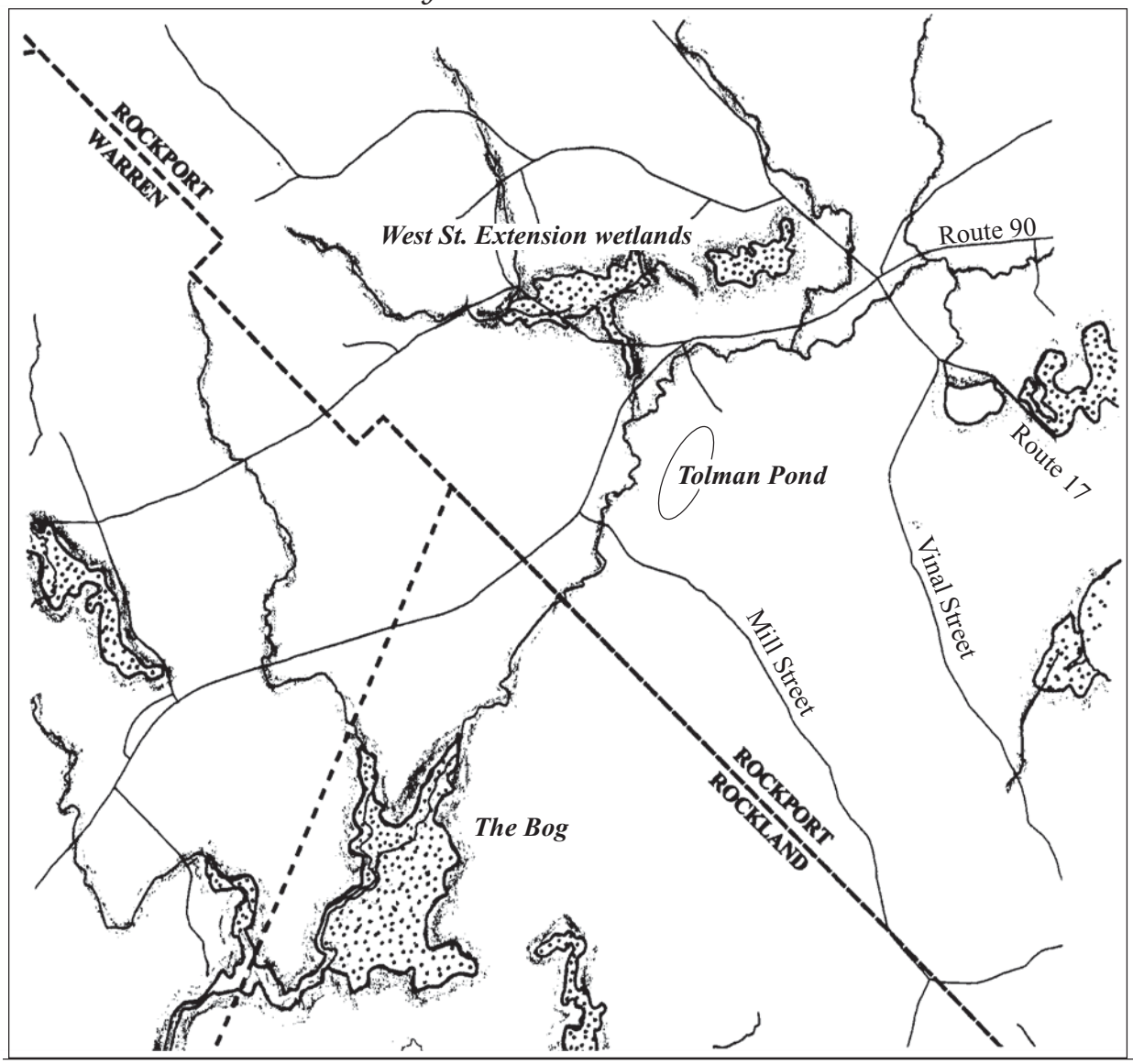
The outlet from Mirror Lake runs along Route 17 to Route 90 where it joins the outlet from Rocky Pond and streams from Ragged Mountain. All of these streams flow into Tolman Pond (an artificial lake) and on into Oyster River.

Rocky Pond is a state-designated "Great Pond," whose water quality meets standards for a Great Pond. It is rated vulnerable to increased phosphorous concentrations.

The 35-acre Tolman Pond is the dominant hydrological feature of the Oyster River Watershed. Created 30 years ago by a trapezoidal dam constructed across the Oyster River Channel, Tolman Pond is the funnel through which all the water from the watershed drains.

The pond's location next to Route 90 and developments make it susceptible to run-off and pollution. Silt build-up and suspected high phosphorous levels create potential algae conditions.

Oyster River Watershed



The landscape is dominated by Spruce and Pleasant mountains. The community of West Rockport is centered at the junction of routes 17 and 90, where there are several commercial establishments, along with a fire station and post office.

Utilities

CMP Section 49 cuts through the gap between Pleasant and Spruce mountains and down the shoulder of Spruce as it descends to the Park Street substation. Section 86B parallels Section 49 through the gap, descends through the woods at the base of Pleasant Mountain, and crosses over to the Meadow Hill substation.

Soils

The dominant soil types are rocky outcrops (Lyman-Tunbridge complexes) and fine, sandy loams (Tunbridge-Lyman, Herman, Marlow, and Peru). Some of the loams are very stony. Ledges are on the steep mountain slopes and tops.

Hydric and prime farmland soils are scattered throughout the watershed. The sandy loams are suitable for low-bush blueberries, pasture, and tree growth.

A former lime quarry and kiln is located on West Street Extension.

Elevations

Elevations range from 200 to 1,000 feet with steep slopes on the tops of Pleasant and Spruce mountains. Blueberry fields and woods exist in the area.

Water Quality

Rocky Pond and Tolman Pond drain into the Oyster River through the outlet culvert of Tolman Pond. All the tributaries of Oyster River, the intermittent streams draining the mountains, and the Mirror Lake outlet pass into Tolman Pond. The pond's location next to Route 90 makes it susceptible to run-off and pollution.

Mirror Lake, Rocky Pond outlets, and the Oyster River tributaries currently meet Maine's Class B (third highest classification, suitable for fishing, recreation, and drinking after treatment).

Critical Areas

There are 30 forested wetlands in the Oyster River watershed. The West Street Extension wetland is rated by the Maine Department of Inland Fisheries and Wildlife as significant for waterfowl and wading bird habitat.

The floodplain of the Mirror Lake outlet parallels Route 17; the Oyster River tributaries and Rocky Pond outlet floodplains parallel Route 90. There is a floodplain around the large wetland on West Street Extension, which is the catchment area for the streams from Spruce and Pleasant mountains.

There is a deer wintering area on the higher Spruce Mountain peak, and signs of moose on the Spruce Mountain saddle and adjacent wetland.

Land Use

West Rockport Village centers around the intersection of routes 17 and 90. These heavily-traveled highways dominate what was a former village area and have altered the community. People still walk to the post office, but the lack of sidewalks and high speed of traffic make this difficult. In spite of this, the West Rockport community is reasonably cohesive.

The village area is served by the Consumers Maine Water Company. There is a fire station, mixed development, commercial, and light industrial along Route 90. Route 17 is mixed commercial/residential.

With the exception of eight suburban-style subdivisions, land use in the Oyster River watershed remains moderately rural. Houses are strung along roads with fields and woods behind.

Three of the subdivisions are on the lower section of Mount Pleasant Street. A hillside subdivision extends up above Tolman Pond, and there is a planned subdivision for on Mill Street fields. There is also a plan for a traditional village development in West Rockport on Park Street.

Chickawaukie Lake Watershed

The 2,264-acre Chickawaukie Lake watershed includes parts of Rockport and Rockland with Dodge Mountain looming above the lake to the west and Bear Hill to the east. Eighty percent of the watershed is in Rockport. It includes the 29-acre Mace's Pond, and nine tributary streams within Rockport town lines.

Soils

Fine, sandy loams (Marlow, Hermon, and Tunbridge-Lyman) predominate. There are pockets of good farmland, especially along both sides of Route 17 between Mace's Pond and Chickawaukie Lake. Some are intermingled with pockets of hydric soil. Rocky outcrops are concentrated on the steep slopes on the western and eastern sides of Chickawaukie.

There is an old urban landfill between Route 17 and the lake across from the pasture and near the discharge of the Mace's Pond tributary.

Elevation

Elevations range from 123 feet at Chickawaukie Lake to 584 feet on Dodge Ridge. The elevation of Mace's Pond is 253 feet. The Dodge Ridge line and the top of Beech Hill are over 500 feet high. The slopes of Dodge Ridge, and Bear and Beech hills are 300 to 500 feet. Much of the watershed is at approximately 300 feet. The lower land forms a natural corridor between Dodge Ridge and Bear and Beech hills. Route 17 and power lines cut through this corridor.

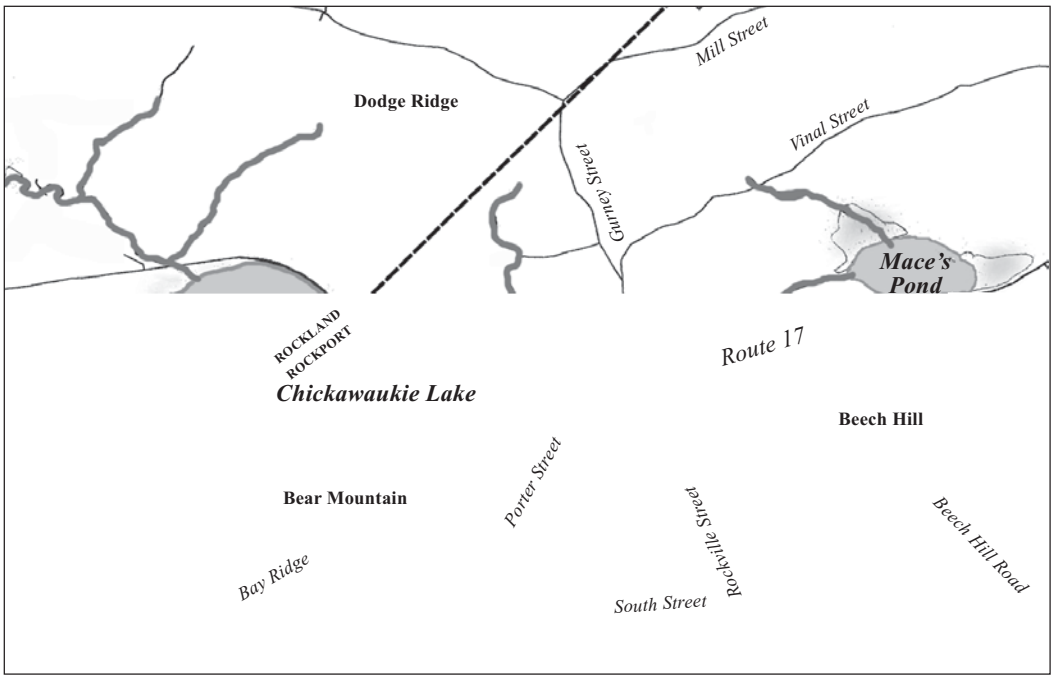
Steep slopes and cliffs rise above Chickawaukie Lake on the western side of Bear Hill and almost directly across the lake on the lower eastern side of Dodge Ridge above Route 17.

Dodge Ridge above Mace's Pond has blueberry fields and woodlands. There are some woods on Bear and Beech hills, and on the upper portions of Rockville and Porter streets, although there has been clearing and siting of many new homes over the decade of the 1990s.

Land Use

The watershed has varying degrees of development with the village of Rockville lying between

Chickawaukie Lake Watershed



Brewster Point Watershed

This watershed lies within the larger Rockland Harbor watershed. Essentially a flat, low-lying coastal plain, the watershed in Rockport includes one small stream and several intermittent tributaries that flow into Penobscot Bay at the Samoset Resort.

Soils

Fine, sandy loams are interspersed with pockets of good farmland soil. There are several areas of hydric silt loam. There is some pasture land, but no rocky outcrops.

Elevation

All of the Brewster Point watershed is under 100 feet of elevation. Except for some narrow bands of 25 percent slope at the head of Brewster Point and along the shoreline on either side of the point, the whole watershed is fairly flat. An escarpment lies at Jameson Point.

Streams and tributaries

The unnamed stream and tributaries that originate near the Rockland town line and that flow into Penobscot Bay are part of the "All Coastal Streams" classification of "C."

Land Use

The Samoset Resort occupies a large portion of the watershed, as well as the Eastward subdivision, single-family homes along Warrenton Street, and the newer homes in the Clam Cove subdivision.

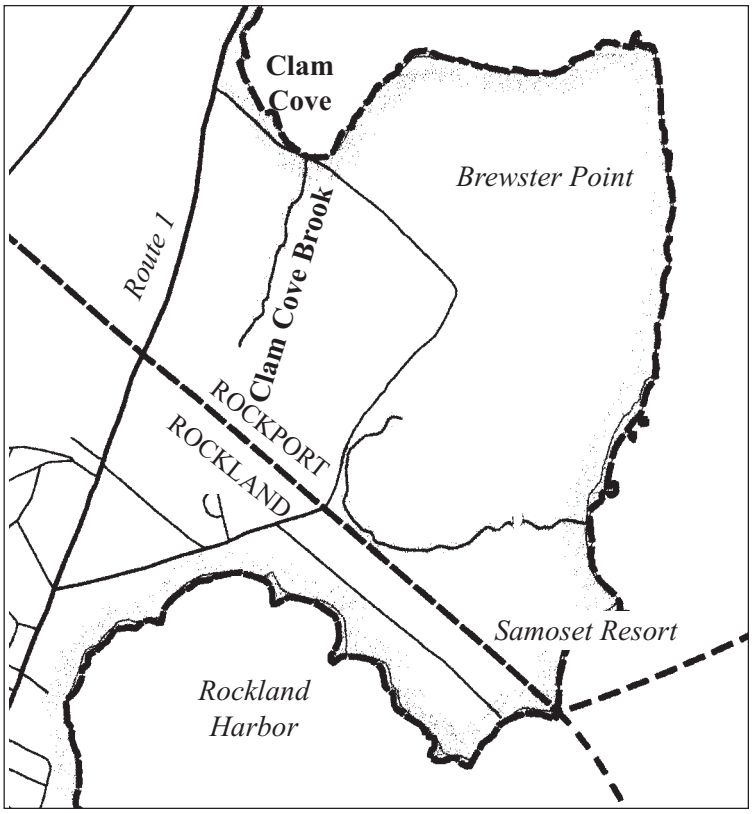
Rockland's commercial district, which includes Wal-Mart and several other stores with large footprints, also lies within the watershed, as does a mobile home development located at the Rockport/Rockland town line and in Rockport.

Wetlands

The Brewster Point watershed has seven areas of wetlands.

Critical Areas and Habitat

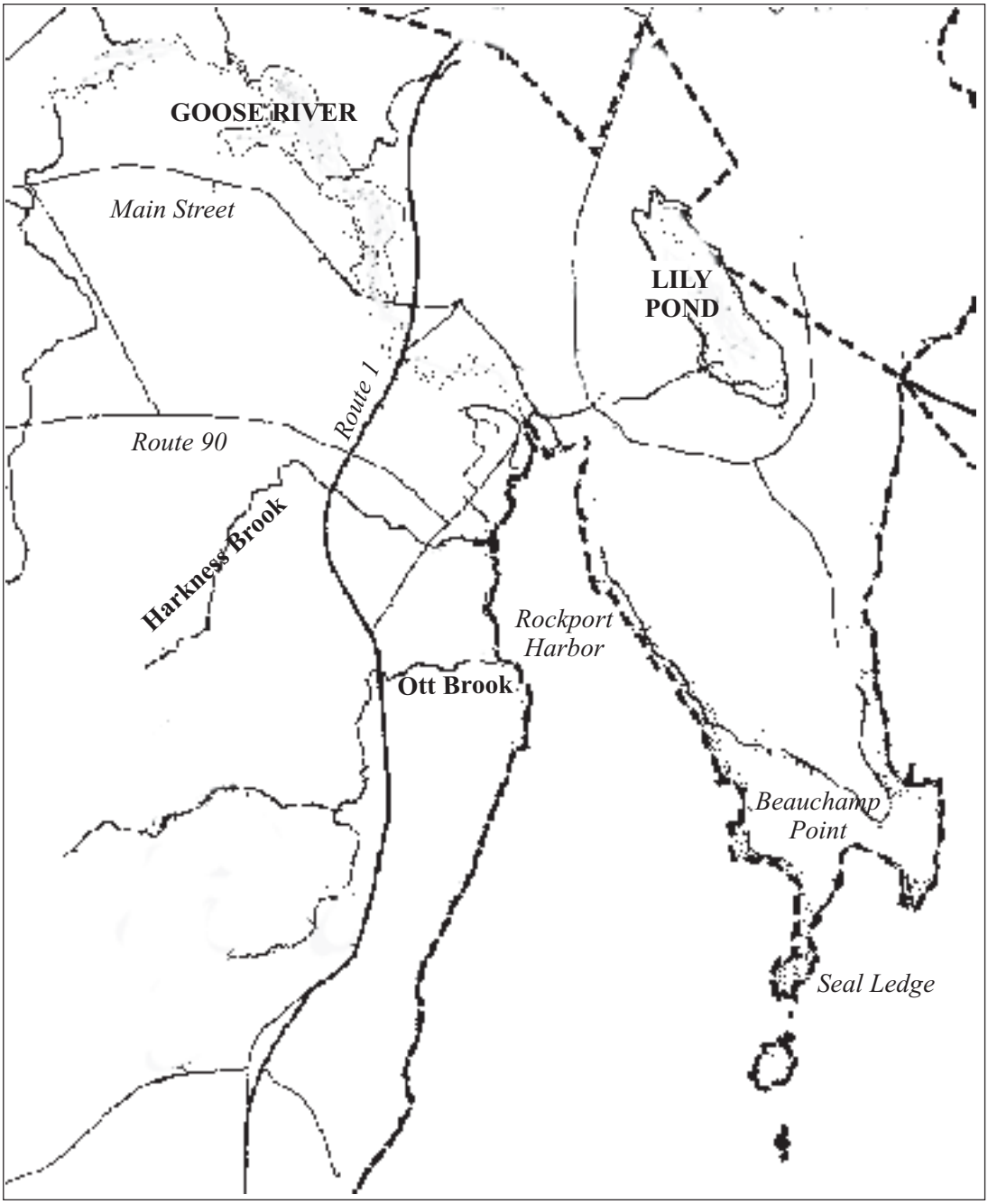
There are two areas on Brewster Point that are considered high value habitat for U.S. Fish and Wildlife Priority Trust Species. The areas are notable for their grass, shrub, and bare ground, which offers habitat to all migratory birds.



