

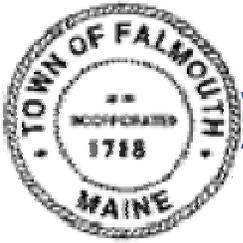
# Falmouth Anchorage Evaluation Falmouth, Maine



Presented to:  
Town Council  
Town of Falmouth  
Falmouth, Maine

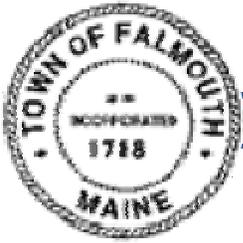
Presented by:  
 Milone & MacBroom, Inc.  
Freeport, Maine

August 25, 2008



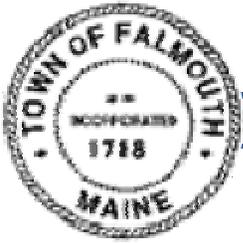
# EVALUATION OBJECTIVES

- Review of Phase I Report and Background Data
- Town Landing Utilization and Parking Requirements
- Dinghy Utilization and Launch Service Requirements
- Anchorage-wide Repositioning of Moorings



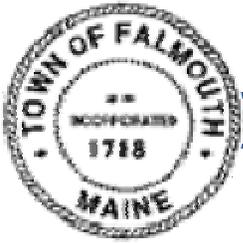
# EVALUATION THEMES

- Long-term Implementation Schedule
  - Completion of mooring repositioning will take 8-10 years
- Managed Growth – one step at a time
- Economic Trends and Impacts
- Increased Resources and Staffing Requirements



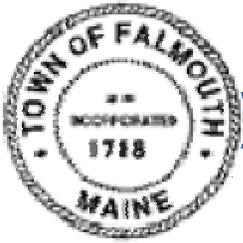
# REVIEW OF PHASE I REPORT

- The three major components to the Falmouth Waterfront – the moorings, access to the waterfront, and parking – are interconnected
  - Town Landing utilization surveys from Phase I Report were reproduced by MMI on June 21, 2008 with good correlation
  - Minimal data generated for the Town Landing area
  - Limited data provided on the anchorage-wide repositioning with respect to boat sizes, mooring gear, and spacing requirements
- The existing mooring database maintained by the Harbormaster needs to be improved and inaccuracies need to be corrected
  - The new GIS-based management software will allow active management of the anchorage and allow for managed growth



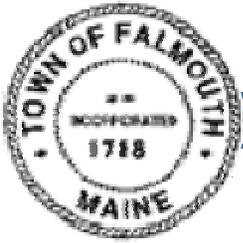
# LANDING UTILIZATION AND PARKING REQUIREMENTS

- Findings:
  - Town Landing users are ~60% land-based users (sightseeing, beach access, parking) and ~40% water-based users (boating/kayaking)
  - Town Landing provides access to the highest number of moorings, more than 350 total, with insufficient parking.
  - The two existing parking facilities at Town Landing can reasonably support ~250 moorings
  - Handy Boat Service and Portland Yacht Club provide access to ~300 moorings each with adequate parking and services



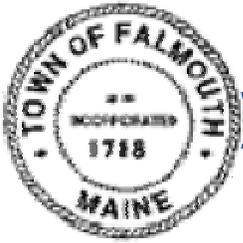
# LANDING UTILIZATION AND PARKING REQUIREMENTS

- Recommendations:
  - Maintain the existing mooring waiting list for the Town Landing access point until adequate parking is developed
  - Construct a parking area for 103 vehicles and 10 additional boat trailers for current demand and future managed growth
    - Future parking areas should be considered seasonal lots and appropriate design features to limit environmental impacts should be incorporated
    - Additional space may be allocated to meet long-term growth, if desired
  - Modify the existing parking areas to improve traffic circulation and better meet the needs of the Town Landing users
    - Restrict the Town Landing parking area to a 1-hour time limit
    - Remove or re-allocate the number of resident parking spaces



