

2009 Downtown Revitalization Plan UPDATE



Rockland
City Seal here

City of Rockland, Maine



Contents

SECTION 1 – EXECUTIVE SUMMARY	1
SECTION 2 – INTRODUCTION	3
Study Area	
Current Downtown Initiatives	
Updating the 2005 Downtown Plan	
Plan Strategies Accomplished	
SECTION 3 – DOWNTOWN PLAN OUTLINE	9
Downtown Revitalization Strategies	
1. Pedestrian Improvements	
2. Traffic Calming	
3. Building Façade Improvements	
4. Upper Floor & Basement Reuse	
5. Harbor Trail	
6. Street Tree Planting & Landscaping	
7. Access Management	
8. Downtown Parking Improvements	
9. Scenic Views	
10. Lermond Cove/Ferry Terminal & North End of Downtown	
11. Historic Preservation	
12. Gateways & Downtown Signage	
13. Roadway/Intersection Improvements	
14. Lindsey Brook Flood Mitigation	
15. Community Recreation Building	
SECTION 4 – DOWNTOWN ACTION PLAN	35
Priority Initiatives	
APPENDICES	
A - Downtown Rockland Traffic Assessment	
B - Downtown Sidewalk Inventory & Assessment	
C - Main Street Historic District Investigation	
D - Downtown Infrastructure/Project Cost Estimates	
E - Façade Inventory Update	
F - Public Meeting Results	



2009 DOWNTOWN REVITALIZATION PLAN UPDATE

The 2009 Rockland Downtown Revitalization Plan Update summarizes the key aspects of the 1996 and 2005 Downtown Plans and, expands on them; but more importantly it reflects the community's current values and concerns regarding the Downtown. Rockland has made tremendous efforts in revitalizing the Downtown since 1996, but with the awareness of the role of Main Streets as economic engines, the City continues to pursue and implement a range of initiatives to make the Downtown more vibrant, pedestrian-friendly and economically sustainable.

Increasing understanding of the cost of sprawl, changes in demographics favoring downtowns, context-sensitive transportation planning strategies and the evolving role of working waterfronts all situate Rockland for continued investment and revitalization. Specific initiatives such as the "Maine Department of Transportation Gateway One Corridor Action Plan: Brunswick to Stockton Springs, July 2009," The Brookings Institute's Quality of Place Strategies for Maine, Rockland's designation as a 2009 Main Street Maine community by the Maine Downtown Center, and the City's naming by the National Trust for Historic Preservation to its 2010 List of America's Dozen Distinctive Designation also make Rockland ripe for revitalization.

Rockland's Downtown core is successful because of the proximity of the harbor, the quality of architecture and the overall scale of Main Street. This sense of place is also due to on and off-street parking and an overall pedestrian-friendly environment. It is no coincidence that since 1996 the most successful implementation efforts for the revitalization of the Downtown have been façade improvements, streetscaping, traffic calming and private investment – a holistic approach to placemaking. The focus of these improvements has been from Park Street to Limerock Street.

The core of Rockland's Downtown has thrived economically and is an exemplary pedestrian friendly environment, however Main Street north of Limerock Street is not pedestrian oriented, but has the potential to become a safe and beautiful continuation of the revitalization efforts in the Downtown core. To that end, Phase II and III streetscapes, access management and traffic calming efforts north of Limerock Street are already designed and partially funded. Street trees, landscaping, park area, preservation of high value scenic views and the extension of the Harbor Trail will complement these efforts. All of these initiatives will create a more walkable and urban-scaled environment promoting economic development. By investing in the public realm, the City will encourage private (re)development of properties, ultimately positioning Rockland as one of the most desirable Midcoast and Downeast Maine communities.

In addition to revitalizing Main Street through strategic investments, it is also understood that the Downtown is dependent and will further thrive by creating safer pedestrian connections along Union Street and the surrounding residential neighborhoods to the south, west and north. These neighborhoods are part of the Downtown “pedestrian-shed” and creating safe vehicular and pedestrian connections between these neighborhoods and downtown is imperative.

The Action Plan falls within the following activities:

1. Pedestrian Improvements
2. Traffic Calming
3. Building Façade Improvements
4. Upper Floor & Basement Reuse
5. Harbor Trail
6. Street Tree Planting & Landscaping
7. Access Management
8. Downtown Parking Improvements
9. Scenic Views
10. Lermund Cove/Ferry Terminal & North End of Downtown
11. Historic Preservation
12. Gateways & Downtown Signage
13. Roadway/Intersection Improvements
14. Lindsey Brook Flood Mitigation
15. Community Recreation Center

This 2009 Downtown Revitalization Plan and related strategies were developed in collaboration with the Economic Development Advisory Committee and City staff as well as input from public workshops.

Acknowledgement for the preparation of the 2009 Plan:

- Rodney Lynch, AICP, Community Development Director, City of Rockland
- Rockland Economic Development Advisory Committee
- Rockland City Council
- Rockland Main Street, Inc.
- Woodard & Curran, Portland, Maine
- MRLD LLC, Yarmouth, Maine
- Scott Simons Architects, Portland, Maine
- Smart Mobility, Inc., Norwich, Vermont

The preparation of the Rockland Downtown Revitalization Plan Update was funded in part with a 2009 Community Development Block Grant (CDBG) Community Planning Grant provided by the Maine Department of Economic and Community Development.

The 2009 Downtown Revitalization Plan update was approved by the Rockland City Council on January 11, 2010.



STUDY AREA

The study area for this Downtown Revitalization Plan, as depicted below, is bounded to the south by Pleasant Street, to the east by North Street, to the north by Rankin Street, and to the west by Union Street.



The 1996 Downtown Plan provides the base from which both the 2005 and 2009 Plan Updates are developed.



The study area for the Downtown Plan, including Union Street and Main Street area between Pleasant Street and North Main Street.

CURRENT DOWNTOWN INITIATIVES

The Economic Development Advisory Committee and Community Development Department, and other City staff, have undertaken a number of studies in parallel with, and in coordination with, the consultants' work on downtown. These include:

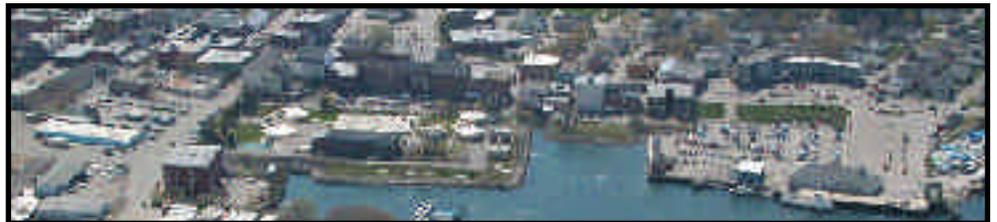
1. A successful \$10,000.00 CDBG application to assist with an Assessment of the 2005 Main Street Revitalization Plan: this work identifies Plan accomplishments and actions that had not been implemented; it also called for better prioritization of Plan actions for future implementation.
2. A Survey and Analysis for expanding the existing Historic District.
3. An Infrastructure Master Plan for the Tillson District to guide investment and redevelopment in this area.
4. An Update of the 2005 Tillson District and Waterfront Master Plan.
5. An Update to the 2004 Façade Inventory that documented façade conditions, including materials, windows and signage. This update is more comprehensive than the 2004 Inventory in that the harborside façades of Main Street buildings are also documented in anticipation of creating basement level commercial space served by public parking and accessed by the potential continuation of the Harbor Trail across Lindsey Brook along Lermond Cove to the Park above the Ferry Terminal.
6. Reestablishing the Façade Improvement Program including Administrative Guidelines and Main Street Façade Design Guidelines (16 Main Street buildings have benefited from this program since 2005).
7. Improvements to façades and the construction of new buildings such as 214-218 Main Street (a strong precedent for how three buildings can be combined while maintaining the Main Street character); 449 Main Street, which is undergoing extensive improvements on the Main Street façade and the façade facing the harborside parking lot; and 453 Main Street, which has extensive improvements on Main Street and on the back facing Lermond Cove.
8. Ongoing coordination with Maine Department of Transportation's (Maine DOT) Gateway 1 Program to improve pedestrian and vehicular safety on Main Street, including crosswalks, traffic calming, on-street parking, intersection improvements, the identification of critical scenic views and analyzing alternatives to reroute truck traffic from Main Street.
9. Maine DOT funded FY09-FY10 Gateway 1 Traffic Calming grants in the amount of \$75,483 for new crosswalks for Main Street Route 1 including raised crosswalk(s) as a traffic calming measure as well as a 2010-2011 Transportation Enhancement Quality Community Program grant in the amount of \$130,000 for improved crosswalks along Route 1 Main Street that are ADA compliant.

10. Rockland Streetscape Master Plan including two Phase II and III focus areas: Limerock Street north of the alley accessing the harborside public parking lot as well as improvements between Summer Street and Rankin Street including on-street parking, traffic calming measures, new sidewalks, access management, extension of the Harbor Trail, landscaping, and the creation of an overlook park (directly across from Summer Street) providing views of Lermond Cove.
11. Concept Improvement Plans for Winslow-Holbrook Park (with an interim rotation of public art as a focal point. Robert Indiana's "Love" sculpture is currently on loan from the Farnsworth Museum).
12. Construction of a park and parking area serving the Lermond Cove Maritime Traditions Schooner Landing in Rockland Harbor strengthening a portion of the Harbor Trail from Tillson Avenue around the southern side of Lermond Cove to the public parking lot.
13. Concept master plan for the Rankin and Main, and Main and North Main streets intersection improvements.
14. Streetscape, Parking Master Plan.

UPDATING THE 2005 DOWNTOWN PLAN

The planning process identified those components of the 2005 Plan that continue to be important as well as expanded in scope and need to be addressed as part of the overall revitalization strategy for Downtown. The revitalization strategies from the 2005 Plan fall within the following categories:

1. Pedestrian Improvements
2. Traffic Calming
3. Building Façade Improvements
4. Upper Floor & Basement Reuse
5. Harbor Trail - additional 2009 Plan
6. Street Tree Planting & Landscaping
7. Access Management - additional 2009 Plan
8. Downtown Parking Improvements
9. Scenic Views - additional 2009 plan
10. Lermond Cove/Ferry Terminal & North End of Main Street
11. Historic Preservation - additional 2009 Plan
12. Gateways & Downtown Signage
13. Roadway/Intersection Improvements
14. Lindsey Brook Flood Mitigation
15. Community Recreation Center



Under this Downtown study effort, we have worked with the Community Development Department staff to update the 2005 Plan strategies and focus on items identified by the public in two workshops. These strategies are described in more detail in the Downtown Plan Description and Action Plan section that follows.

PLAN STRATEGIES ACCOMPLISHED

Since 2005, the following accomplishments have been achieved.

1. Improvements to the blighted and unsafe sidewalks along Main Street (as identified in the sidewalk assessment), particularly north of Limerock Street, providing wider sidewalks wherever possible along both sides of the north end of Main Street between the Rock Coast Sport (Masonic) building (456 Main Street) and the Rheel Day Spa building (453 Main Street) and Summer Streets. Improvements also include new handicap accessible sidewalks and crosswalks and the sidewalk in front of 491 to 501 Main Street on the east side of the street was widened. These improvements were performed under the Phase I Downtown Main Street Streetscape Improvement Project completed in 2008-2009. Streetscape improvements have also been completed within the downtown portion of Limerock Street between Main Street and Union Street.
2. Street tree plantings or other landscaping along north end of Main Street, between Limerock and Summer Streets. Seven trees planted under the Phase I Downtown Main Street Streetscape Improvement Project in 2008-9 between the alleyways by Rock Coast Sport (Masonic Building) and Rheel Day Spa northerly to Summer Street.
3. Street tree planting surrounding the Rite Aid Block-9 trees planted in Chapman Park adjacent to the Rite Aid Block.
4. Improvements to pedestrian safety and connections between downtown neighborhoods (west of Union Street) and the downtown, particularly at the Union Street intersections - under the Phase I Downtown Main Street Streetscape Improvement Project completed in 2008-9. New concrete handicap accessible sidewalks and crosswalks were re-constructed on Limerock Street between Main Street and Union Street. In 2009, the Maine DOT installed new traffic lights and handicapped accessible crosswalks at the intersection of Union Street and Limerock Street.
5. The installation of the southern gateway wayfinding signage in Chapman Park on Park Street, complementing the downtown wayfinding program (the northern gateway recommendation at the intersection of North and Main Streets has not been implemented).
6. The purchase of the Spear building by Camden National Bank, including extensive renovations. The upper floor is waiting for a tenant before the final renovations are completed.



7. The expansion of the Farnsworth Museum into the JJ Newberry Store.
8. The 2006-2008 CDBG façade improvement program assisted 16 downtown buildings. Three of these were in the target area between Limerock and Rankin and one building, 453 Main Street, received upper level rehabilitation and façade improvement assistance under the City's economic and business development loan program.
9. Adjusted traffic lights at Park and Union, and Park and Main street intersections. Maine DOT completed these upgrades in 2005-2006.
10. A new park and parking along the wastewater drive. The Harbor Trail along Lermund Cove has been constructed and the old trail behind the treatment plant leading to the downtown is being repaired and made useable again.
11. The former Sears building has been renovated into a restaurant, offices for financial and government services and for personal services.
12. The construction of a Maritime Traditions pier and float system adjacent to the Treatment Plant serving three schooners in Lermund Cove in Rockland Harbor.
13. The adoption of a Tillson Avenue Area Overlay Zone and Architectural Review amendment to the Rockland Zoning Ordinance, which provides for design review for new buildings and substantial rehabilitation of buildings on Main Street from Pleasant Street northerly to North Main Street.



DOWNTOWN REVITALIZATION STRATEGIES

1. Pedestrian Improvements

1. Make improvements to blighted and unsafe sidewalks along Main Street (as identified in the sidewalk assessment), particularly north of Limerock Street; provide wider sidewalks wherever possible.
2. Improve pedestrian safety and connections between downtown neighborhoods (west of Union Street) and the downtown – particularly at Union Street intersections.
3. Create a walking trail from the library and neighborhoods (Union Street) to Main Street in the Lindsey Brook area (between Limerock and Lindsey Streets).
4. Create two through-block pedestrian walkways between Museum and School Streets.
5. Convert Myrtle Street into a one-way street that emphasizes the pedestrian connection (key to the pedestrian connection between the Union Street railroad station and downtown).

2. Traffic Calming

1. Implement traffic calming measure(s) at the northern gateway to downtown.
2. Implement traffic calming

measure(s) at the intersection of Union and Lindsey Streets.

3. Implement traffic calming measure(s) at the intersection of Union and Elm Streets.
4. Implement traffic calming measures on Main Street, Limerock to Rankin Street.

3. Building Façade Improvements

1. Reestablish a Façade Improvements Grant Program for downtown buildings including upper floor and basement (rear) reuse.

4. Upper Floor & Basement Reuse

1. Consider the building blocks between Tillson Avenue and Summer Street in the central area and northern end Main Street as priority candidates for upper floor renovation and façade improvements.
2. Obtain grant/funding to conduct an upper floors engineering assessment of key downtown buildings, including cost estimates for building renovations.
3. Update Building Survey and Inventory documenting ground floor and upper floor uses and vacancies.
4. Consider basement level reuse and

access.

5. Harbor Trail

1. Continue planning efforts to develop a permanent Harbor Trail through the Tillson District and Downtown.

6. Street Tree Planting & Landscaping

1. Street tree planting or other landscaping along north end of Main Street, between Limerock and Summer Streets.
2. Street tree planting or other landscaping buffer along north end of Main Street, between Summer and Rankin Streets.
3. Street tree planting along Myrtle Street.
4. Street tree planting along both sides of Rankin Street.
5. Street tree planting on Union Street, south of Museum Street.

7. Access Management

1. Institute access management controls on Main Street between Summer Street and Rankin/North Main/Main Streets by narrowing or eliminating existing curb cuts wherever possible.
2. Increase the length of sidewalks on Main Street between Summer Street and Rankin/North Main/Main Streets

by narrowing or eliminating existing curb cuts turning portions of former curb cut space into sidewalk space wherever possible.

3. Investigate eliminating parking spaces next to crosswalks to enhance driver and pedestrian visibility.

8. Downtown Parking Improvements

1. Work with the State to explore options to increase parking at the Ferry Terminal.
2. Redesign public/private parking and access road between School and Limerock Streets.
3. Investigate redevelopment (parking or other) for mid-block lots on Lindsey Street.
4. Possibly redesign parking between Orient and Oak Streets.

9. Scenic Views

1. Protect and enhance the identified distinctive views of the harbor and Penobscot Bay along Main Street from Park Street to the Rankin, North Main and Main Streets intersection (see diagram below).
2. Protect and enhance the distinctive scenic corridor from Limerock Street northerly to the Rankin, North Main and Main Streets intersection.
3. Replace the existing vegetative cover in front of the Ferry Terminal with new low-lying landscaping to open up harbor views.

4. Convert the existing lawn area in front of the Ferry Terminal into a passive low maintenance park for viewing Rockland Harbor and the schooners at the Maritime Traditions wharves at Lermond Cove, which are on or eligible for the National Register of Historic Place Listings.

10. Lermond Cove/Ferry Terminal & North End of Downtown

1. Develop a park along Main Street at the Maine State Ferry Terminal site.
2. Make parking & landscaping improvements behind Main Street buildings at Lermond Cove.
3. Extend the Harbor Trail over Lindsey Brook (via pedestrian bridge), onto the Ferry Terminal parcel, connecting with Main Street.

11. Historic Preservation

1. Consider expanding the Historic District.
2. Pursue grants and work with property owners to take advantage of tax credits.

12. Gateways & Downtown Signage

1. Set a design standard for downtown gateways and signage.
2. Establish downtown gateways at north end of Main Street.
3. Consider options for traffic calming

measures at gateways.

4. Other informational/directional signage should be consistent in design and materials with the gateway signage.

13. Roadway/Intersection Improvements

1. Redesign intersection of North Main and Main Streets.
2. Redesign intersection of Rankin and Main Streets.
3. Examine the need for Talbot Street redesign.

14. Lindsey Brook Flood Mitigation

1. Mitigate the flooding from Lindsey Brook which has caused flooding and water damage to Downtown Main Street buildings over the years. Undertake flood mitigation activities, including the installation of a storm drainage interceptor on Summer Street, which support the revitalization of the downtown area.

15. Community Recreation Building

1. The Community Recreation Building is within a short walking distance of Main Street. Since 2007 it has been undergoing extensive health, safety, and building improvements. Continue improvement activities to the buildings which support the revitalization of the downtown area.

DOWNTOWN STRATEGIES DESCRIPTION

A description of the recommended Downtown Revitalization Strategies is outlined herein. These Strategies are a synthesis of the 2005 Plan recommendations and revised or new recommendations.

1. Pedestrian Improvements

Pedestrian safety, connectivity, and redirecting the primary focus of Main Street away from being vehicular centered to being pedestrian oriented continues to be important to Rockland residents, business owners, and city planners. Key improvements to pedestrian infrastructure and safety include improved, widened and safer and handicapped accessible sidewalks and crosswalks which are American with Disabilities Act (ADA) compliant; bolder, better defined and sign-posted crosswalks, especially on Main and Union Streets; and traffic calming, particularly on Main and Union Streets. Each of the recommendations herein are identified on the graphic below.

1. Make improvements to blighted and unsafe sidewalks along Main Street (as identified in the sidewalk assessments in Appendix B), particularly the section of Main Street between Limerock Street and the alleyways by 456 and 453 Main Street (Rock Coast Sport and Rheal Day Spa) and Summer Street (to the intersection of Rankin/North Main and Main Streets). Provide wider sidewalks, crosswalks and alleyways that are ADA compliant, wherever possible. This should entail replacement of the existing cracked in-laid concrete sidewalks with textured pavers with new or reset curbs from Limerock Street north to the alleyways at 456 and 453 Main Street, and asphalt pavement and light pole relocation from Summer Street north to the intersection of North Main and Main Streets by the Rankin Block which will necessitate narrowing the width of Main Street from Summer Street to the Rankin Street intersection extending the sidewalk curbing and reconfiguring the parking layout in order to accommodate these pedestrian transportation needs.
2. Provide for new ADA compliant crosswalks that are handicapped accessible, contain detectable warning devices, and constructed with textured pavers.
3. Relocate sidewalk obstacles or redesign sidewalk layout in locations north of Limerock where existing overhead light poles or bases are an impediment to pedestrian passage; for disabled persons in wheelchairs or on scooters, or who are visually impaired or need the assistance of a cane.
4. Improve pedestrian safety and sidewalk, crosswalk and intersection connections between downtown neighborhoods (west of Union Street) and the downtown – particularly at Union Street intersections.
5. Create a walking trail from the library and neighborhoods (Union Street) to Main Street in the Lindsey Brook area (between Limerock and Lindsey Streets).
6. Create two through-block pedestrian walkways between Museum and School Streets.
7. Convert Myrtle Street into a one-way street that emphasizes the pedestrian connection (key to the pedestrian connection between the Union Street railroad station and downtown).



2. Traffic Calming

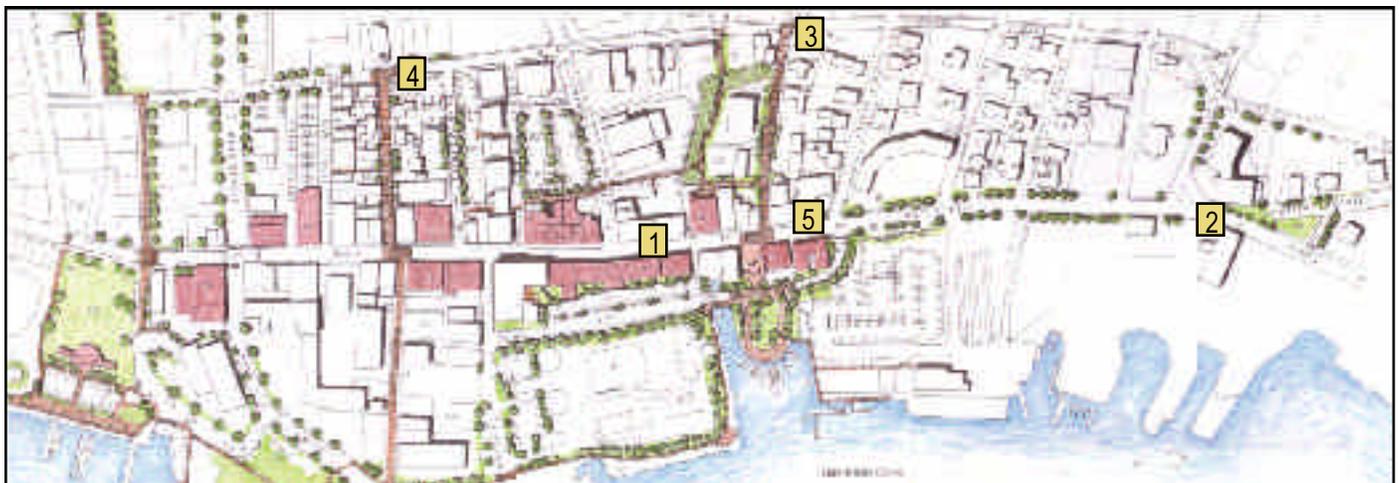
What follows are recommendations for traffic calming measures; each is defined on the graphic below.

1. Change the focus of Main Street from being predominately vehicle oriented to being primarily pedestrian oriented through traffic calming and other related design and physical measures.
2. Implement traffic calming measure(s) at the northern gateway to downtown (near intersection of North Main, Rankin and Main Streets – see Paragraph 13. Roadway/Intersection Improvements).
3. Implement traffic calming measure(s) at the intersection of Union and Lindsey Streets.
4. Implement traffic calming measure(s) at the intersection of Union and Elm Streets.
5. Implement traffic calming measures on Main Street between Limerock and Rankin/Union/North Main Streets by extending the curb line to widen the sidewalks and narrow the width of the traffic lanes, installation of bump outs, tighten the turning radius at intersection corner, re-configuration of the on-street parking, and installation of raised crosswalks (speed table) and level or flushed crosswalks with textured pavers.
6. Consider the appropriate vehicular level of service, per the Maine DOT Flexibility in Design Guidelines (Highway Design Manual Chapter 15), that will create the appropriate balance between vehicle mobility and pedestrian safety.



Above: Two examples of traffic calming, a neck-down or choker (top photo) and a center island; both designs could incorporate a pedestrian crossing.

Presently the focus is on getting vehicles through Main Street as quickly as possible. Through pedestrian improvements, traffic calming and design and physical measures Main Street can become more pedestrian oriented rather than to primarily serve the needs of getting vehicular traffic through the Downtown. Traffic speeds and pedestrian safety are of particular concern along Main Street and Union Street and especially at the northern end of Main Street (between Summer Street and North Main Street) where the Maine DOT 2007 Annual Average Daily Traffic (AADT) count is 10,690. Pedestrians and businesses in the downtown have continuously complained over the years to the City about speeding traffic and unsafe street crossings on Main Street and have made numerous suggestions on how to address the problem. Maine Department of Transportation traffic engineer and private engineering consultants and planners have been consulted for options to safely calm traffic in these locations. Several of the acceptable options put forth by the public and the experts are listed above. A key design factor for preparing intersection improvement plans is the vehicular level of service (LOS).

