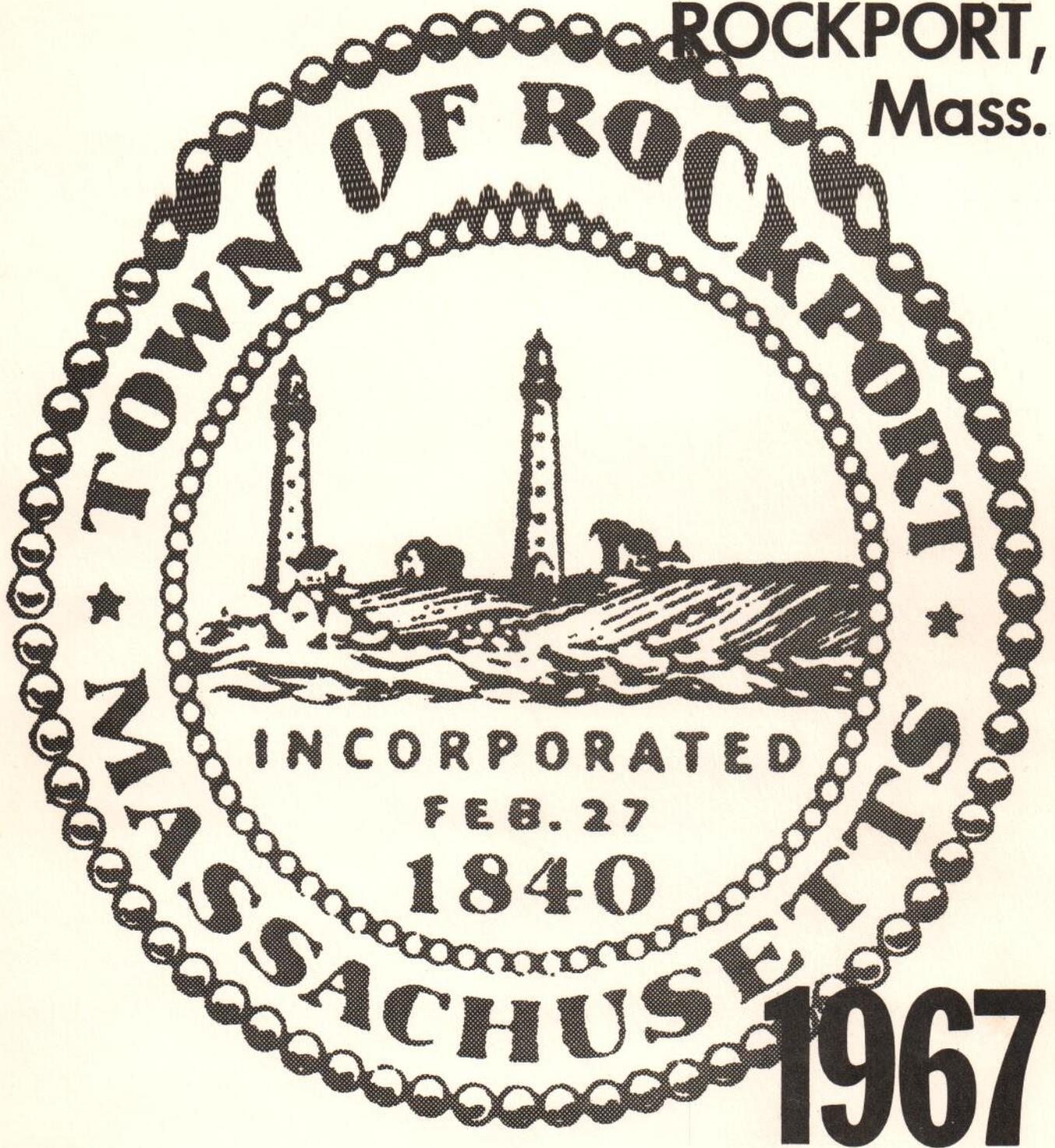


Miss (Laudia) Perry

**ROCKPORT,
Mass.**



1967

PLANNING STUDY REPORT



COMMUNITY PLANNING SERVICES

5 BOYLSTON PLACE · BOSTON, MASS., 02116

A DIVISION OF WHITMAN & HOWARD INC. ENGINEERS ARCHITECTS & PLANNERS

TOWN OF ROCKPORT
MASTER PLAN STUDY REPORT

ROCKPORT PLANNING BOARD

Barbara Simpson, Chairman
James G. Geddes
Roger L. Martin, Jr.
Frederick H. Tarr, III
Kenneth B. Wilkinson

This report was prepared for the Rockport Planning Board, and the Massachusetts Department of Commerce and Development, and was financially aided through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.



The Planning Consultants wish to thank the Board of Selectmen, the Director of Public Works, the Planning Board and the many other town departments, commission and citizens that gave of their time and knowledge during the study period.



Table of Content

| Chapter | | Page |
|----------|------------------------------|------|
| 1 | Master Plan Summary | 1 |
| 2 | Area of Influence | 11 |
| 3 | Land Use | 13 |
| 4 | Economic Base | 27 |
| 5 | Population | 37 |
| 6 | Community Facilities | 52 |
| 7 | Schools | 63 |
| 8 | Utilities | 70 |
| 9 | Transportation & Circulation | 75 |
| APPENDIX | | |
| I | NEIGHBORHOOD ANALYSIS | 83 |
| II | PLANNING STANDARDS | 91 |



LIST OF MAPS

| | <u>Follows Pg.</u> |
|-----------------------------------|--------------------|
| Future Land Use | 10 |
| Regional Map | 11 |
| Land Use Map | 13 |
| Public & Semi public | 13 |
| Planning Sectors | 14 |
| Building Conditions | 18 |
| Population Density | 40 |
| School Location | 63 |
| Water | 70 |
| Sewer | 72 |
| Traffic ADT | 75 |
| Traffic Peak Volume | 76 |
| Proposed Circulation Improvements | 78 |



CHAPTER 1

MASTER PLAN SUMMARY

Introduction

This 1967 Rockport Master Plan Report arrives at a critical juncture in Rockport's growth and development. The decisions made by Rockport citizens now and in the immediate years ahead on land use, circulation and community utilities and facilities will importantly determine the shape, livability and appearance of Rockport for generations to come. The town is beginning to experience the exploitation of economic opportunities without regard to the character of the community and for most areas in Rockport this cannot be prevented under present zoning restrictions.

Whether the present character of Rockport is maintained or whether undesirable land uses spread throughout the community is up to the people of Rockport.

In this report the planners submit their recommendations for consideration by the planning board, the town officials and the citizens of Rockport with the hope that it will provide a guide for continued Rockport attractiveness and prosperity in the face of inescapable population and tourism growth.



Land Use and Circulation Plan

Presently some 5,300 people live "year-round" on 9% of the 4,432 Rockport acres exclusive of the islands. Population increases to 10,000 or more during the summer months creating significant problems in town, particularly traffic and provision of municipal facilities. Yet tourists and summer residents are necessary, for the dollars they provide underwrites Rockport's basic industry. Also summer residents who own homes in Rockport pay taxes yet require little in the way of costly town services. About half of the total money raised by taxation in Rockport is spent for school operation and debt for school buildings, after state and federal reimbursements. Summer residents have no children in Rockport schools.