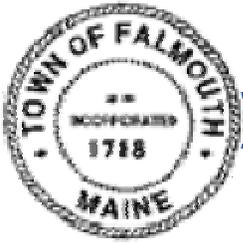
# DINGHY UTILIZATION AND LAUNCH REQUIREMENTS

- Findings:
  - The Town operates a “dinghy dock” with 90 permitted dinghies – 60 resident and 30 non-resident – to be stored at Town Landing
  - The highest observed dinghy utilization was 34 dinghies in a one hour period, with a typical utilization of 10 to 15 dinghies per hour
  - The Town purchased three “town dinghies” in 2008 for users who sign up with the Harbormaster and initially appears to be useful
  - Once the parking limitations are resolved, the next operational limitation will be the ability to reach a mooring from Town Landing – current dinghy utilization can support ~400 moorings



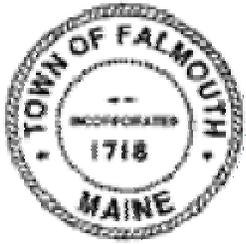
# DINGHY UTILIZATION AND LAUNCH REQUIREMENTS

- Recommendations:
  - As a long-term operational change, the number of permitted dinghies should be reduced while “town dinghies” are increased to resolve long-term safety and management issues
    - The “town dinghies” could be reasonably increased to 10 with a significant reduction in private dinghies stored at the Town Landing
  - To provide for long-term managed growth beyond ~400 moorings, the Town should investigate the feasibility of a launch service
    - Any launch service would require the complete removal of all dinghies at Town Landing except those for commercial or ADA purposes
    - The cost of such a service should be the burden of mooring owners who use Town Landing as an access point and not all mooring permit holders
    - The Town should investigate a private launch service with operational conditions, and a town-operated service should be a last resort



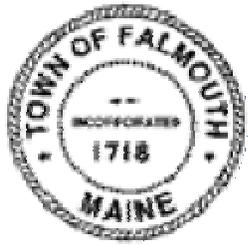
# ANCHORAGE~WIDE REPOSITIONING OF MOORINGS

- Findings:
  - The existing anchorage has over 1,250 permitted moorings, which has been allowed to grow in an inefficient manner
  - The mooring layout does not provide for proper safety radius around mooring locations and mooring gear design is open ended
  - Fairways, or navigable routes between access points and open water, are severely limited or impacted by mooring locations
  - An anchorage-wide repositioning is a long-term operational goal that requires active management and support from the Town



# ANCHORAGE~WIDE REPOSITIONING OF MOORINGS

- Recommendations:
  - The Harbormaster should address immediate safety hazards where one boat is moored within the safety radius of another
  - The Harbor/Waterfront Committee should review and make recommendations to amend the mooring gear requirements
  - The Harbormaster should work with mooring operators to reposition moorings onto a pre-determined coordinate system
    - As inspections of moorings are performed every 2-years by ordinance, the mooring can be repositioned to a new position provided by the Harbormaster
    - As moorings are repositioned, moorings will have the proper safety radius, multiple fairways will be opened up, and anchorage efficiency will be created