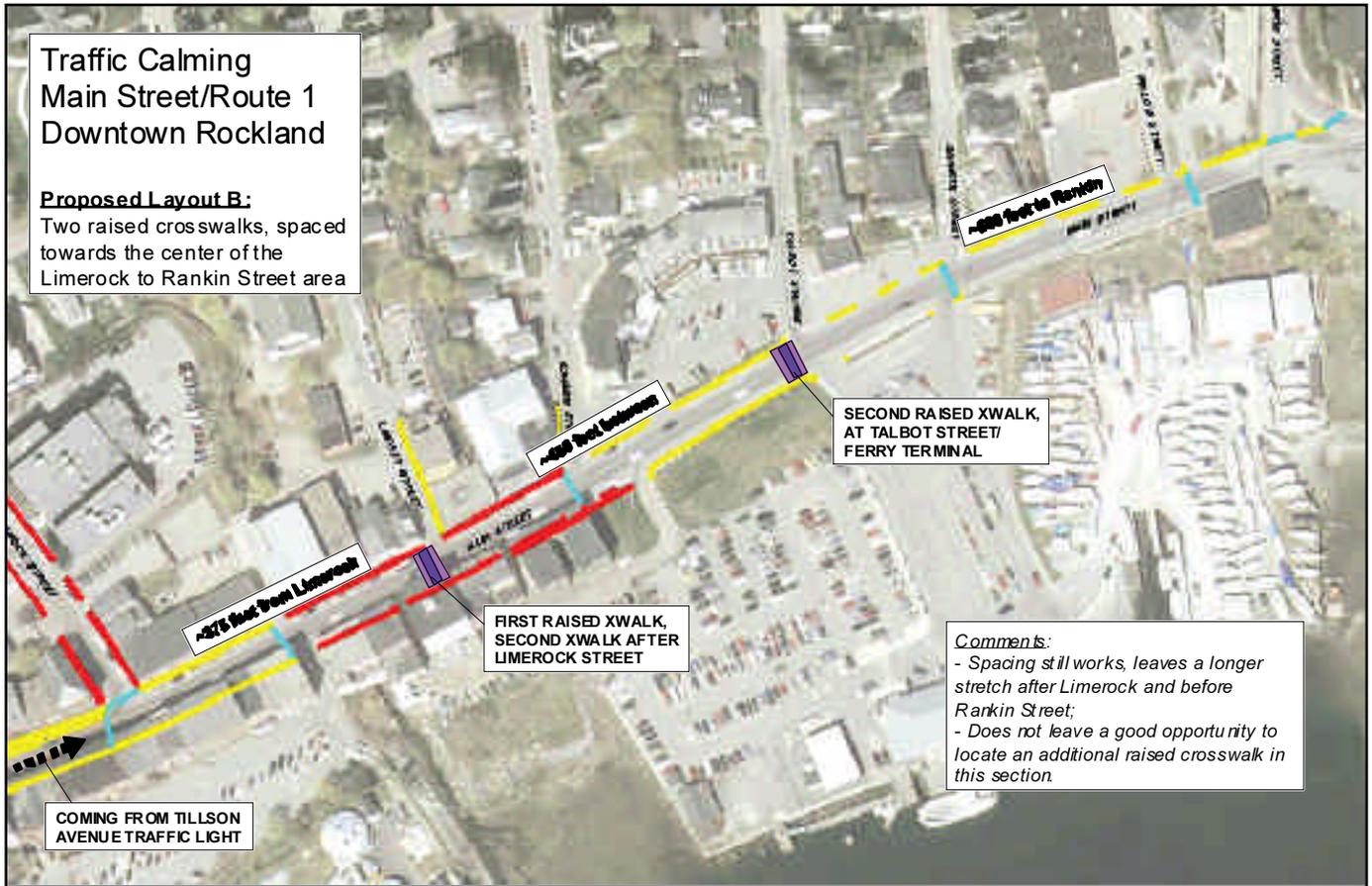




In the core of downtown, on-street parking is one component of a “complete” street creating a context sensitive solution for through traffic. Drivers become more aware of the environment and reduce speed in anticipation of pedestrians. Other aspects of the “complete” street include the 2:1 proportion of building height to building face to face, sidewalks, curbs, street trees, street lights and other pedestrian amenities.



In contrast to the Downtown the portion of Main Street north from Limerock, specifically from Summer Street to Rankin Street, has no on-street parking, curbs or streetscaping. Vehicles leave the “outdoor” room aspect of the Downtown core and increase speed north of Summer Street because of the wide and undefined nature of the street. This area is designated as Phase III of the streetscape master plan and the proposed improvements, including on-street parking, will play an important role in calming traffic.



Phase II and III of the Downtown streetscape improvements include a number of traffic calming solutions as summarized in the above graphic. The City should continue efforts to implement such measures, particularly with the anticipated growth projections of the redevelopment of the Tillson District and the more regional growth projections of the Gateway 1 Program. (Graphic courtesy of Wright-Pierce)

3. Building Façade Improvements

1. Re-establish a façade improvements grant program for downtown buildings, offering design guidelines and grants to building owners for front, side and rear façades and rear basement level improvements.

4. Upper Floor & Basement Reuse

1. Consider the building blocks between Tillson Avenue and Summer Street in the central area and northern end of Main Street as priority candidates for upper floor renovation and rear façade improvements.
2. Obtain grant/funding to conduct an upper floors engineering/architectural assessment of key downtown buildings, including cost estimates for building renovations.
3. Redesign the City-owned parking lot located behind the buildings, the Custom House and Kimball Block, on the water side of Main Street and make it more attractive and safer with new layout, lighting, sidewalks and landscaping (see diagrams below).
4. Seek private matching funds and Community Development Block Grant (CDBG) funding and/or Communities for Maine's Future Program funding for the upper floor residential and commercial rehab façade, and basement and parking lot improvements.
5. Consider basement level reuse and accessibility.

Rockland was able to obtain a 2006 CDBG for a 50/50 matching façade grant improvement program for Downtown Main Street buildings. Between 2006 and 2008, the program assisted 16 downtown buildings with front façade improvements. Because of recent building improvements on the water side of Main Street involving the rear façades and basement levels, the City should apply for further grant funding, and use part of the funding as an opportunity to assist other businesses and property owners with rear façade and basement level improvements, turning them into shops, galleries, restaurants and residential units. Such rear building improvements need to be accompanied by physical improvements to the City-owned parking lot between these buildings and the Waste Water Treatment Plant. Improvements to the City-owned parking lot was listed in the 1996 Downtown Plan (Downtown Revitalization Strategies: A Quality Main Street Project) as one of the strategies for revitalizing Downtown Rockland.

STOREFRONT DESIGN

However, storefronts occasionally need to receive the storefront exact historic appearance. The following are ideas to consider if you are planning to change your storefront. Although each is based on the traditional storefront, these ideas are not "historic" in nature. They are historical and designed to make the storefront more attractive and accessible to shoppers.

Keeping the Storefront in Its Place
 Every traditional Main Street building facade has a well-defined opening which the original storefront filled. It is surrounded by the framing storefront cornice and pilars on the sides and top set by the sidewalk at the bottom. Many problems with facades today arise from alterations in which the storefront has been allowed to stray out of its natural surroundings. It sets apart the storefront no longer seems connected. Instead, it looks as if it has been pasted on. One remedy: that the storefront is "out of context" that it dominates the building facade as a whole. A general rule for future renovations can be stated as follows: The storefront should be designed to fit within the opening originally intended for it and not extend beyond it.

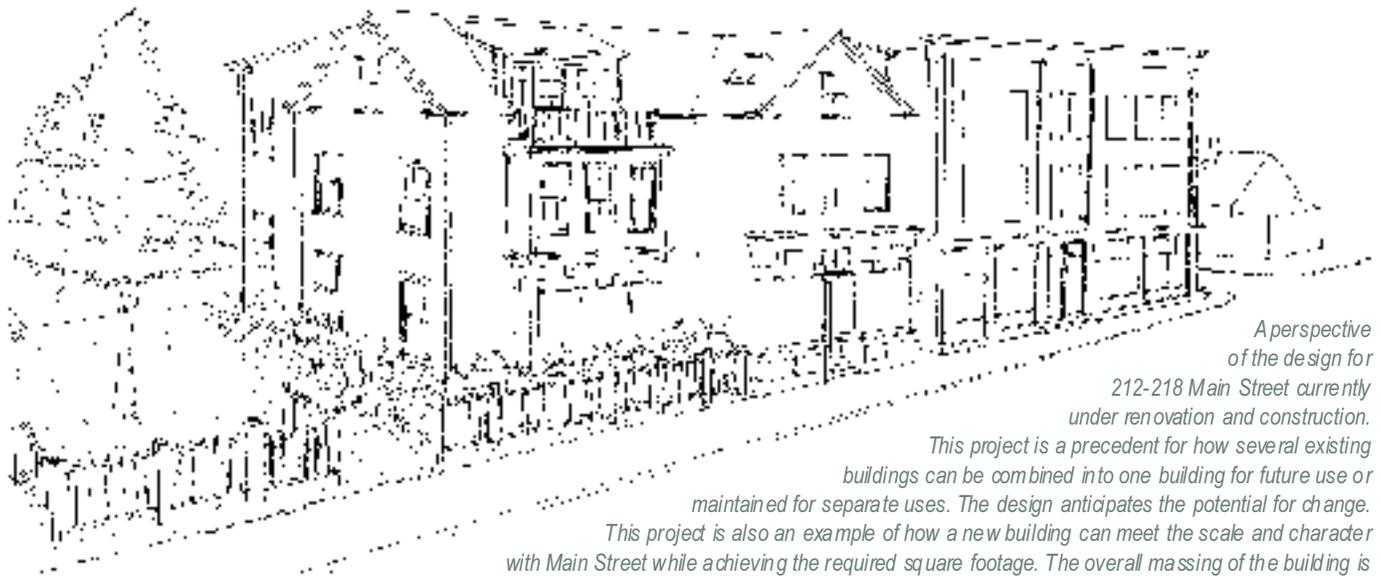
The Slightly Recessed Storefront
 To emphasize the feeling of enclosure, a storefront might be set back slightly (as shown in a sketch) from the front of the building.

It is common to see a traditional storefront recessed as a whole or partially back (5 to 12 feet) into the facade. Except for buildings constructed in the 1920s and '30s, this treatment is almost never historically accurate. Unless specifically designed to give customers to the entry, deep recessed lead to a void in the storefront from the street. The solution is just to compare the top, look in the window and enter the store.

The Recessed Entry
 The traditional storefront had a recessed entry at the bottom. This configuration accomplished two important things: first, it kept the display windows right next to the sidewalk, in full view of passersby. And, because the entry was recessed, the design emphasized the door. The opening of the entrance and sheltered doorway served to invite the pedestrian inside. This is a simple and logical storefront design. Unfortunately, many storefronts no longer retain this form.

We have looked at the evolution of the traditional Main Street facade and seen the changes that have been and will continue to be made. Many are concentrated on the storefront. Generation after generation, storefronts change while upper floors and building services retain the same elements of shopper habit concepts. Because of their relatively expensive nature, the upper floors and the building systems are primarily maintenance and repair problems. (See guidelines on "Corridor" and "Upper Story Windows.") The appearance of the storefront, on the other hand, is a design issue. If you wish to restore the original storefront, a little research can be invaluable. Look in the local library for historic photos or postcards of your building. Ask previous owners if they have the original plans. Look for old maps or lithographs of your town, try them against drawings of downtown buildings. Or your building may have been depicted in an old newspaper advertisement. Finally, examine the details and you may find evidence of its original appearance.

Façade and storefront designs on Main Street should reflect historic proportions and building scale to create a lively and comfortable Main Street experience. Renovations and new construction on Main Street are now reviewed under the Tillson Avenue Area Overlay Zone and Architectural Review Ordinance, which provides for design review on Main Street from Pleasant Street to North Main Street.



A perspective of the design for 212-218 Main Street currently under renovation and construction.

This project is a precedent for how several existing buildings can be combined into one building for future use or maintained for separate uses. The design anticipates the potential for change.

This project is also an example of how a new building can meet the scale and character with Main Street while achieving the required square footage. The overall massing of the building is articulated through the distinct façades and the “connectors” that are setback further from the street. (Image courtesy of Van Dam Architecture and Design)



214-218 under construction and renovation. Renovations to 218 to the far right have been completed. Eventually a new building will be constructed to the left of 216 Main Street.



A Main Street building on a corner lot addressing both frontages with consistent, high quality materials and renovations.



Strand Theatre exterior renovations completed since 2005. This is an example of how careful detailing and maintenance add value to Main Street.



453 Main Street with recently renovated 1st and 2nd floors. This building frames the alley to the public parking lot behind the Custom House Building. The façade has been carefully restored and the proportions of the 1st floor and 2nd floor windows emphasize the traditional use of the 1st floor for commercial uses and the 2nd floor for commercial or residential uses. This image shows the completed Phase 1 streetscape improvements.



The harbor side of 453 Main Street showing how more contemporary renovations and additions can be incorporated into the character of Downtown. The two floors appear to be residential uses and back on to the drainage way, which flows into Lemond Cove. Long-range plans include a bridge to span the Lindsey Brook allowing the Harbor Trail to be located between Lermond Cove and the Custom House Block. To the left of the image is the City parking lot behind the Custom House Block.



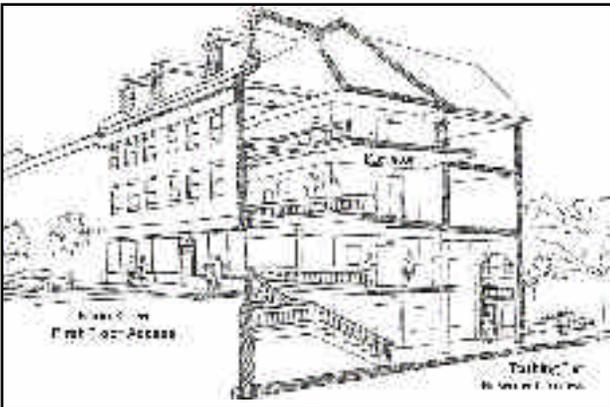
Front façade improvements to 449 Main Street. Also rear façade or harbor side improvements have been made as well as interior renovations.



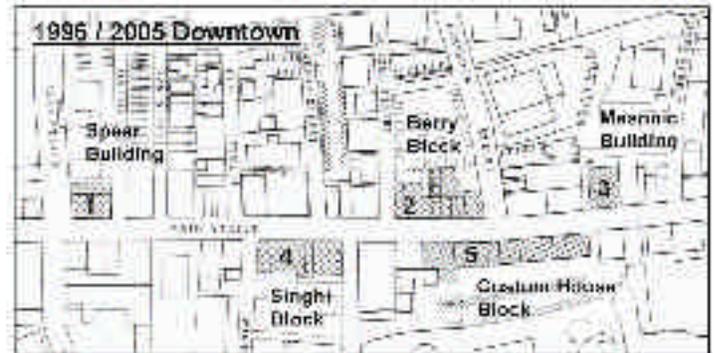
The back of 449 Main Street currently under renovation. This row of buildings makes up the Custom House Block and is an area envisioned with parking lot level access to commercial uses. 441 Main Street, the red building with the blue expansion has access to the Rockland Cafe.



While access to lower level businesses from the parking lot behind the Custom House Block is an important opportunity for maximizing the revitalization of Downtown, careful attention has to be given to all aspects of design and support services.



Upper floor reuse recommendations outlined in the 2005 Plan are still valid. Many downtown buildings, including the ones identified in the diagram above, are in need of upper floor renovation; these particular blocks are also opportunities to have shared elevators serving multiple buildings — like the Custom House Block. Over time, the City should initiate an elevator/access program.



5. Harbor Trail

1. Wherever possible utilize publicly owned property and sidewalks for the Harbor Trail.
2. Complete the public and private segments of the Harbor Trail from Mechanic Street northerly along the edge of the harbor to the intersection of Main, Rankin and North Main Streets.
3. Include in the Downtown Main Street segment of the Harbor Trail the publicly owned alleyway between 449 Main Street and 453 Main Street leading from the Waste Water Treatment Plant and the public parking area behind the buildings on the east side of Main Street to the Main Street sidewalks, and continuing on the east side of Main Street past the Ferry Terminal to the intersection of Main, Rankin and North Main Streets.
4. For this segment of the Harbor Trail, the texture of the sidewalk and/or pathway may either be brick pavers, duratherm implants, asphalt or white lined asphalt.

The process involving the planning and development of the Rockland Harbor Trail has been on-going since 1991. The first efforts to develop a harbor trail were undertaken by the citizen's Rockland Harbor Trail Coalition. The trail concept and coalition were the outcome of a recommendation by an international conservation exchange

Plan developed by the Rockland Harbor Trail Coalition.

study of the Penobscot Bay region in 1991. The citizen's group worked for over 3 1/2 years to try to create a waterfront/harbor trail (see diagram) that would be a lasting asset to the quality of life in Rockland as well as providing people with a view of, and involvement with the future development and care of Rockland Harbor. When completed, the trail will connect the south end of Snow Marine Park (on Mechanic Street) to the Breakwater in the north end of the harbor. As part of the financial center constructed off Water and Ocean Streets on the former Fisher Engineering site MBNA (now Harbor Park LLC and Boston Financial) constructed a 12-foot wide harbor walk consisting of an estimated 745 feet of wooden planks and 740 feet of concrete pavement for a total distance of approximately 1,385 feet. The boardwalk links the 770 foot City-owned Sandy Beach Park Harbor Trail pathway (along Scott Street) to Harbor Park. The Sandy Beach Park portion of the trail was completed in October 2009 utilizing brick pavers and open space. Together the boardwalk and pathway partially wrap around the south end of the harbor.





Existing Harbor Walk constructed by MBNA.



The Harbor Trail is envisioned to run along the edge of the harbor between the sea wall and the City parking. The 2005 Plan depicted the parking moved to a different location on the site with a park created along the shore.



Work is completed on the Schooner parking area and adjacent park along the Wastewater Treatment Drive. This is an important construction of a section of the Trail, but the Harbor Trail will have to be carefully integrated into a sidewalk and open space system with the redevelopment of the Tillson District in order to create a strong connection to the existing Harbor Walk constructed by MBNA.



After running along the Wastewater Treatment Drive, the Harbor Trail currently runs along the south side of Lemond Cove to the City parking lot behind the Custom House Block. At this point in time it is recommended to continue the trail to Main Street via the alley, however the long-term goal is to create a pedestrian bridge over Lindsey Brook (shown in the center of the picture above) then running behind the Main Street building at Lemond Cove and behind the C.E. Bicknell Block to the Ferry Terminal.

It is recommended that the plant material along the southern side of Lemond Cove be replaced with low growing and low maintenance plant material to enhance this portion of the trail, create a safe environment and maintain views of Lemond Cove.

The 2005 Plan recommended the development of a park between Lemond Cove and behind the Main Street buildings.

6. Street Tree Planting & Landscaping

1. New or replacement street tree planting or other landscaping or decorative fencing along north end of Main Street between Limerock and Summer Streets and, between Summer and Rankin/Union Streets, particularly in front of the ferry terminal that would improve the views of the harbor and the historic working schooners at the Lermund Cove wharves.
2. Street tree planting or other landscaping buffer along north end of Main Street between Summer and Rankin/Union Streets.
3. Street tree planting along Myrtle Street.
4. Street tree planting along both sides of Rankin Street.
5. Street tree planting on Union Street, south of Museum Street.



This is an example of a well-designed pocket park for a cafe at the corner of Elm and Main Streets. The design helps maintain the “street wall” with the row of birches and provides interest by using a range of plant material with seasonal character, different textures, form, height and color. It is important to maintain clear views at intersections for the safety of pedestrians and vehicles. It is also important to select the correct plant material that does not interfere with utilities, lighting or create maintenance issues.



Landscaping and trees in the central core of the Downtown help create a safe and beautiful pedestrian environment. It is important to limb lower branches on street trees for pedestrian clearance as well as provide clear views of building signage and storefronts. In this case, the landscaping is planted in an amenity zone between the sidewalk and the street. This area allows for snow storage, lighting, sandwich boards, hydrants, bike racks, trash receptacles and other street scape elements.



Compared to the core of the Downtown, the area north of Limerock Street, specifically between Summer and Rankin Streets has a poorly defined streetscape lacking street trees and other streetscape components. Plans for improving this area, as shown in Section 10, will create a streetscape environment similar to the core of the Downtown. An important missing component will be the building “street wall” which ends just south of the area depicted in this image.

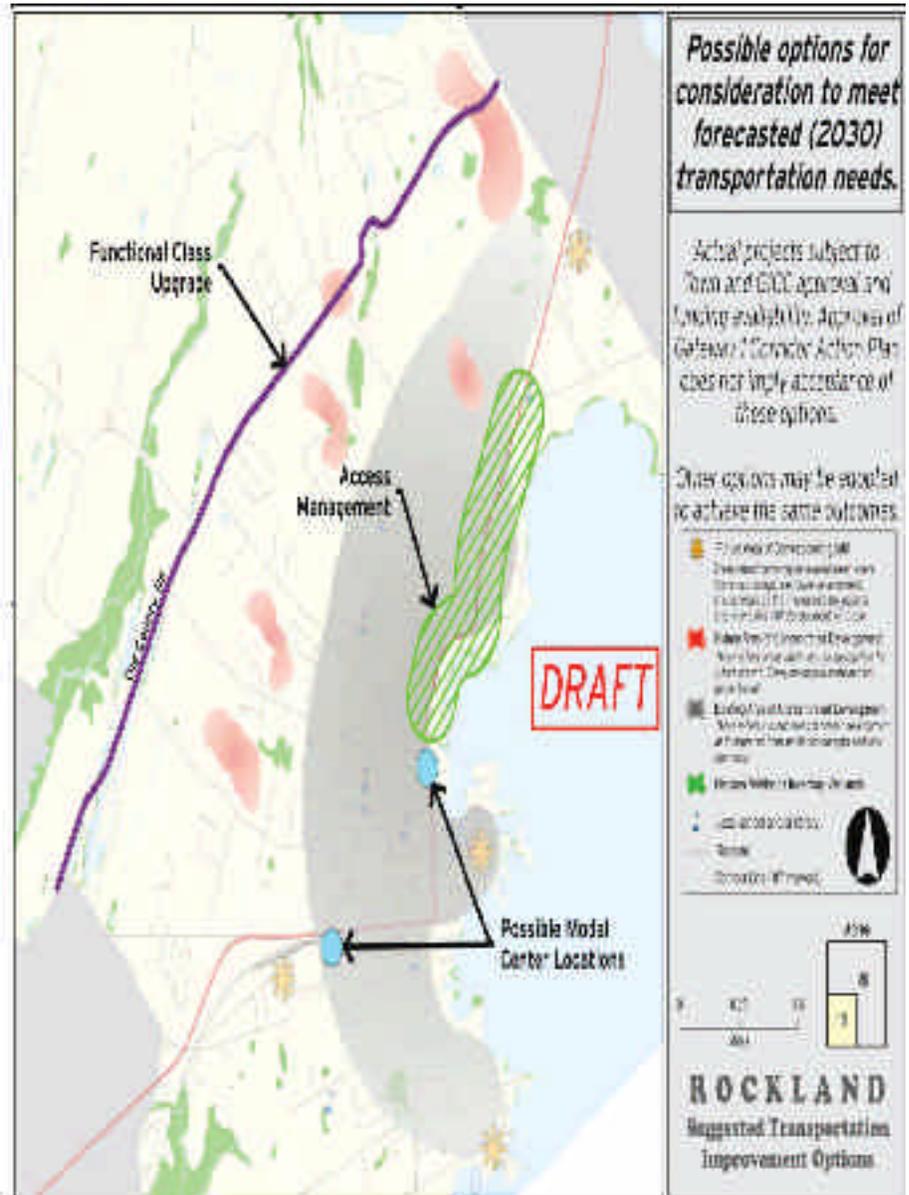


Street tree planting and location plan.

7. Access Management

1. Institute access management controls on Main Street between Summer Street and Rankin/North Main/Main Streets by narrowing or eliminating existing curb cuts wherever possible.
2. Increase the length of sidewalks on Main Street between Summer Street and Rankin/North Main/Main Streets by narrowing or eliminating existing curb cuts turning portions of former curb cut space into sidewalk space wherever possible.
3. Investigate eliminating parking spaces next to crosswalks to enhance driver and pedestrian visibility.