Coastal Watershed

The coastal watershed extends from Beauchamp Point all the way down to Clam Cove and the Brewster Point Watershed. Parts of it can be considered belonging to different and distinct Rockport watersheds, and yet all eventually empty into the Penobscot Bay.

Rockport Village is nestled around Rockport Harbor at the northern end of the coastal watershed. The neighborhood of Glen Cove is at the southern end. The Coastal, Goose River, and Lily Pond watersheds converge where the Goose River enters Rockport Harbor. Parts of Rockport Village are in the Lily Pond watershed, other parts lie in the Goose River watershed.



From north to south, the following brooks, creeks, and streams empty through the watershed into the ocean: Harkness Brook, Ott Brook, Varmah Creek, Oak Park, and Clam Cove Brook. There are also several smaller, unnamed streams that drain, some of which through culverts, into the bay.

Rockport Village is the most densely populated area of town and is connected by Route 1 to Glen Cove.

Soils

Lyman-Rock outcrop and Tunbridge complex series of soils are concentrated along the coast on Babcocks Point below Pine Hill, on the eastern slope of Beech Hill above Rockville Street, and in a north-south band from Route 90 to Rockville Street west of Commercial Street.

There is prime farmland between Beech Street and Route 90, along Rockville Street from South Street to Route 1, and around Clam Cove. Some hydric soils are intermingled with prime farmland in these areas. There are urodorthents-urban land complexes near Pine Hill, along Route 1 near the Crestwood Motel, and south of where the Goose River empties into the Rockport Harbor.

A cattle farm lies along Rockville Street at the junction of Old Route 1.

Elevation

With the exception of Bear and Beech hills, which reach elevations of 300 to 500 feet (Beech Hill reaches 553 feet), most of the watershed has elevations of 100 to 300 feet.

Slopes

Steep slopes of more than 25 percent rise above the coastline from the head of Rockport Harbor to the head of Oakland Park Cove, and along the southern part of Clam Cove, around Brewster Point, and down to Babcocks Point. Clam Cove has a few narrow, steep strips, as does Bear Hill near the junction of Porter and South streets.

The eastern side of Beech Hill has alternating bands of 15 to 25 percent slope and areas of more than 25 percent slope.

Coastline

The dominant feature of the intertidal coastline is ledge interspersed with sloping surfaces of boulder in the lower tidal zone (boulder ramps). In Rockport Harbor there is ledge and mud flats, and where Ott Brook enters the outer harbor, there is a sand beach with an intertidal boulder ramp.

At Roxmont, there is a gravel beach and at Oakland Park Cove, there are three areas of gravel beach with intermingled ledge.

Clam Cove is shallow with considerable diversity in its intertidal environment. (See Clam Cove in the Marine Resources section for more information.) The shoreline is predominantly a beach there with a wide variety of sediment, mostly fine, and is protected from high waves (a low-energy beach) with ledges at the head of the cove.

Mud flats run out seaward from the ledge and beach areas into areas of accumulated sediment where waves swash onto the flats (swash bars). On the northern edge of Clam Cove lies a triple-decker sandwich of a low-energy beach, boulder ramp, and mud flats. The other side of Clam Cove, near Brewster Point, is a gravel beach.

Fresh Water Quality

The Coastal watershed drains through four streams that run west to east and enter the ocean between Rockport Harbor and Babcocks Point, and one stream that runs south to north and drains into the head of Clam Cove.

Harkness Brook and its intermittent tributaries drain the watershed north of Beech Street, passing through three wetlands.

Ott Brook drains along Route 1 between South and Beech streets. Originating on the 300-foot elevation shoulder of Beech Hill, it passes through a large wetland. One tributary passes through two wetlands and a small pond before joining Ott Brook. Together, they drain two more wetlands before entering the ocean.

Varmah Brook is short, running from Route 1 near Megunticook-by-the-Sea Campground into the ocean. Its five intermittent tributaries drain the area along Rockville Street and east of South Street, including a small wetland.

Oakland Park Brook and intermittent tributaries drain the area east of South Street and north of Porter Street. One of its tributaries originates in a wetland, which is located at the tangential junc-

tion of the 200 gpm and 50 gpm bedrock well yield contour lines.

Approximately half of a 10 gpm bedrock well yield contour line is in the Coastal Watershed, running from South Street over to Oakland Park along Route 1, and back to near the junction of South and Porter streets. Within that area is a shorter 50 gpm yield contour line centered on Porter Street at a 200-foot elevation. Within that area is a short 200 gpm yield contour line, which is almost a perfect circle. Its circumference is tangential with the 50 gpm contour line on the east and west, and on the south with both the 10 and 50 gpm yield lines.

The convergence of two high-yield bedrock well contour lines, a wetland, and a stream originating in the same location south of Porter Street at a 200-foot elevation suggests the possibility of a bedrock aquifier.

Clam Cove Creek drains the medium-sized wetland next to Route 1 and two small wetlands that lie west of Warrenton Street. The creek is a tidal creek in the mud flats.

All these creeks are rated as "Class C," by the Maine Department of Environmental Protection.

Marine Water Quality

Clam Cove

Pollution, primarily residential discharge, officially shut the mudflats for shellfish harvesting on May 18, 1962. In 1978, Clam Cove was re-opened for clamming, but then closed again in 1984 due to poor bacteriological water quality.

The Glen Cove sewer, which hooks into the Rockland City sewer system, runs along Route 1 from South Street to the Rockland city line, and includes the Romaha Trailer Park and along Warrenton Street to the right-angle corner near the Eastward on the Ocean subdivision. Since 1990, Rockport has taken water samples and considered a shellfish management program that would include reseeding Clam Cove with clams. In 1996, the Shellfish Conservation Committee reported that there was renewed interest in a clamming restoration project in Clam Cove; however, the committee also reported high fecal coliform counts and concluded, "We have some big problems in identifying the sources of pollution and dealing with them before worrying about how to get clams to grow there."

In 2002, a renewed effort by the town to determine whether the cove could once again be home to shellfish and other marine resources was made, and water samples from five different streams that empty into Clam Clove were collected. The results were discouraging, as one state official reported: "I was surprised to see that the P90 data for the 30 most recent samples collected for the years 1992-1997 was actually better in 1997 than it is today. It seems hard to believe that with all the new sewer work that has gone on in this area the water quality has gotten worse."

In 2003, there remains uncertainty about the potential for clam production in Clam Cove. Issues such as the extent of continued pollution from the stream under Warrenton Road, and other sources, as well as the presence of predator populations hold back the commitment of human and economic resources to a clam restoration project.

While the mudflats beneath the tidal Clam Cove are rich with benthic activity and highly productive — worms and other invertebrates thrive there — the land-side soils along the Clam Cove shore are shallow and low in nutrient content.

However, severe erosion of the past has somewhat stabilized, thanks to a re-established plant growth, whose roots hold the soil and encourage nutrients to leach back into the soil.

The bedrock, which lies along the furthest edge of the midcoast region of Maine's coastal geology, is the type of bedrock that causes problems in pollution control because pollutants — sewage and otherwise — follow the path of least resistance, finding cracks in the bedrock and run unfiltered into the cove.

Although once extensively rich in clams, the mudflats now have a small population of clams. There is, though, an extensive mussel bar that forms a reef of living mussels. The mussels are an important food source to marine and bird life.

To protect the natural habitat of Clam Cove, the 1989 report encouraged the town to monitor pollution, including non-point source pollution (run-off due to increased development and impervious surfaces) from vehicles, salt on Route 1 and Warrenton Street, and commercial developments south and west of the cove. The report also warned

of run-off from fertilized lawns.

The report also encouraged the town to protect wetlands surrounding the streams, and to seek conservation easements on the lots adjacent to the cove. A 1991 wetlands map created by Normandeau Associates identifies a medium-sized wetland around the source of Clam Creek and a smaller wetland along Route 1 in Glen Cove. This indicates a large wetland area with interlocking and contiguous wetlands from Rockville Street to beyond Beech Street. Those wetlands include the source of both Ott and Harkness Brooks. The study area also indicates a convoluted small wetland along Ott Brook, west of Route 1 near the junction of Pascal Avenue.

"If development is allowed along the cove, there will be a great deal of siltation and erosion into the cove, which will continue to pollute the area. The wildlife will disappear from the wooded areas as more disturbance occurs because of a loss of habitat and food source," the town report said.

Rockport Harbor

Rockport Harbor has an SB classification, according to the Maine Department of Environmental Protection. This means the water is suitable for recreational purposes, as well as aquaculture, shellfish harvesting, and navigation. The marine, fish, and estuarine habitats are characterized as unimpaired and discharges to SB classified waters shall not adversely impact those habitats.

When the sewer was installed in the harbor, removing residential wastewater and combined sewer storm runoff. Rockport Harbor, in particular, also has non-point source pollution from marine activities, such as oily wastes, bottom paint, and wharves, as well as from parking lots, roads, and lawns.

The mudflats at the head of Rockport Harbor are marine wetlands. With the coastal floodplain around the tip of Beauchamp Point, Indian Island, and Lowell Rock, there are marine intertidal rocky shore wetlands within the floodplain.

The Lily Pond outlet is a shallow man-made canal approximately eight feet wide that descends through a wetland where it is joined by an intermittent tributary from the west. From behind the Rockport Public Library, the outlet continues beneath Russell Avenue and enters the head of the harbor behind Rockport Marine via a culvert.

Floodplains

The coastal floodplain includes Ram Island and the harbor. Its elevations range from 17 to 20 feet in Clam Cove and Rockport Harbor to a high of 37 feet near Varmah Creek. Because the shore is exposed to the east and southeast, it is vulnerable to wind and wave swash. There is moderate to heavy wave action along the coastline.

Wetlands

There is a wetland around the source of Clam Creek and a smaller wetland along Route 1 in Glen Cove. These are part of a larger wetland area with interlocking and contiguous wetlands that extend from Rockville Street to beyond Beech Street. Those wetlands include the source of both Ott and Harkness brooks. There is also a smaller wetland along Ott Brook, west of Route 1 near the junction of Pascal Avenue.

There are 35 open, forested wetlands; two intertidal rocky shores; two intertidal beach bars; and at Clam Cove, an intertidal flat wetland within a floodplain.

There is also a marine wetland along the southern shore of Clam Cove out to Babcock's Point. Ram Island has contains a wetland.

Critical Areas and Habitat

Ram Island

Ram Island, which sits less than a mile off of Glen Clove, is identified as a Sea Bird Nesting Island Number 63-323 by the Maine Department of Inland Fisheries and Wildlife. Ram Island has also been identified as an important seal haul-out and is a Class A Coastal Wildlife Concentration Area. It is also identified as a wetland.

The town has identified Ram Island as especially significant in conjunction to the habitat of Clam Cove because of its nesting status. Efforts to secure the island as a protected natural resource zone are crucial to the preservation of a large portion of the bird life in Clam Cove.

Portions of the shoreline from Beauchamp

Point down toward Clam Cove, and a large area that extends seaward into the water in Clam Cove and around Brewster Point is considered by the Maine Department of Inland Fisheries and Wildlife as significant wildlife habitat for tidal waterfowl and wading birds.

The Harkness Preserve is home to a stand of American Chestnut trees and is a rare plant location considered habitat of statewide significance, according to IF&W. Ott Brook runs through the southern corner of these woods, which are accessible by public trail.

Portions along the Harkness and Ott brooks and extending through some stands of woods are forested wetlands considered high value habitat for U.S. Fish and Wildlife Priority Trust Species. The areas are notable for their forested wetlands, which offers habitat to all migratory birds and other threatened species.

Land Use

Section 49 of Central Maine Power goes around Bear Hill and through Glen Cove before crossing into Rockland. The Fox Island Electric Co-op Cable take-off point is in the Bay Ridge subdivision above Old County Road.

There are more than 19 subdivisions in the coastal watershed, varying in size from three to 20 or more lots.

For the decade of the 1990s, Route 1, which runs through the Coastal Watershed, was zoned commercial and was the town's designated growth area. Route 1 is home to residential homes, medical offices, a hospital, bowling alley, car lot, retail stores, restaurants, nurseries, automobile repairs, service businesses, and light industry.

Glen Cove is heavily residential and commercial, and borders the commercial district of Rockland. Route 1 in this area is strip development.

In 1999, 2000, 2001, and 2002, Rockport voters considered and adopted various ordinances addressing the control of strip development and the aesthetics of commercial enterprises along Route 1, as well as Route 90.

Lily Pond Watershed

Lily Pond (once called Neck Pond) is the dominant feature of this watershed, and lies partially in Camden. Rockport Village is the dominant area, making the Lily Pond Watershed the most densely populated watershed in Rockport. In the watershed lies a golf course, subdivision, and a cattle farm.

The high end of the watershed, where the Midcoast Solid Waste Transfer Station, the quarries filled with demolition debris, and the Penobscot Bay YMCA are located, drains into Lily Pond. The western coastal areas, from the Goose River discharge (the three-watershed junction) around to the tip of Beauchamp Point, drain into Rockport Harbor.

The Lily Pond outlet drains into the head of Rockport Harbor via a culvert. Another unnamed stream enters the harbor a short distance from the east.

The Lily Pond outlet is a shallow man-made canal approximately eight feet wide that descends through a wetland where it is joined by an intermittent tributary from the west. From behind the Rockport Public Library, the outlet continues beneath Russell Avenue and enters the head of the harbor behind Rockport Marine via a culvert.

At the head of Rockport Harbor is a beach of mixed sediments with some marsh grass (a low-energy beach) and mud flats where the Lily Pond outlet discharges. Most of Beauchamp Point is ledge with gravel; there is boulder beach around Seal Ledge Cove, and at Beauchamp Point Cove there is a sand beach surrounded by ledge and an area of large boulders, which slopes downward.

Elevations

The northern end of Lily Pond has an elevation of 96 feet. Both sides of the Lily Pond outlet, the head of Rockport Harbor and down to Spear Street, a narrow band along the middle of Beauchamp Point, and all of the end of Beauchamp Point have elevations of 100 feet or less. There are two hills on Beauchamp Point with elevations of

102 and 192 feet. The rest of the watershed has elevations of less than 200 feet.

Soils

The predominant soils are fine, sandy loams (Tunbridge-Lyman series) with a few areas of stony, fine, and sandy loam.

Near the Beauchamp Point cove are pockets of prime farmland. There are two more pockets of such land alongside the Lily Pond outlet, and another near Winter Street.

There are several areas of hydric Swanville soil near Lily Pond and nearby prime farmland soils (Boothbay silt loam). Rocky outcrop complexes (mainly Lyman rock outcrop Tunbridge series) are along both sides of Union Street, and along the Beauchamp Point shoreline extending inland in the middle of the point, and around the northern edge of Lily Pond.

There is an area of urban land complex at the head of Rockport Harbor near the Lily Pond discharge. There is a complex of dump pits on the southeast shore of Lily Pond. Hydric soil is on the eastern side of the inlet from the dump pits complex to Lily Pond.

Slopes

While most of the Lily Pond Watershed is fairly flat, there are a few stretches of steep slopes along Beauchamp Point from the harbor to the Seal Ledge and around Seal Ledge Cove.