Rockport's future from a tax base standpoint will be based primarily on residential development in the community. The town's geographic location, soil structure and topography is not ideal for the attraction of large scale manufacturing or commercial enterprises yet Rockport has some development opportunities of a commercial nature. The major goal of the plan is to provide a guide for the logical development of the community taking into consideration its assets and liabilities, local desires and external and internal factors which govern the community's future with or without planning.



External factors influencing the plan are:

1. An increasing year-round population based on improved economy on Cape Ann and job opportunities along Route 128 east of Route 1;
2. Increased discretionary spendable income of residents in New England and more vacation time which will increase tourism on Cape Ann;
3. Possible extension of Route 128 into Rockport with resulting increase in day-trippers;
4. Possible development of a ferry from Gloucester to Nova Scotia with resulting increase in tourists; and
5. Increasing expenditure on boats and boating.

Internal factors affecting the plan include:

1. Maintaining the existing character of the community;
2. Need for municipal utilities;
3. Traffic improvements;
4. Recreation and conservation needs;
5. Long-range school needs;
6. Municipal building needs;
7. Soil conditions;
8. Location of nonresidential development opportunities.

Implementation of many aspects of the long-range plan shown on the following page can be achieved by the citizens of Rockport through adoption of a capital improvement program and a new zoning by-law reflecting the goals of the master plan.



The major land use recommendations that follow result from the studies undertaken during the past eighteen months and are discussed more fully in the main body of the report.

Residential Development

Because residential development in Rockport has been slow the town has been able to cope with most of its problems as they have arisen. Economic opportunities have been limited and the soil conditions and geologic structure of Rockport has made subdivision building difficult and expensive in the past. However, new methods for blasting have decreased site development costs and with increased cost of raw land soil conditions will be less of a growth retarding factor in the future.

Most soils in Rockport are unsuitable for long term on-site sewage disposal, and since there already exists a need for sewers beyond the present limits of the system the planners recommend that within those areas to be served the highest density of residential development will be allowed, including apartments. Beyond these areas a light density with strict supervision by the health department as to on-site sewage disposal will be required if the town hopes not to extend sewage pipes and build treatment plants or pumping stations throughout the geographical limits of the community.



Commercial Residential Uses

Four areas are proposed for the future development of motels and their accessory uses. The largest area is beach oriented, adjacent to Long Beach. The planners recommend consideration of long term leasing for motels of some of the sites now occupied by cottages on Long Beach as a definite tax advantage for the community. Near downtown an area west and south of Back Beach is proposed. The other areas are located in the North Village, one north of Granite Pier and the other north of Pigeon Cove Harbor. The planners feel that these areas are best suited for this type of use and with the specific requirement proposed in the zoning by-law regarding lot size, room size, density, coverage and setback these developments will be an asset to the town.

Commercial Land Uses

Four commercial areas are proposed along with the development of three marina locations. Highway or neighborhood business areas are proposed for Pigeon Cove and lower Main Street, general business in the area around the railroad station and tourist oriented business in the downtown and on Bearskin Neck. It is anticipated that within the planning period, by 1985, all of Bearskin Neck will be devoted to commercial uses based on tourist trade, particularly if the proposals in the central area plan are carried out.



Marina development is proposed for the Granite Pier area, Pigeon Cove and lastly Loblolly Cove. The latter site would be the last developed and is considered a long term opportunity for the town when and if the demand on the other harbors exceed capacity.

Industrial Land Uses

The only logical area for industrial development appears to be along the railroad tracks southwest of the shopping center. This land can be easily sewered and the soils appear suitable for this type of use. If Route 128 is extended a feeder road could directly serve this area.

Schools

While Rockport is not facing any immediate school building problems, plans should be made for the replacement of the Tarr School and Pigeon Cove School. The Tarr building, while over sixty years old, is a handsome structure and could be used for library or municipal office space. The Pigeon Cove School might be a suitable replacement for the Pigeon Cove Library or used for a community center serving the North Village.

In order to meet long-range future school needs the planners recommend keeping a portion of the Phillips Estate for a school site to replace Pigeon Cove, Manning Park as a replacement site for the Tarr School, retention of town-owned land along Thatcher



Road for a southern elementary school, and expansion of the Community School Site.

Public Facilities

Public facilities include, among others, cemeteries, town hall, police and fire stations, libraries, beaches, parks, and all public or semi-public lands. Major recommendations of the report are stated briefly in the following paragraphs.

As the community grows, the demand on public facilities also grows and it will not be long before additional space for town offices will be required. This could be met by expansion of the present building or by the use of space in either the Tarr School or School Administrative Building when these are no longer used for educational purposes.

Both libraries need additional space or replacement. The main library might be relocated in the Tarr School or in the present town hall should it occupy the Tarr School, and the Pigeon Cove Library in the Pigeon Cove School.

The police station will require eventual expansion, as will the highway garage.

The fire station at Pigeon Cove will have to be replaced, but more important at the present time is construction of a two-bay station at the intersection of South Street and Thatcher Road to serve the south end of town. Relocation for



storage of forest-fire equipment should be considered.

The town dump will soon be filled and Rockport will have to look outside its boundaries for a dump site or consider the possibility of a regional incineration plant.

Beach Grove Cemetery should be expanded to meet future requirements.

In order to provide for present and future boating need, the harbor facilities at Pigeon Cove and Granite Pier should be improved.

The planners recommend sale of certain tax title land including part of the Phillips Estate, the lands along Straightmouth Way and Ruthern Way as these areas are not needed and will make good house lots. The money received for the sale should be used for purchase of additional public land more adapted to the needs of Rockport.

Expansion of the golf course and construction of an additional nine holes would be of benefit to the town.

Land acquisition for conservation southwesterly of the cemetery and Community School is recommended, along with expansion of Halibut Point to include the quarry and provide for better automobile access.

Land acquisition for conservation and water resources west and south of Steel Derrick Quarry should be considered.

The Gloucester water shed lands should be acquired by



Rockport and leased back to Gloucester or be used for the development of a municipal golf course in conjunction with the Cape Pond water shed if expansion of the present golf course is unfeasible.

Recreation

Recreation, both active and passive, is provided for in Rockport through the town's natural assets for the most part. A significant portion of the town is undeveloped and will remain that way as a result of the amount of the land in public or semi public ownership, over thirty percent. This includes all of the major beaches and much of the shoreline. In addition there is a golf course and numerous parks and play areas that can be used by the citizens of Rockport.

The recommendations for land acquisition for conservation purposes would add to the present holding and provide all the land for passive recreation that Rockport is likely to need.

While future population growth will require more developed lands for active recreation such as tennis courts or ball fields the town already owns the land on which facilities can be developed.



Transportation and Circulation

The automobile is and will likely remain the only significant means of transporting people in and out of Rockport over the next two decades. While eventually helicopters or hovercraft might become more important, the problem of the present circulation system will not diminish.