Main Street north of Summer Street to Rankin/Union Street for a distance of 570 feet contains nine business driveway and side street curb cuts ranging in size from 16 feet to 58 feet which pose a traffic hazard as there can be too many left-turns onto a fast moving two lane one-way street in a relatively short distance. This can create a dangerous situation for pedestrian traffic as drivers are too busy watching fast approaching vehicles from the right and not paying attention to walkers to their left or pedestrians using adjacent crosswalks. Narrowing or eliminating curb cuts along this stretch of Main Street will reduce the potential traffic and pedestrian hazard in this area. The Gateway 1 Corridor Action Plan: Brunswick to Stockton Springs, July, 2009 has identified Main Street for suggested access management improvement options.



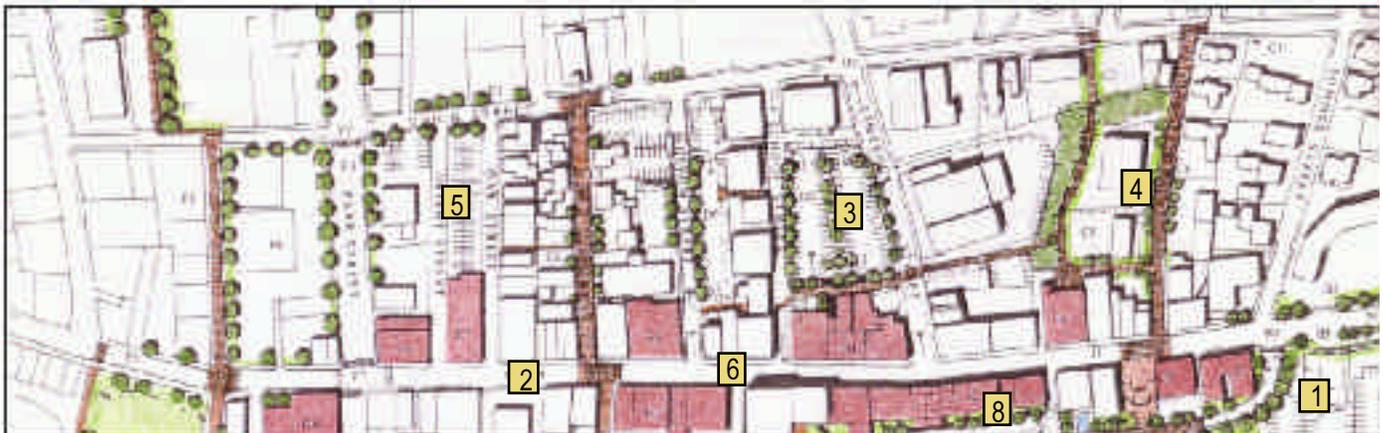
In addition to the access management target areas noted in this graphic, specific access management recommendations are included in Sections 1, 3, and 10. (Courtesy of the Gateway 1 Corridor Action Plan: Brunswick to Stockton Springs.)

8. Downtown Parking Improvements

What follows are the recommendations for improvements; each is identified on the graphic below.

1. Work with the Maine DOT to explore options to increase parking at the Ferry Terminal and perhaps gain capacity during peak times by using the proposed parking garage on Tillson.
2. Examine the possibility of recovering spaces recently “yellowed-out” (removed parking near intersections and crosswalks for pedestrian safety) along Main Street by incorporating intersection bump-outs. These enhance the visibility of pedestrians attempting to cross the street, and provide a safe place to wait where they can make eye contact with oncoming traffic.
3. Consolidate and improve private/public parking and relocate access road between School and Limerock Streets.
4. Investigate redevelopment (parking or other) for mid-block lots on Lindsey Street.
5. Possibly redesign parking between Orient and Oak Streets.
6. Utilize on-street parking as an alternative traffic calming measures.
7. Re-configure the number of spaces and layout for on-street parking from Summer Street to the Rankin/North Main/Main Streets intersection to allow for the narrowing of the roadway for traffic calming.
8. Enhance the use of the parking lot on the harborside of the Main Street (below picture) buildings through improved layout, circulation, landscaping and safety lighting.

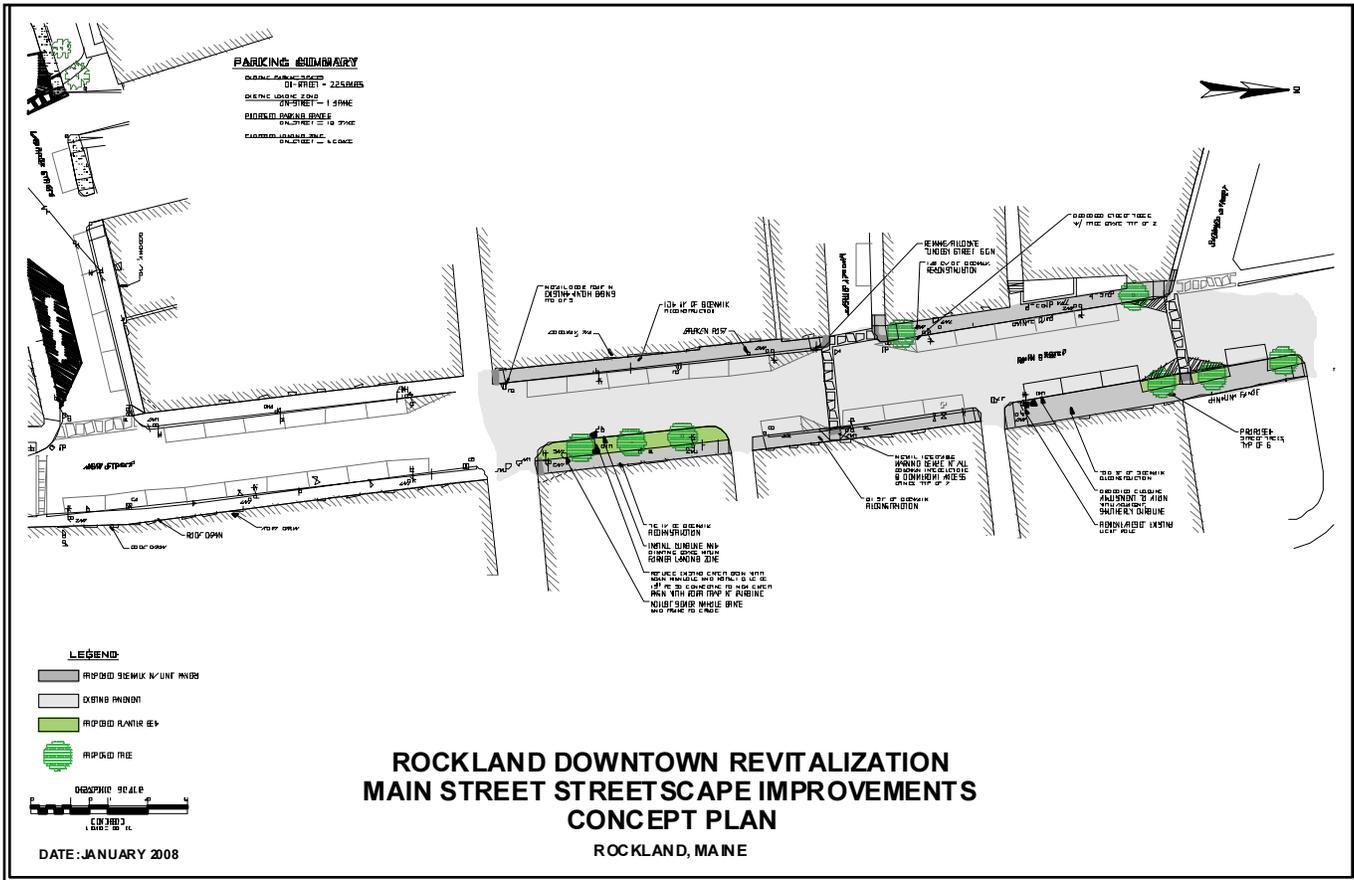
The Tillson Avenue & waterfront district east of Main Street includes public parking that serves downtown as well, however, as the Tillson District is redeveloped and future redevelopment occurs in the Downtown, particularly in second floors and above as well as in lower level spaces on the harborside, the need for adequate parking to support revitalization efforts will only increase. Also, as the Tillson District is redeveloped, large areas of surface parking will be displaced, creating further demand for parking.



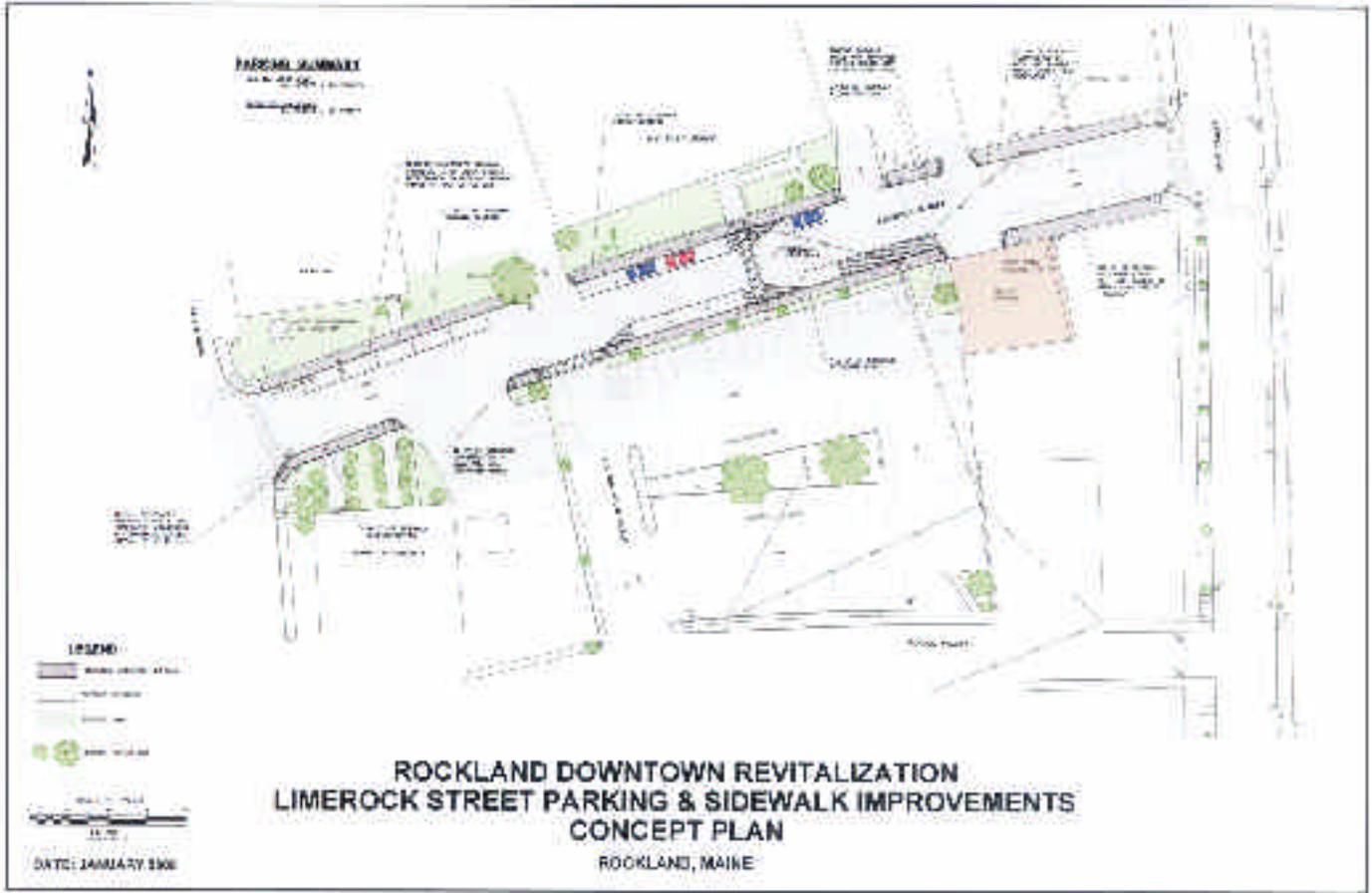
As additional development occurs in lower level of harbor side buildings, such as with the Custom House Block, more attention will have to be given to the management of parking to support revitalization efforts.



Large areas of the Tillson District are currently dedicated to surface parking and areas of on-street parking. The image above shows city parking to the right and angled parking on Tillson Avenue to the left. As this area develops, surface parking and on-street parking may not be sufficient and not the highest and best use of land. A structured parking facility may be required benefitting Downtown and the Tillson District.



Sidewalk and streetscape improvements to Main Street were completed in 2008-2009 as part of the Phase 1 Downtown Main Street Streetscape Project. (Graphic courtesy of Wright-Pierce Engineering, Topsham, Maine)



Sidewalk and streetscape improvements to Limerock Street were completed in 2008-2009 as part of the Phase 1 Downtown Main Street Streetscape Project. (Graphic courtesy of Wright-Pierce Engineering, Topsham, Maine)

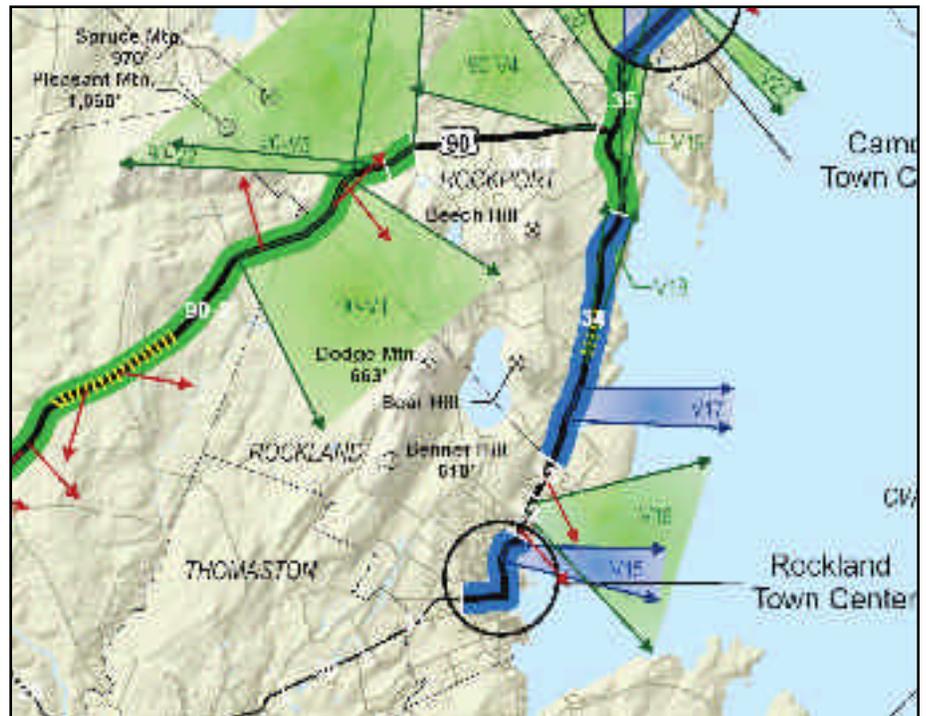
9. Scenic Views

1. Protect and enhance the identified distinctive views of the harbor and Penobscot Bay along Main Street from Park Street to the Rankin, North Main and Main Streets intersection (see diagram below).
2. Protect and enhance the distinctive scenic corridor from Limerock Street northerly to the Rankin, North Main and Main Streets intersection.
3. Replace the existing vegetative cover in front of the Ferry Terminal with new low-lying landscaping to open up harbor views.
4. Convert the existing lawn area in front of the Ferry Terminal into a passive low maintenance park for viewing Rockland Harbor and the schooners at the Maritime Traditions wharves at Lermond Cove, which are on or eligible for the National Register of Historic Place Listings.



A view of Penobscot Bay from North Main Street north of the Rankin intersection. This view was considered to have the highest level of scenic quality according to the Maine DOT Gateway 1 Study.

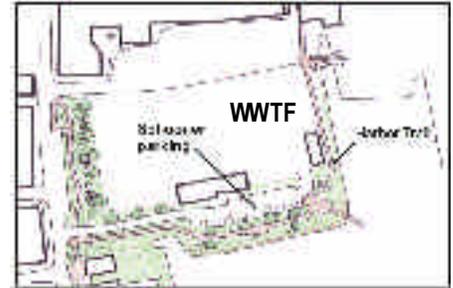
The Gateway 1 Corridor Action Plan: Brunswick to Stockton Springs, July 2009 identified Rockland Main Street from Park Street northerly to the Rankin, North Main and Main Streets intersection as having distinctive roadway views, the highest level of scenic quality. According to the corridor study such views are essential to the tourist industry which is 15% of the Maine economy. The entire Gateway 1 assessment can be found in the Gateway 1 publication entitled, Scenic Resource Assessment, Gateway 1 Corridor May 2008. Replacement of the existing vegetation in front of the Ferry Terminal, and turning the lawn area in front of the Ferry Terminal parking area into a small park will enhance the scenic views of Rockland Harbor and the working historic schooners with their tall masts at Lermond Cove while either driving along the section of Main Street from Summer Street northerly to the Rankin, North Main and Main Streets intersection, or walking along this section of the Harbor Trail.



The Gateway 1 Corridor Action Plan: Brunswick to Stockton Springs, July 2009 identified Rockland Main Street from Park Street northerly to the Rankin, North Main and Main Streets intersection as having distinctive roadway views, the highest level of scenic quality.

10. Lermond Cove/Ferry Terminal & North End of Downtown

1. Make streetscape improvements including sidewalks, crosswalks, traffic calming, parking landscaping, access management, along Main Street between from Limerock and Rankin/Union/North Main.
2. Develop a park along Main Street at the Ferry Terminal site.
3. Work with property owners to make parking & landscaping improvements behind Main Street buildings at Lermond Cove (between Lindsey Brook and the Ferry Terminal), including the extension of the Harbor Trail around the Treatment Plant across Lindsey Brook to Main Street and/or the alleyway from the City-owned parking lot behind Main Street, connecting with Main Street sidewalks for inclusion and continuation of the Harbor Trail (see diagrams below).
4. Seek easements to extend the Harbor Trail over Lindsey Brook (via pedestrian bridge), onto the Ferry Terminal parcel, connecting with Main Street sidewalks as part of Harbor Trail.



Completed improvements as recommended in the 2005 Plan include the Maritime Traditions Schooner parking, a park, pier and float system serving three schooners. The existing Harbor Trail to the south of Lermond Cove is being upgraded. The City should continue to negotiate for a crossing of Lindsey Brook behind 453 Main Street.



The latest details for Main Street improvements between Summer and Rankin Streets prepared for the City. Proposed improvements include an overlook park, new ADA compliant sidewalks and on-street parking to create a more pedestrian-friendly environment and calm traffic. Other proposed improvements include access management, landscaping and crosswalks. Section 13 of this report shows a potential alternative design for the Rankin and Main Street Intersection. (Graphic courtesy of Wright-Pierce)



Sidewalk conditions between Summer Street north to North Main Street are often dangerous and not ADA compliant. In this photo the placement of light posts and the large bases forces pedestrians to walk off the sidewalk. The vegetation has been trimmed back to accommodate pedestrian movement.



The new schooner pier and float system at Lemond Cove. The Harbor Trail continues along Lemond Cove to the right side of the picture.



View of the general vicinity of North Main Street including Lemond Cove, the Maine State Ferry Terminal and the stretch of Main Street between Summer and Rankin Streets requiring extensive streetscape improvements.

11. Historic Preservation

1. Expand the Downtown Main Street Historic District to include properties north and south of the District from Summer Street to Park Street. (see diagram).
2. Educate business and property owners about Federal and State rehabilitation tax credit benefits for buildings within the Historic District.
3. Make better use of the Historic District as a means or tool for Downtown economic development and redevelopment.

The City of Rockland is fortunate to have a significant number of Main Street buildings located within the exiting Downtown Main Street Historic District which because of their historic integrity, architecture, character and proximity to each other contribute towards making the Historic District. The District is listed on the National Register of Historic Places. Contributing buildings within a National Register district are eligible for State and Federal Rehabilitation Tax Credits; specifically, a 20% tax credit under the Federal Tax Credits for the Rehabilitation of Historic buildings which is administered by the National Park Service and the Maine Historic Preservation Commission, and a 25% Maine State Rehabilitation Tax for both large and small projects which is administered by the Maine Historic Preservation Commission, Christi Mitchell, State Historic Preservation Officer. In addition to having a Main Street Historic District for historic preservation the City Council adopted on September 14, 2009 the Tillson Avenue Area Overlay Zone and Architectural Review amendment to the Rockland Zoning Ordinance which provides for historic preservation and architectural review for all new building construction or substantial rehabilitated in the Downtown District along Main Street from Pleasant Street northerly to North Main Street, whether they are contributing or non-contributing building towards the Historic District.



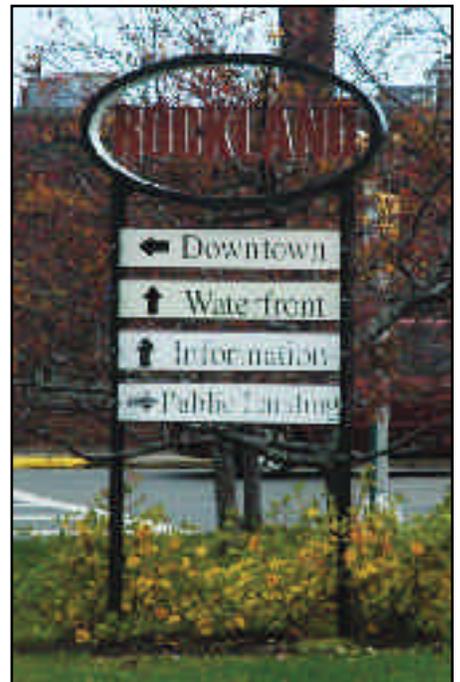
The area outlined in yellow is the existing Historic District. The area outlined in purple is the proposed expansion of the District. Additional discrete blocks that may be eligible for listing on the National Register include the blocks outled in red and blue. Christi A. Mitchell completed this survey for the City and a letter from her dated July 13, 2009 as well as an excel spreadsheet is included in the appendix of this update.

12. Gateways & Downtown Signage

1. Set a design standard and layout plan for the north gateways to the downtown, including consistent signage design and materials with the southerly Park Street Route 1 gateway or Chapman Park, and incorporating a logo or slogan; gateways should be enhanced with landscaping wherever possible. Since the 2005 Plan a gateway sign has been placed in Chapman Park along with additional landscaping.
2. Establish downtown gateways with “Welcome to Downtown Rockland” sign at the northern end of Main Street (see diagram below).
3. With input from a traffic engineer, consider options for traffic calming measures (“neck-downs”, for example) at gateways to the downtown.
4. Other informational/directional signage, supplementary to gateway signage (i.e. locating public parking, the ferry terminal, rail station, etc.) should be consistent in design and materials with the gateway signage. A Signage Master Plan should be developed, particularly with the anticipated redevelopment in the Tillson District.
5. Utilize iconic signage such as Robert Indiana’s “Love” and “Eat” signs as well as the Strand Theatre sign as wayfinding landmarks.
6. Encourage future iconic signage that is creative and adds to the vitality of Downtown.



Main Street includes iconic signage such as Robert Indiana’s “Eat” sign on top of the Farnsworth Museum and the Strand Theatre sign. These signs make Main Street a dynamic place and aid wayfinding as they are landmarks.



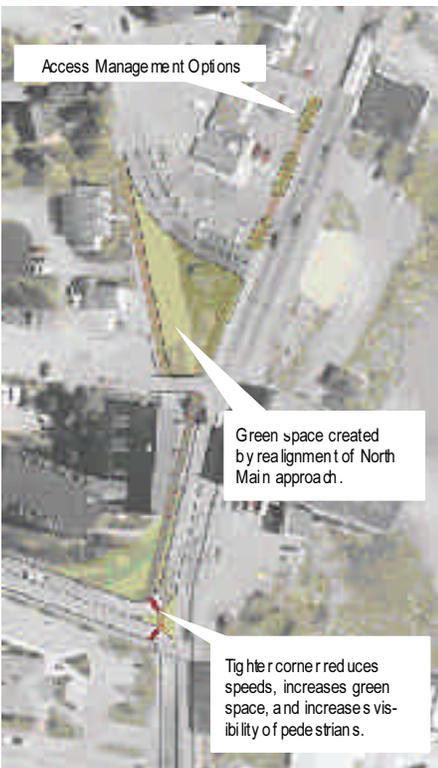
Locations of gateway signage to Downtown.



13. Roadway/Intersection Improvements

1. Redesign intersection of Rankin/North Main/Main Streets. This intersection is currently not operating efficiently, with difficult geometry and high potential for traffic conflicts. There are a number of alternatives that could be evaluated for their suitability, including closing North Main Street and rerouting next to Dunkin Donuts' parking, or a single lane modern roundabout.
2. Approach Maine DOT about a Gateway 1 study for Route 1 through the downtown, especially Main Street south of Limerock Street to Park Street, to address concerns of how best to balance pedestrian safety and traffic flow on Main and Union Streets (see Section 1. Pedestrian Improvements).
3. Examine need for Talbot Street redesign. Options to address this corridor include consideration of one-way vs. two-way design, ability to handle ferry traffic, etc.

