**SHM Rockland, LLC – Rockland – marina expansion and dredge**

**DEP #L-20386-4P-P-N**

**Site Visit**

November 5, 2021 1:30 – 3:00 pm

Low tide: 5:56 pm

Take ME-17 E to Rockland

Right onto US-1 S, left onto Park St., right onto Main St., left onto Water St.,

left onto Ocean St., project site is on the left (park near gazebo)

Attendees:

Jami MacNeil (DEP-BLR)

Bob Green (DEP-BLR)

Karen Foust (DACF-BPL-Submerged Lands)

Anja Parlin (DACF-BPL-Submerged Lands)

Denis-Marc Nault (DMR)

Heather Stukas (USACE)

Tom Luttrell (City Manager)

Louise Maclellan-Ruf (City Councilor)

Ryan Murry (Harbormaster)

Michael Sabatini (Landmark Corp, project engineer)

Bill Morong (SHM Rockland LLC)

Other city officials and several members of the public were also present, names not taken down

Notes by: Jami MacNeil

Summary:

The site visit began at the gazebo. Mike Sabatini and Bill Morong fielded general questions from the crowd, using a large plan on an easel for visual reference. No formal introductions were made.

The group then toured the existing pier and finger floats extending west. Ahead of the site visit, SHM had placed red buoys at the outer point of the proposed new floats (Figure 1). Due to the length of rope anchoring each buoy and the mid-level of the tide, each buoy location was only an approximation of the projected float location. They could potentially be 15 feet or so off in any direction.

The federal navigation channel and buffer, as well as the City navigation channel and buffer, were discussed and pointed out on site. The proposed floats would be located near, but not in, these channel buffers. Mike and Bill confirmed that docked vessels will not be located within the channel. None of the proposed dredge would be located within the federal channel or buffer.

Department staff observed the view of the harbor, islands, lighthouse, breakwater, and other commercial piers, buildings, and numerous boats in the harbor, as viewed from the existing SHM pier. The harbor is highly developed with water-dependent structures in this area, including a Town pier on the other side of the federal channel from the SHM pier, Landings Marina to the north, and the municipal Fish Pier to the north. At the time of the visit, the town floats had been hauled out for the winter season; however, their location was indicated by permanent pilings.

Note: Google Earth aerial image dated 6/19/2018 shows a 220-foot-long vessel docked at the Town pier, broadside to Harbor Park.

Department staff walked to Sandy Beach (also known as South End Beach), located southeast of the project site. The beach is approximately 460 feet long and faces northeast. Looking northeast from the beach, toward the breakwater, lighthouse, and islands beyond, the existing pier is to the far left. The proposed floats that would extend east off the existing pier would enter the far left field of view from the beach, and would not block views of the noted landmarks. The docked vessels would potentially, temporarily, blocks views of other commercial piers when looking directly north from the beach.

Staff walked the existing paved Harbor Walk to the west and north of the project site and viewed the existing pier and views of the harbor from the path. The path is located on private property, a portion of which is owned by the applicant; however, the path has been open to the public historically. At the visit, as in the NRPA application, Mike Sabatini and Bill Morong stated that the applicant intends to keep the path open to the public indefinitely. The applicant will make the proposed landward extension of the pier available to the public. They intend to relocate the gate that currently blocks the main pier from the public, extending the area open to the public by another 55 feet.

Based on discussions at the site visit, the applicant does not propose to store fuel on site. Bill clarified that fuel “bunkering” refers to fuel being pumped onto a large vessel and does not mean that fuel would be stored on land or on the pier. Bill stated that SHM is considering having fuel trucked to the site as needed, and fuel being pumped through a pipe from land to a docked ship; at other times the pipe would be empty of fuel. A permanent pipe or other infrastructure on land would be proposed in a future application, if at all, and is not a part of the current proposal.

Some of the public comments received to date include concerns about noise from ship generators. At the site visit, Bill explained that SHM intends to have adequate electrical hook-ups for small to large vessels (up to ~200 feet long) so that the ship generators can be turned off while the ships are docked. Bill also stated that the opportunities for electrical hookups north of Portland are rare, so vessels typically must run their generators for long periods of time while travelling in this area; they are therefore motivated to take the opportunity to turn their generators off whenever possible.

Bill and Mike stated that the proposed expansion is not expected to attract increased boat traffic to the harbor. Rather, it will provide dock space for vessels that already enter the harbor and currently use moorings.

Separately from the group, Jami MacNeil, prior to the meeting, briefly visited Marie Reed Park at the end of Samoset Road. Jami took photos from the landward end of the breakwater, towards the harbor (time constraints precluded a walk all the way to the lighthouse). The lighthouse at the end of the breakwater is located approximately 1.38 miles from the project site. Due to distance and the highly developed nature of the harbor, as well as the nature of the proposed project, the proposed project would have a minor to negligible visual impact as viewed from the breakwater or lighthouse. Vessels docked at the marina could potentially interfere with views of the breakwater and lighthouse from certain points along the privately-owned portions of the Harbor Walk path; however, it would not block views of the breakwater and lighthouse as seen from public spaces including Sandy Beach or Harbor Park, based on lines of sight as determined with aerial images and from the site visit. Further, the proposed landward extension of the pier and the relocation of the gate on the pier would provide 100+ feet of deck available for public viewing to the east, in the direction of the lighthouse, Owls Head peninsula, and islands beyond.

Figure 1. Sheet 3 of the plan set submitted by SHM Rockland, LLC, with buoy locations marked by J. MacNeil.