There is no easy solution to the existing problem caused by the influx of tourists. The major goal of the plan is to provide ways for residents to get in and out of Rockport from their homes without passing through the five corners area and at the same time not congesting these improvements with tourist traffic. The proposed system shown on the Plan is aimed at meeting these requirements.

There is also a distinct possibility that Route 128 will be extended in a loop through the interior portion of Cape Ann. While no exact location exists, it might follow an alignment similar to that shown on the plan. Feeder roads from the populated areas of Rockport would then have to be built. If this were done the planners recommend consideration of a feeder road running to Granite Street at the Railroad Station to serve industrial areas and to allow establishment of periferal parking at the station with shuttle service to downtown.

Improvements in the downtown are discussed in the section on the Central Area.



FUTURE LAND USE AND CIRCULATION PLAN

RESIDENTIAL

LIGHT DENSITY

MEDIUM DENSITY

HEAVY DENSITY

COMMERCIAL RESIDENTIAL

COMMERCIAL

INDUSTRIAL

PUBLIC

EXISTING

EXISTING TO BE SOLD

TO BE ACQUIRED

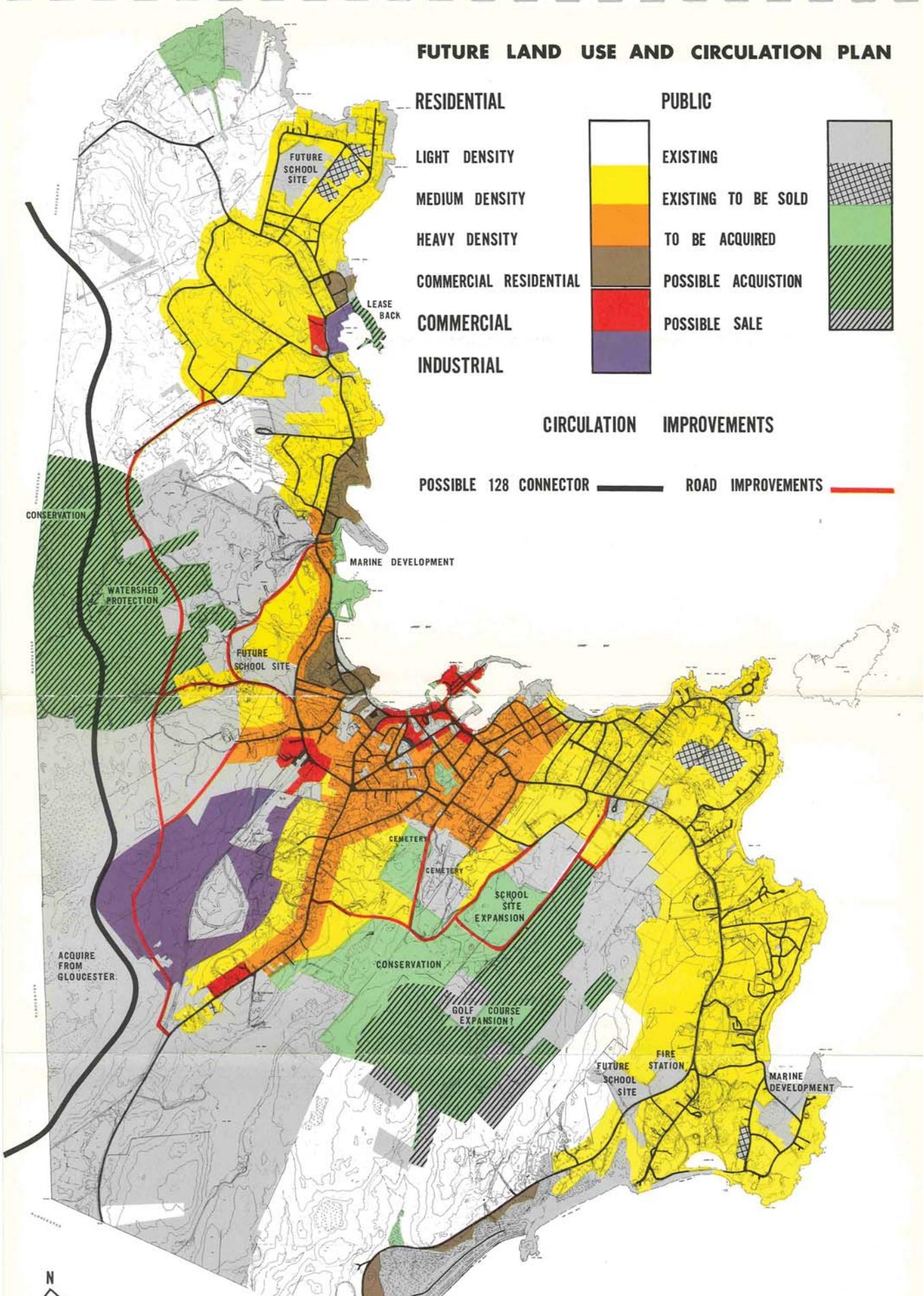
POSSIBLE ACQUISITION

POSSIBLE SALE

CIRCULATION IMPROVEMENTS

POSSIBLE 128 CONNECTOR

ROAD IMPROVEMENTS



COMMUNITY PLANNING SERVICES

THIS MAP WAS PREPARED FOR THE ROCKPORT PLANNING BOARD AND THE MASS. DEPT. OF COMMERCE AND DEVELOPMENT AND WAS FINANCIAL AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTOR 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

CHAPTER 2

AREA OF INFLUENCE

Rockport, located on the tip of Cape Ann just outside the fringe of the Boston Standard Metropolitan Statistical Area (SMSA) is bounded on three sides by the Atlantic Ocean and on the fourth by Gloucester.