See Section 10. Lermund Cove/Ferry Terminal and the North End of Downtown Phase III Concept Plan, for additional information and graphics for roadway and streetscape improvements between Summer and Rankin Streets.



North Main as "T" Intersection and tight radius at Rankin Street.



North Main as a roundabout intersection with channelized turn at Rankin Street.

14. Lindsey Brook Flood Mitigation

1. Mitigate the flooding from Lindsey Brook which has caused flooding and water damage to Downtown Main Street buildings over the years. Undertake flood mitigation activities, including the installation of a storm drainage interceptor on Summer Street, which support the revitalization of the downtown area.
2. To significantly avoid flooding in the Downtown area, install a stormwater interceptor northwesterly of the Downtown on Summer Street to divert stormwater from any Lindsey Brook flooding away from the Downtown, prior to its entering Main Street and causing flooding-related damage (see diagram below).
3. Seek grant funding for Lindsey Flood Mitigation projects.

Presently most stormwater from Tributary 'C' of Lindsey Brook is discharged across Union Street near the Library, then under the north end of Main Street to be discharged at Lermond Cove or in the harbor. Problems with Lindsey Brook Tributary 'C' in the Downtown have included basement flooding and furnace damage to 456 Main Street or the Masonic Temple on February 14, 2008, and corrections to the brook facilities by the owners of 453 Main Street where the brook flows underneath the building before lighting on the other side of Main Street and discharging into Lermond Cove. Since the two seminal floods of January 1999 the Rockland Public Works Department has completed many small yet significant projects related to Lindsey Brook flood mitigation, Capital Improvement Program (CIP) funds have been set aside for brook improvements, and the City has undertaken several planning and engineering studies involving flood mitigation solutions and costs. Flooding from Tributary 'C' of Lindsey Brook have contributed to blighting conditions on the north end of Main Street.



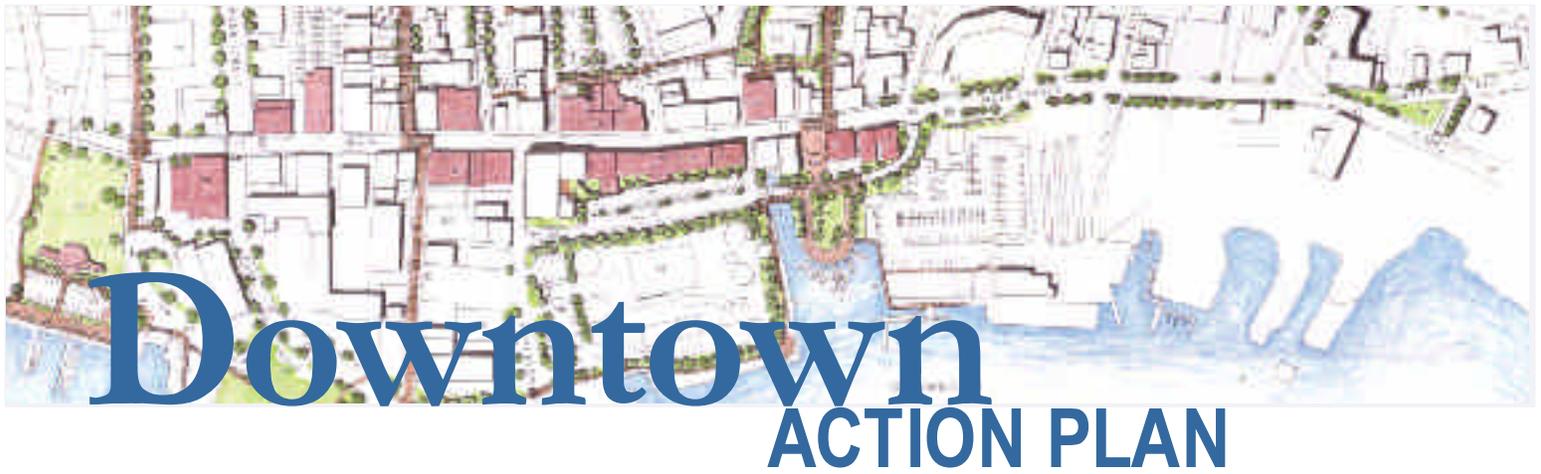
(Graphic courtesy of Wright-Pierce)

15. Community Recreation Building

1. Continue with the planned phased health, safety, recreational, energy and building upgrade improvements and renovation activities to the Community Recreation Building in support of Downtown revitalization
2. Seek Community Development Block Grant (CDBG) grants and other grants and private and public donations for the renovation work.
3. Expand the recreational programs that would benefit Downtown day-time workers and residents.
4. Once the renovations are completed use the facility as a warming center and/or emergency shelter for Downtown residents.

The Community Recreation Center was built in 1936 as a Depression Era Work Project Administration (WPA) project. As a result the Community Recreation Building is on the National Register of Historic Places as a contributing structure within the Rockland Residential Historic District. In the ensuing 73 years no substantial renovations were made to the building resulting in health issues associated with mold from water seeping into the building, aging locker rooms unfit for use, an old out-dated gym floor, continuous water in the basement causing damage to the boiler and shortening its expected life, and lack of adequate handicap accessibility to name several of the major problems with the building. After coming to the realization that the City would not fund a new multi-million dollar recreational facility, the City in 2006 hired the services of an architectural firm to prepare an inspection report identifying the problems with the building and how to address them, and begin to search out grant funding sources to make the needed health and safety renovations to the building that would keep it open and in the Downtown area.





PRIORITY INITIATIVES

These initiatives were generally well-supported by the public. They were prioritized by consensus through the one-on-one meetings conducted by the Rockland Community Development Department and Rockland Main Street, Inc. with Main Street business and property owners during August, September and October 2009; the Community Design Workshop held on September 3, 2009; the October 19, 2009 City Council and public meeting on Downtown Streetscapes Phases 2 & 3 improvement plans; the December 2, 2009 public participation and informational workshop on the 2009 Downtown Revitalization Plan Update; and the January 11, 2010 City Council meeting on the updated plan; as well as various follow-up meetings with the Economic Development Advisory Committee, Rockland Main Street, Inc., the Comprehensive Planning Committee, the Planning Board and the Parking Committee in which the participants were presented with streetscape proposals and asked to complete and returned survey questionnaires. For several of the initiatives, the north end of Main Street (beyond Limerock Street to Rankin/North Main/Main Streets) is emphasized as a priority over other parts of downtown. Continue with projects within these categories to show visible progress to residents & downtown property owners.

- 1. Pedestrian Improvements.** Rockland has a very walkable Main Street, and this pedestrian environment can both be improved in places and be extended beyond Main Street. The 2005 and the updated 2009 Sidewalk Inventory & Assessments revealed a particular need for sidewalk improvements on both sides of Main Street north of Limerock Street with ratings of 4=not great condition bordering poor, and 5=poor condition. The unsafe pedestrian connections across Main Street and Union Street (the one-way loop) have been strongly noted by residents and downtown business owners. The City's partnership with Maine DOT (since Main Street is Route 1) is addressing pedestrian safety and traffic flow downtown through the Transportation Enhancement Quality Community Program and Route One Gateway 1 Corridor grants.
Timeframe: 2010-2011 & on-going through 2015
Funding: CDBG, Communities for Maine's Future Program, City Engineering funds, Maine DOT Quality Community and Gateway 1
- 2. Traffic Calming.** One of the continuous complaints from property and business owners and pedestrians along Main Street especially north of Limerock Street

to Rankin/North Main/Main Streets has been fast moving traffic and the need to institute traffic calming measures to slow traffic speeds. Effective traffic calming involves a mixture and combination of measures includes strategically places raised crosswalks or speed tables and approach warning signage, crosswalks textured with pavers and granite liners, narrowing of the roadway width, bump outs, widened sidewalks, re-configured on-street parking, and landscaping and viewshed enhancement.

Timeframe: 2010-2011 & on-going through 2015

Funding: CDBG Community Enterprise, Communities for Maine's Future Program, City Engineering funds, Maine DOT Quality Community and Gateway 1

3. **Building Façade Improvements.** The City has already completed a successful building façade program in 2006 and 2007 for the Downtown Main Street, which only assisted front façades. However, because of the current on-going efforts by private property owners to rehabilitate both the front and rear of their Main Street buildings for residential and commercial uses, the City should assist and expand these efforts by initiating a second Downtown façade program for front, side and rear façades.

Timeframe: 2011-2013

Funding: CDBG, Communities for Maine's Future Program funds combined with private funds

4. **Upper Floor & Basement Reuse.** An economic and business development loan program similar to the façade improvement program has been established for upper floor renovations and improving access (i.e. elevator service) and for correcting Building and Life Safety Code violations in Downtown buildings, particularly buildings noted in this and the 2005 and 1996 Downtown Plans. This initiative should be followed-up with an engineering study of key Downtown buildings, assessing upper floor & structural conditions and access (stair/elevator), along with cost estimating for renovations. Grant moneys or possibly funds from local financial institutions could be partnered with private (building owner) funds to make improvements. In addition, the economic and business development loan program needs to be re-capitalized and expanded to include basement level reuse and access.

Timeframe: Intermediate (depends on property owner cooperation/ partnership)

Funding: CDBG, loan repayments, funds from local financial institutions, private (building owner) funds and Tax Increment Financing (TIF) revenues, state and Federal historical tax credits, New market tax credits and lower interest loans

5. **Harbor Trail.** From 2003 to 2009 the City was able to establish an unofficial Harbor Trail from Atlantic Street to North Main Street. The Trail follows the harbor from the new Sandy Beach Pathway (2009) connecting to the former MBNA Rockland Harbor Walk, which leads to the City-owned Harbor Park and then up Park Street across Tillson Avenue to the new pathway and Maritime Tradition pier at Lermond Cove, which now provides berthing for three historic schooners. The Trail then runs along the gravel path behind the Wastewater Treatment Plant crossing the municipal parking lot behind the Main Street

buildings to the public alley way and turning right onto the City sidewalk on the easterly or water side of Main Street terminating with distinctive views of Lermond Cove, Rockland Harbor and Penobscot Bay. This is the location of a proposed overlook park designed as part of Phase III of the Rockland Main Street Master Plan. The Trail continues to the intersection of Rankin/North Main/Main Streets. The next phase is extending the trail to the Breakwater and the Rockland Lighthouse.

Timeframe: 2009 and Intermediate (depends on property owner cooperation/partnership and City funding and cooperation)

Funding: CDBG, Municipal Investment Trust Fund (MITF), Communities for Maine's Future Program, Maine DOT, Department of Conservation Recreational Trail Grant Program, TIF revenues

6. **Street Tree & Planting.** An overall planting schedule for the downtown should be created, in coordination with street tree plantings for the Tillson District. Street trees (or other landscaping) along the northern section of Main Street (Limerock to Summer Street, and Summer Street to Rankin Street) should be considered a priority. A priority is the replacement of the overgrown vegetation in front of the ferry terminal with appropriate landscaping.

Timeframe: Immediate (2010-2011 & long-term)

Funding: TIF revenues, Project Canopy, CDBG, City funds

7. **Access Management.** The Gateway 1 Corridor Action Plan: Brunswick to Stockton Springs, July, 2009 has identified Main Street starting at Rankin Street for suggested access management improvement options. In addition, the Community Development Department and its engineering consultants have identified the section of Main Street from Summer Street to Rankin Street as also in need of both access management and curb cut controls. Specifically the City and its consultants need to work on a one-on-one basis with the individual commercial abutters to close the width of curb cuts wherever possible.

Timeframe: Immediate (2010-2011 & long-term)

Funding: TIF revenues, CDBG

8. **Downtown Parking Improvements.** It is the City's policy to retain on-street parking along Main Street and to enhance the use of off-street parking, especially public parking lots. On-street parking is also a traffic calming measure. On-street parking on both sides of Main Street from Summer to Rankin Streets is often underutilized even during the Summer tourist season making this section of Main look barren and vacant. Reconfiguring the parking layout and number of spaces and narrowing the roadway will make parking a more effective traffic calming measure while improving the visual quality in this area and stimulating economic development. The municipal off-street parking lots on Limerock Street and on Tillson Avenue are usually full. However the larger municipal parking lot behind the Custom House and Kimball Block buildings on the east or waterside of Main Street is not fully used except when festivals and other special events are going on at Harbor Park. Redesigning this City-owned parking lot along with streetscape improvements will make it safer

and more attractive for parking, pedestrians, and for rear and basement level redevelopment.

Timeframe: Immediate (2010 & long-term)

Funding: TIF revenues, CDBG

9. **Scenic Views.** Main Street from Park Street northerly to the Rankin, North Main and Main Streets intersection has been classified as having distinctive and noteworthy views by the July, 2008 Gateway 1 Corridor Action Plan: Brunswick to Stockton Springs. These are the highest level of scenic quality; which should be protected, enhanced, and enjoyed, specifically, the noteworthy and rare Route 1 public views and glimpses of the harbor and Penobscot Bay along Summer Street to Rankin/North Main/Main Streets corridor should be enhanced by the inclusion of a scenic turnout for vehicles and a small destination park. The park should include low vegetation, landscaping, hardscaping and streetscape amenities.

A park on Main Street at the Ferry Terminal would also provide for scenic views of the ferry operations, the harbor and the new Maritime Tradition schooner landing at the wastewater treatment facility (WWTF) and Lermond Cove.

Timeframe: Immediate (2010-2011)

Funding: TIF revenues, CDBG

10. **Lermond Cove/Ferry Terminal & North End of Downtown.** Although this park and parking project is dependent upon the cooperation and interest of the State (as it is located on the ferry terminal parcel), it should be considered a priority initiative. The City should bring this proposal to Maine DOT and begin a discussion of a partnership to build a park and possible parking structure.

Timeframe: 2009-2011 and long term (requires cooperation/partnership with the Maine DOT)

Funding: CDBG, partner with Maine DOT and Gateway 1

11. **Historic Preservation.** The City has an existing Downtown Main Street Historic District which ensures that any rehabilitation or other significant changes to a contributing building in the District is reviewed and approved by the Maine Historic Preservation Commission to ensure that the historic integrity of the building is retained after the rehabilitation work is completed. The District also allows for Federal and State tax credits for contributing buildings to assist with any rehabilitation work. So that more buildings become eligible for these tax credits, the boundaries of the present Downtown Main Street Historic District should be expanded to include additional buildings identified by the Maine Historic Preservation Commission as contributing towards an enlarged District.

Timeframe: 2010-2013

Funding: TIF revenues, City and private funds, state and Federal historic tax credits

12. **Gateways & Downtown Signage.** The City has begun to implement gateway improvements as well, beginning with the completion of the gateway at Chapman Park (at Park & Main Streets) for the southerly approach to the City. The design, layout, landscaping and tree planting and signage for this gateway

will set the standard for the remaining gateways and other informational signage in the downtown. The gateway at Main Street & North Main Street should also be a priority and be integrated with the possible redesign/relocation of the North Main Street/Main Street intersection.

Timeframe: 2012-2014

Funding: Maine DOT Gateway program, Project Canopy, City funds

13. **Roadway/Intersection Improvements.** This project should be combined with the proposed gateway improvements at this end of Main Street. The City should bring this proposed improvement to Maine DOT for discussion. Several options are possible and should be evaluated in an alternatives study. Realignment of North Main to form a “T” intersection with Main Street would improve the safety and efficiency of this intersection, and would reduce speeds of turning traffic. Another option that may be worthy of consideration is a modern roundabout, which would dramatically improve the capacity and safety, and also result in a traffic calming effect, as speeds are greatly reduced with a roundabout.

Timeframe: Longer term

Funding: City funds, partner with Maine DOT Gateway 1

14. **Lindsey Brook Flood Mitigation.** The Lindsey Brook channel system which handles a significant amount of the stormwater generated from the urbanized areas of the City does not have enough capacity to carry flood flows. There have been several studies conducted on its capacity problem and recommended solutions. Capacity has been reduce over the years from the obstructions in the brook, and buildings built over the brook such as in the Downtown where Brook’s Tributary C flows underneath Main Street buildings to day light on the east side of Main Street discharging into Lermond Cove causing property damage during peak flows. To help address this problem a portion of the system’s Tributary C needs to be diverted away from its Downtown Main Street outlet through a large buried or underground enclosed conduit or interceptor pipe from its inlet on Summer Street to a new outlet in Rockland Harbor on Lermond Cove by the Ferry Terminal north of the present Downtown outlet. A diversion pipe or interceptor was first recommended in the May 1992 Flood Plain Management Study, City of Rockland, Knox County, Maine, U.S. Department of Agriculture, Soil Conservation Service (SCS), and later in the December 2009 Lindsey Brook Flood Mitigation for the City of Rockland, Maine.

Timeframe: 2010-2011

Funding: City Lindsey Brook Rehab capital reserve funds; CDBG Public Infrastructure

15. **Community Recreation Building.** The Rockland Community Recreation Building has been included in the designated area encompassing the Rockland Main Street Maine Community Program because it is within a short walking distance of Main Street which has been undergoing revitalization efforts. Since 2007, funded in part with \$450,000 in CDBG Public Facilities funds, the building has been undergoing extensive health, safety, and building upgrade improvements including renovations to the Rockland District Nursing Association (RDNA) offices, repointing of the exterior brick work to prevent seepage,

new roofs, and replacement locker room and shower facilities, gym floor and bleachers, and a new central heating system. The newly renovated building will be better able to serve those elderly RDNA clients who reside in the Downtown and Central Core areas of the City as well as providing noon time and after work recreation activities and programs for persons living or working in the Downtown and Main Street areas. The community and recreation program activities at the Community Recreation Building supports the physical and economic development revitalization efforts on Main Street and in the Downtown area.

Timeframe: 2009-2012

Funding: City of Rockland, CDBG Public Facilities, and private donations

APPENDIX A

DOWNTOWN ROCKLAND TRAFFIC ASSESSMENT

DOWNTOWN ROCKLAND TRAFFIC ASSESSMENT

Smart Mobility Inc., Traffic Engineers

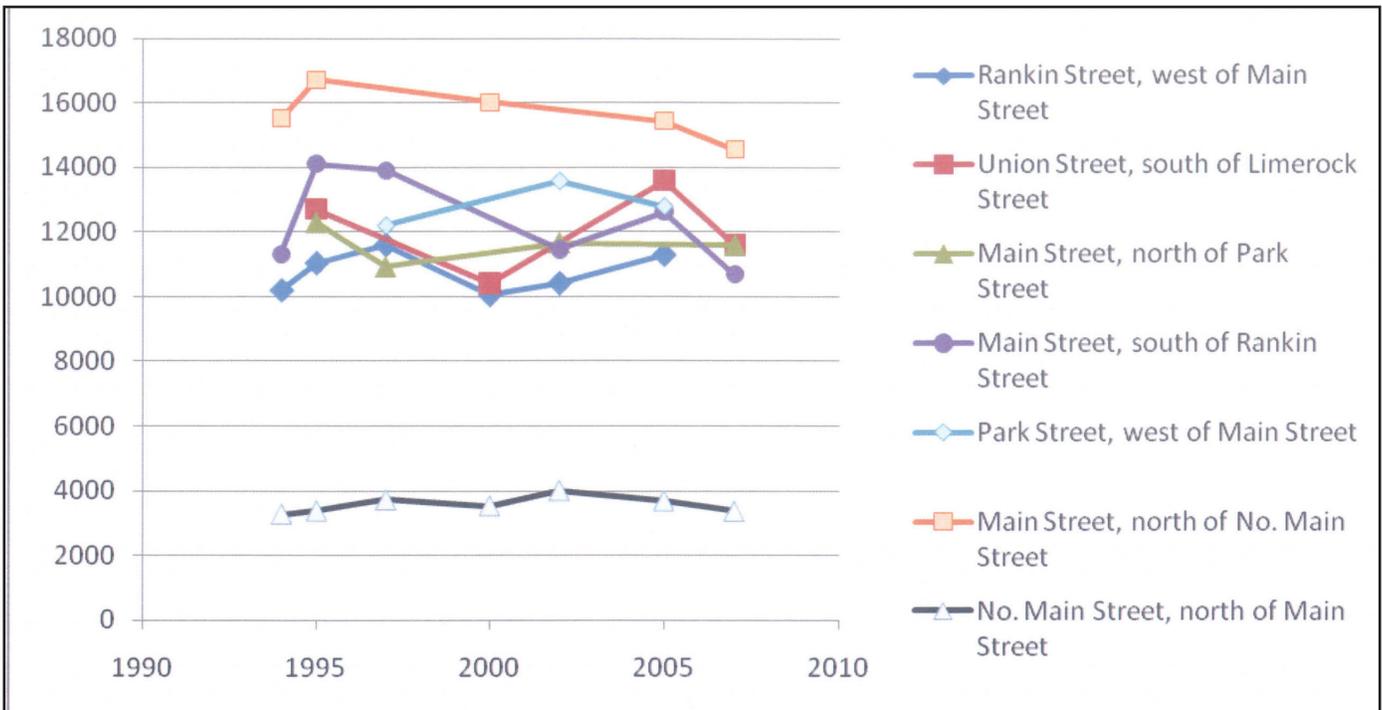
Traffic Volumes

Existing average annual daily traffic (AADT) data for the area was obtained from "Traffic Volume Counts, 2003 and 1998 Annual Reports", published by Maine DOT. The data is summarized below:

Average Annual Daily Traffic

Location	1994	1995	1997	2000	2002	2005	2007
Route 1 Southbound							
Rankin Street, west of Main Street	10,200	11,040	11,600	10,060	10,420	11,290	
Union Street, south of Limerock Street		12,710		10,420		13,590	11,610
Route 1 Northbound							
Main Street, north of Park Street		12,310	10,920		11,660		11,600
Main Street, south of Rankin Street	11,320	14,120	13,910		11,460	12,620	10,690
Park Street, west of Main Street			12,210		13,590	12,800	
Two Directional Counts							
Main Street, north of No. Main Street	15,520	16,720		16,010		15,430	14,550
No. Main Street, north of Main Street	3,280	3,390	3,730	3,540	4,020	3,700	3,370

Traffic Volume Trends in Downtown Rockland



In five out of seven locations, traffic volumes in the most recent counts (2007 or 2008) are lower than the earliest available data (generally 1994-1995). This is a change that has been seen across the state: Traffic volumes in Maine overall are stabilizing or declining, due to an aging population, and economic trends such as higher fuel prices and lower economic activity. While it is possible to perceive that traffic congestion is worse, because congestion and delays can be related as much to traffic turning patterns as it is to overall volume. If driveways and side road activity is increasing, traffic congestion and delays could be increasing, even in a period of declining traffic volumes.

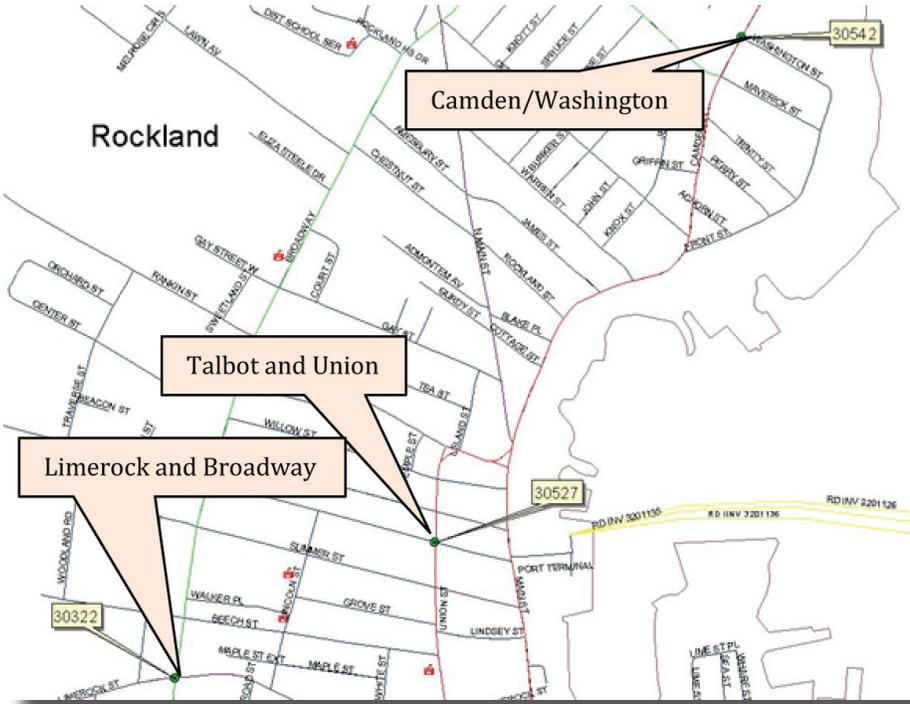
The flat line of the traffic trends is an important factor in transportation planning for Rockland, as it indicates that it is no longer necessary to think about planning for traffic growth into the future, opening up a broader range of traffic design solutions. Given there is a desire for economic growth in the City, planning can consider how to bring people in using different modes of transportation, or how to lure visitors into staying longer for each visit.

