

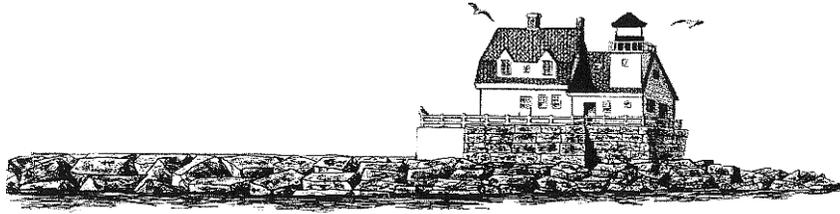
City of Rockland



2002 Comprehensive Plan

**Compiled and formatted by:
The Rockland Comprehensive Planning Committee
with
The Mid-Coast Regional Planning Commission**

AS AMENDED 12/14/2011 & 03/14/2012



ACKNOWLEDGMENTS

The City of Rockland thanks the following for their work while serving on the Comprehensive Planning Committee

Chairmen

Robert Peabody, Jr.	1989-1991
Richard Warner	1991-1993
Brian Harden	1993-2000
David Allen	2000-2001
Eric Hebert	2001-Present

Members

Deborah Atwell	Erik Laustsen
Maureen Barnard	Donald Mudd
Charles Brown	Jill Perry
David Cartier	Patrick Provost
Paul Chartrand	Thomas Putnam
Stephanie Clapp	Patrick Reilley
Earl Conrad	John Root
Richard Crossman	Fourtin Powell
Douglas Curtis, Jr.	Everett L. Spear III
Marjorie East	William Spear
Rita Haas	John Thibodeau
Charles Jordan, Jr.	Mary Jane West
	Patricia Moran Wotton

Support Staff

Susan Allen	David Martucci, MCRPC
Dake Collins	Bryce Matthews, MCRPC
Michele Gill, MCRPC	Fourtin Powell
David Kalloch	John Root
Rodney Lynch, AICP	Harold Simmons
	Kathy Taber



**City of Rockland
2002 Comprehensive Plan**

TABLE of CONTENTS

Preface	Executive Summary.....i
Chapter 1	Population and Demographics 1-1
Chapter 2	The Local Economy 2-1
Chapter 3	Natural Resources 3-1
Chapter 4	Marine Resources 4-1
Chapter 5	Cultural, Historic and Archeological Resources..... 5-1
Chapter 6	Land Use Patterns 6-1
Chapter 7	Housing..... 7-1
Chapter 8	Transportation..... 8-1
Chapter 9	Recreation and Open Space..... 9-1
Chapter 10	Public Facilities and Services 10-1
Chapter 11	Fiscal Capacity..... 11-1
Chapter 12	Regional Coordination 12-1
Chapter 13	Future Land Use..... 13-1
Chapter 14	Summary of Implementation Strategies.....14-1
Appendix A: The Wesaweskeag River Watershed Survey Project Report	
Appendix B: Rockland Bedrock Well Information	
Appendix C: State Planning Office Scenic Inventory for Rockland	
Appendix D: Maine Historic Preservation Commission: National Register of Historic Places	
Appendix E: Rockland Harbor Use Plan Subcommittee Report	





Map Index

Notes: Maps 5-2 and 5-3 were omitted.