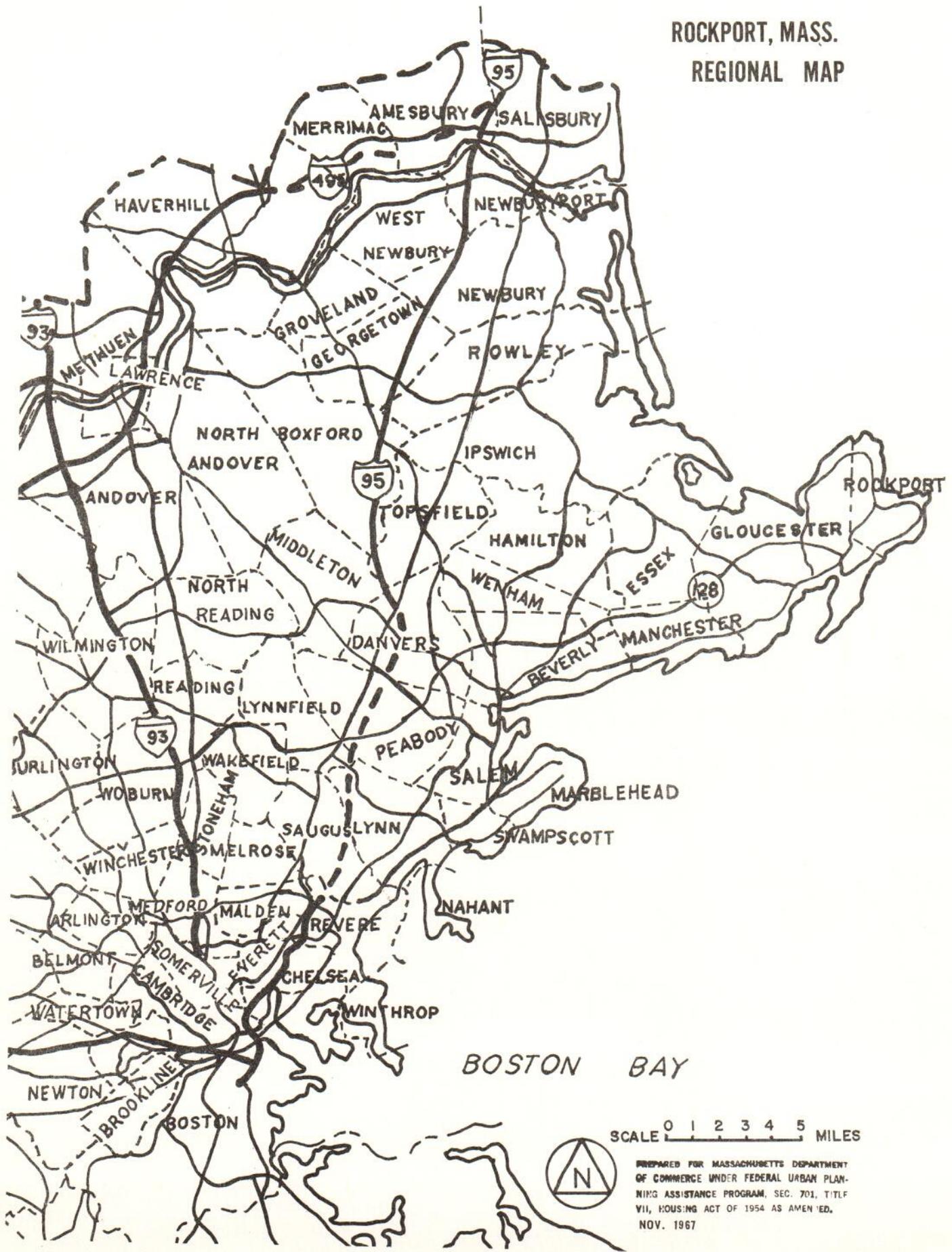
The outer portion of Cape Ann, including the urban portion of Gloucester, is an island connected to the mainland by Routes 128 and 127. Transportation from Rockport is oriented towards Boston via Route 128 and a branch of the Boston and Maine Railroad.

Outside of Gloucester the nearest employment centers are the Danvers-Peabody-Salem area, Lynn, and the inner core of the Boston SMSA. While some basic employment industries (manufacturers) are located in Rockport, most other business and employment is based on tourism and summer residents, not year-round Rockporters. The Boston SMSA plays a large part in providing the basis of the tourist traffic. Rockport is also linked strongly with Gloucester as a place of employment and a place to shop.

The SMSA has been expanding and it appears likely that both Gloucester and Rockport will soon be included. As circulation improvements continue between Boston and Gloucester via



ROCKPORT, MASS.
REGIONAL MAP



SCALE 0 1 2 3 4 5 MILES



PREPARED FOR MASSACHUSETTS DEPARTMENT
OF COMMERCE UNDER FEDERAL URBAN PLAN-
NING ASSISTANCE PROGRAM, SEC. 701, TITLE
VII, HOUSING ACT OF 1954 AS AMEN. ED.
NOV. 1967

new Route 95, travel time will further diminish bringing Rockport more wholly into the Boston area.

Presently Rockport is relatively removed from the job centers, but the passing of time will change this as new manufacturing firms locate along Route 128 east of Route 1.

Rockport offers many desirable characteristics for residential growth. As job opportunities continue to grow in the Danvers, Peabody, Beverly areas, Rockport will tend to become more a suburb of the Boston SMSA than of Gloucester as it is today. The economy of Gloucester itself appears to be improving and will act as a further impetus toward the development of Rockport.

It can be said that Rockport is now in the stage of transition from a suburb of Gloucester to a suburb of Boston.

Its population growth has made possible commercial development in the form of a small shopping center abutting the railroad to serve residents of Rockport rather than tourists.

This changing pattern is expected to continue at an increased rate and in the near future Gloucester will become another suburban city of Boston and Rockport another primarily residential suburb.



CHAPTER 3

LAND USE

Introduction

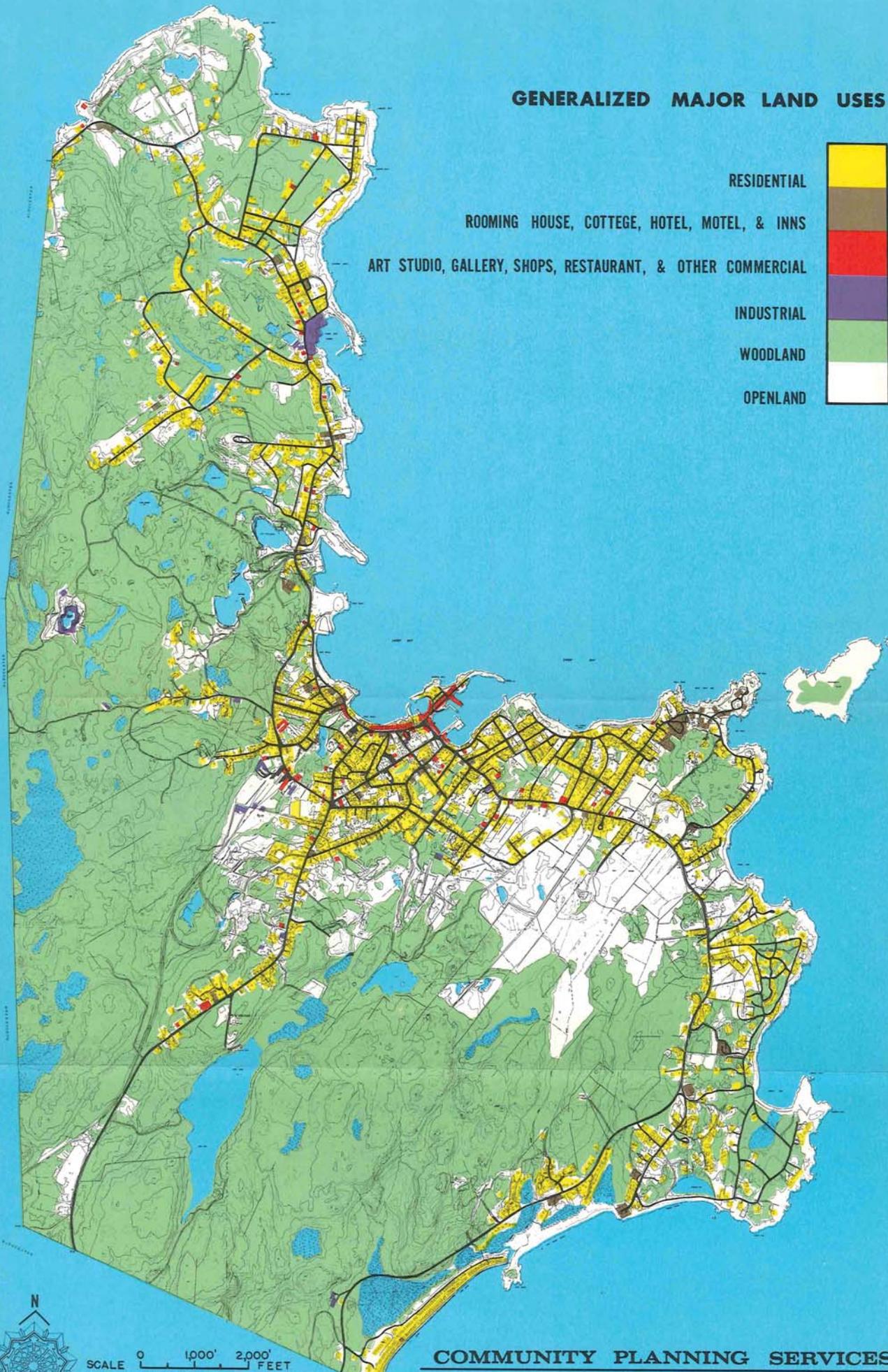
Rockport has seen many changes in land use during its history. From a small fishing town it became a major quarrying port and even had a cotton mill in the mid 1800's but changing economics affected the town and now it has become a tourist center during the summer and a pleasant residential town the remainder of the year.