Accident Review

The Maine Department of Transportation uses two criteria to determine high crash locations (HCLs). The first is the critical rate factor (CRF), which is a measure of the accident rate. A CRF greater than one indicates a location which has a higher than expected accident rate. The expected rate is calculated as a statewide average of similar facilities. The second criterion, which must also be met, is based upon the number of accidents that occur at a particular location. Eight or more accidents must also occur over the three-year study period for the location to be considered a high accident location. The CRF and number of accidents are summarized for the high crash locations in each period below, using data from 2006 through 2008, which is the most recent available:

Critical Rate Factor	Number of Accidents	Number of Injuries
1.12	17	6
1.79	8	3
1.57	11	2

The locations of these intersections can be seen in the following map:



As can be seen in the table, there are three high crash intersections in the downtown Rockland area. Only the Union and Talbot Street intersection was also listed in the 2005 plan update. The other crash locations listed in the 2005 update, including Union/Summer, Union/Park, Main/North Main, and Park between Union and Main, have seen reduced crash rates, and are thus no longer considered high crash locations.

APPENDIX B

DOWNTOWN SIDEWALK INVENTORY & ASSESSMENT

An assessment of sidewalks was done for Main Street, between Pleasant Street to the South and the Rankin/North Main Street intersection to the North. The assessment focuses on the condition of the materials for each segment; suggested design improvements are generally to widen the “pedestrian corridor” (walkable corridor not blocked by light posts, trash receptacles, etc.) to between 5’ and 7’, and to replace sidewalks with the textured brick pavers and new asphalt design wherever possible. The sidewalks were divided into 75 different sections. The following condition rating tables are based on the conditions of the materials, and is not a design rating (unless indicated); rating was done a scale of 1-5 (1=very good condition, 2=good condition, 3=okay/fair condition, 4=not great, bordering poor, 5=poor condition).

The Main Street sidewalks consist of a mix of brick and concrete. A few newly installed sections, mostly on the western side of the street were constructed using concrete pavers. These areas are in excellent condition. The remaining sections of older sidewalk on Main Street are primarily concrete with inlaid decorative brick. In general the sidewalk is in fair condition compared to other areas; however there are numerous concrete cracks and dislodged bricks that cause problems with travel. There are many light poles and other structures within the sidewalk that can also impede the flow of pedestrian traffic.

Union Street primarily has sidewalk on the eastern side of the street. This sidewalk is all asphalt, and varies in condition. There are sections of newer, wide pavement and there are other sections that are very narrow and have cracked, sunken pavement. There is no sidewalk along the length of Union Street on the western side. There is a narrow worn path on the grass just off the roadway, indicating that many pedestrians travel along that side of Union Street, even without a defined sidewalk.

There is a wide variety of sidewalk types and conditions on the multiple streets connecting Main Street and Union Street. The streets from Pleasant Street to Limerock Street have sidewalks of asphalt, concrete, and brick – in some cases all three types occur on the same street. Curbing also varies, including bituminous, granite, and concrete. In general the concrete and brick has held up better than the asphalt, which is cracked and sunken in many locations. The side streets north of Limerock all have asphalt sidewalk on only one side of each street. Many of these sidewalks are in disrepair, with cracks, and vegetation growing within the sidewalk.

The results of this survey, undertaken in October 2009, are in the tables (following the study area map). Each section that contains a sidewalk is documented in photographs and labeled in accordance with the study area map.





1. Main St. (E) Water St. to Harbor Park Dr.



2. Main St. (E) Harbor Park Dr. to Park Dr. (View 1)



2. Main St. (E) Harbor Park Dr. to Park Dr. (View 2)



3. Main St. (E) Park Dr. to Winter St. (View 1)



3. Main St. (E) Park Dr. to Winter St. (View 2)



4. Main St (E) Winter St. to Tillson Ave



5. Main St (E) Tillson Ave. to parking lot entrance.



6. Main St. (E) Parking lot entrance to Summer St.



7. Main St. (E) Summer St. to Talbot Ave.



8. Main St. (E) Talbot Ave. to Granite St.



9. Main St. (W) Robinson St. to Pleasant St.



10. Main St. (W) Pleasant St. to Myrtle St.



11. Main St. (W) Myrtle St. to Park St.



12. Main St. (W) Park St. to Elm St.



13. Main St. (W) Elm St. to Museum St.



14. Main St. (W) Museum St. to School St.



15. Main St. (W) School St. to Limerock St.



16. Main St. (W) Limerock St. to Lindsey St. (view 1)



16. Main St. (W) Limerock St. to Lindsey St. (view 2)



17. Main St. (W) Lindsey St. to Summer St.



18. Main St. (W) Summer St. to Talbot Ave



19. Main St. (W) Talbot Ave. to Granite Street



24. Union St. (E) Oak St. to Elm St.



25. Union St. (E) Elm St. to Museum St.



26. Union St. (E) Museum St. to School St.



27. Union St. (E) School St. to Limerock St.



28. Union St. (E) Limerock St. to Lindsey St.



29. Union St. (E) Lindsey St. to Summer St.



30. Union St. (E) Summer St. to Talbot Ave.



31. Union St. (E) Talbot Ave. to Granite St.



32. Union St. (E) Granite St. to Willow St.



33. Union St. (E) Willow St. to Rankin St.



34. Union St. (W) Pleasant St. to Park St. (View 1)



34. Union St. (W) Pleasant St. to Park St. (View 2)



35. Union St. (W) Park St. to Grace St. (View 1)



35. Union St. (W) Park St. to Grace St. (View 2)



36. Union St. (W) Grace St. to Masonic St. (View 1)



36. Union St. (W) Grace St. to Masonic St. (View 2)



37. Union St. (W) Masonic St. to Limerock St.



38-44. Union St. (W) Limerock St. to Talbot St.



45. Pleasant St. (N)



47. Myrtle St. (N)



48. Park St. (S)



49. Park St. (N) (View 1)



49. Park St. (N) (View 2)



50. Orient St. (S)



51. Orient St. (N)



53. Oak St. (N)



54. Elm St. (S) (View 1)



54. Elm St. (S) (View 2)



55. Elm St. (N) (View 1)



55. Elm St. (N) (View 2)



56. Museum St. (S) (View 1)



56. Museum St. (S) (View 2)



57. Museum St. (N) (View 1)



57. Museum St. (N) (View 2)



57. Museum St. (N) (View 3)



58. School St. (S) (View 1)



58. School St. (S) (View 2)



59. School St. (N) (View 1)



59. School St. (N) (View 2)



60. Custom House Pl. (E)



61. Custom House Pl. (W)



62. Limerock St. (S)



63. Limerock St. (N)



65. Lindsey St. (N)



66. Summer St. (S)



68. Talbot Ave. (S)



70. Granite St. (S)



73. Willow St. (N)



74. Rankin St. (S)



75. Rankin St. (N)

Sidewalk Condition Assessment

Location Number	Sidewalk Section	Materials			Condition	Comments	
		Surface	Width	Curbing			Curb Reveal
Main Street (East)							
1	Water Street to Harbor Park Drive	concrete; asphalt	60"-72"	granite; asphalt	5"-7"	3	Uneven widths
2	Harbor Park Drive to Park Drive	asphalt	90"	granite; asphalt	4"	3	Newer section of asphalt sidewalk
3	Park Drive to Winter Street	new brick pavers; concrete w/ brick	110"-185"	granite	5"-7"	1; 3	Section in front of the Strand theater building has recently been replaced
4	Winter Street to Tillson Avenue	concrete w/ brick	90"	granite	6"	3	Some cracks visible in concrete
5	Tillson Avenue to Limerock Street	concrete w/ brick	90"	granite	6"	4	Some cracks visible in concrete; some broken bricks
5a	Limerock Street to Parking Lot Entrance	concrete w/brick; north end no brick	90"	Granite	6"	4	Some cracks visible in concrete
6	Parking lot entrance to Summer Street	new brick pavers	90"-150"	granite	3"	1	Section has recently been replaced
7	Summer Street to Talbot Avenue	asphalt	90"	granite	0"-4"	5	Uneven surface; plant growth
8	Talbot Avenue to Granite Street	concrete; granite blocks	75"	asphalt	4"-5"	3	Some cracks visible in concrete
76	Granite Street to Willow Street	asphalt	48"-60"	granite	5"-7"	2	Includes new section of pavement
77	Willow Street to Rankin Street	asphalt	48"-60"	granite	5"-7"	2	Section is in good condition
Main Street (West)							
9	Robinson Street to Pleasant Street	asphalt	72"	granite	5"	3	Some sunken areas in asphalt
10	Pleasant Street to Myrtle Street	asphalt	84"-138"	granite	5"	3	Curbing on inside and outside edge of sidewalk
11	Myrtle Street to Park Street	asphalt	84"	granite	5"	3	Curbing on inside and outside edge of sidewalk
12	Park Street to Elm Street	concrete w/ brick	93"-168"	granite	4"-6"	3	Bump-out at Park St. intersection (9' 6")
13	Elm Street to Museum Street	new brick pavers	104"	granite	6"	1	Section has recently been replaced; planted esplanade
14	Museum Street to School Street	concrete w/ brick; granite block landscape edge	84"	granite	4"	3	100" bump-out section; planted esplanade
15	School Street to Limerock Street	concrete w/ brick; rounded brick landscape edging	84"	granite	6"	3	Fair but could be improved
16	Limerock Street to Alleyway	concrete w/ brick	103"	granite	5"	3	Fair but could be improved
16a	Alleyway to Lindsey Street	new brick pavers	84"	granite	5"	1	Section has recently been replaced
17	Lindsey Street to Summer Street	new brick pavers	92"	granite	5"	1	Section has recently been replaced
18	Summer Street to Talbot Street	asphalt	60"	granite	1"-3"	4	Street lights in middle of sidewalk, making travel way very narrow
19	Talbot Street to Granite Street	asphalt	n/a	granite	2"-3"	5	Sidewalk undifferentiated from parking bt (no measured width)
78	Granite Street to Willow Street	asphalt	48"-60"	granite	2"-3"	4	Street lights in middle of sidewalk, making travel way very narrow; some sections in poor condition
79	Willow Street to Rankin Street	asphalt	48"-60"	granite	2"-3"	3	Some cracking and sunken areas
80	Rankin Street to North Main Street and Main Street	Asphalt	48"-60"	grass esplanade	n/a	3	Sidewalk in island; crosswalks connect to Main Street
Union St (East)							
20	Pleasant Street to Myrtle Street	none	n/a	none	n/a	n/a	No Sidewalk
21	Myrtle Street to Park Street	none	n/a	none	n/a	n/a	No Sidewalk
22	Park Street to Orient Street	none	n/a	asphalt	4"	n/a	No Sidewalk
23	Orient Street to Oak Street	none	n/a	asphalt	4"	n/a	No Sidewalk
24	Oak Street to Elm Street	asphalt	50"	granite	4"	3	Some sunken areas in asphalt; narrow
25	Elm Street to Museum Street	asphalt	40"	granite	0"-6"	3	Sections with minimal curb reveal; narrow
26	Museum Street to School Street	asphalt	38"	granite	0"-3"	5	Narrow sidewalk covered by crushed stone from adjacent building; sunken curb with minimal reveal
27	School Street to Limerock Street	asphalt	63"	granite	5"	2	Newer asphalt
28	Limerock Street to Lindsey Street	asphalt	52"	granite	6"	3	Some cracking and sunken areas in asphalt; plant growth
29	Lindsey Street to Summer Street	asphalt	50"	asphalt	4"	3	Some cracking and sunken areas in asphalt; plant growth
30	Summer Street to Talbot Avenue	asphalt	48"	asphalt	6"	3	Some cracking and sunken areas in asphalt; plant growth
31	Talbot Avenue to Granite Street	asphalt	52"	asphalt	4"	3	Some cracking and sunken areas in asphalt; plant growth

Location Number	Sidewalk Section	Materials			Condition	Comments	
		Surface	Width	Curbing			Curb Reveal
32	Granite Street to Willow Street	asphalt	84"	asphalt	5"	4	Broken pavement at intersection; some cracking throughout
33	Willow Street to Rankin Street	asphalt	42"	granite	3"	3	Some cracking in asphalt; narrow
Union St (West)							
34	Pleasant Street to Park Street	asphalt	46"-84"	asphalt	3"	4	Wide at restaurant entrance near Pleasant; some sunken areas
35	Park Street to Grace Street	asphalt; concrete at Grace St.	40"-60"	granite	4"-7"	3	Older concrete is worn and has plants growing in joints
36	Grace Street to Masonic Street	concrete	40"	granite	0"-6"	4	Severe cracking in concrete, especially at intersections
37	Masonic Street to Limerock Street	asphalt	54"	granite	6"	3	Some sunken areas in asphalt
38	Limerock Street to Grove Street	none	n/a	granite; asphalt; none	n/a	n/a	No sidewalk; worn path where people have walked on grass
39	Lindsey Street to Summer Street	none	n/a	granite; asphalt; none	n/a	n/a	No sidewalk; worn path where people have walked on grass
40	Summer Street to Talbot Street	none	n/a	granite; asphalt; none	n/a	n/a	No sidewalk; worn path where people have walked on grass
41	Talbot Street to Granite Street	none	n/a	granite; asphalt; none	n/a	n/a	No sidewalk
42	Granite Street to Willow Street	none	n/a	asphalt	4"	n/a	No sidewalk
43	Willow Street to Rankin Street	none	n/a	asphalt	4"	n/a	No sidewalk
Side Streets Connecting Union and Main							
44	Pleasant Street (S)	none	n/a	asphalt	3"-4"	n/a	No sidewalk
45	Pleasant Street (N)	asphalt	55"	granite	6"	3	Sidewalk surface in good condition
46	Myrtle Street (S)	asphalt; none	54"	none	n/a	n/a	No sidewalk
47	Myrtle Street (N)	asphalt	35"-42"	asphalt; granite tip-downs	3"-4"	5	Cracking in some areas of sidewalk; curbing in poor condition; plant growth through curb; narrow
48	Park Street (S)	asphalt	55"-72"	granite	5"-7"	3	Some minor surface cracks; plant growth
49	Park Street (N)	concrete	60"	granite	7"	1	Newer concrete
50	Orient Street (S)	concrete	48"-60"	granite	5"-6"	2	Newer concrete; Union St. end open to driveways
51	Orient Street (N)	brick	42"	granite	2"-10"	3	Narrower width sections fit against building; curb reveal varies significantly; Union St. end open for parking lot
52	Oak Street (S)	none	n/a	none	n/a	n/a	Short piece of concrete sidewalk at Main St. intersection doesn't provide any connectivity, possibly just a curb line for drainage to catch basin; building wall at edge of paved roadway
53	Oak Street (N)	asphalt	56"-66"	granite	3"-4"	3	Some sunken areas of pavement; sidewalk encroached by shrubs in some areas
54	Elm Street (S)	concrete; asphalt	48"-103"	granite; asphalt	2"-5"	5; 2	Union St. end in poor condition with failing asphalt; Main St. end new asphalt pavement connecting to concrete surface in good condition
55	Elm Street (N)	asphalt; concrete	48"-60"	asphalt; granite	3"-10"	3; 5	Concrete sidewalk in good condition; asphalt sidewalk in poor condition in areas; significant pavement failure around fence posts installed along edge of sidewalk
56	Museum Street (S)	concrete; granite blocks; none	50"	granite; asphalt	5"-7"	4	Bump out at Union St. end for change in traffic direction in poor condition with no curb remaining; different sidewalk widths result in lack of connectivity between museum entrance and continuing sidewalk
57	Museum Street (N)	concrete; brick	55"-64"	granite	3"-7"	3; 3; 4	Concrete sidewalk at Main St end in fair condition; brick sidewalk has depressions in areas and there is gapping between bricks; concrete surface at Union Street end is in poor conditions, sunken and cracked; no consistency with three different sections of sidewalk on short street
58	School Street (S)	concrete; asphalt	64"-118"	granite	5"-6"	3; 3	Concrete sidewalk in fair condition; wide to provide entrance to museum; asphalt sidewalk in fair condition with some sunken areas
59	School Street (N)	asphalt	55"-62"	granite; asphalt	4"-7"	5; 2	Sidewalk from Custom House to Main St. in poor condition with cracks and depressions; Sidewalk at Union St. end in good condition, newer
60	Custom House (E)	none	n/a	none	n/a	n/a	No sidewalk; asphalt island w/ 4" reveal; open to parking lot

Location Number	Sidewalk Section	Materials				Condition	Comments
		Surface	Width	Curbing	Curb Reveal		
61	Custom House (W)	none	n/a	concrete	7"	n/a	No sidewalk; concrete curb and concrete retaining wall along road edge
62	Limerock Street (S)	concrete	60"-91"	granite	5"	2	Concrete sidewalk in good condition; sidewalk on Union St. end is newer
63	Limerock Street (N)	concrete	72"-80"	granite	5"	2	Concrete sidewalk in good condition
64	Lindsey Street (S)	none	n/a	asphalt	3"	n/a	No sidewalk; only a small section of asphalt curb midway between Union St. and Main St.
65	Lindsey Street (N)	asphalt	60"-80"	asphalt	6"	2	Sidewalk in good condition; normal wear, but no significant cracking or sunken areas
66	Summer Street (S)	asphalt	54"	asphalt	4"	3	Sidewalk in fair condition; cracking and failed asphalt at driveway entrances within sidewalk
67	Summer Street (N)	none	n/a	none	n/a	n/a	No sidewalk
68	Talbot Avenue (S)	asphalt	50"-70"	asphalt	3"-4"	4	Pavement surface cracking; plants growing in center cracks
69	Talbot Avenue (N)	none	n/a	none	n/a	n/a	No sidewalk
70	Granite Street (S)	asphalt	48"-56"	asphalt; granite	3"-6"	5	Pavement surface cracking; plants growing into sidewalk, undermining back edge
71	Granite Street (N)	none	n/a	none	n/a	n/a	No sidewalk
72	Willow Street (S)	none	n/a	concrete	3"-6"	n/a	No sidewalk
73	Willow Street (N)	asphalt	42"-46"	concrete; granite	6"-7"	5	Pavement surface cracking; sunken behind curbing; plants growing into sidewalk; island with granite curb at Main Street end
74	Rankin Street (S)	asphalt	48"	granite	3"	3	Sidewalk in fair condition; some cracks and plant growth
75	Rankin Street (N)	asphalt	46"	granite; concrete	3"	3	Some pavement surface cracking and sunken areas; no sidewalk at Union St. intersection

APPENDIX C
**MAIN STREET HISTORIC DISTRICT
INVESTIGATION**

13 July 2009

Rodney Lynch, AICP, Director
City of Rockland
270 Pleasant Street
Rockland, Maine 04841

Dear Mr. Lynch:

It was a pleasure to have the opportunity to meet with you and Lorain Frances on June 24th for the purpose of viewing and photographing buildings on Rockland's Main Street. As we discussed that morning, and as you reiterated in your letter of 25 June 2009, the goal of this effort is to determine if it might be possible to expand the boundaries of the current National Register listed Main Street Historic District. I then obtained copies of all the Sanborn Fire Insurance maps for the area so as to chart the evolution of the streetscape between 1885 and 1948, as well as consulted several histories written about Rockland. All of this material, as well as the photographs, were reviewed by the staff of the Commission on July 1st. A copy of the National Register criteria for evaluation is enclosed for your reference.

In our opinion, we feel that there is an area on the north edge of the existing district that meets the National Register criteria for eligibility within the context of architecture, commerce, and community planning and development. (This area is outlined in purple on the enclosed map.) We also feel that the Syndicate Block at 328 Main Street is eligible to be individually listed in the National Register. (Red on the map.) Two other buildings may be individually eligible for listing in the National Register, pending additional research and evaluation: the Lindsey House at 7 Lindsey Street and the commercial block at 315 Main Street. (Light blue on map.) The existing historic district is outlined in yellow on the map.

The eligible district consists of buildings on both side of Main Street: however not every building within the proposed boundary expansion is considered to be contributing to the district. "Non-contributing" buildings are those that are geographically located within the boundaries of the district but, either because of integrity, age, or significance problems, do not meet the National Register criteria. On the east side of Main Street we feel that the properties at 453, 463, 475 and 497 Main clearly contribute to the district, whereas the property at 491 Main has been too altered to contribute. More research will be needed to determine if Gamage Antiques at 469 Main contributes to the district or not. On the west side of Main Street the three properties at 476, 470, and 466 Main Street also require additional research. (If all or some of them are found not to contribute to the district, the boundary might be truncated on that side of the street.) The properties at 466 and 456 Main Street are contributing resources, but the large block at 428 Main Street is not. Because of rules that require historic districts to be contiguous, the block at 428 Main Street needs to be included (as non-contributing) in order to link the existing district to the Masonic Temple.

In addition to the map I am enclosing a spreadsheet in which I have summarized our evaluation of each of the properties between Park and Summer Streets. Should you wish to discuss with me in further detail our finding on each property please do not hesitate to give me a call at (207) 287-2132 x 2. In general, those properties that we feel are not eligible are those that have lost their historic integrity of materials, workmanship, design, association, or feeling.

The next step would be to determine if there was any interest in pursuing the nomination of the expanded historic district. As you know, contributing buildings within a National Register district are eligible for State and Federal Rehabilitation Tax Credits, however, in order for a property owner to participate in the program the district needs to be listed, or in the process of being listed. Frequently a consultant will be hired to research and prepare the nomination (a form documenting each building's history and summarizing the significance of the district). Although you are not required to hire a consultant (the Commission staff has traditionally prepared these forms) it is extremely unlikely that the Commission's schedule will allow us to prepare the nomination in a timely fashion, considering the amount of research that would need to be undertaken. It is also important, prior to engaging a consultant, to gauge owner interest: if more than 50% of the owners object to the boundary expansion then the expanded district could not be listed in the National Register. While I am unable to tell you what a consultant might charge to prepare the nomination, you might be able to economize by enlisting local researchers (the historical society?) to undertake deed and photographic research. I am including a list of consultants, and have put a * next to the name of those who have prepared National Register nominations within the last 8 years. I am also enclosing a brief overview of the nomination process for your information.

Please do not hesitate to contact me if you have any questions at this time.

Sincerely,

Christi A. Mitchell
Architectural Historian

Enc.

Key #	Map/Lot	Address	Name	Date	Prev. Notations	EIIGIBLE IN DISTRICT?	INDIVIDUALLY ELIGIBLE?	Notes
1	5 B 1	279 Main		post 1952	NP	NO	NO	Hotel Rockland, burned 1952
2	1 H 7	301 Main	lot/corner park (formerly Spear Bldg East)	post 1952		NO	NO	3+ story building survived 1920 fire, damaged in 1952 fire.
3	1 H 9	305 Main	Small 1 1/2 story frame building present from c. 1892 to present	by 1892?	NP	NO	NO	In the post 1920 fire post card the building does not have a gable roof.
4	1 H 11	311 Main	brick, modern	1980s?		NO	NO	Wood frame dwelling to 1931, then restaurant in 1948.
5	1 H 8	315 Main	double block with stucco	1922-31		NO DISTRICT	MORE RESEARCH REQUIRED.	Some small frame buildings survived the fire or were in ruin in this location in 1922.
6	1 H 3	331 Main	Key Bank	1970s?		NO	NO	1920 fire
7	1 H 2	Main	Strand Theatre	1920+	listed	NO DISTRICT	LISTED	1920 fire
8	1 H 11	351 Main	Atlantic Baking	1948 +	NE 2006	NO	NO	1920 fire; filling station 1931 through 1948
14	1 D 8	15 Tillson	?	1931+		NO	NO	
16	4 B 9	453 Main Street	Rheal	after 1922		YES- CONTRIBUTING	NO	Not in photograph of 1917 fire.
17	4 B 8-1	463 Main	Kelsey's	after 1922		YES- CONTRIBUTING	NO	"Ruins of fire bast only" in 1922; present as masonry bldg in 1931.

