NRPA Application #L-20386-4P-A-N

SHM Rockland, LLC

**DEP comments, 11/15/2021:**

1. To what extent will the project result in an increase in the number of large vessels in Rockland Harbor?
2. Approximately how many moorings would need to be moved for the project, and who is responsible for the cost of relocation?
3. If fuel were brought in by trucks, how often would that occur, and for how long would the trucks be in place? Would the trucks be idling during that time? There is concern about the noise, traffic, and fumes from fuel trucks.
4. What effect would the project have on the number and frequency of tour buses parking near the project site?
5. Will the Harbor Walk remain open to the public? Is there any mechanism (agreement with the Town, for example) that will ensure public access into the future?
6. Please describe the lighting that will be used at the marina at night, including from vessels docked there. Does the marina have rules about lighting from vessels at night? Is lighting regulated by local ordinance?
7. Several commenters are concerned that the marina expansion would interfere with use of the harbor by kayaks, row boats, and paddleboards. Please describe how the project will be compatible with these uses.
8. Does the marina have any rules for length of stay at the pier for vessels over a certain size, or can they stay as long as they want to pay?
9. Alternatives:
	1. Could the project purpose be achieved (or could the proposed dock system be reduced) by establishing an alternative system of moorings in the outer harbor?

*“During the time I had a boat in the harbor, there was a steady effort to move moorings closer to each other. It became impossible to sail onto or off your mooring without the risk of ramming a neighboring vessel. The harbor is increasingly congested. The large yacht mooring system planned for the marina expansion could easily be accommodated with a system of moorings in the outer harbor. All these big yachts have adequate tenders allowing them otherwise free access to the rest of the harbor. In any case increased use of the harbor as intended will create navigation problems not previously encountered.”*

 *-(Levine comments, 10-27-21)*

*“…instead of crowding Rockland's inner harbor with oversized view-blocking graywater-discharging megayachts, all visiting mega yachts have the alternative of safely mooring in the outer harbor, with easy access to Rockland by watertaxis, launches and other private vessels.”*

*-(Huber comments, 11-04-21)*

* 1. Dragon Cement pier – Please discuss the viability of the Dragon pier for use in docking large vessels, rather than docking them at the SHM pier.

*“Dragon Cement stops shipping their products by sea next year and decommissions their deeper-water pier in Rockland’s South End.  Rockland and Safe Harbor work with Dragon Cement to convert the barge pier to the better location for docking cruise ships and large yachts.  Smaller boats can use the existing Safe Harbor facility in the inner harbor without crowding the inner harbor and obstructing the public’s visual access to the water. The need to dredge would be reduced or eliminated, and the swimmers at the public beach don’t have to worry about the proximity of the large ships and won’t hear the noise of the tour buses that service the cruise ships.” –(Jim Rigassio comments, 10-30-21)*

* 1. North End Shipyard/Steel Pro/Schooner Wharf parcel (Map 14, Lot B2) – This parcel is currently for sale. Please discuss the viability of acquiring and using this area to achieve the project purpose. (see Swan comments, 10-27-21)

<https://www.newenglandcommercialproperty.com/listing/30727005/725-771-779-Main-Street-11-Front-Street-Rockland-ME-04841>