# ANCHORAGE~WIDE REPOSITIONING OF MOORINGS

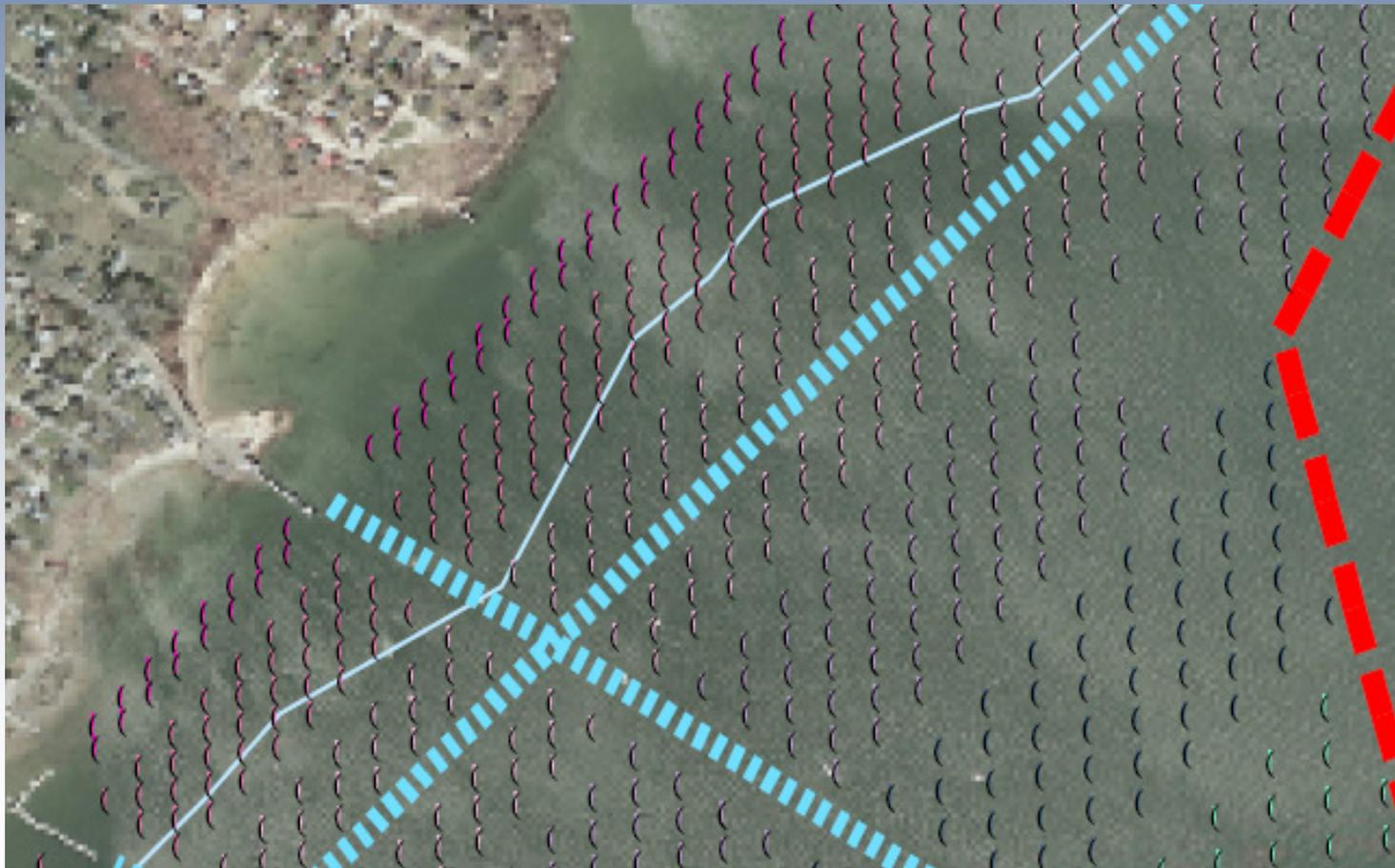
- Existing Mooring Locations – Safety Hazards:

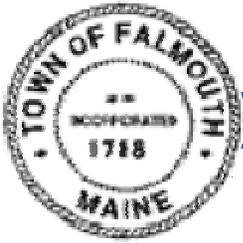




# ANCHORAGE~WIDE REPOSITIONING OF MOORINGS

- Proposed Mooring Repositioning:





# CLOSING COMMENTS

- The Falmouth Waterfront is a tremendous resource that needs to be managed for all users – boaters and non-boaters alike
- The entire waterfront is integrally connected – changes to the available parking areas have a direct impact on the operation of the anchorage
- The implementation of an active, long-term management plan will allow for managed growth and improvements will be a slow process
- All changes to the operation of the Town Landing will have an economic impact – positive and/or negative – on the entire waterfront