Chapter - Map	Title	Size	Type
1-1	Population	8.5 x 11	Black & White
1-2	Population Density	8.5 x 11	Black & White
3-1	Location	8.5 x 11	Black & White
3-2	Topography	11 x 17	Color
3-2.1	Topography – High Elevations	8.5 x 11	Color
3-3A	General Soils	11 x 17	Color
3-3B	Development Potential	8.5 x 11	Color
3-4	Landslide Hazards	8.5 x 11	Color
3-5A	Watersheds	8.5 x 11	Color
3-5B	Wetlands Inventory	8.5 x 11	Color
3-6	Lindsey Brook Watershed	8.5 x 11	Color
3-7	Oyster River Bog	8.5 x 11	Color
3-8	Critical Habitat	8.5 x 11	Color
3-9	Scenic Views - Gateway 1	8.5 x 11	Color
4-1	Shoreland & Waterfront Zones	8.5 x 11	Color
4-2	Channel & Mooring Areas	8.5 x 11	Color
4-3	Waterfront Assets	8.5 x 11	Color
4-4	Harbor Depths	8.5 x 11	Color
5-1	Historic & Archeological Sites	11 x 17	Color
6-1	Zoning	11 x 17	Color
6-2	General Land Use	11 x 17	Color
8-1	Area Transportation Systems	8.5 x 11	Color
8-2	Rockland Street Classifications	8.5 x 11	Color
8-3	Traffic Volumes	8.5 x 11	Color
8-4	High Crash Locations	8.5 x 11	Color
8-5	Level of Service	8.5 x 11	Color
8-6	Posted Speed Limits	8.5 x 11	Color
10-1	Public Services & Facilities	11 x 17	Color
10-2	Sewer Service Lines	8.5 x 11	Color
10-3	Water Service Lines	8.5 x 11	Color
13-1	Residential Areas	11 x 17	Color
13-2	Future Land Use	11 x 17	Color
13-3	Core Growth Areas	8.5 x 11	Color

Rockland Comprehensive Plan

Executive Summary

Introduction

The City of Rockland is submitting this document as the 2002 Comprehensive Plan. This comprehensive plan will serve as a guide to development and as a basis for organizing and coordinating land use patterns. The Plan examines the present condition of Rockland, projects the possibilities of the future, and formulates strategies and policies to accomplish the goals set forth by the citizens of the City of Rockland. The following is a summary of the Comprehensive Plan, including the major findings, as well as significant goals, policies and strategies.

Summary

Rockland is approximately 12 square miles in land area and has the largest population of any municipality in Knox, Waldo, and Lincoln Counties and is also the County Seat for Knox County. The daytime population in Rockland is much higher than the resident population due to many residents of surrounding communities that come to Rockland to work, shop, utilize professional and public services, and recreate. The Comprehensive Plan has developed strategies in hopes of fostering conditions that will stabilize the gradual population decline seen over the past fifty years. In addition, strategies have been developed in order to promote a balance between residential and commercial growth so that Rockland continues to be a desirable place to live and work.

Historically, much of Rockland's economy has been tied to its harbor and lime. Over the years Rockland has received a number of nicknames based on the economy including, "The Lime City," "Gateway to the Penobscot," "The Lobster Capital of the World," and recently, the "Schooner Capital of Maine." Rockland is increasingly becoming a tourist destination; many visitors come to Rockland for the aesthetic beauty, local flavor, and the recreational activities. A variety of small and medium sized industries are located in the City of Rockland. The City continues to attract new industries to broaden its industrial base while retaining traditional industries such as ship and boat building and repair. The relatively broad base has made the city less vulnerable to economic fluctuations in any single industry or product line. The goals for Rockland's economy include promoting the tourism, strengthening the Downtown area, maintaining the role as service center, and exploring additional opportunities for industrial development.

Rockland's land area contains an abundance of valuable natural resources. The City's marine resources consist of the Rockland Harbor and 4 miles of coastline. The harbor has always served as the center of commercial, industrial, and recreational activity for the region. Protecting these resources is vital to Rockland's economic role in commercial fishing, marine industries, and tourism. It's topography, geology, soils and water resources have historically influenced development and will continue to determine future growth patterns. Physical constraints may limit certain types of development and Rockland may look for regional growth opportunities in the future. This Plan sets goals and policies in order to protect Rockland's natural and marine resources by proposing more extensive site plan reviews, environmental testing, and proper zoning.