In 1966 a land use map (Map 3) of Rockport was prepared from aerial photographs and field surveys, and a public and semipublic land ownership map (Map 4) from tax records. These two maps were used to determine the land use characteristics of mainland Rockport. The mainland was divided into 24 sectors (Map 5) and uses within each sector planimetered to determine acreage of major land uses (Table 1).

Rockport, exclusive of the islands, contains 4,432 acres or nearly seven square miles. Of the total over 50% is privately owned and undeveloped, principally woodland. With the exception of Rockport Center, Curtis Street, Pigeon Hill Street, Squam Road and Upper Main Street nearly all development occurs within 1200 feet of the coast. Except



GENERALIZED MAJOR LAND USES

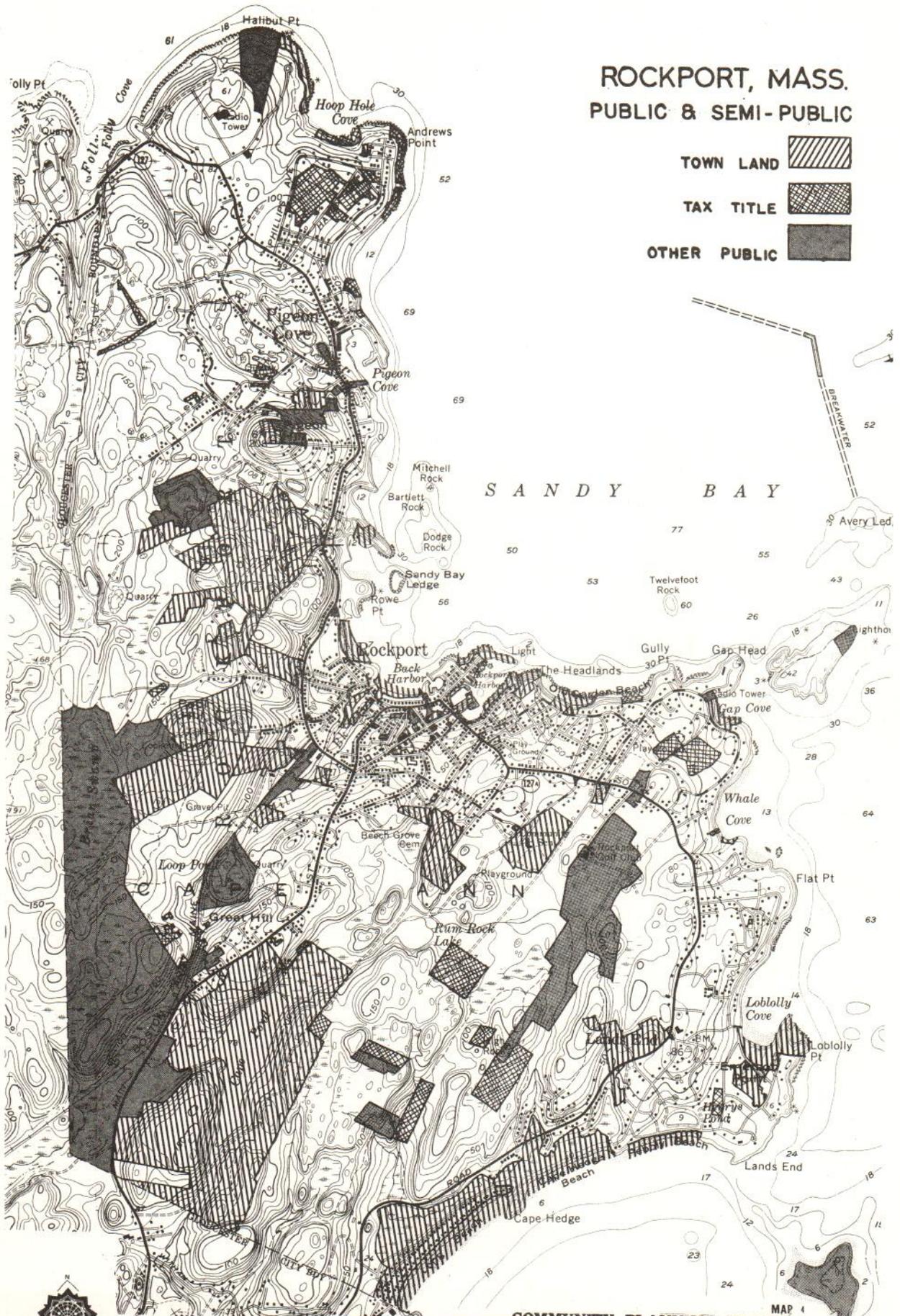


COMMUNITY PLANNING SERVICES

THIS MAP WAS PREPARED FOR THE ROCKPORT PLANNING BOARD, AND THE MASS. DEPT. OF COMMERCE AND DEVELOPMENT AND WAS FINANCIAL AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTOR 701 OF THE HOUSING ACT 1954, AS AMENDED.

ROCKPORT, MASS. PUBLIC & SEMI-PUBLIC

| | |
|--------------|---|
| TOWN LAND |  |
| TAX TITLE |  |
| OTHER PUBLIC |  |



COMMUNITY PLANNING SERVICES MAP 4
A DIVISION OF WHITMAN & HOWARD INC. ENGINEERS

PREPARED FOR THE PLANNING BOARD & MASS DEPT OF COMMERCE UNDER FEDERAL URBAN PLANNING ASSISTANCE PROGRAM, SEC 701, TITLE VII, HOUSING ACT OF 1954 AS AMENDED

for the rocky northern coast most coastal lands not publicly owned are developed.