18	4 8	469 Main	Gamage Antiques	by 1885 or 1912?		MAYBE. NEEDS MORE RESEARCH	NO	Appears to be in photograph of 1917 fire, but with a gable roof; also in 1920s era pc with gable, 1930s era pc with flat. 3 story building with same footprint by 1885, but shown s masonry or part masonry in 1885-1904 and wood after 1912. 3 stories until 1931, the 3 1/2; 4 floors in 1948.
19	4 B7	475 Main		by 1885 or 1912?		YES-CONTRIBUTING	NO	Dormers by 1912.
20	4 B 6	491 Main Street		1912-1922		NOT CONTRIBUTING	NO	
21	4 B 5	497 Main Street		c. 1922	N.A.E.	YES-CONTRIBUTING	NO	Under construction in 1922.
22	4 C 5	494 Main Street		post 1972		NO	NO	Was sight of Baptist church?
23	4 C 6	488 Main		1922-31		NO	NO	
24	4 C 7-1	7 Lindsey	Capt. Lindsey House	1830s		NO DISTRICT	MORE RESEARCH	Much altered 20th c.
25	4 D 5	476 Main		pre 1885		MAYBE. NEEDS MORE RESEARCH	NO	
26	4 D 6	470 Main		pre 1885		MAYBE. NEEDS MORE RESEARCH	NO	Shown as one bldg in 1896-1904
27	4 D 7	466 Main	A.L.F.	pre 1885		MAYBE. NEEDS MORE RESEARCH	NO	
28	4 D 7	466 Main	Puffins Nest/ C.E. Havaner Block	1914?	CNAE 2006	YES-CONTRIBUTING	NO	Bldg extant in location by 1886, converted to Hall by 1931 with new metal front. Façade says 1914, but not altered on 1922 map.
29	4 D 8	456 Main	Masonic Temple	1940 +		YES-CONTRIBUTING	NO	Earlier Masonic block burned 1940

30	4 D 9	428 Main	Woolworths	after 1917/18 fire		NOT CONTRIBUTING	NO	Rebuilt after fire as Perry's Market; now much altered.
31	1 F 4	11 Elm Street	Farnsworth Museum	C. 1948		NO DISTRICT	NO	
()	1 G 8	346 Main	Park/Lobster shack	new		NO	NO	Had a frame store until 1948.
32	1 G 9	344 Main	Doug's Haircuts	by 1885?		NO	NO	3 or 4 frame stores (including 346 Main Street) from 1885; width and height varies; hardwall between 33 and 34 prior to 1931.
33	1 G 10	340 Main		1870????		NO	NO	
34	1 G 11	338 Main	C.F. MacGregor	1870?		NO	NO	
35	1 G 12	328 Main	Syndicate Block	1893-6	CNAE 2006	NO DISTRICT	YES	First story altered.
36	1 I 5	318 Main	Planet	1950?	NE	NO	NO	Up to 1948 map this site has a pair of 2 story frame storefronts, sometimes with a hard interior partition. Date from Assessors DB.
37	I J 3	300 Main	Spear Block	1854	NP 2006	NO	NO	Heavily altered.

APPENDIX D

**DOWNTOWN INFRASTRUCTURE/
PROJECT COST ESTIMATES**



TO: Jaime Andrews, David Allen
MeDOT Region 2

DATE: Oct. 30, 2009

FROM: Amanda Bunker, Wright-Pierce

PROJECT NO.: 111131

CC: Rodney Lynch, City of Rockland
Travis Pryor, Wright-Pierce

SUBJECT: Proposed Downtown Streetscape Improvements Rockland Main Street

Wright-Pierce and the City of Rockland have been refining the concept plans for streetscape improvements along Route 1/Main Street, from Limerock Street to Rankin Street. These concept plans, along with design specifications for new paver crosswalks and raised crosswalks, have been sent to you previously for your review. This memo is to confirm the final concept design the City is going with as they pursue CDBG and other funds to complete the project, and move towards final engineering.

Summary

The streetscape improvements are shown in two separate plans, though the projects are moving forward simultaneously. The "Phase II" plan shows sidewalk and crosswalk replacement, ADA improvements and landscape improvements on Main Street from Limerock Street to Summer Street. This includes crosswalk replacement for a section of Main Street sidewalks/streetscape recently constructed. The "Phase III" plan shows streetscape improvements on Main Street from Summer Street to Rankin Street, a distinctly different project area than other portions of Main Street. This segment includes the State Ferry Terminal. (**See enclosed concept plans.**) Both plans include new at-grade paver crosswalks, and one raised crosswalk in each plan area.

Main Street/Route 1 Limerock Block

This plan area (Phase II) shows proposed replacement of the existing concrete sidewalks with paver sidewalks, consistent with the recent Main Street sidewalk reconstruction, and minor streetscape improvements. No changes to on-street parking, curb locations, or road width are proposed.

North End of Downtown, Main Street/Route 1

The Phase III improvements, north of Summer Street, involve more significant changes impacting the roadway. A major design objective in this section is to narrow the roadway by eliminating a significant number of on-street parking spaces, allowing for new landscape esplanades and wider sidewalks. The lane width (one-way, two lanes) is shown at 22 feet, which is consistent with lane width along the rest of Main Street in the downtown. The Ferry Terminal manager has been consulted on all proposed improvements impacting the Ferry Terminal property and access along Main Street. With the exception of the Ferry Terminal, curb cuts along Main Street will be reduced to 24 feet, as agreed to by property owners.

Memo to: Jaime Andrews, David Allen, MeDOT Region 2
Date: October 30, 2009
Page 2

This plan for Phase III assumes a ROW approximately 49.5 feet wide, according to MeDOT records. As there is no ROW survey available in this area and the ROW is not defined by the fronts of buildings as in other portions of the downtown, the City will be confirming the ROW location as it proceeds with final engineering.

Please contact myself or Travis Pryor at Wright-Pierce with your questions, comments and feedback on the enclosed plans. The City awaits confirmation of your review as it moves into the grant-writing and final engineering stage of this project.

Thank you,

Amanda Bunker
Land Use Planning & Design
ajb@wright-pierce.com

City of Rockland, Maine

Main Street Streetscape Improvements - Phases II and III
 Preliminary Cost Estimate - October 14, 2009
 WP Project # 11113H/I

Main Street Streetscape Improvements - Limerock Street to Rock Coast Sports Block

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1 Excavation / Removal of Existing Sidewalks	365	SY	\$25.00	\$9,125
2 Aggregate Base (Type A) - Sidewalks	85	CY	\$55.00	\$4,675
3 Remove / Reset Existing Granite Curb	510	LF	\$55.00	\$28,050
4 Unit Paver Sidewalk	375	SY	\$150.00	\$56,250
5 ADA Detectable Warning Device	7	EA	\$1,250.00	\$8,750
6 Remove / Reset Signs	4	EA	\$250.00	\$1,000
7 Install Decorative Fence (Including Concrete Base Reconstruction) - Fence Provided by the City	10	LF	\$100.00	\$1,000
8 Street Tree	3	EA	\$1,000.00	\$3,000
9 Tree Grate and Guard	2	EA	\$2,250.00	\$4,500
10 Electrical Outlet Service for Tree Grates - Including Conduit, service panel and meter	1	LS	\$12,000.00	\$12,000
11 Catch Basin	1	EA	\$3,750.00	\$3,750
12 15" Storm Drain Pipe	40	LF	\$65.00	\$2,600
13 Roof Leader Connections	3	EA	\$2,500.00	\$7,500
14 Relocate Light Pole	5	EA	\$3,000.00	\$15,000
15 Mobilization	1	LS	\$10,000.00	\$10,000
Subtotal:				\$167,200

Speed Tables/Crosswalks - Limerock Street to Lindsey Street

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1 12" Depth Aggregate Base (Type A)	85	CY	\$55.00	\$4,675
2 3 1/2" HMA 12.5 MM - Speed Table	10	TON	\$150.00	\$1,500
3 Warning Signs	4	EA	\$250.00	\$1,000
4 Approximately 10 SY of Bump Out Island Construction w/ 30 LF Vertical Granite Curbing	1	EA	\$3,500.00	\$3,500
5 Roadway Excavation / Removal	275	SY	\$25.00	\$6,875
6 Unit Paver Crosswalk	260	SY	\$150.00	\$39,000
7 Flush Granite Curb Edging	550	LF	\$40.00	\$22,000
8 Painted Yield Lines	2	EA	\$1,000.00	\$2,000
9 White Speed Table / Crosswalk Markings	3	EA	\$1,500.00	\$4,500
10 Mobilization	1	LS	\$7,500.00	\$7,500
Subtotal:				\$92,550

Main Street Streetscape Improvements - Summer Street to Rankin Street

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1 Demolition	2,500	SY	\$25.00	\$62,500
2 Aggregate Base (Type A) - Sidewalks	250	CY	\$55.00	\$13,750
3 New Vertical Granite Curb	2,000	LF	\$40.00	\$80,000
4 Unit Paver Sidewalk	160	SY	\$150.00	\$24,000
5 2" Depth HMA Sidewalk	90	TON	\$150.00	\$13,500
5 ADA Detectable Warning Device	21	EA	\$1,250.00	\$26,250
6 Remove / Reset Signs	14	EA	\$250.00	\$3,500
7 Landscape Area	2,300	SY	\$15.00	\$34,500
8 Catch Basin	10	EA	\$3,750.00	\$37,500
9 15" Storm Drain Pipe	500	LF	\$65.00	\$32,500
10 Relocate Hydrant	1	EA	\$2,000.00	\$2,000
11 Relocate Light Pole	7	EA	\$3,000.00	\$21,000
12 Mobilization	1	LS	\$25,000.00	\$25,000
Subtotal:				\$376,000

Speed Tables/Crosswalks - Summer Street to Rankin Street

	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1	12" Depth Aggregate Base (Type A)	100	CY	\$55.00	\$5,500
2	3 1/2" HMA 12.5 MM - Speed Table	3	TON	\$150.00	\$450
3	Warning Signs	2	EA	\$250.00	\$500
5	Roadway Excavation / Removal	325	SY	\$25.00	\$8,125
6	Unit Paver Crosswalk	300	SY	\$150.00	\$45,000
7	Flush Granite Curb Edging	725	LF	\$40.00	\$29,000
8	Painted Yield Lines	1	EA	\$1,000.00	\$1,000
9	White Speed Table / Crosswalk Markings	1	EA	\$1,500.00	\$1,500
1C	Mobilization	1	LS	\$7,500.00	\$7,500
				Subtotal:	\$98,575

Engineering Fees

	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
1	Preliminary Engineering Design Services	1	LS	\$24,140.00	\$24,140
2	Right-Of-Way Survey	1	LS	\$3,500.00	\$3,500
3	Private Easement Agreements	7	EA	\$1,200.00	\$8,400
4	Final Design and Bidding Services	1	LS	\$28,800.00	\$28,800
5	Construction Administration	1	LS	\$25,000.00	\$25,000
				Subtotal:	\$89,840

20% CONTINGENCY	\$164,833
TOTAL:	\$988,998

* Contingency representations potential construction material and labor cost fluctuations, and anticipated construction administration services overseen by the City during the construction period.

APPENDIX E

FAÇADE INVENTORY UPDATE





The 2009 Facade Inventory Update is a comprehensive review and update of the inventory issued by Kevin Bunker November 18, 2004. The study uses the exact nomenclature of the Bunker inventory to provide comparative consistency. The 2009 inventory also includes photographic documentation of each facade on Main Street that was originally documented by Kevin Bunker as well as a new 'Harbor side' inventory and analysis of lots: 1C1, 1C2, 1C3, 4B5, 4B6, 4B7, 4B8, 4B8-1, 4B9, 4B10, 4B11, 4B12, 4B14, 4B15, 4B16, 4B18.

Data from this study is provided in spreadsheet format, listing all properties and evaluation criteria as well as a graphic sheet for each property that includes street name, map number, and summary / recommendations for that property.

Facades along Main Street occur in 3 zones. South of Park Ave, Park Ave to Summer St. (core downtown), and North of Summer Street.

1. South of Park Ave represents lower density suburban scale consisting mostly of restaurants, bars, and offices. Many of the properties are not in keeping with the historic character of Main Street. Due to their physical isolation from the core downtown area they do not present as much of an issue by deviating from the 'Main Street' character, however, improvements should be made that are in the spirit of the core section of Main Street.
2. The properties in the core downtown zone range dramatically in terms of historic compliance and upkeep. Every opportunity should be made to improve these facades to restore them to their original architectural detail. Many additions and adoptions have been made in the 1950's - 1970's. Many of these are not in keeping with the buildings' original character and should be removed. The Harbor side facades of these properties will become active storefronts and should be treated as building fronts. Upgrades of these facades should be made to create storefronts similar in character and quality to those on Main Street.
3. North of Summer St. is similar to zone 1 and is more suburban in character. Facades are often located far from the street making visible storefronts impossible. Improvements should be made to this area to create higher density and a more pedestrian friendly zone. Otherwise the core downtown are will never expand beyond Summer St.

Noteworthy properties that have successfully improved since the 2004 inventory are: 214-218 (part of which is currently under construction), 300, 345, 357, 449, and 453 Main Street. Upgrades to these properties have been historically respectful and have sometimes allowed contemporary elements to surface on the Harbor side facades, leaving the Main Street facades authentically historic.

Evaluation Criteria from November 18, 2004 Façade Inventory: Downtown Rockland	A: Profile, Mdn Characteristics		B: Signage		C: Paint		D: Windows		E: Other Design Elements						F: Upper Floor Windows				G: Upper Floor Paint		H: Upper Floor I: Cornice & Roofline Elements						
	# of Stories Main Street side	Façade materials	Signage Consistency & Appropriateness w/ Historic Downtown	Sign condition	Paint Condition: Street level (Includes trim paint)	Paint Consistency	Windows w/ Views to Bldg Interior at Street Level	Street Level Window Glazing Condition	Street Level Window Material	Street Level Window Frame Condition	Structural Façade Elements (Siding, masonry façade condition): Street Level	Street Level Trim Condition	Entrance Door Condition	Landscaping	Awning Condition	Window Glazing Condition	2nd Floor Window Material	Window Frame Condition	3rd Floor Window Material	Window Frame Condition	Paint Condition	Paint Consistency	Structural Façade Elements (Siding, masonry façade condition)	Ornamentation Condition: Upper Floors	Roofline Structural Condition	Ornamentation Condition: Roofline	Cornice Condition
Street Number (All addresses are Main Street)	Note if West side has additional story / stories	Brick, Wood, Blond Brick, Vinyl, Granite, Concrete	Excessive, Adequate, Inadequate, No Sign	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Consistent, Inconsistent, Unpainted	Yes / No	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Vinyl, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI), None (N/A)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Brick, Granite, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Brick, Granite, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Consistent, Inconsistent, Unpainted	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	
344	1	Wood Clapboard	A	G	F	C	Y	G	Wood	F	G	G	G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	G	N/A	F
345	2	Brick, Granite	A	G	G	C	Y	E	Wood	E	G	E	E	N/A	E	G	W	E	N/A	N/A	E	C	E	E	E	E	E
351	1	Wood, MDO	E	G	G	C	Y	G	Metal	G	G	G	G	F	Rollled up: appeared in good condition	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	G	G	G
357	3	Brick, Granite	No	N/A	G	C	Y	G	Wood	G	G	G	G	N/A	G	G	Metal / Wd Trim	G	Metal / Wd Trim	G	N/A	N/A	NI: Pointing	G	G	G	G
365	3	Brick, Granite	A	G	G	C	Y	G	Wood	G	G	G	G	N/A	F	G	Metal	G	Metal	G	N/A	N/A	NI: Pointing	G	G	G	G
366	2/1 (Changes mid-block)	Brick, Granite	A	G	G	I (Gutter)	Y	G	Metal	G	G	G	G	F	G	G	W	G	N/A	N/A	G	C	G	G	G	G	G
367	2	Wood Clapboard	A	G	NI	C	Y	G	Metal	G	G	G	G	N/A	F	G	W	F	N/A	N/A	NI	C	F	F	F	F	F
369	2	Wood Clapboard	A	G	F	C	Y	G	Metal	G	G	F	F	N/A	G	G	W	F	N/A	N/A	NI	C	F	F	N/A	N/A	NI
374	1	Brick, Marble	A	F	N/A	N/A	N	G	Metal	G	G	G	F	N/A	G	N/A	N/A	N/A	N/A	N/A	G	C	G	G	G	G	NI (Pointing)
375	2	Wood Clapboard	A	G	G	C	Y	G	Metal	G	G	G	G	N/A	G	G	Metal	G	N/A	N/A	G	C	G	G	G	G	F
376	1	Wood Clapboard	E	G	G	C	Y	G	Metal	G	G	G	F	G	G	N/A	N/A	N/A	N/A	N/A	NI (Cornice)	I	N/A	F	F	F	F
385	3	Brick, Granite, Wood	A	G	NI	C	Y	G	Wood, Metal	F	G	F	F	N/A	N/A	G	Metal	G	Metal	G	NI	C	NI: Pt peeling over brick	NI	NI	NI	NI
386	4	Brick, Granite	A	G	G	C	Y	G	Metal	F	NI (Paint/Caulk)	G	G	G	N/A	G	Metal	G	Metal	G	G	C	G	G	G	G	G
396	1	Brick, Stucco	E	G	G	C	Y	G	Metal	G	F (Minor cracks)	G	G	F	G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	G	G	G
399	3	Brick, Granite, Wood	I (Embroidery Shop)	G	G	C	Y	G	Wood: 2 storefronts, Metal: 1 storefront	Wd: G, Mtl: F	G	G	G	N/A	G	G	Metal	G	Metal	G	F	C	F	NI	NI	NI	NI
404	3	Brick, Granite, Wood, Metal	I	G	G	C	Y	G	Wood	G	G	G	G	N/A	N/A	G	Metal	G	Metal	G	G	C	G	G	G	G	G
408	3	Brick, Granite, Wood, Metal	A (On Façade)	G	G	C	Y	G	Wood	G	G	G	G	N/A	N/A	G	Metal	G	Metal	G	G	C	G	G	G	G	G
409	2	Cement Plaster w/ Pebbles, Wood, Granite	A	G	G	C	Y	NI (405 only)	403: Mtl, 405: Mtl, 407: Wd	403: G, 405: NI, 407: G	G	F	F	N/A	N/A	NI	Metal / Wd Trim	NI	N/A	N/A	N/A	N/A	NI: Pointing, entire 2nd floor	F	F	F	F
410	3	Brick, Granite, Wood, Metal	I	G	G	C	Y	G	Wood	G	G	G	F	N/A	F	Wood / Mtl Storm	F	Wood / Mtl Storm	F	NI: Window trim	C	G	Brick: G Wood: NI	Brick: G Wood: NI	Brick: G Wood: NI	Brick: G Wood: NI	

Evaluation Criteria from November 18, 2004 Façade Inventory: Downtown Rockland	A: Profile, Mdn Characteristics		B: Signage		C: Paint		D: Windows		E: Other Design Elements					F: Upper Floor Windows				G: Upper Floor Paint		H: Upper Floor I: Cornice & Roofline Elements							
	# of Stories Main Street side	Façade materials	Signage Consistency & Appropriateness w/ Historic Downtown	Sign condition	Paint Condition: Street level (includes trim paint)	Paint Consistency	Windows w/ Views to Bldg Interior at Street Level	Street Level Window Glazing Condition	Street Level Window Material	Street Level Window Frame Condition	Structural Façade Elements (Siding, masonry façade condition): Street Level	Street Level Trim Condition	Entrance Door Condition	Landscaping	Awning Condition	Window Glazing Condition	2nd Floor Window Material	Window Frame Condition	3rd Floor Window Material	Window Frame Condition	Paint Condition	Paint Consistency	Structural Façade Elements (Siding, masonry façade condition)	Ornamentation Condition: Upper Floors	Roofline Structural Condition	Ornamentation Condition: Roofline	Cornice Condition
Street Number (All addresses are Main Street)	Note if West side has additional story / stories	Brick, Wood, Blond Brick, Vinyl, Granite, Concrete	Excessive, Adequate, Inadequate, No Sign	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Consistent, Inconsistent, Unpainted	Yes / No	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Vinyl, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI), None (N/A)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Brick, Granite, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Brick, Granite, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Consistent, Inconsistent, Unpainted	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	
419	3	Brick, Cast Iron, Concrete, Wood	A	G	G	C	Y	G	Metal / Wd Trim	NI	G (Cast Iron very nice)	G	G	N/A	N/A	F	Vinyl	F	Vinyl	F	NI	C	NI: Clean cast iron	G	G	G	G
420	3	Brick, Wood, Concrete	E	G	NI	C	Y	G	Wood	G	G	NI (Clr finish)	F	N/A	Rolled up: appeared in poor condition	F	Wood / Mtl Storm	F	Wood / Mtl Storm	F	NI: Window trim	C	NI: Pointing	G	G	G	G
421	3	Brick, Granite, Wood	A	G	G	C	Y	G	Wood	G	G	G	F	N/A	G	G	Vinyl / Metal	G	Vinyl / Metal	G	NI	I	NI: Pointing	NI	F	F	NI
425	3	Brick, Granite, Wood	A	G	NI	C	Y	G	Wood	F	G	G	F	N/A	N/A	G	Vinyl / Metal	G	Vinyl / Metal	G	NI	I	NI: Pointing	NI	F	F	NI
428	1	Brick, Wood, Concrete, Wood Shingle	I (Multiple signs on awning & windows)	G	NI	C	Y	G	Metal	G	G	NI	F	N/A	NI (Remove shingled pop-out)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NI	NI (Paint / repair)	NI (Paint / repair)	NI (Paint / repair)	NI (Paint / repair)
429	3	Brick, Granite, Wood	A	G	G	C	Y	G	Metal	G	G	G	G	N/A	F	G	Vinyl / Metal	G	Vinyl / Metal	G	N/A	N/A	NI: Pointing	F	F	F	F
435	3	Brick, Granite, Wood	A (On window)	G	NI	C	Y	G	Wood	G	G	NI (Doors)	F	N/A	G	F	Metal	F	Metal	F	NI	C	G	F	F	F	NI (Pointing)
441	3	Brick, Granite	E	G	N/A	N/A	Y	G	Metal	G	G	NI (Doors)	F	N/A	Rolled up: unable to review	F	Metal	G	Metal	G	NI	C	G	G	F	F	F
449	3	Brick, Granite	Under Construction																								
453	2	Yellow Brick, Metal, Wood Trim	A	E	E	C	Y	G	Metal	E	G	G	E	G	N/A	E	Metal	E	N/A	N/A	E	C	G	G	F	G	G
456	3	Yellow Brick, Granite, Metal	E	G	N/A	N/A	Y	F	Metal	NI	G	NI (Remove mtl panels)	F	N/A	N/A	F	Wood / Mtl Storm	NI (Trim paint)	Wood / Mtl Storm	NI (Trim paint)	NI	C	NI: Pointing	G	G	G	F
463	2	Yellow Brick, Wood, Concrete	A	NI	NI	C	Y	F	W	F	G	F	G	F	N/A	F	W	NI	N/A	N/A	NI	I	G	G	F	F	NI (Paint)
466	2	CMU, Metal, Wood board paneling	E	F	NI	C	Y	F	Metal	F	Unknown: Remove paneling	NI	F	N/A	F	F	Wood / Mtl Storm	F	Wood / Mtl Storm	F	NI: Window trim	C	NI: Pointing, Mtl rust removal, Trim	F	G	G	G
(467, 469, 471, 473) 469	4	Cement Board Clapboard, Wood Panels	A	G	NI	C	Y	F	Metal	NI	Unknown: Remove paneling	F	467: G 469: NI 471: NI	N/A	N/A	G	Metal	F	Metal	F	NI	I	E	G	G	G	G
470	2 1/2 (Attic)	Wood Clapboard	E	G	NI	I	Y	F	Metal / Wood	F: Metal NI: Wood	Unknown: Remove paneling	F	F	N/A	NI (Remove shingled pop-out)	F	Wood	F	Wood	F	NI	C	F	F	NI (Paint / repair)	F	F
475	3 (Dormered)	Wood Clapboard, Wood	A	G	NI	I	Y	F	Metal / Wd Trim	NI	F	NI	NI	N/A	G	F	Metal	F	Metal	F	NI	I	F	NI (Paint / repair)	G	F	NI
476	3	Wood Clapboard, Brick, Metal	No	N/A	NI	I	Y	F	Metal	F	F	F	F	N/A	N/A	F	Wood	F	Wood	F	NI: Window trim	C	G	F	NI (Paint / repair)	NI (Paint / repair)	NI (Paint / repair)