Rockland's cultural resources include physical artifacts, customs, arts, and activities of its residents, workforce and visitors. Rockland is the host to a number of scheduled

events that attract regional and national attention including Schooner Days, the North Atlantic Blues Festival, and the Lobster Festival. In addition to its sixteen sites on the National Register of Historic Places, Rockland is home to the nationally celebrated William A. Farnsworth Art Museum. The City's cultural amenities continue to expand and contribute to Rockland's role in tourism. The goals in the Plan encourage the preservation and protection of the City's historical assets, as well as the development of cultural events, and improvement of public resources.

Rockland housing reflects local history and economic trends. With 58 percent of its housing stock built prior to 1940, Rockland's housing is aging. Many of these houses are in need of rehabilitation or restoration. While population has decreased, housing growth has continued. Recent trends are showing housing prices on a sharp increase. As this occurs, housing affordability issues will become more prevalent. The Plan has identified strategies that would encourage the provision of a wide variety of housing types and sizes in order to meet the needs of Rockland's citizens. Strategies in the Plan would also ensure proper and adequate housing suitable for Rockland's elderly, or low income residents.

The City of Rockland is one of Maine's most important medium size intermodal transportation hubs. It serves as a highway center for Knox County and midcoast Maine; it is the primary link to the islands of Penobscot Bay; and is also the departure stage for air travel to different parts of the United States and the world. Additional passenger rail service and a high-speed ferry terminal are two of the opportunities Maine Department of Transportation is considering for Rockland. The strategies in the Plan encourage the continued improvement, maintenance, and safety of Rockland roads. Strategies in the Plan also work towards the goal of ample parking and safe sidewalks in the Downtown area in order to develop a more pedestrian friendly atmosphere.

Rockland and the midcoast region have a wealth of municipal recreational facilities and services, parks and outdoor facilities, as well as, visual and physical access points to fresh and tidal bodies of water. Among these in Rockland are the Oyster River Bog, Chickawaukie Lake, Snow Marine Park, the Rockland Breakwater, as well as, various playgrounds and parks throughout the City. Rockland also has opportunities for biking, hiking, and boating. There are also many facilities and programs offered by the private sector. This section of the Plan defines policies and strategies that will work to provide expanded recreational opportunities to Rockland residents.

Rockland's public facilities and services include the City Administration, Public Safety, sewer and water lines, Public Works, solid waste, as well as, the library, museums and schools. Public services are in place to support growth and development, and protect the environmental health, safety and welfare of the citizens of Rockland. The Comprehensive Plan evaluates the existing services and makes suggestions on ways to improve the level of public services.

The fiscal capacity of Rockland is made complicated by its role as a service center. The City of Rockland not only provides services for Rockland residents, but also provides services to a large workforce, many of which live in surrounding communities, and a seasonal tourist population. Overall the City of Rockland is in good financial condition. However, no matter what changes occur in the economy and the valuation of City properties, as long as the Maine tax laws remain unchanged, the City's high tax burden will remain a challenge in the future. This Plan lays out goals that will work to

shift some of that burden from the property taxpayer and will ensure sound fiscal policy and management.

As the County Seat of Knox County, as well as a regional service center, Rockland's link to its surrounding communities is clearly indissoluble. Rockland and the surrounding communities are co-dependent. Thinking regionally, as well as locally, allows for a number of opportunities to avoid duplication of municipal services and for coordination of ordinances governing land uses and natural resources in order to maintain and enhance the character of midcoast Maine. Goals for this section include coordination with adjoining towns on zoning, land use, transportation and housing issues.

Land use patterns in Rockland have historically developed around economic activity and the harbor. Through time, the growing popularity of the automobile allowed people to move further out into the undeveloped area west of Broadway. Today, as space for development becomes more limited, making the best use of available land and ensuring the compatibility of mixed uses will become increasingly important. Naturally, occurring physical constraints limit industrial, commercial and residential expansion in the City of Rockland. As a result, future growth can only take place in certain areas. Through encouraging infill development and maximizing the use of existing structures, organized and efficient growth and development can occur in Rockland. This section of the Plan defines areas of the City where growth will be encouraged and areas that should remain rural. By defining these areas, the City can direct future development to the most compatible and appropriate area, thereby preserving the character of Rockland.