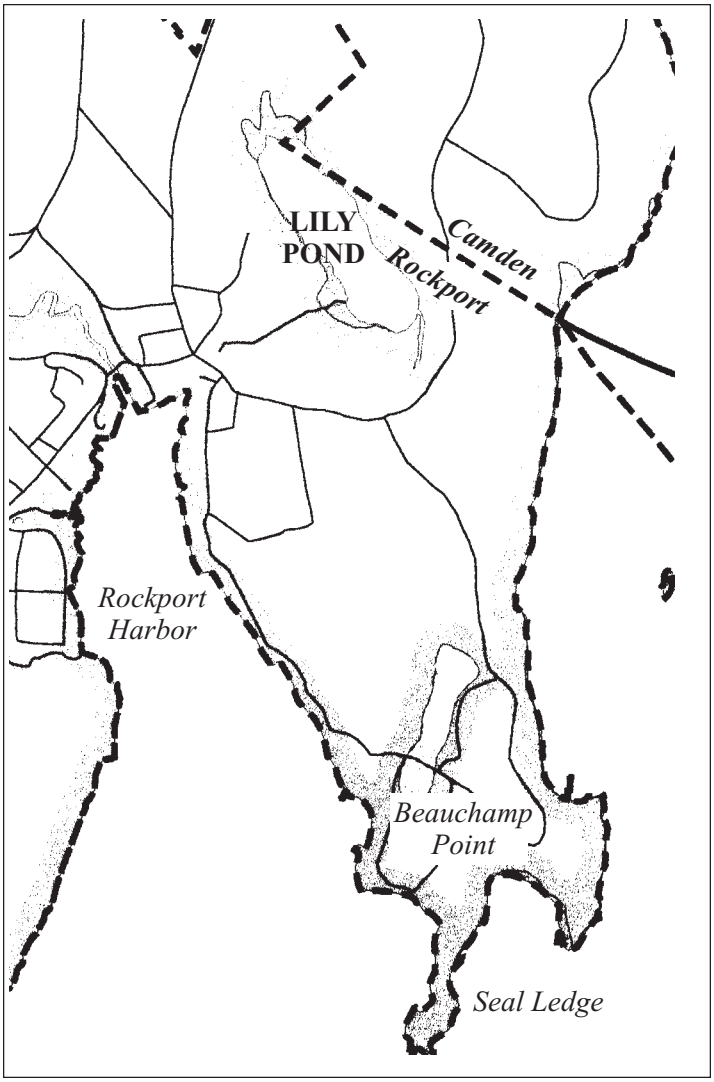
Fresh Water Quality

Lily Pond has a surface area of 25.5 acres, a maximum depth of 24 feet, and an average depth of 12.5 feet. The pond drains a 186-acre area (85 percent lies within Rockport), and flushes once a year. A 1987 study (Civil Engineering Services, Brewer, "Report on Jacobs Quarry and its Effect on Lily Pond Watershed") estimates that 61 to 75 percent of the Lily Pond is from ground water; the quarry discharge into the pond accounts for 10 to 16 percent of the pond water; and the southern canal near Russell Avenue accounts for 4 to 7 percent.

Lily Pond is eutrophic with culturally induced algal blooms and a stable water quality trend. There are four causes of the algae blooms: leachate from Jacob's Quarry, Canada geese and cows on Russell Avenue.

Lily Pond is not stocked for fish, but has white perch, chain pickerel, hornpout, suckers, and American eels. Water lilies cover a portion of its surface. In the past, the Maine Department of Inland Fisheries and Wildlife has recommended managing the pond for warm water fish.

Three streams flow into Lily Pond. From the north and Jacobs Quarry, a stream runs through an emergent wetland and marsh. The stream also drains woods and the Midcoast Solid Waste Transfer Station. Pollution from the transfer station, and underground water contamination from the quarries that have been filled with refuse and demolition debris, has concerned the Maine Department of Environmental Protection for a decade. The



quarry discharge has been estimated to contribute 10 to 16 percent of the water in Lily Pond.

In 2001, the DEP rejected a proposal from the Midcoast Solid Waste Corporation to pump the dirty water out of the quarry at the transfer station. The pumping proposal was submitted to the DEP in an attempt to convince the DEP to issue a license for disposal of demolition debris in MCSW's Jacobs Quarry. The MCSW demolition debris dump, which currently accepts waste from towns outside the MCSW membership, has operated under a DEP consent decree since 1993. The decree required that MCSW apply for a formal license for the operation.

The DEP refused to grant the license, putting MCSW in a position of drafting a closure plan for the quarry dump. The license was denied for fear that leachate would contaminate nearby groundwater. The MCSW proposed pumping the water and treating it at the Camden sewage treatment plant.

A minor second inflow to Lily Pond, through the marshy area at the northern end, is a seasonal stream draining the area west of the pond toward Union Street.

The third and last primary inflow at the southern end is a man-made drainage canal that begins near Russell Avenue and crosses a wetland where migratory Canadian geese rest before entering the pond. The canal drains 25 percent of the Lily Pond drainage area, much of it the Aldemere Farm cow pastures. Several storm water catch basins on Russell Avenue and Calderwood Lane drain into the canal.

This canal is shallow, approximately eight feet wide, and descends through a wetland where it is joined by an intermittent tributary from the west. The stream travels behind the Rockport Public Library, down beneath Russell Avenue, and enters the harbor via a culvert.

Marine Water Quality

Rockport Harbor has an SB classification, according to the Maine Department of Environmental Protection. This means the water is suitable for recreational purposes, as well as aquaculture, shellfish harvesting, and navigation. The marine, fish, and estuarine habitats are characterized as unimpaired and discharges to SB classified waters shall not adversely impact those habitats.

The sewer was installed in the harbor, where it removed residential wastewater and combined sewer storm runoff. Rockport Harbor, in particular, also has non-point source pollution from marine activities, such as oily wastes, bottom paint, and wharves, as well as from parking lots, roads, and lawns.

Floodplains

There is a narrow floodplain around Lily Pond except at the southern end (around Russell Avenue).

The marine coastal floodplain includes the head of the harbor from an imaginary line that extends from the Sea Street beacon to the shore below Spear Street. From the Ledges to where the Beauchamp Point Road tracks inland, the floodplain is narrow. It widens at Seal Ledge to the tip of Beauchamp Point. This area is open to the south and subject to wave action and swash.

Wetlands

The entire southern part of Lily Pond is a wetland that lies partially in the floodplain.

There is a wetland that extends from Jacobs Quarry along the outlet stream to Lily Pond, with an arm extending from Limerock Street to Union Street. There are five more small wetlands in the watershed and a larger wetland near Vesper Hill (Children's Chapel).

The mudflats at the head of Rockport Harbor are marine wetlands. With the coastal floodplain around the tip of Beauchamp Point, Indian Island, and Lowell Rock, there are marine intertidal rocky shore wetlands within the floodplain.

Critical Areas and Habitat

The entire Lily Pond and a wetland area that extends toward the Lily Pond subdivision is considered waterfowl and wading bird habitat of statewide significance by the Maine Department of Inland Fisheries and Wildlife. A southern portion of the watershed has grass, shrub, and bare ground considered by the U.S. Fish and Wildlife Service to be high-value habitat for priority trust species. In that same area are forested wetlands also rated the same by the U.S. Fish and Wildife.

Water Resources

There are more than 5,800 lakes and ponds in Maine of which about 3,500 are larger than 10 acres in size and are known as Great Ponds. Great Ponds fall under the jurisdiction of the State of Maine. Great Ponds cover about 1,000,000 acres or about five percent of the State of Maine; a size comparable to the entire state of Rhode Island. These ponds provide outstanding opportunities for recreation, fishing, seasonal and year round homes.

The Great Ponds are public waters of the State of Maine, and belong to the people of Maine. The State of Maine has delegated much responsibility for comprehensive planning and shoreland zoning to the town level. There is little federal involvement in the control of Maine's Great Ponds or shoreline.

Rockport has seven Great Ponds: Grassy Pond, Mirror Lake, Tolman Pond, Rocky Pond, Mace's Pond, Lily Pond, and Chickawaukie Lake.

Rockport Lakes and Ponds Are on Maine's Protection List

Under the Site Location of Development Act Title 38 M.R.S.A, Section 480-D (effective July 1, 1997) and under the Maine Department of Environmental Protection's Stormwater Management Rules (effective January 1, 1998), the DEP placed all of Rockport's great ponds – Chickawaukie Lake, Grassy Pond, Lily Pond, Mace's Pond, Mirror Lake, and Rocky Pond – on its 1997 Non-Point Source (NPS) Control Program list. (www.state.me.us/dep/blwq/l&whome2.htm)

Additionally, Hosmer Pond, in Camden, which is the source water for the Goose River Watershed, is also on the list. The list also includes portions of the St. George River's coastal wetlands, into which the Chickawaukie Lake feeds.

The fundamental objective of the list is to identify waters to help direct non-point source water pollution control efforts. The entire list consists of 180 lakes out of a total of 2,314 significant lakes in Maine. Listed waterbodies have both significant value from a regional or statewide perspective, and water quality that is either impaired, or threatened to some degree due to nonpoint source water pollution from land use activities in the watershed. They are considered to be waterbodies

Rockport Ponds and Lakes

Name	Size (in acres)	direct drainage (in acres in Rockport)	Flushing rate times/year
Chickawaukie Lake	352	1,321	.77
Grassy Pond	188	961	3.84
Lily Pond	29	150	1.2
Mace's Pond	29	516	6.9
Mirror Lake (Oyster River Pond)	109	753	.72
Rocky Pond	10	153	3.6
Tolman Pond	38	2,463	28.58

Rockport also has four unnamed ponds that are one and two acres in size.

Source: Maine Department of Environmental Protection, 1996

most at risk from development and are sensitive or threatened regions or watersheds.

This means that Maine's stormwater quality standards and site location standards require extra permitting for developments that substantially affect the environment.

Local groups that are developing or implementing watershed management plans in "Non-Point Source Pollution Priority Watersheds" are likely to receive additional technical assistance from state and federal agencies.

Mirror Lake and Grassy Pond are sources of public drinking water for the midcoast area and are managed by Aqua Maine (see next page).

Water Quality of Rockport's Ponds and lakes, 1996

Name	Water Quality
Chickawaukie Lake	poor/restorable
Grassy Pond	moderate/sensitive
Lily Pond	poor/restorable
Mace's Pond	moderate/stable
Mirror Lake (Oyster River Pond)	good
Rocky Pond	moderate/sensitive
Tolman Pond	moderate/sensitive

Source: Maine Department of Environmental Protection, 1996

Drinking water for businesses and residents not served by Aqua Maine use groundwater wells as their source. Groundwater is fed by surface water run-off and existing aquifiers. Rough estimates indicate that approximately a little more than 50 percent of Rockport's population draws water from dug and drilled wells and the rest secure water through Consumers Maine. Damage to those sources effect not only quantity but the quality of individual water sources.

While just a little more than half of the homes in Rockport are supplied by bedrock aquifiers, it is rare to find any that are highly productive and due to their low yield, they are not used for municipal water supplies. Sand and gravel aquifiers are more productive than bedrock, but due to the composition of soil in Rockport, there are no identified sand and gravel aquifiers.

Maine Water Classification System

The state has established a water quality classification system to monitor and protect water quality. All of Maine's water bodies are divided into categories:

- rivers, streams, and small ponds
- ponds with more than ten acres of surface area
- coastal and tidal waters
- groundwater

Within each category, waters are assigned a class rating of AA (best), A, B, and C. These ratings are then used to determine limits on licensed discharges of pollutants. All of Knox County waters draining directly or indirectly into tidal waters of Knox County, with the exception of the St. George River basin, are Class B, unless otherwise specified.

Class B, the third highest classification, are suitable for designated uses of drinking water after treatment, fishing, recreation in and on the water, industrial process and cooling water supply, hydro-electric power generation, navigation, and unimpaired habitat for fish and aquatic life.

Discharges to Class B waters shall not cause impact to aquatic life in that the receiving waters shall be of sufficient quality to support all indigenous aquatic species and biological community.

Additionally, an "Anti-Degradation Policy" provision is intended to prevent further decline of Maine's waters. According to the policy, no license may be granted which authorizes additional discharges into a water body that doesn't currently meet the minimum standards of its classification.

The effects of poorly-planned development on water resources

Undisturbed land, particularly wooded and wetlands, act like a sponge absorbing rain and snow melt. Once land is developed and soils are stabi-

lized with lawn, buildings, asphalt, and concrete, the land and water resources are permanently altered. Covering permeable soils with impervious materials, such as homes, parking lots, and streets, prevents rainwater and snowmelt from soaking into the earth. This infiltrating rain and snowmelt serves as the source of water entering most wetlands and streams during dry weather. As impervious areas increase within a watershed, the volume of groundwater flowing into the wetland or stream decreases, and what results, besides reduced groundwater recharge and flow, is non-point source pollution, generated and exacerbated by runoff of rainwater and snowmelt.

A decline in recharge may also affect the amount of water available to those who rely upon wells.

The water which once soaked into the earth becomes stormwater runoff after impervious areas are constructed. This runoff washes large quantities of pollutants from rooftops, streets, and parking lots. Stormwater pollutants include nutrients, salt, oil, oxygen-consuming materials, and toxics, such as copper, lead, and zinc. Many of these contaminants settle from the atmosphere and accumulate upon impervious areas until the next rain washes them into a nearby waterway.

Other sources include: car and truck exhaust; fertilizers and pesticides applied to lawns; corrosion of metal downspouts and gutters; and a host of other sources.

Converting a forest to homes on one-acre lots can result in a 12-fold increase in nutrient loads. Such a nutrient increase could cause algae to proliferate in a downstream lake or tidal waterway.

As algal populations build water clarity declines, which has resulted in the loss of aquatic grasses and a dramatic shift in the species inhabiting the water body. The U.S. Environmental Protection Agency has found that the copper, lead, and zinc are frequently present in runoff from impervious areas that are at a concentration which will kill or injure aquatic organisms.

In addition to chemical contaminants, run-

PHOSPHORUS POLLUTION

The most serious problem for Maine lakes is phosphorus pollution, the major cause of cultural eutrophication. Phosphorus is a natural element found in soil and in lake sediments. Fertilizers, detergents, manure, and sewage contain concentrated phosphorus that can be carried into lakes by stormwater (rainwater run-off). When roads, houses, and lawns replace forested terrain, the flow of rainwater increases carrying with it additional and sometimes destructive amounts of phosphorus and sediment.

Once in a lake, phosphorus nourishes algae and allows the algae to multiply into a “bloom.” When the algae die, they fall to the bottom, decompose, and deplete oxygen in the process. There are two serious consequences of oxygen depletion. First, loss of oxygen kills the cold water species such as trout and salmon living near the bottom. Second, the loss of oxygen causes a chemical change to occur in lake sediment that frees additional phosphorus to feed the bloom.

Any lake or pond in bloom loses its appeal for swimmers and boaters and property values may plummet. There is usually no indication of a water quality problem to the casual viewer until an algae bloom occurs, at which point it becomes far more difficult to correct than it would have been to prevent.

The Department of Environmental Protection (DEP) has developed a systematic method that towns can use to assess the impact of a proposed development on their lakes water quality. This method is called the Phosphorus Control Method and is designed for lake watersheds only. By performing the calculations in the method for lake watersheds, towns can determine the acceptable level of phosphorus that each of their lakes can handle before a noticeable change in water quality occurs. Municipalities can then set a water quality standard for increased phosphorus from new development for each individual lake. The figures used in the method have been calculated by the DEP. This goal is expressed as the allowable increase of phosphorus export per acre (per acre phosphorus allocation).

off from impervious surfaces, such as roads and parking lots, also carries other forms of pollution such as heat. Runoff from an asphalt road or parking lot may have a temperature of 83°F or more in the summer. Sensitive species such as trout prefer a temperature of 68°F or less and begin dying when water temperature reaches 77°F.

Higher phosphorous levels degrade water quality and reduce property values. In areas where impervious surfaces are less than 10 percent of total surface area, there is relatively little degradation. Above that 10 percent coverage threshold the water quality tends to deteriorate.

Non-point source pollution is prevented by retaining natural drainage to the greatest possible degree. It can be mitigated by the use of retention ponds in, for example, residential and industrial subdivisions. Retention ponds, however, only remove a portion of NPSP pollutants.

Recommendated strategies for preventing non-point source pollution include:

- preserving open space
- building subdivisions that concentrate housing in a particular area and leave more of the land in a natural state will reduce non-point source pollution. For example: In a planned 100-acre subdivision, the permitted 50 homes would be concentrated on 25-50 acres, and the amount of impervious surfaces are kept to a minimum, then the open space and ground retain the ability to absorb rain water and snow melt.
- Building Site Design: On each building site certain design features can also assist in mitigating non-point source pollution. Those features include:
  1) The use of mounded dirt islands
  2) Minimal lawn (less fertilizer)
  3) The use of native plants
  4) Providing for stormwater infiltration
- Reduced and Modified Parking Requirements: Smaller parking lots reduce the amount of impervious surface. But, perhaps more importantly, in some cases those parking areas could be constructed of porous paving blocks. They would allow for water to be absorbed rather than running off. Another technique that could be required to reduce the damage from parking lot runoff would be the inclusion of filtration boxes to remove pollutants.
- Roads: Along roadways keep natural buffers on either side to assist in trapping and absorbing the runoff.
- Erosion Control: Highway, municipal, construction site erosion control is essential in reducing non-point source pollution.

Evaluating New Development Proposals in Lake Watersheds

The DEP has developed method, described in detail in the manual "Phosphorus Control in Lake Watersheds: A Technical Guide for Evaluating New Development", to evaluate whether or not a proposed development will add a disproportionate amount of new phosphorus to a lake. It provides a standard which limits the amount of phosphorus that a proposed new development can add to the lake and a means by which the development can be designed and evaluated to insure that it meets the standard for that lake. It principally addresses the long-term increase in stormwater phosphorus that occurs when land is converted from forest or field to residential, commercial or industrial development. It does not address the short term, often catastrophic, increase in stormwater phosphorus which can result from unmitigated soil erosion during the construction process (See Appendix G for information about addressing erosion from construction sites). Though the standards in this manual will greatly reduce potential long-term impacts on lake water quality, the standards do not totally prevent contributions of phosphorus from new development. Also, since these standards will likely not be applied to all new phosphorus sources in lake's watershed, their implementation may not, by itself, be sufficient to prevent any noticeable decline in lake water quality. In order to insure that lake water quality is maintained, new development standards

should be applied in conjunction with efforts to reduce or eliminate some of the most significant existing sources of phosphorus in the watershed.

Phosphorus Allocations

Thetable below provides information for all of the lakes that have at least a part of their direct watershed (all the land that drains to the lake without first passing through an upstream lake) located in Rockport. The last column of the spreadsheet indicates an estimated per acre phosphorus allocation, in pounds of phosphorus per acre per year (lb/acre/yr), for each lake watershed in town. This allocation serves as a standard for evaluating new development proposals. It is applied to the area of the parcel of land being developed to determine how much the development should be allowed to increase phosphorus loading to the lake or pond. For instance, a development proposed on a 100 acre parcel in a lake watershed with a per acre allocation of 0.05 lb/acre/yr would be allowed to increase the annual phosphorus loading to the lake by 5 lb (0.05 X 100). If the projected increase in phosphorus loading to the lake from the development does not exceed this value, then it can safely be concluded that the development will not add an excessive amount of phosphorus to the lake.