The town is pockmarked with abandoned quarries and swamp areas but the predominating landscape feature is the amount of woodland. Over 43% of the privately owned land area and much of the public land fall in this category. Less than 9% of the land is devoted to residential uses and just over 1% is developed for commercial or industrial purposes.

Nearly one-third of the mainland, 1,391 acres, falls into the category of public and semipublic ownership. Predominant holdings include the water sheds of both Gloucester and Rockport, the golf course, town forest, and tax title land scattered throughout the community. Significantly over 42% of the thirteen miles of coastline is owned by the town including all major beach areas with the exception of a small portion of Pebble Beach.

Industrial Uses

Very little land has been developed for industrial purposes. The major concentrations are the Cape Ann Tool complex, Johnson Quarry and the area behind the railroad station. Each area is in a zoning district that permits its use. Expansion of Cape Ann Tool would be possible on the



ROCKPORT, MASS.

PLANNING STUDY SECTOR MAP



COMMUNITY PLANNING SERVICES

A DIVISION OF WHITMAN & HOWARD, INC. ENGINEERS
PREPARED FOR THE PLANNING BOARD & MASS. DEPT. OF COMMERCE UNDER FEDERAL URBAN PLANNING ASSISTANCE PROGRAM, SEC. 70, TITLE VI, HOUSING ACT OF 1954 AS AMENDED

MAJOR LAND USES - 1966 ROCKPORT, MASS.

| Sector | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | Total | Percent |
|-------------------------|-----|-----|-----|-----|-----|----|----|-----|-----|-----|----|----|----|----|----|-----|-----|----|-----|-----|----|----|-----|----|-------|---------|
| <u>Use</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Lands | 34 | 16 | 7 | 4 | 28 | 1 | - | 165 | 441 | 5 | 7 | 8 | 1 | 4 | 9 | 22 | 24 | 2 | 30 | 132 | 30 | 58 | 360 | 3 | 1391 | 31.4 |
| Woodland | 33 | 72 | 244 | 89 | 58 | 5 | 37 | 275 | 123 | 24 | - | 15 | * | - | 11 | 34 | 29 | 9 | 122 | 217 | 35 | 15 | 440 | 26 | 1913 | 43.2 |
| Open Land | 19 | 75 | 9 | 8 | 19 | 8 | 6 | 11 | 15 | 48 | 2 | 33 | 2 | 3 | 42 | 36 | 52 | 26 | 72 | 69 | 3 | 1 | 21 | 23 | 603 | 13.6 |
| Water | - | 4 | 3 | 2 | 1 | 1 | 3 | 8 | 1 | - | - | - | - | - | - | * | - | - | 5 | 1 | 1 | - | 1 | - | 31 | .7 |
| Swamp | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | * | - | - | - | 5 | 3 | - | 22 | - | 31 | .7 |
| Residential | 29 | 11 | 8 | 23 | 46 | 8 | 11 | 7 | 1 | 20 | 1 | 35 | - | 1 | 26 | 30 | 38 | 6 | 38 | 1 | 20 | 1 | - | 30 | 391 | 8.8 |
| Comm. Res. | - | 2 | - | 1 | 1 | - | 1 | - | - | 3 | 1 | 3 | - | - | 1 | - | 8 | - | 3 | - | - | - | - | - | 24 | .5 |
| Art Studio & Gift Shops | 1 | | | * | 1 | | | | * | 1 | 1 | 1 | * | 1 | * | 1 | 1 | | | | | | | | 8 | .2 |
| Other Comm. | | * | | 1 | * | 1 | | * | * | 1 | 2 | 1 | 1 | 1 | 1 | | 1 | | | | | | | 1 | 11 | .2 |
| Industrial | | | * | * | | 4 | | 3 | 1 | * | | | | | | * | | | | | | | * | 1 | 9 | .2 |
| Borrow Pits | | | | | | | | 1 | 6 | | | | | | | | | | | * | 2 | | 11 | | 20 | .5 |
| | 116 | 180 | 271 | 129 | 154 | 28 | 58 | 470 | 588 | 102 | 14 | 96 | 4 | 10 | 90 | 123 | 153 | 43 | 270 | 425 | 94 | 75 | 855 | 84 | 4432 | 100.0 |

westerly side of Granite Street should the need arise. The area behind the railroad station is basically undeveloped and suitable for industrial expansion or warehousing and wholesale activities.

Commercial Uses

The small commercial development in Rockport is concentrated in two areas, the downtown including Bearskin Neck, and near the railroad station. Other commercial enterprises, principally art studios, are scattered throughout the town, mostly in residences. Some highway business operations occur along Route 127 and at Folly Cove, mostly eating places or gas stations.

Expansion of the downtown is possible only through conversion of residences or by removal of existing buildings. The area around the railroad station can be expanded more readily and appears to offer the most logical location for commercial development to serve Rockport residents.

Residential Uses

Residential uses fall into three categories: year-round residences, summer residences, and commercial residences--the latter group is made up of hotels, inns, motels, cabins, and guest or rooming houses.



Summer residences are scattered through Rockport, mostly along the coast. From 1960 census data it appears that there were over 1,000 housing units in this category or one-third of the total number of housing units in Rockport. The only area made up entirely of summer cottages is the Long Beach area where over 140 summer cottages are located on town owned land. East of South and Thatcher Streets and south of Marmion Way is a scattering of summer houses but not nearly as dense as the Long Beach area.

Commercial residential uses are found all along the coast from Folly Cove to Long Beach as well as in Rockport Center, but there is no apparent concentration of major size in any location. Most are older homes used for guest houses and the inns. Noticeably lacking are motel facilities. Only three structures have been developed for commercial-residential use in recent years and none have been water oriented.

Year-round residences are concentrated for the most part in the North Village and the center between Marmion Way and Granite Street. Two areas of Rockport are classified as urban according to the 1960 census: Pigeon Cove and Rockport. The latter covers most of Rockport, south of Rowe Point and north of Pebble Beach, and had a population of 3,511 compared to 1,064 for Pigeon Cove. Between the two lived all but 41 year-round residents in 1960.



The last ten years have seen little private housing development in Rockport. What new housing has been developed is scattered along Route 127A from one end of town to the other. There have been no major subdivisions but rather two houses here and one house there. The suburban pressures have yet to hit Rockport but communities only somewhat closer to Route 1 along Route 128 are now feeling the effect, and within the planning period Rockport will feel the pressure. Within the next ten to fifteen years it is expected that the economic depression in Gloucester will be rectified and development along Route 128 will continue to increase north of Peabody. Indication of this is the recent sale of the Hood estate in Beverly and a large tract in Danvers, both for industrial uses.

The land use planning decisions that are made now will determine the character of Rockport in the years to come.

Lands Best Suited for Home Building

Rockport has had a natural barrier to major subdivisions, namely, rock. In this day the cost of blasting has so decreased and land values increased that this is not the factor it used to be, especially when there is little available land in the area that is easy to build on. Along the coast there is little land east of Beverly that is any more suitable for building than that found in Rockport.