Evaluation Criteria from November 18, 2004 Façade Inventory: Downtown Rockland	A: Prelim. Hdg Characteristics		B: Signage		C: Paint		D: Windows		E: Other Design Elements							F: Upper Floor Windows				G: Upper Floor Paint		H: Upper Floor I: Cornice & Roofline Elements					
	# of Stories Main Street side	Façade materials	Signage Consistency & Appropriateness w/ Historic Downtown	Sign condition	Paint Condition: Street level (Includes trim paint)	Paint Consistency	Windows w/ Views to Bldg Interior at Street Level	Street Level Window Glazing Condition	Street Level Window Material	Street Level Window Frame Condition	Structural Façade Elements (Siding, masonry façade condition): Street Level	Street Level Trim Condition	Entrance Door Condition	Landscaping	Awning Condition	Window Glazing Condition	2nd Floor Window Material	Window Frame Condition	3rd Floor Window Material	Window Frame Condition	Paint Condition	Paint Consistency	Structural Façade Elements (Siding, masonry façade condition)	Ornamentation Condition: Upper Floors	Roofline Structural Condition	Ornamentation Condition: Roofline	Cornice Condition
Street Number (All addresses are Main Street)	Note if West side has additional story / stories	Brick, Wood, Blond Brick, Vinyl, Granite, Concrete	Excessive, Adequate, Inadequate, No Sign	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Consistent, Inconsistent, Unpainted	Yes / No	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Vinyl, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI), None (N/A)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Brick, Granite, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Brick, Granite, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Consistent, Inconsistent, Unpainted	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	
(A, B, C) 488	1	Brick	A	F	N/A	N/A	Y	F	Metal	A: NI B: F C: F	NI (Point / caulk)	NI (Point / caulk)	NI	N/A	NI (Both awnings)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NI (Point)	NI (Point)	NI (Point)	NI (Repair Metal)	
(491, 493, 495) 491	3	Sliver Brick, Wood Clapboard, Vinyl Siding	A	NI	NI	C	Y	F	Wood	F	F	NI (Paint)	F	N/A	NI (Remove shingled pop-out)	F	Vinyl	F	Vinyl	F	N/A: Vinyl Siding & Trim	N/A	NI: Vinyl not historically correct	F	F	F	F
494	3	Brick, Metal	No	N/A	NI (Canopy)	I	Y: Doors	NI	Metal	NI	G	N/A	NI	N/A	N/A	NI	Metal	NI	Metal	NI	N/A	N/A	G	N/A	F	F	F
497	3	CMU, Concrete	A	G	G	C	Y	G	Wood	NI (Paint / repair)	NI (Cracks)	NI (Remove Wood)	E	N/A	G	G	Metal	G	Metal	G	NI: Trim	C	NI: Concrete sills poor	F	F	NI (Paint)	NI (Paint)
520	5/4	Brick, Vinyl Siding, Shingle, Concrete	A	F	N/A	N/A	Y (Set Back)	G	Metal	G	F	N/A	F	G	N/A	F	Metal	F	Metal	F	NI	U	F	F	F	F	F
532	1	Cement Plaster, Wood Clapboard	E	G	G	C	Y (Set Back)	G	Metal	G	G	G	F	N/A	G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	G	G	G	G
546	3 (Dormered)	Granite, Wood Clapboard, Wood	A	F	G	C	N	G	Metal	F	G	G	F	F	N/A	G	Metal	F	Metal	F	G	C	G	G	G	G	G
558	2	Wood Clapboard	A	G	G	C	N	G	Metal	G	G	G	G	N/A	G	Metal	G	N/A	N/A	G	C	G	G	F	G	G	G
574	1	Brick, Metal	E	G	F	C	Y (Set Back)	G	Metal	G	G	N/A	G	N/A	G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	G	G	G	G
579	1	Wood Shingle, Wood Board/Batten	E	F	G	C	Y	G	Metal	F	F	F	G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	F	F	F
582	2	Brick, Wood	A	G	G	C	N (Set Back)	G	Metal	G	G	G	E	N/A	G	Metal	G	N/A	N/A	G	C	G	G	G	G	G	G
600	4 (Dormered)	Brick, Granite, Wood	A	G	G	C	Y	G	Metal	G	G	G	N/A	G	G	Metal	G	Metal	G	G	C	G	G	G	G	G	G
(607, 609, 611, 613, 617) 613	2	Wood Clapboard, Wood	A	G	NI (Trim)	C	Y	G	Metal	G	F	NI	NI	N/A	N/A	G	Metal	G	N/A	N/A	F	C	F	NI	NI	NI	F
632	1	Vinyl, Shingle	E	G	N/A	N/A	Y (Set Back)	G	Metal	F	G	G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	G	G	G
643	1	Wood Clapboard, Wood Shingle	I	G	G	C	N	G	Metal	F	F	G	G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	F	G	F
650	2	Wood Clapboard	A	G	G	C	Y (Set Back)	G	Metal	G	G	G	G	N/A	G	Metal	G	N/A	N/A	G	C	G	G	G	G	G	G
New analysis of Harbor side of properties between Tillson Ave. and Ferry Terminal parcel																											
385 Harbor Side Façade	4	Cement Plaster, Wood, Granite	No	N/A	G	C	N/A	NI	N/A	N/A	F	G	N/A	F	N/A	F	Vinyl	F	Metal	F	F	I	F	N/A	F	NI (Remove Metal)	

Evaluation Criteria from November 18, 2004 Façade Inventory: Downtown Rockland	A: Prelim. Mtd Characteristics		B: Signage		C: Paint		D: Windows				E: Other Design Elements					F: Upper Floor Windows					G: Upper Floor Paint		H: Upper Floor I: Cornice & Roofline Elements				
	# of Stories Main Street side	Façade materials	Signage Consistency & Appropriateness w/ Historic Downtown	Sign condition	Paint Condition: Street level (includes trim paint)	Paint Consistency	Windows w/ Views to Bldg Interior at Street Level	Street Level Window Glazing Condition	Street Level Window Material	Street Level Window Frame Condition	Structural Façade Elements (Siding, masonry façade condition): Street Level	Street Level Trim Condition	Entrance Door Condition	Landscaping	Awning Condition	Window Glazing Condition	2nd Floor Window Material	Window Frame Condition	3rd Floor Window Material	Window Frame Condition	Paint Condition	Paint Consistency	Structural Façade Elements (Siding, masonry façade condition)	Ornamentation Condition: Upper Floors	Roofline Structural Condition	Ornamentation Condition: Roofline	Cornice Condition
Street Number (All addresses are Main Street)	Note if West side has additional story / stories	Brick, Wood, Blond Brick, Vinyl, Granite, Concrete	Excessive, Adequate, Inadequate, No Sign	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Consistent, Inconsistent, Unpainted	Yes / No	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Vinyl, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI), None (N/A)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Brick, Granite, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Wood, Metal, Brick, Granite, Other/Multiple	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Consistent, Inconsistent, Unpainted	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	Excellent, Good, Fair, Needs Improvement (NI)	
399 Harbor Side Façade	4	Cement Plaster, Wood, Granite	No	N/A	NI	I	N/A	NI	N/A	N/A	F	G	N/A	N/A	N/A	G	Vinyl	F	Vinyl	G	NI	I	F	N/A	F	NI (Paint)	NI (Paint)
409 Harbor Side Façade	3	Brick, Granite, Wood	No	N/A	N/A	N/A	N/A	NI	N/A	N/A	NI (Cracks)	NI	NI	NI	N/A	NI	Metal / N/A	NI	Metal / N/A	NI	NI	I	NI	N/A	NI	F	F
419 Harbor Side Façade	4	Brick, Granite, Wood	No	N/A	NI	I	N/A	NI	Wood	NI	NI	NI	NI	N/A	N/A	G	Metal	F	Metal	F	NI	I	NI	N/A	NI	NI	NI
421 Harbor Side Façade	4	Cement Plaster (partial), Brick, Granite	No	N/A	N/A	N/A	N/A	NI	Metal	F	NI (Point)	NI	NI	N/A	N/A	G	Metal	G	Metal	G	NI (Clean plaster off brick)	I	NI	N/A	NI	NI	NI
425 Harbor Side Façade	4	Brick (painted), Granite	N	N/A	N/A	N/A	N/A	NI	Metal	F	NI (Point)	NI	NI	N/A	N/A	G	Metal	G	Metal	G	G	C	NI	N/A	NI	NI	NI
429 Harbor Side Façade	4	Cement Plaster (partial), Brick, Granite	No	N/A	N/A	N/A	N/A	NI	Metal	F	NI (Point)	NI	NI	N/A	N/A	G	Metal	G	Metal	G	NI (Clean plaster off brick)	I	NI	N/A	NI	NI	NI
435 Harbor Side Façade	4	Cement Plaster	No	N/A	E	C	N/A	NI	N/A	N/A	G	N/A	NI	N/A	N/A	G	Metal	G	Metal	G	N/A	N/A	G	N/A	G	G	G
441 Harbor Side Façade	4	Brick (painted), Granite (painted), Wood	E	G	G	I	N/A	NI	Vinyl	F	NI	N/A	NI	N/A	N/A	G	Metal	G	Metal	G	NI	I	F	N/A	F	F	F
449 Harbor Side Façade	4	Brick, Granite	Under Construction																								
453 Harbor Side Façade	3	Cement Plaster, Copper	No	N/A	N/A	N/A	Y	E	Metal	E	E	N/A		N/A	N/A	E	Metal	E	Metal	E	N/A	N/A	E	E	E	E	E
463 Harbor Side Façade	2	Yellow Brick, CMU	No	N/A	N/A	N/A	No	NI	N/A	N/A	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	F	N/A	F	F	F
469 Harbor Side Façade	5	Cement Board Siding	No	N/A	G	C	Y	G	Metal	G	G	NI	G	N/A	N/A	G	Metal	NI	Metal	G	G	C	G	G	G	G	G
475 Harbor Side Façade	2/3	Metal Siding	No	N/A	F	I	Y	F	Metal	F	F	F	NI	N/A	N/A	F	Metal	G	Metal	G	F	C	NI	N/A	F	F	F
491 Harbor Side Façade	4	Wood Siding	No	N/A	NI	I	No	NI	Wood	NI	NI	NI	N/A	N/A	N/A	F	Metal	F	Metal	F	NI	I	NI	N/A	F	F	F
497 Harbor Side Façade	4	Wood Siding	A	F	G	C	No	N/A	N/A	N/A	G	F	G	N/A	N/A	F	Metal	F	Metal	F	G	C	G	N/A	F	F	F



Building is currently under construction. New construction is planned for adjacent empty lot. Completed construction will connect lots 5E4, 5E5, & 5E6 with a continuous building. Given the quality of construction of 218 Main Street, the phases under construction should be of high quality. However, these lots should be documented once the current construction is complete.



Building is recently renovated and appears to be in excellent condition in all respects.



Most aspects of this residential property are in good condition with exception of the dormered roofline facing Main Street. The eaves are in fair condition but will require improvement in the near future. This eave line is set back from Main Street enough that it does not present an aesthetic liability to the historical character of the street.



Most aspects of this residential property are in good condition with exception of the eaves and roofline facing Main Street. The eaves and shingles (and potentially the roof sheathing) require improvement. The siding is vinyl which hides a substantial amount of the building's original detailing. The long-term goal for this property should be to remove the vinyl and restore the original siding and detailing.



Most aspects of this property are in good condition with exception of the paint and signage. Signage is inadequately small. Painted finish on the clapboard siding is inconsistent in both application and color. Owner should complete painting work or repaint to create consistency especially on the Main Street facade.



This property has deficiencies in many areas. Signage and facade materials are not in keeping with the historical character of the street. The overall condition of the building is poor. Replacement of sign, repainting, and removal of shingled bump out along Main Street are highly recommended. Siding, and roofline / eave trim replacement are also recommended.



Most aspects of this property are in good condition with exception of the street level windows, signage, and eave trim. Windows on the street level facing Main Street appear to require restoration or replacement. At minimum, the windows require new paint. Signage is excessive: showing up over 4 times on awnings, windows, and on a projecting sign. Elimination of half of these signs is recommended. Eave trim appears to require maintenance or repair from street level observation.



Property was not included in 2004 facade inventory and was not analyzed.



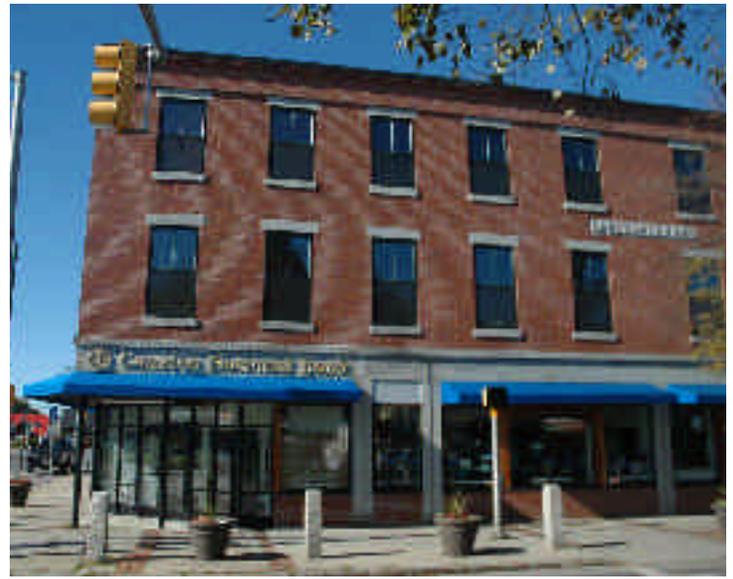
Most aspects of this property are in good condition with exception of excessive signage, and awnings. Signage was too large and some were difficult to read from Main Street due to the fact that it was obscured behind vegetation. Signs should be reduced in number and relocated to a location that provides better visibility. The awning facing Main Street is extremely large and is not in keeping with a historic district. However, its function and importance for the restaurant use is understood. In the event this property changes use, it is recommended that the awning be removed.



This property has several issues including inconsistent paint, excessive signage, no views from Main Street to the building interior, and poor landscaping. Signs, in the form of promotional banners are not in keeping with the historical context of Main Street and should be removed or controlled by designating areas for banners to be placed. Signs on the sides of the building are excessive and should be removed since the projecting sign over Main Street provides ample designation to the business inside. The entire building should be repainted and exterior trim replaced as needed. Landscaping should be improved to buffer against the lack of windows facing Main Street.



Most aspects of this property are in good condition with exception of excessive signage, inconsistent varnish throughout the exterior wood trim, and roofline metal trim. Signage was too varied, with 8 different signs applied to the facade. Some of these signs are in need of replacement. The main building entrance sign should be replaced with a projecting sign identifying the entrance from Main Street. Other tenant space signs should be organized to either be the same size or to be hung at a consistent height. Wood trim around doorways and windows requires cleaning, scraping, and new clear finish. Roof trim is rusted and should be cleaned, repaired, painted or replaced.



All aspects of this building are in excellent or good condition. No repair recommendations were identified.



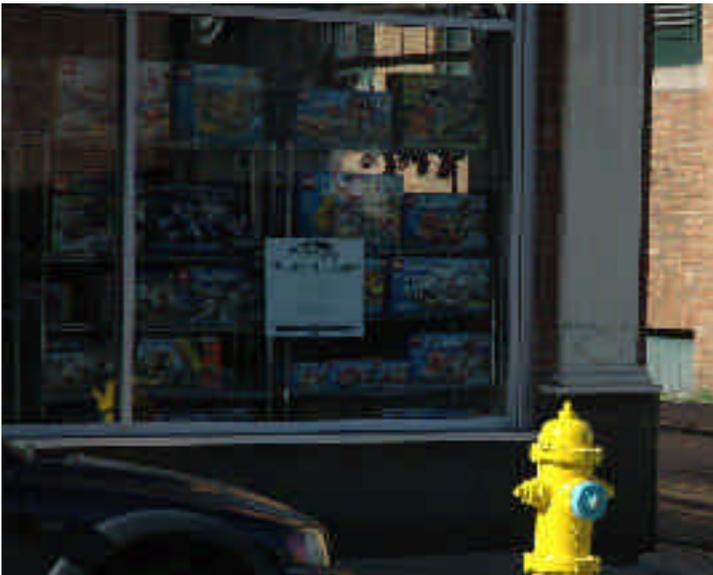
Most aspects of this property are in good condition with exception of window trim condition. Upper level window trim facing Main Street requires repair and/or paint.



Most aspects of this property are in good condition with exception of inconsistent and excessive signage as well as inconsistent painted trim. Signage was too varied and reductions in signs (multiple puffins) would be in better keeping with the historic context. Trim at street level and along roof eaves requires new paint.



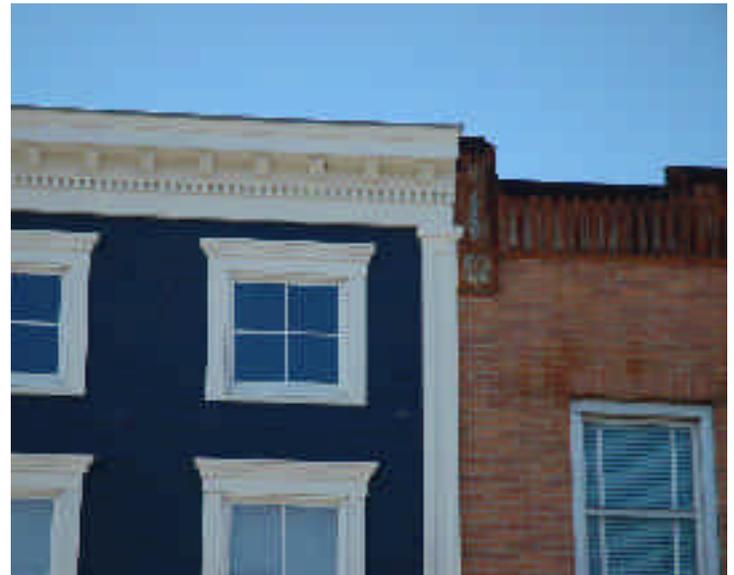
Most aspects of this property are in good condition with exception of one ripped awning and facade details. The awning on the south portion of the building has a tear along its entire depth and requires replacement. The painted medallion details on the outer edges of the brick facade should be repainted to improve the visibility of the building's original detailing.



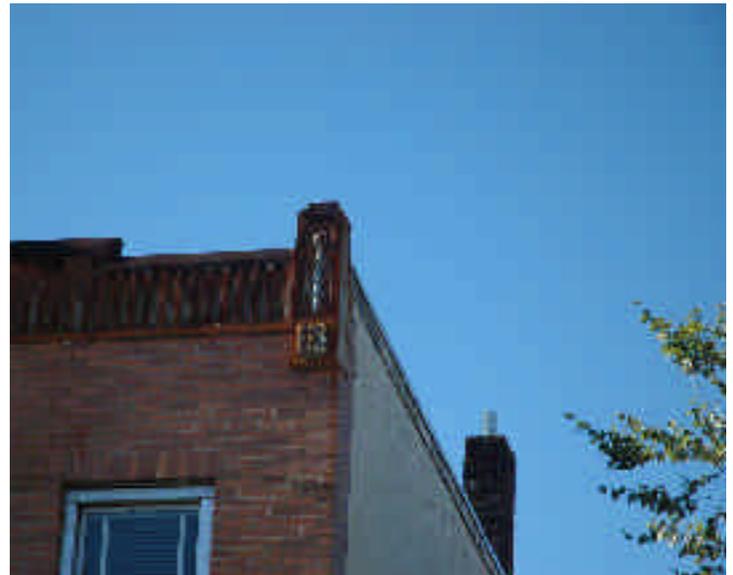
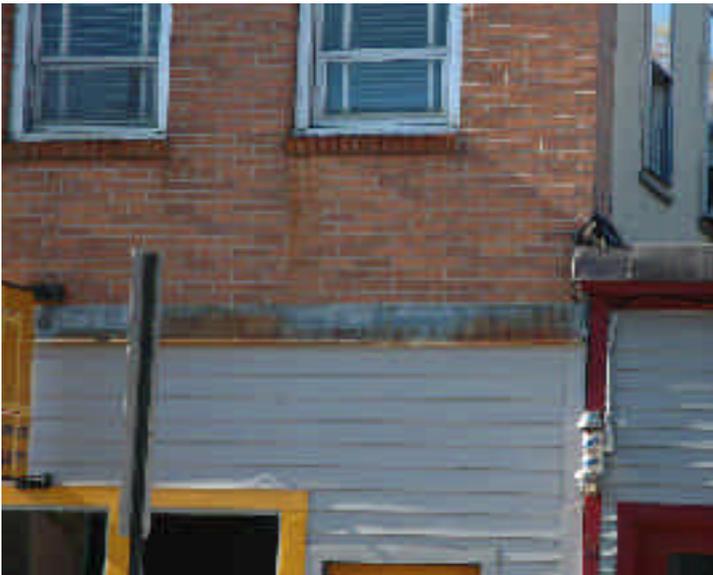
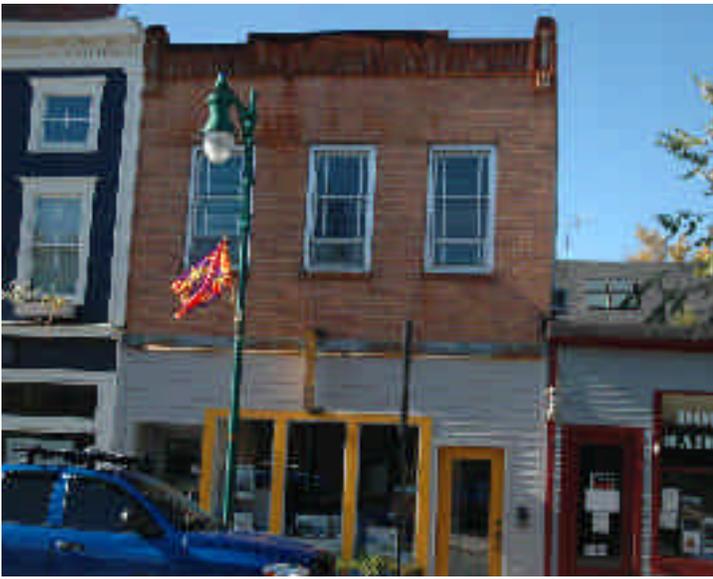
Most aspects of this property are in good condition with exception of awning condition and painted trim condition. Awning is faded and torn and requires replacement in the near future. Wood trim along the building edges and roofline requires new paint and potentially wood repair preparation.



Most aspects of this property are in good condition with exception of inconsistent painting at street level windows, cornice, and roofline as well as metal panels at street level bumpout. All areas in question should be scraped if necessary and repainted to provide consistency. Metal panels are not in keeping with the historical context of the street and the building itself. These panels should be removed so the original facade may be analyzed. Restoration of the street level to a condition equal to or similar to the original construction is recommended.



Most aspects of this property are in good condition with exception of inconsistant painting at street level and upper level. All areas in question should be scraped and repainted to provide consistency.



Most aspects of this property are in good condition with exception of inconsistent painting at street level and roofline / cornice. All areas in question should be scraped and repainted to provide consistency. Metal cornice should be properly prepared prior to applying a new paint or sealer.



All aspects of this building are in good or fair condition. No specific repair recommendations were identified.



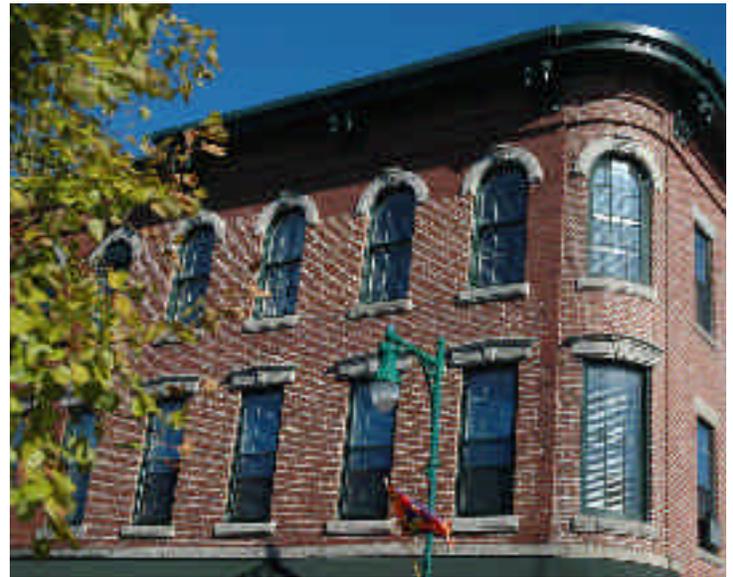
Most aspects of this property are in good condition with exception of excessive signage. The corporate identification of the bank company is not in keeping with the historic character of the street. It is recommended that awning signage be removed and facade signage be reduced. All other aspects of the building are in good condition.



All aspects of this building are in excellent or good condition. No repair recommendations were identified.



Most aspects of this property are in good condition with exception of excessive signage. The awning was rolled up and not reviewed. The combination of the awning sign, the sign over the building, and the graphics on the facade windows are excessive. The recommendation is to limit window graphics and text to create a less busy facade. All other aspects of the building are in good condition.



Most aspects of this property are in good condition with exception of selective brick pointing required at the upper facade.



Most aspects of this property are in good condition with exception of selective brick pointing required at the upper facade.



Most aspects of this property are in good condition with exception of poor paint condition over the entire facade, especially at street level paneling. Wood trim, clapboards, and window trim should be repainted.



Most aspects of this property are in good condition with exception of poor paint condition over the entire facade and cornice. Wood trim, clapboards, window trim, and cornice should be repainted.



All aspects of this building are in good condition. No repair recommendations were identified.



Most aspects of this property are in good or excellent condition with exception of poor paint condition at roof gutter. This area should be repainted.



Most aspects of this property are in good or excellent condition with exception of the cornice. This area should be repointed.



Most aspects of this property are in good or excellent condition with exception of excessive signage and poor paint condition at the cornice. The facade signage should be reduced in scale and the cornice area should be repainted.



Most aspects of this property are in good or excellent condition with exception of minor painting and caulking on facade.