LAKE/POND	DDA	ANAD	AAD	GF	D	F	WQC	LOP	C	P
Chickawaukie	1321	132	1189	0.3	357	20.2	mod-sensitive	h	0.75	0.042
Crawford	336	20	316	0.2	63	4.38	mod-sensitive	h	0.75	0.052
Grassy	961	100	861	0.25	215	8.51	mod-sensitive	m	1.00	0.040
Hosmer	303	100	203	0.2	41	2.42	mod-sensitive	m	1.00	0.060
Lilly	150	25	125	0.3	38	1.74	poor-restorable	m	0.50	0.023
Maces	516	55	461	0.25	115	4.36	mod-sensitive	m	1.00	0.038
Mirror	753	175	578	0.2	116	9.48	mod-sensitive	h	0.75	0.062
Rocky	153	10	143	0.25	36	1.45	mod-sensitive	m	1.00	0.041
Tolman	2463	350	2113	0.25	528	17.02	mod-sensitive	m	1.00	0.032

DDADirect land drainage area in Township in acres

ANAD	Area not available for development in acres
AAD	Area available for development in acres (DDA - ANAD)
GF	Growth Factor
D	Area likely to be developed in acres (GF x AAD)
F	lbs. phosphorus allocated to towns share of watershed per ppb in lake
WQC	Water quality category
LOP	Level of Protection (h=high(coldwater fishery);m=medium)
C	Acceptable increase in lake's phosphorus concentration in ppb
P	lbs. per acre phosphorus allocation (FC/D)

Aqua Maine, Inc.

Please see the appendix for the 1998-2007 Long Range Facilities Plan of Aqua Maine (formerly Consumers Maine Water Company. See also the March 2003 Aqua America report for the Maine Public Drinking Source Water Assessment Program.

Aqua Maine serves a midcoast population of 22,000 through 7,300 service connections. The Town of Rockport represents 17 percent of this customer base. In 1993, the Rockport Comprehensive Plan reported that the water company served approximately 7,000 connections, indicating that the number of customers has increased by 4 percent over last decade.

The 2,684-acre watershed of Mirror Lake and Grassy Pond is located in Rockport, Camden, and Hope. Thorndike Brook is the principal stream drainage that discharges into Grassy Pond, or when diverted, discharges into Mirror Lake. Approximately 88 percent of the watershed is in forest growth. Aqua Maine owns 1,100 acres surrounding both the lake and the pond. The ownership includes 81 percent of Mirror Lake watershed and 65 percent of the Grassy Pond watershed. The entire shoreline of both the lake and pond are included in this protective ownership. Additional safeguards for land use are provided in Rockport through the Shoreland Zoning Ordinance and a Watershed Overlay District. Shoreland zoning is also established in Camden and Hope.

Mirror Lake and Grassy Pond are sources of public drinking water for the midcoast area, and Chickawaukie Lake serves as an emergency, non-potable source for Consumers Maine. Mirror Lake is the primary source, and is supplemented by water from Thorndike Brook and Grassy Pond, which feeds Mirror Lake via a transmission line from Thorndike Brook.

Both Mirror Lake and Grassy Pond have well-protected watersheds, according to Aqua Maine , due in large part to the significant land ownership of the water company.

No significant land use threats were identified during the 2003 reconnaissance of the watershed. Aqua Maine has agreements that provide certain protections along Route 17 and along the power line corridor. However, the lake and pond are somewhat susceptible to potential impacts from runoff and accidental spills related to vehicles traveling along the road in close proximity to the water.

The company maintains an active watershed monitoring and protection program aimed at protecting the quality of the source water. Water treatment is provided at a central treatment facility on Route 17 in Rockport at the easterly end of Mirror Lake.

The Mirror Lake intake is used as the primary source for water. The intakes at Grassy Pond and Thorndike Brook are used to supplement the supply. The water is used as an unfiltered source with chlorination, flouride, and corrosion pH treatment prior to entering the distribution system. The raw water is monitored by Aqua America and the re-

Aqua Maine – Since 1885

The Camden and Rockland Water Company was organized in 1885 under an amendment to the orginal charter granted by the State of Maine. After incorporation, the central elements of the present system were constructed, and consisted of an intake at Mirror Lake, a 10-inch transmission line to Rockland, and a branch to Camden and Rockport. The company also built the Juniper Hill reservoir in Rockland and the Chickawaukie lake pump station, and a portion of the distribution system.

In 1895, the company acquired the property of the Rockland Water Company, which had been incorporated in 1850 to serve what was then the Rockland village. In 1959, Consumers Water Company, of Portland, acquired the Camden and Rockland Company through the majority of the stock.

Today, the company, now named Aqua Maine, is a subsidiary of the publicly-held Aqua America, Inc (formerly Philadelphia Suburban Corporation). Aqua America is the nation's largest U.S.-based, investor-owned water utility, providing water and wastewater services to approximately two million residents in Pennsylvania, Ohio, Illinois, New Jersey, Maine, and North Carolina. Aqua America's common shares are traded on both the New York and Philadelphia Stock Exchanges under the ticker symbol "WTR."

sults show good water quality from the source.

In March 2003, Aqua Maine reported: "Based on the largely undeveloped nature of the watershed, extensive ownership by Aqua Maine, existing zoning protection, recreational and land use controls, and local public awareness, the overall susceptibility of the Mirror Lake and Grassy Pond water supply is considered to be low."

The combined safe yield capacity of Mirror Lake and Grassy Pond is 4.2 million gallons perday. The current average daily demand is 3.1 million gallons per day. Consumers Maine projects that the available water supply capacity will meet the water supply needs of the region for 20 to 40 years.

Aqua Maine also holds water rights in Rocky Pond in Rockport, Fish and Hobbs ponds in Hope, and to the Megunticook River and Megunticook Lake in Camden.

The water distribution system in Rockport serves two areas of town: Rockport Village and Glen Cove, including Penobscot Bay Medical Center and the Samoset Resort.

The distribution system can generally provide adequate pressure to serve areas in Rockport below an elevation of 200 feet above sea level.

From Mirror Lake, water is distributed to homes and businesses along routes 17 and 90 to the Rockport Village distribution system. Mirror Lake provides system pressure in Rockport Village and provides water for fire protection, emergencies, and peak demand flows.

The transmission system to the Glen Cove area is along Route 17 to the two-million Juniper Hill storage tank in Rockland. The distribution system in this area coincides with Rockland's north end distribution system.

Penobscot Bay Medical Center is supplied from Route 17 via Rockville and South streets. A control valve at Power House Hill allows water to supplement the Glen Cove area and Juniper Hill during high demand.

Filtration Waivers and Consumers Maine

The U.S. Safe Drinking Water Act requires that all surface supplies unsed as public water systems are filtered. However, the State of Maine Drinking Water Program allows water systems to avoid filtration if certain criteria can be met, particularly raw water quality standards and active watershed management.

Aqua Maine currently operates under a "filtration waiver." There is, however, no guarantee that this waiver will continue due to a change in federal or state laws, or a change in water quality. With the loss of a waiver, Consumers Maine is likely to build a filtration plant at the existing Mirror Lake location.

Long-Range Plans

Aqua Maine believes the water system has sufficient capacity to serve additional residential and commercial customers in Rockport. Rules established by the Maine Public Utilities Commission govern the extension of the water system to serve new customers. Essentially, these rules require that the new customers pay for all costs associated with the extension of water service. The water utility is then allowed to invest in the extension based on a formula that recognizes the new revenues provided to the utility by the new customers served.

When lengthy main extensions are required to serve residential developments, the costs of extending water service is often greater than the cost of installing private wells. A benefit to municipality and to the property owners of extending the public water system is the ability to provide public fire protection to the development and Aqua America advises that this benefit should be considered by the municipality in its review of proposed developments.

In April 1998, Aqua Maine published a long-range facilities plan for its Camden-Rockland division. The plan identifies five goals for the 10-year period from 1998-2007. The goals are:

1. The development of additional source water capacity to insure the ability to provide a safe and reliable supply to all customers.
2. To provide the highest quality product possible.
3. To maintain a rate structure that provides an average residential water bill that is less than 1.4 percent of the median household income for the area.
4. To systematically address the water service needs of each of the seven communities served by the utility and to investigate the expansion

of service to new communities.

5. To maintain full compliance with all state and federal drinking water regulations.

To address those goals, the plan recommends the following projects or initiatives over the next 10 years:

1. Raise the level of Grassy Pond and reconstruct the pump station in order to increase the utilization of existing sources of supply.
2. Secure access to Megunticook River through land acquisition to insure that that future source remains a viable alternative for additional water supplies.
3. Enhance treatment processes to control taste and odor concerns.
4. Improve the company's emergency response plan to address source contamination threats.
5. Systematically replace sections of the distribution system in order to improve service pressure, flow, or water quality.
6. Participate in local economic development activities.
7. Insure compliance with the Long Term Enhanced Surface Water Treatment Rule.

The impact of those goals and initiatives on the Town of Rockport during the plan period are identified more specifically in the following projects:

1. A two-year capital improvement project along Route 1 in Rockport from Warrenton Street to the Rockland town line has been completed. This project was completed and involved replacement of old six-inch pipe with new 12-inch pipe at a cost of $236,000.
2. The Grassy Pond Dam reconstruction and pump station upgrade was completed in 1999. The dam project raised the water level 18 inches, translating into approximately 120 million gallons of additional storage. The pump station project increased pumping capacity from 2.2 mgd to 4.5 mgd.
3. Approximately 2,000 feet of small diameter main was replaced with 16-inch on Route 1, south of Ben Paul Lane. This project was completed in 2000 with funding secured by the Town of Rockport.
4. A five-acre parcel of land was acquired in Camden along the Megunticook River as a potential future site for water withdrawal and treatment.

Ongoing projects include:

1. Transmission improvements in the areas of Mirror Lake and the intersection of routes 17 and 90.
2. Comprehensive mapping and GIS system improvements.
3. Completion of a "Vulnerability Assessment" and an update of an emergency response plan, as required by the Environmental Protection Agency in the aftermath of September 11, 2001.
4. Exploration of treatment process alternatives to comply with new and upcoming regulations.

Each year, based on discussions with municipal officers and the Maine Department of Transportation, replacement projects are undertaken to address system improvements in a cooperative manner to lower costs and minimize inconveniences to the public. For example: Camden notified Aqua Maine of its intent to reconstruct Cross Street in Camden, including stormwater and sewer infrastructure. Working with the town's public works department, crews from Aqua Maine were able to replace an under-sized main and renew all service connections for a significantly reduced project cost.

This routine work, and the more significant projects identified above, will consume the capital available from Aqua Maine for public water system improvements in Rockport for the next five to 10 years. Further extensions or expansion of the public water system are possible, but most likely the company will need the involvement of Rockport or private developers to finance them in order to achieve the goal of water rate affordability.

Aqua Maine is eager to assist in pursuing public/private partner opportunities for water system improvements that benefit the community. Aqua Maine has completed public/private projects in Rockport, Freeport, Bucksport, Hartland, and Greenville.

Habitat and Natural Areas

> *"Natural area" means any area of land or water, or both land and water, whether publicly or privately owned, that retains or has reestablished its natural character, though it need not be completely natural and undisturbed, and that supports, harbors or otherwise contains endangered, threatened or rare plants, animals and native ecological systems, or rare or unique geological, hydrological, natural historical, scenic or other similar features of scientific and educational value benefiting the citizens of the state.*

In 2002, the Maine Department of Conservation, Maine Natural Areas Program, Maine State Planning Office, U.S. Fish and Wildlife Service, Maine Cooperative Fish and Wildlife Research Unit, Maine Department of Inland Fisheries and Wildlife, Maine Coast Heritage Trust, the Nature Conservancy, Southern Maine Regional Planning Commission, Wells National Estuarine Research Reserve, and Maine Audubon pooled resources and produced for Maine communities a collected series of documents and maps known as "Beginning with Habitat, An Approach to Conserving Maine's Natural Landscape for Plants, Animals, and People."

The "Beginning with Habitat" report, resources, and maps were developed principally to help guide municipalities in land-use planning efforts. The maps delineate state and federally designated habitat that is considered rare and valuable, collecting various strands of data, regulations, and guidelines. The intent of the "Beginning with Habitat" program is to conserve high-value habitats throughout towns by integrating natural resource information into planning. Conserving species through habitat conservation keeps species of concern from becoming endangered or threatened, and minimizes further additions to rare species lists.

Rockport's "Beginning with Habitat" provides the town with a comprehensive look at what lands and water resources are currently considered important to a healthy wildlife population.

The following areas in Rockport have been identified as falling into various classifications outlined above. They are delineated on the map "Town of Rockport, High Value Plant and Animal Habitats," produced by the Maine Natural Areas Program under the Maine Department of Conservation. These areas are also identified in the "Watersheds" section of this comprehensive plan.

> *The State of Maine and the U.S. Fish and Wildlife Service have different classifications of habitat and animals. See the following page for definitions of those classifications.*

Categories of Wildlife Habitat

The State of Maine and the U.S. Fish and Wildlife Service have different classifications of habitat and animals. The following terms describe wildlife habitat that has special protection under current laws.

Federal

CRITICAL HABITAT for a threatened or endangered species is specific areas within the geographical area occupied by the species, on which are found those physical or biological features essential to the conservation of the species; and specific areas outside the geographical area occupied by the species that are essential for the conservation of the species.

State of Maine

ESSENTIAL HABITATS: state-designated habitats that are "currently or historically providing physical or biological features essential to the conservation" of endangered or threatened species.

SIGNIFICANT WILDLIFE HABITATS are habitats for species appearing on the official state or federal lists of endangered or threatened animal species; high and moderate value deer wintering areas and travel corridors; high and moderate value waterfowl and wading bird habitats, including nesting and feeding areas; critical spawning and nursery areas for Atlantic salmon; shorebird nesting, feeding and staging areas and seabird nesting islands; and significant vernal pools.

Categories of Wildlife Species

All wildlife species have been placed into one of the following categories. These categories are used among wildlife professionals as well as in many laws that conserve and protect wildlife.

Federal

ENDANGERED SPECIES: Any species that is in danger of extinction throughout all or a significant portion of its range.

A **THREATENED SPECIES**: Any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

State of Maine

ENDANGERED SPECIES: Any species in immediate danger of extinction within its habitat in the state.

THREATENED SPECIES: Any species that will become endangered in the state if current populations experience further decline.

The state also tracks the status, life history, conservation needs, and occurances of species that are considered "**RARE**."

General

- Species **OF CONCERN** may be listed because they are particularly vulnerable to population decline due to restricted distribution or habitat loss, or because there is concern about the status of the species, but there is insufficient information to list it as endangered or threatened.
- **GAME SPECIES**: Wildlife that can be hunted and/or trapped during a restricted season with permits.
- **NONGAME SPECIES** are all wildlife that cannot be hunted or trapped.

Rare Animal Habitat and Location in Rockport

Chickawaukie Lake, western and northern ends, has been identified as habitat and location of the **NEW ENGLAND BLUET,** a dragonfly rated of special concern by the State of Maine. The habitat area and buffer area spreads in a wide circle into the lake, as well as on the adjacent shorelines and upland from the lake.

Chickawaukie is also home to a rare aquatic plant, the PRICKLY HORNWORT *(Ceratophyllum echinatum),* determined by the state to be of Special Concern. The plant was discovered in 2002.

THE NEW ENGLAND BLUET is restricted to emergent vegetation along shallow lakeshores, often with coarse substrates of sand and gravel. Individual bluets can move several hundred meters, depending on wind direction and speed. In limited sampling, there appeared to be a relationship between shoreline development and bluet presence, with bluets tending to occur more often along less developed lakeshores. A key land management consideration is the type of lakeshore vegetation; bluets seem attracted to old field vegetation adjacent to lakeshores, while avoiding closely mowed grass. Thus, where development abuts waterways, retention of an un-mowed strip at least several meters wide would be favorable for this species.

Northern, eastern, and southern shores of Chickawaukie Lake are also determined to be **HIGH-VALUE HABITAT** of more than five acres for U.S. Fish and Wildlife Service's Priority Trust Species. That habitat includes grass, shrub, and bare ground, as well as forest and forested wetlands.

Rare or Exemplary Natural Communities in Rockport

Ragged Mountain, which straddles the Rockport/Camden town line, is home to the rare natural community of **ROCKY SUMMIT HEATH,** a bedrock of outcrops, ledges, and summits of igneous and high-grade metamorphic rocks. Two rare plants also share the habitat: **CRAWE'S SEDGE** and **SMOOTH SANDWORT**.

Maine IF&W has proposed that parts of Ragged and Bald mountains be protected (see appendix) from further development. At over 1200 feet in elevation, Ragged Mountain and Bald Mountain are imposing peaks in the western part of Camden. Both summits are capped by exposed bedrock, and the side slopes of both mountains are largely undeveloped. Together these peaks form the core of a 5,500-acre block of largely undeveloped lands.

Currently, Camden owns several parcels on Ragged Mountain, totaling over 280 acres (the east side is a ski area). The Coastal Mountains Land Trust owns 28 acres. Aqua Maine owns several hundred acres around Mirror Lake.