Within Rockport the soils most easy to build on that are still vacant are located around the golf course and along South Street, between Marmion Way and Thatcher Street. Another area is along the railroad northeast of Loop Pond but this area would be better used for nonresidential purposes. The soils in the remainder of the town not already developed consist primarily of stony to very stony soils with outcrops of bedrock or bedrock located near the surface.

Most building in the near future is likely to occur along existing streets where there are a significant number of vacant lots. Areas where both piped water and sewer exist are best suited for new home building at this time.

Rockport Building Conditions

The 1960 Census of Housing reports on the housing units for the unincorporated (U) urban portion of Rockport and Pigeon Cove (described in the preceeding pages.) Within Rockport are 2,015 units, and in Pigeon Cove 570 units. Of this number, 691 in Rockport (U) and 190 in Pigeon Cove (or 34% and 33%, respectively) appeared to be seasonal in 1960, as these numbers of units were vacant and not available for sale or rent. In addition would be the 140+ units at Long Beach. There is very little deterioration and dilapidation in either Pigeon Cove or Rockport (U) (Map 6), with only 4% of the structures in each area classified as



ROCKPORT, MASS.

BUILDING CONDITIONS

APPROXIMATE LOCATION DETERIORATING STRUCTURES



COMMUNITY PLANNING SERVICES
A DIVISION OF WHITMAN & HOWARD, INC. ENGINEERS
1400 WASHINGTON STREET, BOSTON 18, MASS.

PREPARED FOR THE PLANNING BOARD & MASS. DEPT. OF COMMERCE UNDER FEDERAL URBAN PLANNING ASSISTANCE PROGRAM SEC. 70101-101-0101



deteriorating and less than 1% in each area dilapidated. There is no concentration of deterioration anywhere in Pigeon Cove and what deterioration that does occur is scattered primarily along Granite Street, Curtis Street, and Stockholm Avenue. Within Rockport (U) the only concentration of deterioration (and even this is very small) occurs in the mill housing on Broadway and in the area abutting Jewett Street and Cleaves Street. The rest of the deteriorating structures are scattered throughout the older built-up portions; namely, Main Street, High Street, Summit Avenue, and King Street. For the most part the houses, many of which are small and many of which are old, appear well maintained and appearance-wise a coat of paint would significantly improve many of the structures. There do not appear to be any significant blighting influences on any of the residential developments, with the possible exception of road conditions. However, many of the poorer roads appear to be welcomed by the people living on them as they discourage sightseers.

Some structures in the downtown and along Bearskin Neck appear in need of improvement. However these structures should be improved through code enforcement as many of them, although deteriorating, make up part of the charm of Rockport. The scattered nature of blight in Rockport appears to offer no potential urban renewal project actions and code enforcement



alone is the logical answer in bringing deteriorating structures up to standard throughout the community.

Rockport Coastal Land Use

The thirteen miles of coastal mainland vary from gentle sloping lands to abrupt cliffs. Most of the shoreline is rocky rising abruptly from the sea. Over 40% of the coastline is publicly owned including nearly all the beaches.

The following paragraphs relate the planners' observations of the coastline traveling from Long Beach on the southeast coast to Folly Cove on the northwest coast.

1. Long Beach

The area along the coast is fully developed with summer cottages protected by a sea wall. The beach is probably the best in Rockport and by far the largest both in length and breadth, extending 3300 feet in Rockport. Development consists mostly of good size cottages with some smaller ones but not suitable for conversion to winter homes. Long Beach is connected to Cape Hedge beach by a footbridge over Saratoga Creek behind Cape Hedge.



2. Cape Hedge

This is one of a series of promontories along the Rockport coast that separates Cape Hedge Beach from Long Beach. Owned by the town, Cape Hedge is undeveloped and almost square in shape, projecting some five hundred feet seaward in a southerly direction.

3. Cape Hedge Beach

Extending some 1800 feet, the beach at high tide is relatively narrow. Smooth stones or pebble predominate in the southern portion of the beach. Pebbles and smooth stones line the back of the beach. It is separated from Pebble Beach by a small promontory on which are located two inns. The promontory rises abruptly on the east.

4. Pebble Beach

This beach extending some 1600 feet is as the name implies almost all pebbles and smooth stones except the northern portion which has some sand. Except for the inns there is no development along the coast.

5. Lands End to Emerson Point

This area exhibits a rocky coast with some areas rising abruptly and others more gently out of the sea. Several new homes have been built in this area and while there is a scattering of summer homes most appear to be year-round in nature or easily winterized. The area is mostly developed and only



scattered home building could occur on the seaward side of Penzance Road. Emerson Point and Loblolly Point; two rock promontories, jut abruptly up from the ocean as masses of solid rock, separating Lands End from Loblolly Cove.

6. Loblolly Cove

Protected on the east by Loblolly Point the cove is exposed to northeast winds. A few boats are moored in the cove, but development for this purpose appears uneconomical at the present. In the future a breakwater from Loblolly Point extended toward Flat Point could provide a safe anchorage area. The cove has a very small area of sand but most of it is smooth stones.

7. Loblolly Cove to Flat Point

The coast in this area changes from smooth stones to rocky cliffs. Most of the land, though rocky, rises up gradually from the coast. The coastline is almost entirely developed and summer homes appear to predominate. There is little room for any significant development.

8. Flat Point to Gap Head

This area is almost fully developed with both year-round and summer homes. There are three coves in this area, Wale Cove, Straitsmouth Cove and Gap Cove. Wale Cove is the largest but all three have similar characteristics in that they



are stony with little or no sand beaches. The coastline except for the coves is very rocky and rises fairly abruptly from the ocean.

9. Gap Head is another rock promontory extending some 800 feet seaward toward Straitsmouth Island. It is about 500 feet wide at the middle and is now being redeveloped for private residences replacing Straitsmouth Inn.

10. Gap Head to Old Garden Beach

This area exhibits a rock coast fully developed with both summer and winter homes. The land rises abruptly from the ocean throughout most of the area.

11. Old Garden Beach

This is a very small beach with little sand exposed at high tide. A sea wall protects the development behind it. Expansion does not appear feasible and the area is unprotected from northerly winds.

12. Old Garden Beach to Rockport Harbor

The coastline varies from a gentle stony rise on the east to fairly abrupt rocky rise at the point. Year round homes appear to predominate in this area.

13. Rockport Harbor

The shore line is fully developed and the harbor crowded. The harbor is well protected by two man made breakwaters and encloses some 17 acres of water.



14. Bearskin Neck to Front Beach

Fully developed the coast varies from rocky to stony and back to rock. Some rock formations are natural and others man made to protect development.

15. Front and Back Beaches

Front and Back Beaches are split by a small rock promontory. Neither have much sand exposed at high tide. Behind Front Beach the land is fully developed and expansion does not appear feasible. Beach Street runs behind Back Beach but vacant land abuts it and the use of this beach could be intensified.