Most aspects of this property are in good or excellent condition with exception poor paint condition across the facade and cornice. The facade and cornice area should be repainted.



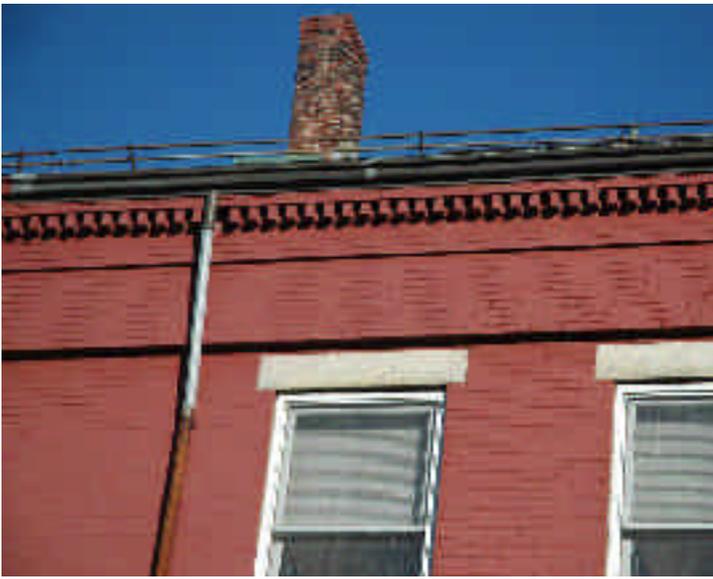
Most aspects of this property are in good or excellent condition with exception of inappropriate signage and poor paint condition at the cornice. The facade signage at Embroidery Shop should be changed in scale and the cornice area should be repainted.



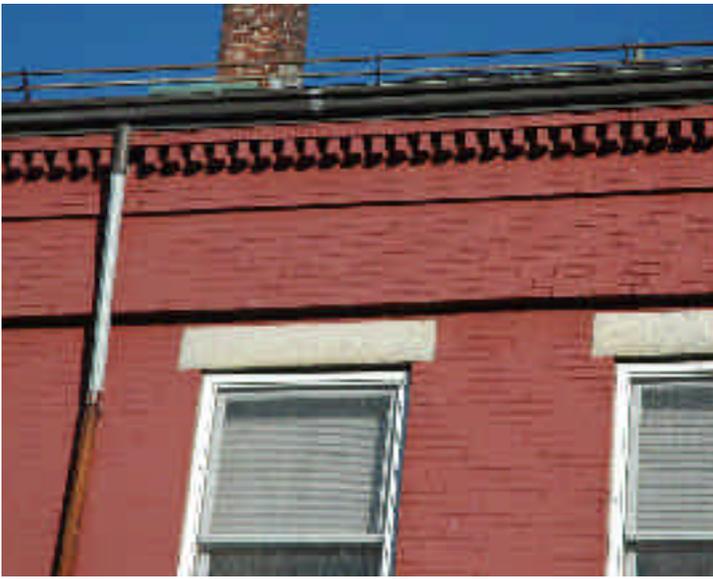
Most aspects of this property are in good or excellent condition with exception of poor window glazing at storefront 405 and poor brick condition across the facade. The window glazing should be replaced and the cornice area should be repointed.



Most aspects of this property are in good or excellent condition with exception of poor window frame condition at storefront and poor paint condition across the facade. The wood trim and painted metal should be repainted.



Most aspects of this property are in good or excellent condition with exception of poor paint condition at street level and at cornice as well as poor brick facade condition. The wood trim should be repainted and brick facade should be repointed.



Most aspects of this property are in good or excellent condition with exception of poor paint condition at street level and at cornice as well as poor brick facade condition. The wood trim should be repainted and brick facade should be repointed.



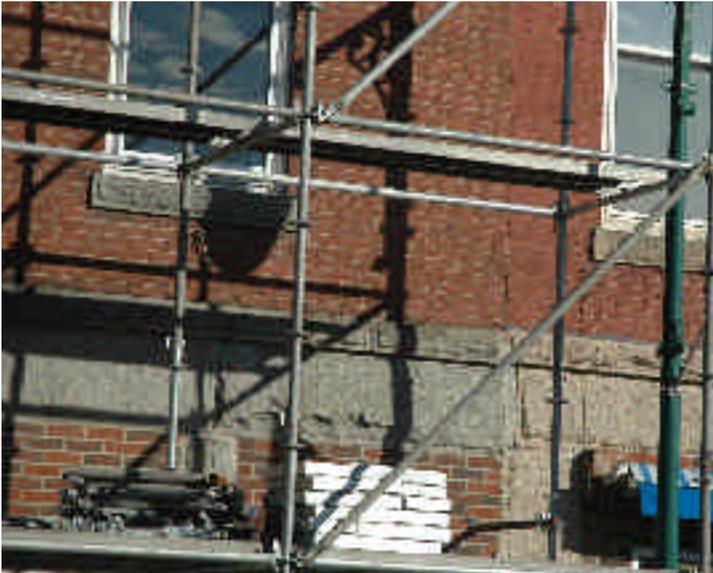
Most aspects of this property are in good or excellent condition with exception of poor brick facade condition at the upper levels. The upper brick facade should be repointed.



Most aspects of this property are in good or excellent condition with exception of poor paint condition at street level and upper window trim as well as poor brick facade and cornice condition. The wood trim should be repainted and brick facade should be repointed.



Most aspects of this property are in good or excellent condition with exception of excessive signage, poor paint condition at street level as well as poor brick facade condition. The net amount of signage (facade, windows, and awning) should be reduced if possible. Wood trim should be repainted and brick facade should be repointed.



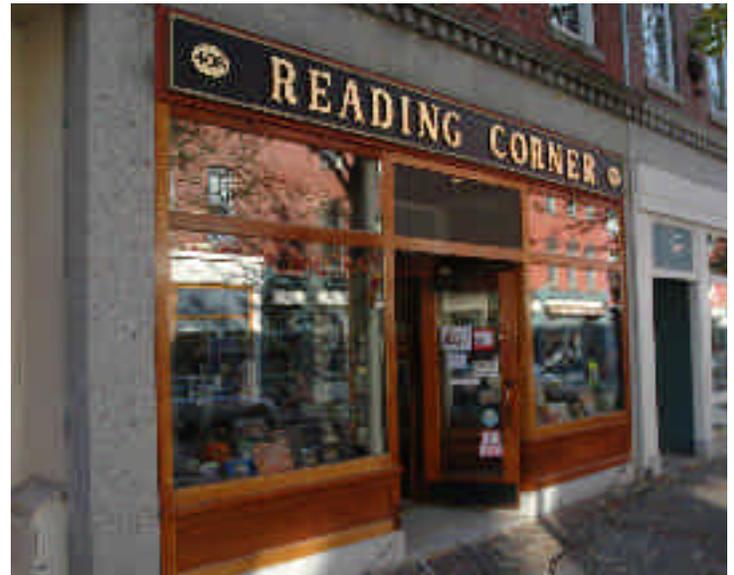
This property is currently under construction. Conditions relating to evaluative criteria are to be determined. Harbor side facade requires significant upgrades in fenestration to transform it to a primary commercial storefront facade.



Most aspects of this property are in good condition with exception of excessive signage in the form of banners added to the large quantity of permanent awning signs.



All aspects of this building are in good condition with the exception of small signage applied to the storefront windows. Aside from a recommendation to add a historically correct hanging sign off the facade, no repair recommendations were identified.



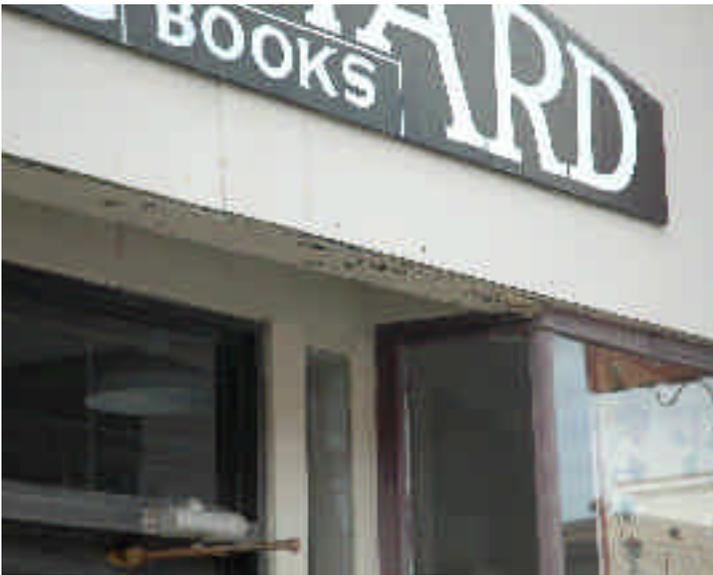
All aspects of this building are in good condition. No repair recommendations were identified.



Most aspects of this property are in good condition with exception of inadequate signage applied directly to the storefront windows, poor paint condition on upper window trim, and potential wood cornice trim. It is unclear whether the wood cornice trim belongs to property 420 or 410. If it belongs to 410, the recommendation is that they should be replaced with historically appropriate restoration. Signage should be improved. Window trim should be repainted.



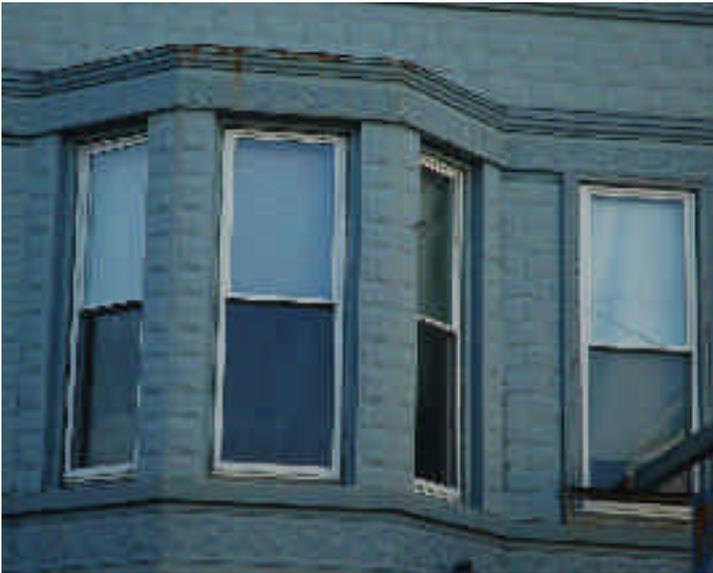
Many aspects of this property are in poor condition including: poor paint and brick condition throughout the facades and poor awning condition. Street level woodwork requires scraping and new clear finish. Paint on upper window trim and cast concrete sills / lintels require extensive scraping, prep, and new paint. Portions of cornice on the south end are in terrible condition. If that portion is owned by property 420, they should be replaced with historically appropriate restoration. Brick on upper floors require pointing in several areas. The awning facing Main Street was rolled up at the time of inspection but appears to be in poor condition. If this is the case, the recommendation is to replace it.



Many aspects of this property are in poor condition including: inconsistent signage across multiple storefronts, unsightly awning bump outs, poor paint condition, poor awning condition, and poor upper facade / cornice conditions. Shingled bump outs should be removed to provide a consistent facade surface. Signage should be reconfigured to fit into each facade bay over doorways in a consistent way. Paint on facade, at enties, and cornice areas should be scraped and painted.



Several aspects of this property are in poor or unsatisfactory condition including: excessive signage, poor condition of storefront window frames and metal panels as well as poor condition of upper window frames and bricks. Facade signage is not in keeping with the historic character of both the building and the street and should be modified in the near future. Storefront system includes aluminum frames that require replacement or improvement and metal panels that interrupt the original portions of the facade. The metal panels should be removed and replaced with insulated glazing or spandrel glass. Upper floor window trim paint is in poor condition and new paint should be applied. Upper floor brick requires pointing in some locations.



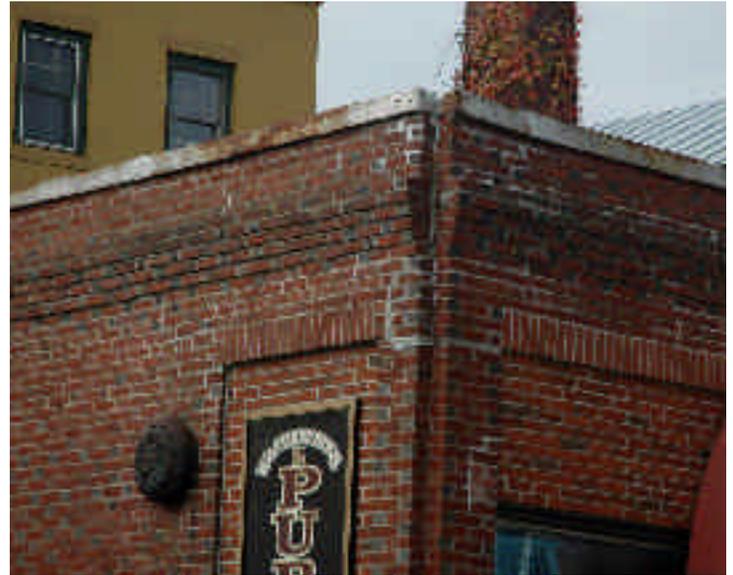
Most aspects of this property are in good condition with exception of excessive signage, poor trim condition at street level, and poor paint condition on upper window trim. Signage is very large yet difficult to read. Relocating a new sign off the facade may be more successful. Trim should be replaced and it is recommended that wood paneling at street level be removed to restore facade to original condition. Wood trim at upper window areas should be scraped and painted.



Most aspects of this property are in good condition with exception of excessive signage, unsightly shingle bump out condition at street level, and poor paint condition on upper window trim. Signage on south side is very large yet difficult to read. Relocating a new sign off the facade may be more successful. Wood trim at upper window areas should be scraped and painted.



Most aspects of this property are in good condition with exception of poor trim condition at street level, odd infill at upper windows, and poor paint condition at facia. Paint at street level should be touched up. Upper windows appear to have replacement windows that are significantly smaller than the original opening. Existing windows should be replaced with properly sized units to fit the existing window opening. Facia trim is rotten and should be replaced.



Most aspects of this property are in good condition with exception of poor trim condition at street level, odd infill at upper windows, and poor paint condition at facia. Paint at street level should be touched up. Upper windows appear to have replacement windows that are significantly smaller than the original opening. Existing windows should be replaced with properly sized units to fit the existing window opening. Facia trim is rotten and should be replaced.



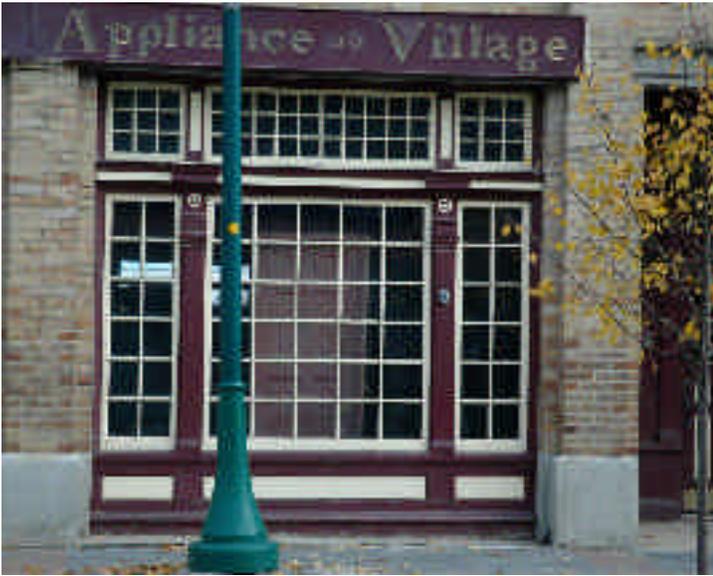
Several aspects of this property are in poor or unsatisfactory condition including: poor canopy condition, poor condition of storefront doors, window frames and metal panels as well as poor condition of upper window frames and panels. Given the style of this building, it is recommended that the canopy, window, and door systems be restored and/or updated rather than removing them.



All aspects of this building are in fair to good condition with the exception of the irregular weathering of the shingle roof and walls. Aside from a recommendation to repair any damaged shingle areas, no repair recommendations were identified.



All aspects of this building are in good or excellent condition. No repair recommendations were identified.



Most aspects of this property are in fair or good condition with exception of poor sign condition and poor condition of upper level windows. The storefront is vacant and it is recommended that the new tenant provide a new sign in place of the existing. One existing sign has historical significance, it should be repainted and restored. Upper level windows require repair and restoration and perhaps reglazing.



Several aspects of this property are in poor condition including: street level trim, doors, metal window frames, and wood panels as well as upper level window trim. New cement board siding and cornice detailing has been added to the entire building recently. It is recommended that doors and storefront window systems are updated and that wood paneling and trim are repainted.



Several aspects of this property are in poor condition including: street level trim, doors, and metal window frames as well as upper level window and eave trim. It is recommended that doors and storefront window systems are updated and that wood paneling and trim are repaired / painted.



Several aspects of this property are in poor condition including: street level brick and extensive use of vinyl siding and trim. These materials are not in keeping with the historic character of Main Street. It is recommended that the facade materials are removed to allow original siding and detailing to resurface. The shingled bump out should also be removed.



Several aspects of this property are in poor condition including: concrete lintels and lintels, upper window trim, and wood eave / cornices. Damaged sills and lintels should be replaced both for aesthetics and safety from falling debris on the sidewalk. Window trim appears to be in very poor shape and should be replaced with trim matching the existing detail. Eaves should be scraped, assessed, and restored if needed. Noted on the street level were newly painted CMU and new wood entry doors. The Facade CMU appears to be in very good condition but should be assessed due to the poor condition of the sills and lintels.



Most aspects of this property are in good condition with exception of excessive signage on awnings and roadside posts. Signage is typical of this type of business use but is not in keeping with the historic character of Main Street.



Most aspects of this property are in good condition. No repair recommendations were identified.



Most aspects of this property are in good condition. No repair recommendations were identified.



Most aspects of this property are in good condition with exception of excessive signage. Signage is typical of this type of business use but is not in keeping with the historic character of Main Street.



Most aspects of this property are in good condition with exception of excessive signage. Signage is typical of this type of business use but is not in keeping with the historic character of Main Street.



Most aspects of this property are in good condition. No repair recommendations were identified.



Most aspects of this property are in fair condition with exception of excessive signage. Signage is typical of this type of business use but is not in keeping with the historic character of Main Street.



Most aspects of this property are in good condition with exception of poor trim and cornice/roofline conditions. Paint and repair of these areas is recommended.



Most aspects of this property are in good condition with exception of excessive signage. Signage is typical of this type of business use but is not in keeping with the historic character of Main Street.



Most aspects of this property are in good condition. No repair recommendations were identified.



Most aspects of this property are in good condition with exception of inadequate signage and issues at the roof eaves.



Several aspects of this property are in poor condition including: lack of entry door, boarded windows on street level, and poor paint condition. Harbor side facade is currently unsightly and requires significant upgrades to transform it to a primary commercial storefront facade.



Several aspects of this property are in poor condition including: lack of entry door, boarded windows on street level, and poor paint condition. Harbor side facade is currently unsightly and requires significant upgrades to transform it to a primary commercial storefront facade.



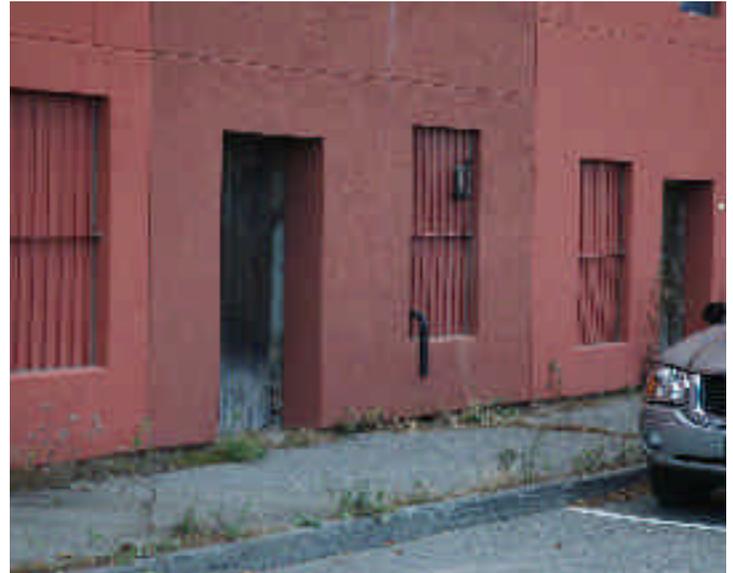
Several aspects of this property are in poor condition including: potential entry doors, boarded windows on all levels, paint and brick facade condition, and overgrown vegetation. Harbor side facade requires significant upgrades to transform it to a primary commercial storefront facade.



Several aspects of this property are in poor condition including: potential entry doors, boarded windows on all levels, paint and brick facade condition, and overgrown vegetation. Harbor side facade requires significant upgrades to transform it to a primary commercial storefront facade.



Several aspects of this property are in poor condition including: potential entry doors, boarded windows on all levels, paint and brick facade condition, and vestigial plaster applied to brick. Harbor side facade requires significant upgrades to transform it to a primary commercial storefront facade.



Most aspects of this property are in good or excellent condition with exception of the lack of an entry door and boarded windows at street level. Harbor side facade requires significant upgrades in fenestration to transform it to a primary commercial storefront facade.



Most aspects of this property are in fair or good condition with exception of poor entry door and poor structural facade conditions across entire facade. Harbor side facade requires several upgrades to transform it to a primary commercial storefront facade.



This property is currently under construction. Conditions relating to evaluative criteria are to be determined. Harbor side facade requires significant upgrades in fenestration to transform it to a primary commercial storefront facade.



All aspects of this building are in good or excellent condition. No repair recommendations were identified. Harborside access appears to be residential. Potential or appropriate commercial use for this property is unknown.



Several aspects of this property are in poor condition including: potential entry doors, boarded windows on all levels and brick facade condition. Harbor side facade requires significant upgrades to transform it to a primary commercial storefront facade.



Most aspects of this property are in good or excellent condition with exception of the 2 entry door locations in poor condition, poor paint condition, and poor window condition at second level. Harbor side facade requires relatively few upgrades in fenestration and paint to transform it to a primary commercial storefront facade.



Several aspects of this property are in poor condition including: potential entry doors and structural facade on all levels. Harbor side facade requires significant upgrades to transform it to a primary commercial storefront facade.



Several aspects of this property are in poor condition including: potential entry doors, structural facade, windows, and paint on all levels. Residential tenement character of this property creates a difficult condition to transform Harbor side facade to a primary commercial storefront facade. Significant work will need to be done.



Several aspects of this property are in poor condition including: entry door access. Residential tenement character of this property creates a difficult condition to transform Harbor side facade to a primary commercial storefront facade. Significant work will need to be done.

APPENDIX F

PUBLIC MEETING RESULTS

PUBLIC MEETING RESULTS

A public meeting was held on December 2, 2009 in which the Downtown Revitalization Report was presented. The public was asked to prioritize the revitalization items identified in the report by order of importance. Below are the results of the public surveys.

Downtown Revitalization Items	Average Prioritization Ranking*	Prioritization Ranking Data From Public Surveys													
		3	2	11	7	1	6	1	1	2	11	8	1	5	1
Pedestrian access improvement	4.29	3	2	11	7	1	6	1	1	2	11	8	1	5	1
Street tree planting & landscaping	4.65	6	11	2	2	2	9	11	5	3	2	5	2	2	3
Building improvements, facades & upper floor reuse	5.22	4	8	1	1	4	2	4	4	8	5	9	3	13	7
Historic Preservation	6.29	1	14	4	3	6	3	9	3	14	9	7	3	7	5
Scenic views	6.50	2	13	8	8	11	7	10	2	7	7	4	1	3	8
Harbor Trail	6.65	7	12	14	4	4	10	7	7	6	17	1	1	1	2
Traffic calming	7.43	8	6	13	17	7	11	2	8	1	3	2	3	10	13
Community Rec. Building Improvements	7.54	----	4	6	9	14	4	6	9	13	8	11	2	6	6
Lermond Cove/Ferry Terminal & north end of Main St	7.62	----	9	7	5	12	14	13	11	12	1	6	1	4	4
Lindsey Brook Flood mitigation	7.62	----	3	5	6	10	1	5	13	11	13	14	1	8	9
Access management	8.16	----	10	9	10	9	5	3	10	4	12	12	3	9	10
Downtown parking improvements	8.58	5	5	3	11	8	8	12	14	10	4	13	4	11	12
Roadway/intersection improvements	8.77	----	1	10	12	5	12	8	12	9	10	10	2	12	11
Gateways & downtown signage	9.54	----	7	12	13	13	13	14	6	5	6	3	4	14	14

*Downtown revitalization items were ranked 1 through 14, with 1 representing most important item and 14 representing least important item. The lower the ranking number, the higher the importance or prioritization of the item.