Camden operates a ski area on the northeast slopes of the mountain, and a communications tower is located on the summit above the ski slopes. A new hiking trail, completed in the fall of 1997, traverses the ridgeline. Much of the ridgetop is exposed bedrock that supports a 40 acre acidic rocky summit plant community. The bedrock outcrops are interspersed with spruce/fir forest, and further to the north, a 150-year-old but recently ice-damaged oak forest. A small population of the rare smooth sandwort *(Minuartia glabra)* grows near an exposed section of the hiking trail. The west-facing slopes of Ragged Mountain are 30 acres of steep acidic cliffs with talus slopes at the bottom. The forest beneath the cliffs contains patches of mature oak forest in the upper ravines.

The exposed southern face of Bald Mountain is similar to that described above, with characteristic plants including juniper *(Juniperus communis)*, bearberry *(Arctostaphylos uva-ursi)*, and low-bush blueberry *(Vaccinium angustifolium)*.

Deer Habitat on Ragged Mountain

There is **one mapped DEER WINTERING AREA** on the northern side of Ragged Mountain, and another is mapped on the south side of Bald Mountain.

According to the Land Trust Assistance Project (a combined effort of the Maine Natural Areas Program, IF&W, Maine Coast Heritage Trust, and Maine Audubon), conservation measures in the Ragged/Bald mountains area should be addressed because:

- The coastal mountains have experienced rapid growth in the last decade (Krohn 1997), and many of the upland areas are under increasing threat. Growth and sprawl in rural areas contribute to habitat fragmentation, water quality degradation, and expansion of invasive plant species.
- Many of the higher elevation oak forests in this region — particularly stands facing the east and southeast — were heavily damaged by the January 1998 ice storm. In light of this damage, some landowners have undertaken heavy salvage cuts to offset possible economic loss. Woodlot owners considering such options should be encouraged to develop a long-term forest management plan with the guidance of a licensed forester.
- Old forests (i.e., greater than 100 years old) are becoming scarce in Maine. Retention of old forest stands and characteristics, such as coarse woody debris and standing snags, may augment habitat diversity and value.
- Particular attention should be given to protecting large parcels adjacent to already protected lands. (Most of Bald Mountain lies within a few large parcels.) Furthermore, conservation priorities within this focus area should also be influenced by the development threat of each tract. The development potential of several areas is limited by steep slopes, restricted access due to adjacent conservation lands, or both.
- The biggest threat to the summit peaks may be from two sources (1) the further development of communication towers and associated facilities, and (2) uncontrolled recreational use.
- Recreational use should be limited to existing trails.
- Crawe's sedge *(Carex crawei)*, a small plant with only one other known site in the state, grows near the summit of the open ski slope in a gravelly seep. All previously documented Maine sites for this species have been in Aroostook County. This small population appears to be surviving in spite of the maintenance of the ski slope. It typically prefers moist open soils, and it probably occurred historically in other naturally open seeps in the area.

Rare Plant Locations in Rockport

Rockport Village, in particular the **HARKNESS PRESERVE,** is home to the **AMERICAN CHESTNUT** tree, a rare species and natural community location of special concern to Maine's Department of Inland Fisheries and Wildlife. The American Chestnut *(Castanea dentata)* is a forest tree with large, coarse-toothed leaves. In the past, specimens grew to 30 m in height, but now most are smaller, about 8 m. The edible nuts are enclosed in a spiny husk; several nuts per husk. Chestnut is distinguished from the similar beech (*Fagus grandifolia*) by its longer leaves and petioles and its blunt buds. Though often confused in conversation, it is not closely related to the horse-chestnut *(Aesculus hippocastanum)*, a widely planted non-native ornamental tree that has palmately compound, opposite leaves and showy white flowers. Formerly a dominant species of central hardwood forests, it is now limited to small specimens and sprouts from old stumps. It still occurs in all New England states but the trees often are killed by a fungus before they reach a large size.

Significant Wildlife Habitats and Species Location in Rockport

Significant wildlife habitats are protected under the Maine Natural Resources Act, which was effected in 1988 and was intended to prevent further degredation of certain natural resources of state significance.

WATERFOWL/WADING BIRD HABITAT: Waterfowl habitats are characterized both seasonally and behaviorally as breeding habitat, migration and staging habitat, and wintering habitat. Wading bird habitat consists of breeding, feeding, roosting, loafing, and migration areas.

- All of Lily Pond, as well as a large area that extends toward the Lily Pond subdivision and the Camden town line
- A large area of the Goose River wetlands that lie adjacent to Route 1 and extend along Main Street to Park Street
- An area straddling Main Street and Annis Lane
- Portions of an area at the intersection of Route 90 and Meadow Street
- Wetlands along West Street Extension near Mt. Pleasant
- A large area extending over and beyond Mace's Pond
- All of Grassy Pond, its edges, and a northern portion that spills over into the Town of Hope.

TIDAL WATERFOWL/WADING BIRD HABITAT: Waterfowl habitat is characterized both seasonally and behaviorally as breeding habitat, migration and staging habitat, and wintering habitat. Wading bird habitat consists of breeding, feeding, roosting, and migration areas. Habitats can include seaweed communities, reefs, aquatic beds, emergent wetlands, mudflats, and eelgrass beds. Any area around a seabird nesting island (with at least 25 nesting pairs of CommonEiders) and areas documented as wading bird rookeries.

- This habitat runs along much of the Rockport coastline, and is especially prevelant in Glen Cove.
- Rockport has shared tidal waterfowl and wading bird habitats with the City of Rockland along Penobscot Bay.
- Ram Island, which sits less than one mile off of Glen Clove, is identified as a Sea Bird Nesting Island Number 63-323 by the Maine Department of Inland Fisheries and Wildlife. Ram Island has also been identified as an important seal haul-out and is a Class A Coastal Wildlife Concentration Area. It is also identified as a wetland. The town identified Ram Island as especially significant in conjunction to the habitat of Clam Cove because of its nesting status.

DEER WINTER AREA: A deer wintering area is a forested area used by deer when snow depth in the open/hardwoods exceeds 12 inches, deer sinking depth in the open/hardwoods exceeds eight inches, and mean daily temperatures are below 32°F. Non-forested wetlands, non-stocked clearcuts, hardwoods, and stands predominated by Eastern larch are included in the deer wintering area only if they are less than 10 acres in size. Agricultural and development within wintering areas are excluded regardless of size.

Rockport has one identified deer wintering area that straddles the Rockport-Camden town line along the north side of Ragged Mountain.

In early winter, deer normally migrate to preferred winter habitat, in some cases more than 20 miles from their summer range. Without the protection of wintering habitat, deer are particularly vulnerable to severe winter weather and predators.

Because deer in Maine exist near the northern limit of the species' range, abnormally severe winters cause periodic declines in deer abundance. In many parts of Maine, deer populations are normally kept well below the capacity of the habitat to support deer. This ensures that deer remain productive, that they have access to high-quality forages, and that they achieve near-optimum body size and condition prior to winter.

IF&W encourages landowners to develop a management plan for their lands to provide optimal winter and summer habitat for deer. IF&W has identified deer wintering areas to ensure that town governments adequately address the protection of special habitats, such as deer wintering areas, during the comprehensive planning process.

High Value Habitat for U.S. Priority Trust Species in Rockport

The U.S. Fish and Wildlife Service, through its Gulf of Maine Coastal Program, identified, mapped, and ranked important fish and wildlife habitat for Priority Trust Species throughout the Gulf of Maine Watershed. The species included as Priority Trust Species in the Gulf of Maine include all migratory birds, anadromous/catadromous and certain coastal fishes, and federally listed endangered and threatened species. The habitat shown on the Rockport map identifies that which is important for 64 trust species that regularly occur in the Gulf of Maine watershed and are considered a priority for protection because they:

- are listed as federally endangered or threatened, and/or
- are exhibiting significant declining population trends nationwide, and/or
- have been identified as endangered or threatened by two or more of the three states in the Gulf of Maine watershed.

Those species include birds, fish, plants, reptiles, and mammals.

Areas designated as high value habitat for priority trust species include:

- land around Grassy Pond, marshes and forested and open wetlands, as well as shrubland and bare ground
- open uplands, as well as forested wetlands and forests in the Mt. Pleasant area, and along West Street Extension and the Oyster River Watershed
- forests and forested wetlands, as well as shrubland, in the Goose River Watershed from Hosmer Pond down to the wetlands near the junction of Main Street and Route 1.
- forests and forested wetlands along Route 90 and open shrub and grassland along Route 90 closer to the intersection of Route 1
- open shrub and grassland on Brewster Point and in the Samoset Resort area
- forest and forested wetlands in the Coastal Watershed in brooks and streams that flow from Beech Hill toward the ocean

Wetlands and Riparian Habitat

Wetlands include those areas called bogs, marshes, swamps, and salt marshes, but also include lesser known and appreciated forested wetlands and vernal pools. Wetlands are some of the most productive natural areas in the world and provide habitat for many types of wildlife, including waterfowl and wading birds, frogs, turtles and snakes, fish and shellfish.

Wetlands naturally control floods, filter pollutants, retain nurtrients, and reduce erosion. They also provide educational and recreational opportunities, including boating, hunting, fishing, and photography. Most Maine wetlands are given some level of oversight through the permitting process, but small wetlands, including vernal pools and forested wetlands, receive limited protection.

Cumulative loss of wetlands has led to

stormwater run-off problems and threatens local species.

Riparian habitat refers to the areas adjacent to ponds, lakes, streams, rivers, and wetlands. Riparian habitat is the transitional zone between open water or wetlands and dry or upland habitats. It includes the banks and shores of streams, rivers, ponds, and lakes, and the upland edges of wetlands.

Stream riparian habitat in Rockport has been mapped in the "Beginning with Habitat" documentation. Essentially, all streams are noted with a 75-foot buffer on each side. Riparian habitat around Great Ponds (ponds 10 acres or larger), rivers, and wetlands at least 10 acres in size are shown with a 250-foot buffer.

Rockport's shoreland zoning ordinance currently restricts development within 250 feet from great ponds, rivers, or the saltwater; from wetlands; and within 75 from streams.

Rockport's wetlands are also mapped in the "Beginning with Habitat" report, and are evaluated according to their various functions, characteristics, and the presence of significant or essential habitat, rare or exemplary natural communities, or rare, threatened, and endangered plants and animals.

The wetland's map characterization suggests review of a particular wetlands in relation to its surrounding landscape. It helps to identify significant wetland resources and affiliated systems; i.e., the map identifies wetlands that are likely to provide floodflow control, sediment retention, plant and animal habitat, finfish habitat, and shellfish habitat. It also identifies wetlands that have value for educational and research opportunities.

Vernal Pools

In Maine, the cries of frogs in the night in early spring is a hopeful reminder that warmer months are soon to come. Many frogs, salamanders, turtles and some endangered and threatened species are dependent on vernal pools for their primary breeding habitat. Wood frogs, spotted salamanders and blue-spotted salamanders migrate up to a mile to pools each spring to lay their eggs. Often tiny and overlooked, vernal pools are temporary or sometimes permanent pools, which occur in shallow depressions that fill in the spring and fall and may dry out during the summer.

Their often tiny size and period of dryness generally means an absence of predatory fish which would otherwise feast on egg masses and newly-hatched amphibians. They are primary breeding habitat for spotted and blue-spotted salamanders, wood frogs, and fairy shrimp. They are also habitat for Blandings, spotted, and wood turtles, ribbon snake, four-toed salamander, and the ringed-boghaunter dragonfly.

They are among Maine's most unique and productive wetlands. Their size makes them especially vulnerable to destruction due to intentional or inadvertent filling, or degradation from changes in their surrounding landscape. They are especially at risk because they are often too small to be protected under the state's wetland protection laws.

Maine's vernal pool amphibians and endangered species use forested uplands abutting vernal pools to complete their life history needs. It is important to leave a zone of intact natural vegetation around the pool for as great a distance as possible back from the edge of the pool's high water mark. A buffer of at least 100 feet helps maintain water quality but only partially protects amphibians and turtles living around the pool. They need several hundred feet of relatively undisturbed habitat surrounding the pool basin to ensure existence.

Wildlife Corridors

Wildlife corridors are sections of habitat, or travel lanes, that may be used by animals to travel from one habitat block to another. Corridors may also serve as habitat themselves; link habitat that was originally connected, minimize pollution by preventing run-off into a body of water; and provide recreation for people. An example of a wildlife corridor is a buffer -- the riparian area -- alongside streams, rivers, ponds, lakes, and wetlands.

According to the Patterns of Development Task Force of the Maine Environmental Priorities Project, 1997, wildlife such as moose, bear, and bobcats (animals traditionally needing more than 2,500 acres of undeveloped land in which to thrive) can survive if suitable undeveloped corridors are available to allow their movement through developed areas to adjacent undeveloped blocks.

Most wildlife species move across the landscape in habitual, traditional, and predictable pathways that follow available cover, terrain, and riparian areas. Topographical features, such as ridge lines, are typically used by a wide variety of wildlife that need to move around the landscape.

In general, if corridors are maintained along ridge lines, wetlands, and other riparian areas, most wildlife will be able to travel without disturbance. While there is no one suitable width for corridors, protection from disturbance can come from heavy vegetative cover within the corridor, or from a wide enough corridor to prevent most disturbance from the edges.

LAWS REGULATING HABITAT AND WILDLIFE

These laws regulate varied activities including hunting, trapping, and habitat alteration. This fact sheet will help clarify what these laws are, and how they work to protect wildlife species and habitat.

Federal and State Laws Protecting Wildlife Species

Federal Laws

THE MIGRATORY BIRD TREATY ACT OF 1918 (Title 16 U.S. Code Sections 703 to 711). Administered by the U.S. Fish and Wildlife Service. This law protects all birds, with the exception of the nonnative rock dove (common pigeon), European starling, and the English sparrow. It is unlawful for anyone without the proper permits to kill a bird; pick up and keep a young, injured or dead bird; or disturb, take down or collect a bird nest, or bird eggs.

ENDANGERED SPECIES ACT (Title 16 U.S. Code Sections 1531 to 1544). Administered by the U.S. Fish and Wildlife Service. This law is designed to protect endangered and threatened species and their habitats. Federal agencies must ensure that no agency actions will "jeopardize the continued existence of any threatened or endangered species or result in the destruction or adverse modification of [critical] habitat of such species." This applies to organizations, landowners, and private developers that receive federal funds or permits. In addition, all individuals are prohibited from "taking" any listed threatened or endangered species. A "taking" includes harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct.

State of Maine

ENDANGERED SPECIES ACT (Title 12 M.R.S.A. Sections 7751 to 7759). Administered by the Maine Department of Inland Fisheries and Wildlife. This law is designed to protect state-listed endangered and threatened species, and their habitats. Local and state governments are prohibited from funding, permitting, licensing or carrying out projects that will significantly alter "essential" habitat or violate protection guidelines determined by the Commissioner of the Department of Inland Fisheries and Wildlife. Individuals are prohibited from importing, exporting, hunting, trapping, possessing, selling, transporting, feeding or harassing any endangered or threatened species without a permit from the Commissioner.

Federal and State Laws Protecting Wildlife Habitat

Federal Laws

CLEAN WATER ACT (Title 33 U.S. Code Sections 1251 to 1376). Administered by the Army Corps of Engineers, permits reviewed by the U.S. Fish and Wildlife Service and the

U.S. Environmental Protection Agency. This law is designed to protect and enhance our nation's waters. No discharges are permitted without a federal license, and a state can condition a federal license for a project that may impact the state's water quality standards. A permit is required in order to dispose of dredged or fill material into navigable waters. The Administrator of the EPA may prohibit disposal of dredged or fill material into an area when the disposal will have an unacceptable adverse effect on municipal water supplies, shellfish beds and fishery areas (including spawning and breeding areas), wildlife, or recreational areas.

COASTAL ZONE MANAGEMENT ACT (Title 16 U.S. Code Sections 1451 to 1464). Administered by the U.S. Fish and Wildlife Service. This law is designed to preserve, protect, develop, and the restore or enhance the resources of the nation's coastal zones. Under the act, the government identifies land uses that are contributing to the degradation of the coastal waters, and areas of the coast in critical condition. The act focuses on the quality of the coastal water, which has a major impact on the health of coastal habitat, including estuaries. The government provides financial and technical assistance to states for the development and implementation of approved coastal zone management plans.

NONINDIGENOUS AQUATIC NUISANCE PREVENTION & CONTROL ACT (Title 16 U.S. Code Sections 4701 to 4751). Administered by the U.S. Fish and Wildlife Service. This law is designed to prevent unintentional introduction of non-native species into the waters of the United States, and to minimize the economic and environmental effects of any species that does become established. The law establishes a task force to help contain non-native species, and to minimize the impact of the species. In addition, the law makes available voluntary treatment of ballast water to ensure that no non-native species are released with the ballast into waters of the nation.

FEDERAL AGRICULTURAL IMPROVEMENT AND REFORM ACT OF 1996 (Public Law No. 104-127). Administered by the United States Department of Agriculture. This law creates incentives for agricultural improvements that improve water quality. Included are financial incentives to protect wildlife habitat, mitigate or prevent wetlands loss, and create animal waste management facilities. It also provides funds for permanent or thirty-year conservation easements on agricultural land.

State of Maine Laws

NATURAL RESOURCES PROTECTION ACT (Title 38 M.R.S.A. Section 480). Administered by the Department of Environmental Protection. This law is designed to protect the state's critical natural resources, including "rivers and streams, great ponds, fragile mountain areas, freshwater wetlands, significant wildlife habitat, coastal wetlands and coastal sand dunes systems." There are several activities that require a permit from the Department of Environmental Protection (DEP) if performed over or adjacent to a protected natural resource. These activities include dredging, bulldozing, removing or displacing soil, sand, vegetation or other materials; draining or de-watering; filling; construction, repair or alteration of permanent structures. The DEP will only grant permits for activities that will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses; will not cause unreasonable erosion of soil

or sediment; and will not unreasonably harm the state's critical natural resources.

COASTAL MANAGEMENT POLICY (Title 38 M.R.S.A. Sections 1801 to 1803). Administered by the State Planning Office, Department of Environmental Protection and Department of Conservation. This statement of policy is directed toward balancing the competing uses of Maine's coast. The policies encourage developing ports and harbors, managing marine resources and shorelines, increasing recreation and tourism and protecting natural and scenic areas, and water and air quality.

SHORELAND ZONING ACT (Title 38 M.R.S.A. Sections 435 to 447). Administered by the Department of Environmental Protection. This law is designed to "prevent and control water pollution; to protect fish spawning grounds, aquatic life, bird and other wildlife habitat…to protect commercial fishing…to protect freshwater and coastal wetlands…to conserve natural beauty and open space; and to anticipate and respond to the impacts of development in shoreland areas." It requires local governments to restrict certain land uses within 250 feet of the normal high-water line of any great pond, river or saltwater body, and within 250 feet of the upland edge of coastal or freshwater wetlands, and within 75 feet of the high water mark of a stream.

MAINE'S RIVERS LAW (Title 12 M.R.S.A. Sections 401 to 407). Administered by the Department of Environmental Protection and the State Planning Office. This law provides special protection for outstanding Maine rivers. The law protects these rivers from the construction of dams and hydro-electric facilities without consent of the state legislature. This establishes teh policy of balancing the diverse needs of the public, particularly the need to restore fisheries, improve recreation, restore the water to fishable/swimmable standards, revitalize waterfronts, and maintain the scenic beauty of these rivers. The law requires several state agencies to cooperate to create a comprehensive river resource management plan for each watershed with a hydroelectric facility.

SUBDIVISION LAW (Title 30-A M.R.S.A. Sections 4401 to 4407). Administered by the State Planning Office. This law requires local governments to review applications for subdivisions. A subdivision will not be approved if it has an undue effect on the natural beauty of the area, or on rare and irreplaceable natural areas. The developer must map and identify all freshwater wetlands within the proposed area regardless of their size and indicate any rivers, streams, lakes and ponds so the town may consider the potential impact of the subdivision on these natural resources.

WATER POLLUTION CONTROL LAW. (Title 38 M.R.S.A. Sections 411 to 424) Administered by Department of Environmental Protection. This law is designed to implement water pollution control measures by granting funds for municipal pollution abatement projects, and requiring licenses for discharges of waste into bodies of water. Narrow exceptions to this rule include 1) discharges of pollutants resulting from erosion related to agricultural activities, 2) discharge of snow dumps, if the Board determines the activity would have no significant adverse effect on the quality of water in the state, and 3) dredge related discharges if the party has a Federal permit under the Clean Water Act, and is discharging at an approved Army Corps of Engineers discharge site.

INTERSTATE WATER POLLUTION CONTROL (Title 38 M.R.S.A. Sections 491 to 501) Administered by the Signatory States of the New England Water Pollution Control Compact.

This law affirms Maine's support of the New England Interstate Water Pollution Control Compact. The Compact states (Massachusetts, Connecticut, Rhode Island, New Hampshire, Vermont and Maine) work together to manage interstate waters to meet the industry and agriculture's growing need for water and the growing population's increasing need for clean water for consumption and recreation.

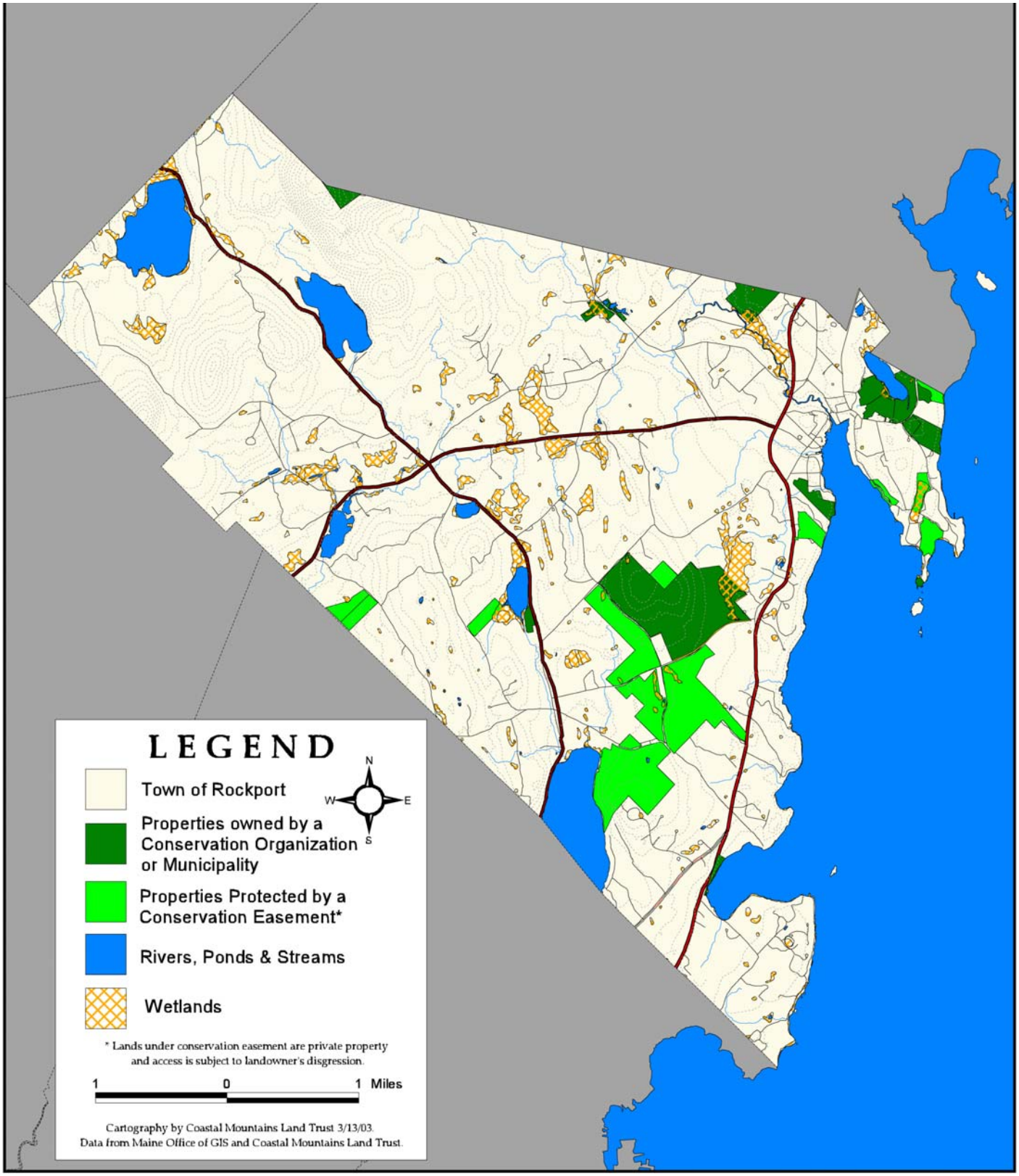
SITE LOCATION OF DEVELOPMENT LAW (Title 38 M.R.S.A. Sections 481 to 490). Administered by the Department of Environmental Protection. This law is designed to control the locations of certain developments and subdivisions that may substantially affect the natural environment. The natural resources protected under this act are existing uses, scenic character, air quality, water quality or other natural resources in the municipality or in neighboring municipalities.

MAINE FOREST PRACTICES ACT (Title 12 M.R.S.A. Sections 8867 to 8869). Administered by the Department of Conservation, Maine Forest Service. This law creates size limits for clearcuts, establishes requirements for buffer zones between clear cuts, requires reforestation within clearcuts, requires a forest management plan for clearcuts over 20 acres, and expands the authority of the Maine Forest Service to create and enforce water quality protection rules.

WATER CLASSIFICATION PROGRAM (Title 28 M.R.S.A. Sections 464 to 470). Administered by the Department of Environmental Protection. Established to monitor and protect water quality. Maine's waters are divided into categories and within each category waters are designated a class rating AA, A, B, or C. Limits on licensed discharges of pollutants are determined based on these ratings. The State's anti-degradation policy is meant to prevent degradation of Maine's waters by forbidding any license that would allow additional discharges intoa waterbody that doesn't currently meet the minimum standards of its classification.

Note: Laws are made stronger or weaker by communication and votes from citizens. The only way to ensure the protection of our wildlife and natural resources is through active public support of these or stronger laws.

Conserved Natural Areas in Rockport



Rockport's overall acreage is more than 12,750 with a population of more than 3,210. Of that, Rockport has approximately 965 acres that are under conservation, either through easements or outright preservation parcels purchased by land trusts. That does not count the land placed by owners under the tax classification of open space, farmland, or tree growth.

According to Rockport's assessor agent, less than five percent of Rockport land is under conservation easement.

Preserved land, with full or limited public access

Aldermere Farm 136 acres

Maine Coast Heritage Trust owns and manages the working 136-acre Aldermere Farm, which supports a world-renowned herd of Belted Galloway cattle and is permanently protected by conservation easements. MCHT is currently developing long-term stewardship plans.

Beech Hill 295 acres

Beech Hill consisting of open blueberry fields, hilltop, and wooded slopes, is owned and managed by Coastal Mountains Land Trust, subject to a management agreement with the Maine departments of Conservation and Agriculture. Partners to the purchase were the Land for Maine's Future Program, which contributed $400,000, and the Maine Coast Heritage Trust, which helped secure large donations, including $500,000 from MBNA, for the purchase.

The acquisition of Beech Hill ensured no additional residential structures will be built on the prominent coastal hilltop. The Beech Hill Preserve allows public access on trails to enjoy views from the summit across Penobscot Bay and the Camden Hills while protecting current organic blueberry farming operation and habitat for some rare grassland bird species.

The Ledges 6.5 acres

The Dodge family gifted to the Town of Rockport in 1999 forested shorefront and public access to the waterfront. The easement, under the Coastal Mountains Land Trust, complements a neighboring preserve owned by the land trust.

Sides Preserve 8.3 acres

Donated by Ginny and Andrew Sides, this preserve protects 1,400 feet of shoreline on Maces Pond. The northern portion is a popular spot to launch a canoe or wet a fishing line. A quiet trail moves south through the interior woods of the preserve and towards the southern end of the pond. The wetland near the pond's outlet is a great spot to look for many species of waterfowl. It is managed by Coastal Mountains Land Trust.

Under Conservation Easement

A conservation easement is a type of deed that keeps the land in private ownership, but has specific covenants that describe how the land can be used.

The following are conservation easements under the pervue of Coastal Mountains Land Trust, which has accepted a perpetual obligation to monitor the property to assure that the conservation protections are sustained.

Town of Rockport

The Town of Rockport itself owns two conserva-

tion easements protecting the five acres of land between Lily Pond and the Penobscot Area YMCA complex, and approximately 140 acres of woods and fields at the top of Bear Hill. Both are monitored by the Rockport Conservation Commission.

Beech Hill Preserve 277 acres

Along with ownership of 295 acres of Beech Hill, there are 277 adjacent acres that are privately owned with conservation easements owned by Coastal Mountains Land Trust.

Other CMLT easements on private land include:

1.9 acres	donated in 2000
21.7 acres	donated in 2002
17.48 acres	donated in 2002
20.8 acres	donated in 1998
8.4 acres	donated in 1994
8.6 acres	donated in 1998
18.2 acres	donated in 1992

Scenic Resources

In 2002, the Comprehensive Plan Committee circulated a survey to all Rockport residents, asking for opinions about how Rockport should grow over the next decade. Approximately 94 percent of the 643 respondents said they live in Rockport because its scenic beauty is "very important" and "somewhat important." Another 62 percent said scenic views should be protected, and the specific areas cited included:

Beech Hill
Glen Cove
Rockport Harbor
ocean views
Pleasant Mountain
Beauchamp Point
fields along Route 90
ridgelines
Rockville fields and village
Spruce Mountain
Bald Mountain
Aldermere Farm
Chickawaukie lake and hills
Grassy Pond and Mirror Lake

In the survey, Rockport residents were also asked which areas of Rockport deserved special protection by the town. Two-thirds of those that responded indicated that water resources and wildlife habitats deserved special protection. Other popular choices were oceanfront, scenic views, historical sites or structures, wetlands, hilltops and ridgelines, and lakefront. Rockport residents indicated a desire to conserve many features and areas of their town: The typical number of items checked was almost eight.

As a town, Rockport has never officially designated scenic areas, although there are spots or landscapes that citizens informally and collectively refer to as important and treasured. They range from the Belted Galloways at Aldermere Farm to Rockport Harbor to the ridgelines of the hills of West Rockport. Mirror Lake, on the west side of Ragged Mountain, and the Glen Cove area with its views out to Penobscot Bay are also valued highly by Rockport residents.

In 1992, Rockport's Ad Hoc Committee on Open Space held a series of 14 meetings, engaging the public in a discussion about preserving open space in the town.

The committee concluded that it was vital to the future wellbeing of the town to preserve open space in order to protect water quality, contain municipal costs and property taxes, provide future generations the opportunity for traditional recreation, to protect wildlife habitat, and to maintain scenic beauty.

To that end, the committee proposed several areas in town to be preserved. They included:

- Ledges on the east side of Rockport Harbor
- The watersheds of Grassy Pond, and Chickawaukie and Mirror lakes
- Land surrounding Clam Cove
- Undeveloped land along routes 90 and 1
- Beech Hill–Bear Hill corridor
- Land around Lily Pond
- Land around Mace's and Rocky ponds
- Goose River corridor
- Pleasant, Spruce, and Ragged mountains corridor
- Indian Island views

State Recommendations for Scenic Areas

In 1990, the Maine State Planning Office conducted its **Scenic Inventory: Mainland Sites of Penobscot Bay,** a study that documented significant scenic areas viewed from public roads and other public access points along the coastline from Owls Head to Ellsworth.

The report recommended 33 sites be evaluated for inclusion on the state's Critical Areas Register. The report suggested an additional 46 places considered moderate to high-scenic quality to be further evaluated for possible inclusion on the list.

Rockport Harbor was high on the list of notable areas to be considered a critical area, with a viewshed description that said: "One of Maine's most visually cohesive villages, with a strong orientation to its deep, well-defined harbor. Steeply sloping streets lead to a waterfront park, a rather extensive mooring area for pleasure craft and commercial boats, and an historic lime kiln. The density of development decreases with distance from the village center, terminating in a small lighthouse at the mouth of the harbor. A highly memorable, unified landscape."

The recommendations from the report for viewshed management said: "Strict performance standards for new construction and re-development activities within the viewshed of the harbor. Conservation easements to protect the edges and the skyline."

The ***Megunticook Golf Course*** and ***Clam Cove*** also scored high enough to be included on the list of areas to be further evaluated as a possible critical area candidates.

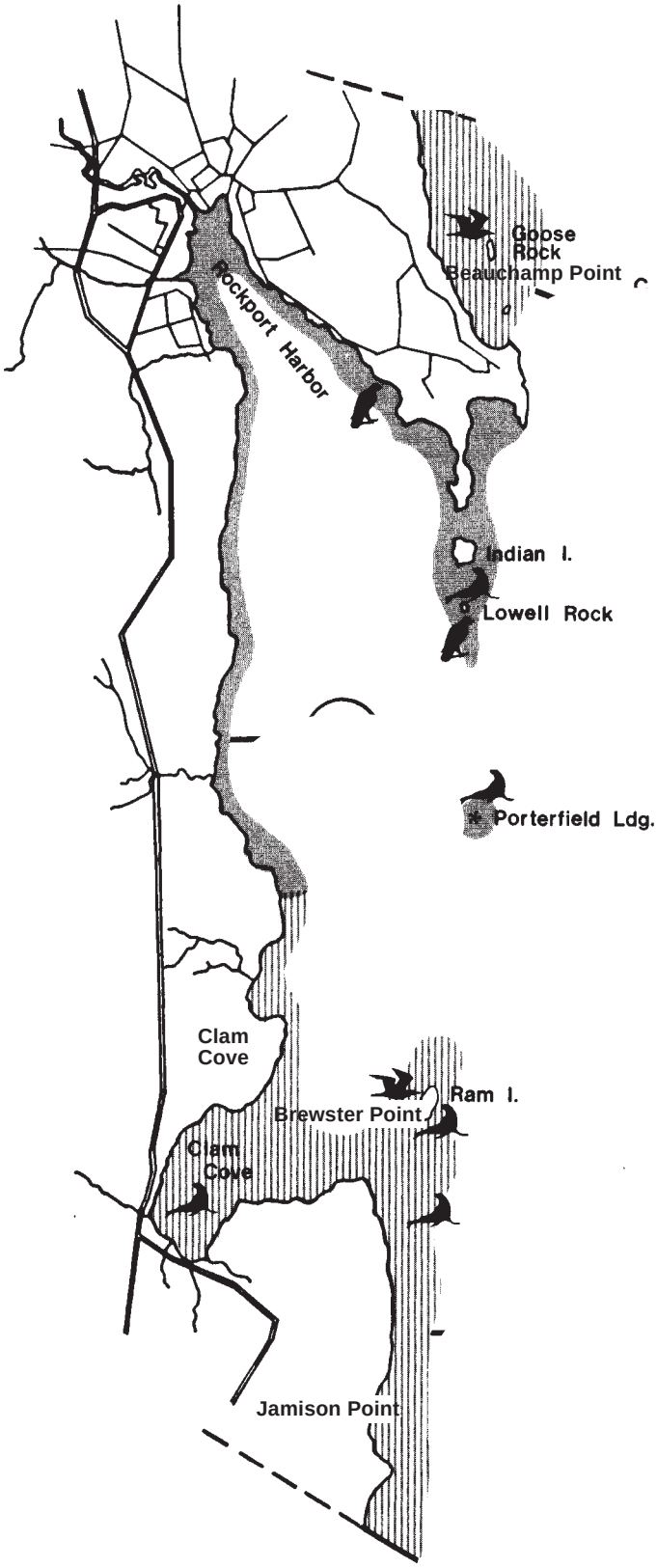
Clam Cove: "Natural area focusing on a small cove. A Route 1 rest area is located on the northerly shoreline. Town roads and Route 1 have a variety of level and dominant views of the water. Foreground elements include residential and commercial structures in the village of Glen Cove, rest area parking and landscaping, Clam Cove, and the opposite shoreline. Midground includes wooded hilltop on the opposite shore and Penobscot Bay. Background views are to Penobscot Bay with Vinalhaven on the horizon. The general landscape condition ranges from fair to very good."

Viewshed management recommendations: "Define pull-offs on hillside. Clean and maintain second growth on Route 1 bank."

Megunticook Golf Course: "Combination of rural and natural landscape with local road winding through mature spruce forests, along pasture land, and through the waterfront golf course. Views are filtered through spruce forest to open waters with short, open views to Penobscot Bay. Midground consists of Penobscot Bay with a background of open water and Vinalhaven on the horizon. The general condition of the landscape is very good to pristine. Local scenic attractions include a farm with Belted Galloways and the view across Lily Pond."

Viewshed management recommendations: "Maintain character of road system. Open or maintain character of road system. Open or maintain filtered views to the water. Provide pull-offs for motorists. Conservation easements to protect open space."

Marine Resources



Rockport lies on the western edge of Penobscot Bay between Camden and Rockland, stretching approximately 14 miles from Aldermere Farm, around the rocky Beauchamp Point, and then westward to the shores of the Samoset Resort, which borders the Rockland Breakwater and the entrance to Rockland Harbor.

Along the coast, the landscape ranges from rocky covered shoreline to the clam flats of Glen Cove. In between, imposing bluffs and seaweed-covered boulders meet the the Gulf of Maine. Steep slopes, some of them more than 25 percent, run along the coastline from the head of Rockport Harbor to the head of Oakland Park Cove, along the southern part of Clam Cove, around the point, and down to Babcock's Point. Clam Cove has a few narrow, steep strips, as does Babcock Hill, near the junction of Porter and South streets.

The Maine Department of Environmental Protection classifies the tidal waters of Rockport as SB. An SB classification means the water is suitable for recreational purposes, as well as aquaculture, shellfish harvesting, and navigation. The marine, fish, and estuarine habitats are characterized as unimpaired and discharges to SB classified waters should not adversely impact those habitats. The southwestern half of Ram Island, just off of Clam Cove, is a designated Class A Coastal Wildlife Concentration Area.

Due to pollution, all of Rockport's marine shoreline, flats, and waters have been closed to all digging of clams, quahogs, mussels, oysters, and other marine mollusks since 1962.

The coastal floodplain elevations range from lows of 17 feet to 20 feet in Clam Cove and Rockport Harbor to a high of 37 feet near Varmah Creek. Because the Rockport shoreline is exposed to the east and southeast, it is vulnerable to moderately heavy wind and wave splash.

Coastal Watershed

The Coastal, Goose River, and Lily Pond watersheds converge where Goose River enters Rockport Harbor. The coastal watershed drains through four west-to-east running streams that enter the ocean between Rockport Harbor and Babcock's Point, and a south-to-north stream draining into the head of Clam Cove.

From north to south along the stretch of Rockport's oceanfront, Harkness Brook, Ott Brook, Varmah Creek, Oak Park, and Clam Cove brooks cross the watershed and empty into the ocean. Several small, unnamed brooks drain, some of them through culverts, into Clam Cove.

With the exception of Bear and Beech Hill, which have elevations of 300 to 500 feet, most of the watershed has elevations of 100 to 300 feet. Beech Hill has a total elevation of 533 feet.

Harkness Brook and its intermittent tributaries drain the watershed north of Beech Street, passing through three wetlands before entering the ocean near Ship Street. Ott Brook drains the area along Route 1 between South and Beech Streets. Originating at the 300-foot elevation shoulder of Beech Hill Road, it passes through a large wetland. One tributary passes through two wetlands and a small pond before joining Ott Brook. Together they drain two more wetlands before entering the ocean near Sea Street.

Varmah Brook is short, running from Route 1 into the ocean near Megunticook-by-the-Sea campground. However, the brook's five tributaries drain the area east east of South Street and north of Porter Street. One of these tributaries originates in a wetland that is located at the tangential junction of the 200 gpm and 50 gpm well yield contour lines.

Approximately half of a 10 gpm bedrock well yield contour line is in the Coastal Watershed, running from South Street over to Oakland Park, along Route 1 and back to near the junction of South and Porter streets. In this area there is a shorter 50 gpm yield contour line centered on Porter Street at a 200-foot elevation. Within this area is a short 200 gpm yield contour line that is almost a perfect circle. Its circumference is tangential with the 50 gpm contour line on the east and west, and on the south with both the 10 and 50 gpm yield lines.

Although the full significance of bedrock well yield contour lines is not yet understood, the convergence of two high yield bedrock well contour lines, a wetland, and a stream origin in the same location south of Porter Street at a 200-foot elevation could indicate a bedrock aquifier.

Rockport Harbor

Rockport Harbor, facing due south, offers safe haven from coastal weather, thanks to its long stretch inland. Shaped like an upside-down letter V, the harbor extends from its northerly head, where the Goose River empties, due southward and gradually widens as it opens into Penobscot Bay. Sailors and fishermen can set a course for 0-degree north as they enter the harbor and wind up at the bridge that spans the Goose River.

Rockport Harbor is split into three sections: the inner, middle, and outer harbors. Most of the harbor offers protection from prevailing westerly winds, as well as north, northwest, and northeast winds. Boats, however, are not as well protected from the rare southeast storms, and the winds that pick up directly out of the south.

At its northerly edge, steep bluffs and small hills help protect the year-round boats from winter's northwest winds and northeast storms. This is where the Goose River finishes its leisurely wind down through West Rockport and empties through a steep ravine into the harbor.

Nautical charts show the harbor edged with primarily a rocky shoreline, which drops off almost immediately to depths of 58 feet. The harbor is unusual in that the entire outer harbor has an almost

consistent depth of 54-58 feet, from Indian Head Island to the Ledges on the east and from Rockport Ledges subdivision to Sea Street on the west.

The inner harbor, from the Ledges across to Sea Street, is also fairly deep at 20–30 feet, until the bottom shoals up at the low energy beach, a beach of mixed sediment and marsh grass, where a brook from Lily Pond discharges. Charts indicate that the harbor bottom is mud, and at the head of the harbor are mud flats and ledges.

There are a few sand beaches on the harbor, one where Ott Brook joins the ocean at Sea Street there is a small sand beach with an intertidal boat ramp. Similarly, near Ship Street, where the Harkness Brook enters the harbor, there is a small gravel beach.

Goody's Beach, acquired by the town in 2000 thanks to the public money and private donations, offers the public a sandy beach on the waterfront just adjacent to the town-owned Marine Park.

The west side of the harbor is mainly glacial marine deposits (Presumpscot formation, mostly silt and clay). The harbor floor from the harbor beacon, which is near Ship Street, to the head of the harbor, near the town wharf and Rockport Marine, is relatively flat. The Marine Park was once home to lime kilns, the old railroad, and the former Homeport Fish Plant, before it was purchased by the Friends of Rockport Harbor in 1970 and destined for public use.

The east side of the harbor is steep with boulders and ledges. Mechanic Street is fully developed with ramps and floats providing homeowners private access to the ocean. Most the floats can accommodate deep draft boats. The Ledges, on Beauchamp Point Road just beyond the winter closure point, offers public access to the water.

Lowell Rock, Indian Island, and the tip of Beauchamp Point are all marine wetlands inside a coastal floodplain, as are two small marine wetlands in a cove just above the Seal Ledge Beacon.

In 1987, the U.S. Army Corps of Engineers hired Prock Marine, of Rockland, to dredge the inner harbor to a low-water depth of 10 feet. Approximately 10,000 yards of silt were removed. At the same time, the town dredged the mouth of the Goose River dredged to a five-foot depth. The 1987 dredging of the harbor removed some of polynuclear aromatic hydrocarbons and lead from the bottom sediment.

Rockport Harbor Water Quality

Rockport Harbor has an SB classification, according to the Maine Department of Environmental Protection. This means the water is suitable for recreational purposes, as well as aquaculture, shellfish harvesting, and navigation. The marine, fish, and estuarine habitats are characterized as unimpaired and discharges to SB classified waters shall not adversely impact those habitats.

While the sewer was installed in the harbor, removing residential wastewater and combined sewer storm runoff. Rockport Harbor, in particular, also has non-point source pollution from marine activities, such as oily wastes, bottom paint, and wharves, as well as from parking lots, roads, and lawns.

The mudflats at the head of Rockport Harbor are marine wetlands. With the coastal floodplain around the tip of Beauchamp Point, Indian Island, and Lowell Rock, there are marine intertidal rocky shore wetlands within the floodplain.

The Lily Pond outlet is a shallow man-made canal approximately eight feet wide that descends through a wetland where it is joined by an intermittent tributary from the west. From behind the Rockport Public Library, the outlet continues beneath Russell Avenue and enters the head of the harbor behind Rockport Marine via a culvert.

Boats and Marine Facilities

Marine facilities at Rockport Harbor include floats, finger floats, and a launching ramp at the Marine Park, the Rockport Boat Club float, commercial floats at the bottom of Main Street and the town wharf, and the privately-owned Rockport Marine docks and floats.

The town also provides for a fee winter storage for boats on the east side of the footbridge over the Goose River.

At the Marine Park, a new harbormaster's building was constructed in 2001, providing toilets, pay showers, and laundry facilities to the public.

Economics of Rockport Harbor

Rockport Harbor's history is rich with industry, ranging from fishing, shipbuilding, export of

natural resources, fishpacking, and lime extraction. Today, there is moderate activity, with fishing, boatbuilding, and tourism the primary businesses at work.

The Harbor is a cost center for the town with operating costs that are largely balanced by fees if costs associated with the Harbormaster's building are excluded. The Town's 2002 budget called for estimated revenues of $57,525 and estimated expenses of $67,011. Mooring fees of $20,575 account for approximately 30 percent of the estimated budget. Winter boat storage fees account for another 10 percent of the budget and a modest fee increase of 15 percent across the board would bring the Harbor's operating budget into balance. However, it should be noted that the Harbor provides Rockport with an enormous financial benefit in the form of property taxes and Rockport Marine provides the community with 50 year-round jobs. Management estimates that approximately eight Rockport Marine employees live in Rockport. The actual operating budget for the Harbor has little relationship to the benefits which the Harbor gives to Rockport.

The Working Waterfront

The Town of Rockport has a long history of protecting access for commercial fishermen at the Town Landing on the east side of the harbor. Fishermen have two floats exclusively reserved for their use with adequate space for 20 dinghies. The number fluctuates up and down but currently Rockport has about 20 fishermen operating out of the harbor. They appear to have enough space for loading and unloading. There is no obvious space for additional fishermen but then it is always difficult for newcomers to break into an existing fleet. Fishermen also have priority in the allocation of inner harbor moorings. Rockport residents value the concept of a working waterfront.

Commercial recreation is provided by the schooner *Timberwind* , the yacht *Shantih II*, and yacht *Harvest Moon*. They serve paying guests with overnight and daily cruises from Marine Park on the west side of the harbor. Other commercial cruise ships would like to operate out of Rockport but there is no dock space available. The town receives approximately $ 6000 in docking fees from all three vessels. It is estimated that between 20,000 and 30,000 visitors are attracted to Marine Park each season, between June and October, and the number is growing. Maine's Office of Tourism expects visitor numbers to the coast will continue to rise steadily over time. Clearly visitors to the harbor spend money in the local economy and benefit Rockport significantly.

Recreational Use of the Harbor

Public recreation is hard for the harbor to accommodate. There are approximately 290 moorings allocated to pleasure craft and 34 moorings allocated to commercial craft for a total of 324 moorings. However, there are only 14 floats at Marine Park for the use of yachtsmen. More importantly, the Marine Park floats can only service 62 recreational dinghies and there is a long waiting list for dinghy space at the town office. Obviously, Rockport has a large harbor with a mooring capacity of more than 600 moorings but not enough docking facilities to service the moorings currently in existence. A launch service might help to mitigate this problem but the physical constraints of the harbor are a fact of life which Rockport must acknowledge by maximizing the usage of existing facilities. It is estimated that $50,000 is needed to replace ageing floats at Marine Park. The replacement floats could be designed to allow more dinghies to be tied up at the floats.

Public Access

In addition to docking facilities at the head of the harbor, public access is provided at several other locations including Walker Park, the east side Ledges managed by the Coastal Mountain Land Trust , Aldermere Farm, and Clam Cove. Residents may not be, as a whole, well informed about the availability of water access points and how they can be used. The ability of Maine residents to gain access to their coastal waters has been a persistent issue over the past two decades.

Areas of the coastal trail system have been lost due to denied permission from landowners and, in some cases, new opportunities have been created such as the Aldermere Farm trail system which extends to water destinations on the east side of Beauchamp Point.

Fishing Licenses Issued in Rockport, 1998-2002

	1998	1999	2000	2001	2002
30-Day Temporary Urchin	2	0	0	2	0
Commercial Shrimp, Single	0	0	2	2	2
Commercial Fishing, non-resident	2	2	0	0	0
Commercial Fishing, single operator	0	0	2	2	2
Commercial Fishing, with crew	4	4	4	4	2
Commercial Shellfish	6	2	2	2	4
Elver-2 Fyke net		8	8	6	6
Elver Dip Net	16	0	0	0	0
Lobster/crab Apprentice	4	4	2	4	6
Lobster/crab Class 1	14	18	14	10	8
Lobster/crab Class 11	34	36	30	34	32
Lobster/crab non-commercial	12	6	10	6	8
Lobster/crab over age 70	2	0	2	2	2
Lobster/crab student	2	8	12	14	14
Retail seafood	18	18	14	16	10
Scallop diver	6	6	8	8	2
Scallop dragger	8	6	8	8	2
Scallop non-commercial	8	16	10	6	6
Sea urchin diver	10	10	8	8	4
Sea urchin/scallop tender	6	10	8	6	4
Wholesale seafood w/t lobsters, supple.	20	22	24	20	16
residents w/t marine resource licenses	30	30	25	24	18
Harvesters	80	73	63	61	54
# lobster traps fished by residents	12,950	13,145	11,700	12,540	12,750

Source: Maine Department of Marine Resources

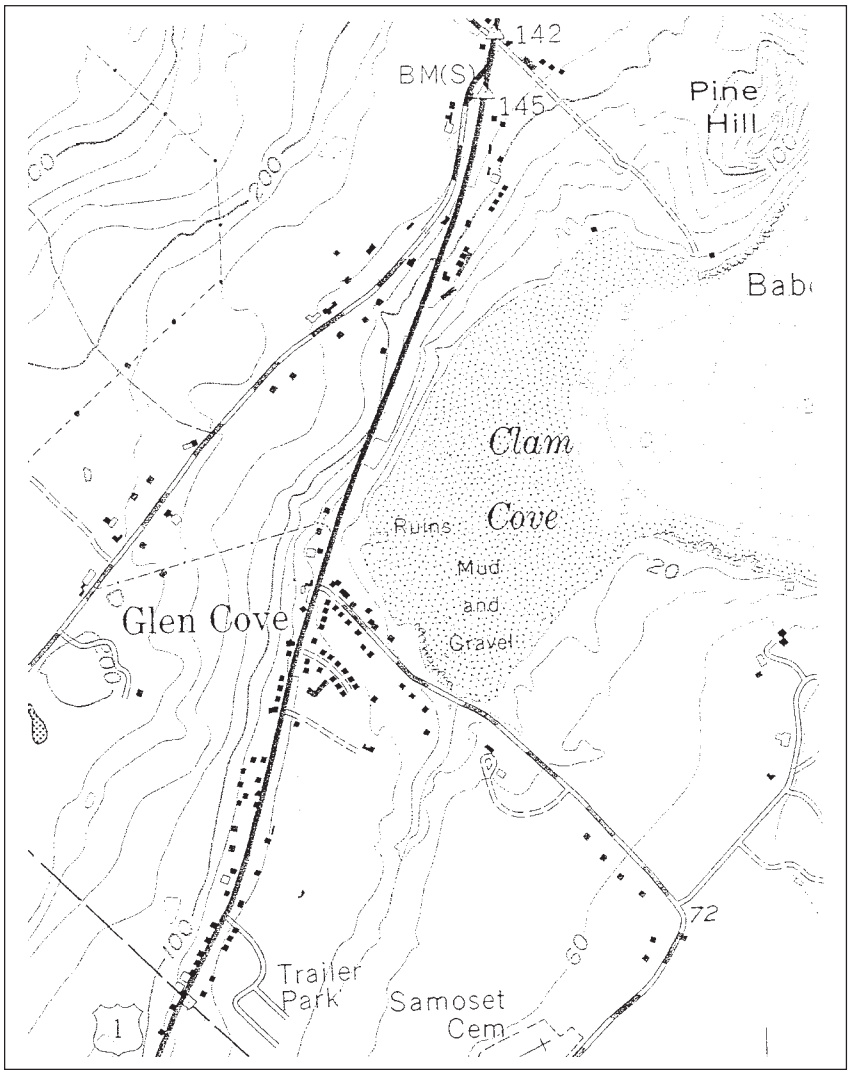
Glen Cove/Clam Cove

The neighborhood of Glen Clove lies at the south end of Rockport at the Rockland town line. Its waterfront is otherwise referred to as Clam Cove, aptly named for its former abundance of the almighty clam.

Clam Cove is a broad, shallow cove that faces east toward North Haven. It is well protected from the prevailing winds and swells, and is ideal habitat for quahogs, surf, and soft-shelled clams. With a narrow, sandy beach, the cove is surrounded by houses along Warrenton Street, and protected from Route 1 by steep bluffs. On its south side, the cove is currently abutted by private and wooded land. A small town-owned picnic area accessed from Route 1 allows the public to enjoy the view and walk to the beach.

The shoreline is protected from high waves (making it a "low-energy beach," according to the Maine Department of Environmental Protection) with ledges at the head of the cove. Seaward of the ledge and beach are mudflats. At the northern portion of the cove, the intertidal coastline is a triple-decker sandwich of low-energy beach, boulder ramp, and mudflats. For the whole cover, proceeding to 10 feet below mean low-water depth, there is a boulder ramp, mudflats, and areas of accumulated sediment where waves swash onto the flats, creating swash bars.

The area's fragile yet rich habitat for marine life, mammals, reptiles, and birds is well outlined in a complete natural resources inventory compiled by Rockport in 1989. Sixty-one species of waterfowl and migratory birds, including geese, loons, ducks, and osprey have been recorded there, and the shrubbery around the cove offers protection to migratory and land birds, as well as deer, fox, fisher, and other wildlife.



Pollution, primarily residential discharge, had officially shut the mudflats for shellfish harvesting on May 18, 1962, as well as along the shore that runs to the Rockland breakwater. In 1978, the Clam Cove was reopened for clamming, but then closed again in 1984 due to poor bacteriological water quality.

The Glen Cove sewer, which hooks into the Rockland City sewer system, runs along Route 1 from South Street to the Rockland city line, and includes the Romaha Trailer Park and along Warrenton Street to the right-angle corner near the Eastward on the Ocean subdivision. Since 1990, Rockport has taken water samples and considered a shellfish management program

that would include reseeding Clam Cove with clams. In 1996, the Shellfish Conservation Committee reported that there was renewed interest in a clamming restoration project in Clam Cove; however, the committee also reported high fecal coliform counts and concluded "we have some big problems in identifying the sources of pollution and dealing with them before worrying about how to get clams to grow there."

In 2002, a renewed effort by the town to determine whether the cove could once again be home to shellfish and other marine resources was made, and water samples from five different streams that empty into Clam Clove were collected. The results were discouraging, as one state official reported: "I was surprised to see that the data for the 30 most recent samples collected for the years 1992-1997 was actually better in 1997 than it is today. It seems hard to believe that with all the new sewer work that has gone on in this area the water quality has gotten worse."

While the mudflats in beneath the tidal Clam Cove are rich with benthic activity and highly productive -- worms and other invertebrates thrive there -- the land-side soils along the Clam Cove shore are shallow and low in nutrient content. Severe erosion ofthe past has somewhat stabilized, thanks to a re-established plant growth, whose roots hold the soil and encourage nutrients to leach back into the soil.

The bedrock lies along the furthest edge of the Midcoast Region of Maine's coastal geology. This type of bedrock causes problems in pollution control because pollutants -- sewage and otherwise -- follow the past of least resistance, finding cracks in the bedrock and running unfiltered into the cove.

Although once extensively rich in clams, the mudflats now have a small population of clams. There is, though, an extensive mussel bar that forms a reef of living mussels. Those mussels expel sediments they extract from the water in feeding, which then settle in between individual organisms and raise the bar above the level of the surrounding environment. The mussels are an important food source to marine and bird life.

To protect the natural habitat of Clam Cove, the 1989 report encouraged the town to monitor pollution, including non-point source pollution (run-off due to increased development and impervious surfaces) from vehicles, salt on Route 1 and Warrenton Street, and commercial developments south and west of the cove. The report also warned of run-off from fertilized lawns.

The report also encouraged the town to protect wetlands surrounding the streams, and to seek conservation easements on the lots adjacent to the cove. A 1991 wetlands map created by Normandeau Associates identifies a medium-sized wetland around the source of Clam Creek and a smaller wetland along Route 1 in Glen Cove. This indicates a large wetland area with interlocking and contiguous wetlands from Rockville Street to beyond Beech Street. Those wetlands include the source of both Ott and Harkness Brooks. The study area also indicates a convoluted small wetland along Ott Brook, west of Route 1 near the junction of Pascal Avenue.

"If development is allowed along the cove, there will be a great deal of siltation and erosion into the cove, which will continue to pollute the area. The wildlife will disappear from the wooded areas as more disturbance occurs because of a loss of habitat and food source," the town report said.

Ram Island

Ram Island, which sits less than one mile off of Glen Clove, is identified as a Sea Bird Nesting Island Number 63-323 by the Maine Department of Inland Fisheries and Wildlife. Ram Island has also been identified as an important seal haul-out and is a Class A Coastal Wildlife Concentration Area. It is also identified as a wetland.

The town has identified Ram Island as especially significant in conjunction to the habitat of Clam Cove because of its nesting status. Efforts to secure the island as a protected natural resource zone are crucial to the preservation of a large portion of the bird life in Clam Cove, the report stressed.

Brewster Point

Another seal haul-out area is identified near Brewster Point. There is a gravel beach near Brewster Point, and all of the Brewster Point Watershed is less than 100 feet in elevation. Except for some narrow bands of 25-percent slope at the head of Brewster Point, and along the coast on either side of the point, the entire watershed and coastline are flat. There is an escarpment at Jameson Point.

Agricultural & Forestry Resources

Agriculture

While Rockport once was bustling with productive farms, today there are but a handful of agricultural enterprises. Calculating the number of farms, nurseries, and agricultural businesses left in Rockport is inexact, for neither the town or state maintains a registry of those operations. Various indicators, such as the 2000 U.S. Census and the 2003 town tax rolls, measure the number of farming operations, but the criteria also differs according to the yardstick used.

According to the U.S. Census Bureau, the 2000 Census lists 45 residents as living on a farm, with 2,495 living in a rural setting. The remaining residents, 669, lived within an urbanized area (village).

Of the 1,677 Rockport residents at work in 2000, 21 of the men and five of the women were in the occupations of agriculture, forestry, fishing, and hunting.

In 2003, the Knox County Extension Association, which is a division of the University of Maine Cooperative Extension system and which assists farmers, was servicing 10 agricultural businesses (three nurseries, three landscapers, one blueberry grower, two small backyard vegetable growers, and one beef producer) in Rockport. Not all Rockport farmers, however, use Extension services. For privacy purposes, the Extension did not share the names of those businesses.

The Natural Resource Conservation Service, which is a division of the federal government that provides assistance for natural resource conservation on private land, estimated there to be four blueberry farmers in Rockport, a few people growing vegetables in greenhouses, and one herb cultivation enterprise. But the underlying question from the Conservation Service was "what were we considering to be a farm? Was there a size limit? An income base?"

There are differences in how state and local entities define farms: To the Maine Department of Agriculture, landscape businesses and plant nurseries are considered agri-businesses. To the Maine Department of Taxation (Maine Revenue Services), those businesses are considered retail businesses, and are subject to the state's sales tax.

According to the **Dictionary of Real Estate Appraisal**: "Farm: A tract of rural land devoted to agriculture." And Farm Budget: "The plan for the financial organization and operation of a farm for a specific period of

Farmland, Open Space, and Tree Growth

While the town has traditionally been rural in nature, the decade of the 1990s saw a sharp increase in housing and business construction in what was formerly woods and fields. The decade also saw more land put into conservation, and limited use tax classifications, such as tree growth, farmland, and open space.

In 2002, there were 584 acres were in designated tree growth; 657 acres in designated farm and open space; and 502 in conservation easement.

Tree Growth and Farm and Open Space property taxes use a taxable value for land based on its use for agriculture or open space. The resulting property taxes are usually lower than regular property taxes that base their land valuation on the likely price of the land if offered on the real estate market. Instead of market valuation, Farm and Open Space base land values on current use. The State of Maine offers the Farm and Open Space tax program to encourage the preservation of farmland and open space. Parcels must be greater than five contiguous acres (tree growth, 10 acres) and farmland and open space must show that there is a public benefit.

time; includes a detailed statement of anticipated gross income , expenses, and net income."

On the Town Tax Rolls

Of 328 businesses on Rockport's list of 2003 business owners there are just 10 that are associated with either blueberry growing, landscaping, gardening, composting, raising horses, and selling plants and crops.

Farms in Rockport

There are several blueberry operations in West Rockport, as well as small and large acreage owned by various families and individuals on which blueberries are cultivated. The land under blueberry cultivation is approximately 290 acres. The various farms and agricultural ventures, blueberry and otherwise include the following:

Spruce Mountain Blueberries, run Molly Sholes, is on Mount Pleasant Street. Spruce Mountain Blueberries grows wild Maine blueberries, sells some fresh-pack, freezes some for the six blueberry products made in the kitchen, and sells some to blueberry processors.

Beech Hill blueberry fields are owned and managed by the Coastal Mountains Land Trust with advice from the Maine Department of Agriculture. That arrangement rests on the the collaborative funding of the Beech Hill purchase in 2001, which included money raised through donations and through the state's Land for Maine's Future Program.

Aldermere Farm, on Russell Avenue near Lily Pond, is a working cattle farm now owned and managed by the Maine Coast Heritage Trust. In 1999, the late Albert H. Chatfield, Jr., put the 136-acre farm in trust, and Aldermere Farm continues his work of breeding and raising a herd of Belted Galloway cattle. The farm is permanently protected by conservation easements, and during the summer months, the farm leases fields on Route 90 for cattle grazing.

Rockport also has five nurseries and plant sellers: Goose River Greenery, on Main Street; Plants Unlimited and Hoboken Gardens, on Route 1; The Green Thumb, on Route 17 in Rockville; and Seasons Downeast, a nursery and composting enterprise on Meadow Street.

Avena Botanicals' apothecary, on Mill Street, maintains organic herb gardens, and runs its Avena Institute's teaching center, all of which borders a 6,000-acre wetland. The Avena Institute includes classroom and hands-on opportunities for students to better understand issues of biodiversity, seed saving, and ecological and cultural restoration along with various programs on growing and using medicinal herbs.

Soils

Topographically, Rockport has miles of fertile agricultural and forestry land. According to mapped resources, Rockport's prime farmland lies within the Goose River Watershed, along Park and Meadow streets, Annis Lane, and down along the Goose River where it empties into Rockport Harbor.

Other prim e farmland areas include the fields along Cross Street, Route 90, and up toward Beech Hill Road.

In West Rockport, prime farmland exists along Mt. Pleasant Street, in the West Rockport Village area, toward West Street Extension, and near Robinson Drive.

There are other areas of prime farm soil along South Street, in Rockville, and all along Porter Street. Rockport Meadows, Spring Lane, and the area between Vinal Street and Route 17 contain prime farmland. Route 1 from the Rockport Park Center to the intersection of Pascal Avenue contains fertile soil, as does areas of Glen Cove and the Samoset Resort.

Currently, many of those areas cited are where subdivisions and single family homes now sit.

Types of soils particular to each region of Rockport are further examined beginning on page 55 in the Topography and Soils section of this Comprehensive Plan.

Forestry

There are no large tracts of commercially-harvested forests in Rockport. There were, however, 584 acres in designated tree growth in 2003.

The total timber harvest in Rockport fluctuated in the decade 1991 to 2002. The largest harvest was in 1998, when 210 acres were cut over a total of six harvests; the smallest was 2002 when 32 acres were cut in a total of three harvests.

Summary of Timber Harvest (in acres) in Rockport, 1991-2002

Year	Selection Harvest	Shelterwood Harvest	Clearcut Harvest	Total Harvest	Change of land use	# of Timber Harvest
1991	61	-	-	61	-	3
1993	140	1	2	143	2	6
1994	65	-	-	65	-	6
1995	89	-	-	89	-	7
1996	25	-	-	25	-	4
1997	140	-	-	140	-	4
1998	179	-	-31	210	31	6

Public Opinion

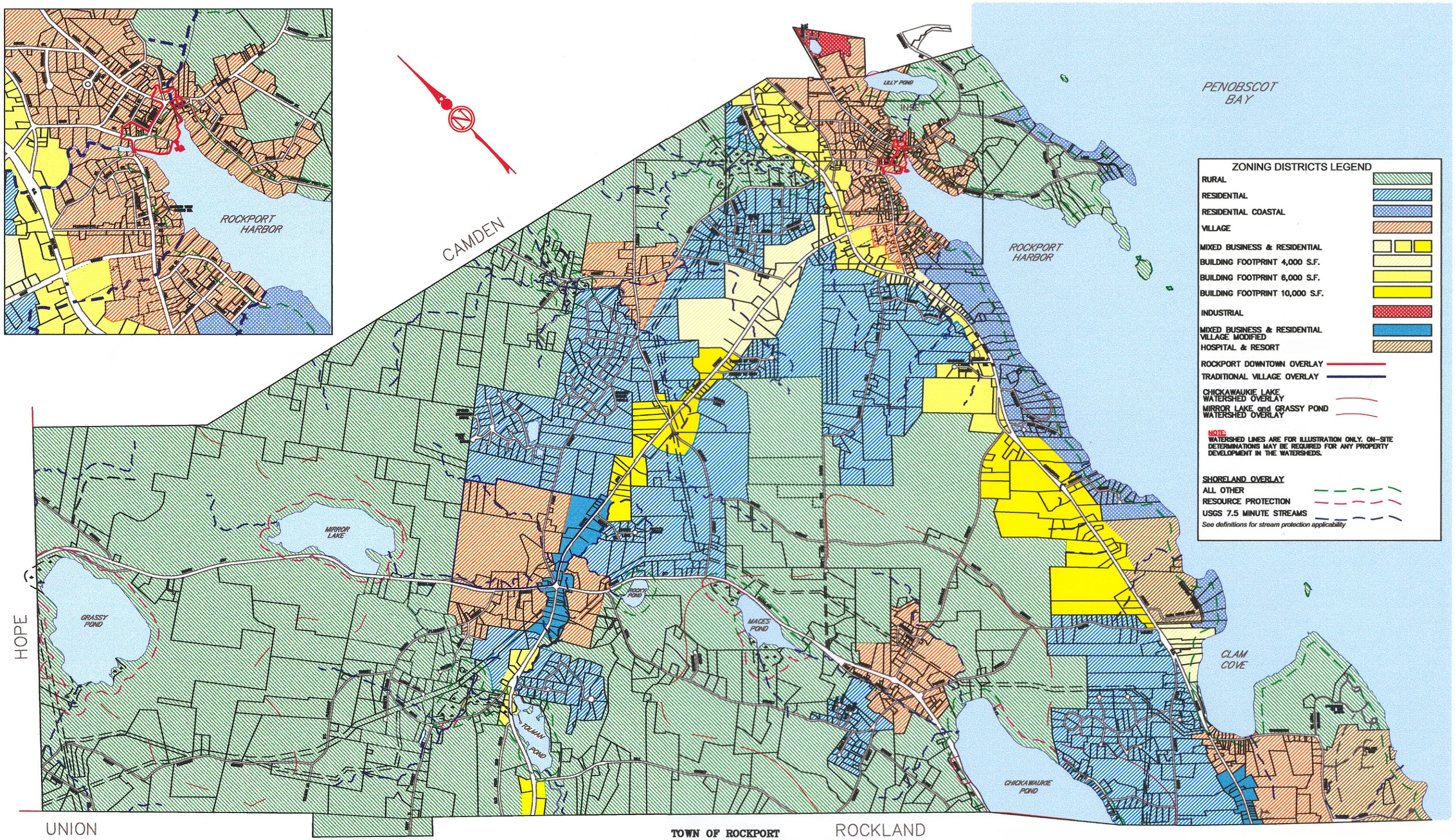
In the fall of 2003, the Comprehensive Plan Committee circulated to all Rockport households a survey to determine how residents feel about a broad range of issues, including those that were articulated during earlier meetings in the various neighborhoods and with committees and organizations. More than 640 questionnaires were returned, representing more than one-third of all households in Rockport. In those responses, 55 percent said the town should actively encourage agriculture and farming. Just 12 percent said forestry should be actively encouraged, while 38.7 said forestry should be actively discouraged.

Summary

While farming has been an integral part of life in Rockport since the early English settlements, few farms are left today. Rockport has emerged as a community of villages, subdivisions, single-family homes, schools, and businesses.

Given that, however, there is still room in Rockport for more farms, commercial forests, and agricultural enterprises. Farms can range in size and scope from the smallest backyard raising of herbs, vegetables, and fruit to large-scale agri-businesses. With the recent emphasis by the Maine Department of Agriculture to promote locally-grown food, and the desire by the public for more organically-grown produce, there are growing opportunities for farmers in Maine.

According to the state,fishing, farming and forestry are the foundational industries on which Maine's economy and persona were built. While the dominance of these three industries has diminished, they still have a significant presence as they provided in 2001 8.3 percent of Maine's jobs and 9.6 percent of the State's Gross State Product (GSP).



TOWN OF ROCKPORT
PROPOSED COMPREHENSIVE PLAN
PROPOSED ZONING MAP
KNOX COUNTY , MAINE

DATE: SEPTEMBER 7, 2004

MAP REFERENCES:

BASEMAP INFORMATION TAKEN FROM ROCKPORT TAX MAPS, BY AERIAL SURVEY & PHOTO, INC.

GRAPHIC SCALE

3000 0 1500 3000 6000 12000

(IN FEET) 1 inch = 3000ft.