16. Rowe Point

This is a relatively large undeveloped rocky promontory separating Back Beach and Gull Cove. It rises rapidly up on the ocean side some 30 or more feet and is relatively level on top.

17. Gull Cove and Granite Pier

Behind Gull Cove the land rises rapidly but on the south it rises very gently onto Rowe Point. There is a small beach area. Lobster boats and motor boats are moored in the cove. Development for harbor facilities is possible if protection is provided in between Rowe Point, Sandy Bay Ledge, and Granite Pier. Onshore facilities could be provided on both Granite Pier and Rowe Point.



18. Granite Pier to Pigeon Cove

With the exception of a small private beach area just north of Granite Pier the coast in this area is all rocky and rises abruptly. The entire area is developed with year-round homes predominating.

19. Pigeon Cove

The harbor is protected by a seawall. There is little possibility for any onshore development in support of the harbor in which both pleasure boats and commercial boats are moored. The area around the harbor on the mainland side is completely developed.

20. Pigeon Cove to Andrews Point

The coast is rocky rising gently from the sea and mostly developed with year-round homes predominating. A significant portion of the shore frontage is town owned.

21. Andrews Point to Folly Cove

The coastline is mostly undeveloped and between Andrews Point and Halibut Point mostly in public ownership. It is all rocky but in some areas near Halibut Point the rocks are large and flat and rising up gently. This area appears suitable for more intensive use although controlled by the Trustees of Reservation.

22. Folly Cove

The Rockport part of the cove is rocky and developed with



cabins and a couple of restaurants. The coast rises rapidly in most areas and does not appear to have any major water oriented development potential.



CHAPTER 4

THE ECONOMIC BASE OF ROCKPORT

The economic base of Rockport is mainly based on the resort and tourist industry with manufacturing and fishing playing lesser roles. Situated on the tip of Cape Ann the town's past development was based on accessibility to natural resources, those found in the ground and in the sea. The largest existing manufacturing plant, employing slightly over 100 persons of the 169 employed in manufacturing firms in Rockport in 1960 originally manufactured tools for the quarry industry but today has diversified and makes a variety of special products. It is located in Rockport today only because of its past history. A cotton mill was once located in Rockport, burned, and was reconstructed as the Tarr School.

From available census figures it appears that in 1960 some 35% of the population of 1600 persons were gainfully employed of which two-thirds were men and one-third women. Within Rockport at this time were some 550 jobs according to the Division of Employment Security. This figure constitutes so-called covered employment but not self-employed or government workers. Based on Massachusetts rates of covered employment to total employment, it would appear that some 750 persons worked in Rockport. A commuting survey done in 1960 by the Department of Commerce showed that half of the manufacturing workers (55) covered in the survey and working in Rockport lived in Gloucester. The U. S. Census showed 300 Rockport



residents were employed in manufacturing. This means at least 180 manufacturing employees worked outside of Rockport. From these figures it appears that of the 1600 working people about 1000 or more work outside Rockport.

In 1960 the labor force showed a predominance of professional people or highly skilled people in comparison to the Boston Standard Metropolitan Statistical Area (SMSA) as shown in the following table.

ROCKPORT LABOR FORCE, 1960 U. S. CENSUS

| Occupation | % Rockport | % Boston SMSA |
|-----------------------------------|------------|---------------|
| Professional, technical & kindred | 17.3 | 14.6 |
| Managers, Offs., and propr's | 12.6 | 8.4 |
| Clerical | 16.7 | 18.7 |
| Sales | 7.3 | 8.0 |
| Craftsmen, Foremen | 15.6 | 13.1 |
| Operatives | 10.0 | 16.6 |
| Private household workers | 2.2 | 1.5 |
| Service workers | 6.8 | 8.9 |
| Laborers | 7.9 | 3.6 |
| Occupation not reported | 3.5 | 6.6 |

Most residents who do work in Rockport are either self-employed, work for the town, or own shops whose sales are primarily nonresident oriented. A few work in the local manufacturing plants and shops that serve year round residents such as the banks and convenience goods stores. To a degree employment in trade and services is likely to



grow as resident population increases and as Rockport becomes more a suburb to the employment centers along Route 128 as well as Gloucester.

Between November 1958 and November 1965 covered employment increased by 42% from 439 persons to 624. During the same years, summer employment increased by 35%. No significant increase in the fishing industry, from which some 50 fishermen earned their living in 1960 and which is confined almost entirely to lobstering, is expected. The demand for lobsters is high but the catches are decreasing and there is little hope for any significant improvement in the pattern. Also unlikely is that quarrying will again become important.

The outlook for attracting industrial firms to Rockport is not particularly good. This does not mean that no industrial firms will locate in Rockport but that Rockport lacks the location factors important in attracting them, namely, labor force, distance from markets, and good transportation. There is little land in Rockport suitable for industrial development. The area along the railroad southwest of Railroad Avenue is the most logical place but plans for watershed acquisition in this area have been made. If they are carried out then only the portion between the Mill Brook Pumping Station and Railroad Avenue could be developed. This area is or could easily be sewerred as could the valley itself.



It appears that any significant long term increase in the tax base will come through residential and commercial development with the latter oriented toward both the residents and tourists. Further development of summer residences should also be encouraged particularly in the South End of town.

Tourist Industry

The importance of tourism in Rockport is indicated by the fact that 1,020 or roughly 38% of total number of dwellings in Rockport are seasonal. There are over 50 hotels, motels, inns or guest houses, more than 30 gift shops, some 70 open art galleries and some 95 resident artists.

There appears to be four major groups of visitors to Rockport, the summer resident, the weekend or weekly vacationer, the tourist who comes to see and possibly to buy the works of artist and artisan, and the sightseeing day tripper whose purpose is a pleasant Saturday or Sunday entertainment.

Most merchants are dependent on the first three groups where quality and not quantity is the deciding factor. There are some shops which cater to all groups and some who depend on quantity only, such as the hot dog stands and small gift shops selling inexpensive items.

Rockport offers attractions to all groups. The town itself



has charm while the coastline provides natural beauty. The weather is ideal for summer vacations provided cold water for swimming is not a deterrent. Its fame as an artist colony draws the curious as well as prospective purchasers. Its nearness to Boston, less than one hour's driving time, makes it ideal for a day trip.

To many, sitting on the rocks at the end of Bearskin Neck and watching the sailboats go in and out is attraction enough. Browsing in the art galleries can be enjoyable to many as is looking at handicrafts of the artisans on the Neck.

As leisure time increases and transportation to Rockport is improved via Route 95 from Revere to Route 128 in Peabody, Rockport can expect increasing tourist traffic. If the ferry from Gloucester to Canada becomes a reality this would further increase the number of sightseers to Rockport.

There is little question that Bearskin Neck is the major focal point of the day trippers. And yet the Neck contains only ten acres of land of which 40% is in public ownership. There is real concern that increased pedestrian traffic on the Neck will eventually act as a deterrent to people who really want to purchase goods sold there. To improve the pedestrian flow on the Neck without prohibiting auto traffic is impossible under present conditions without removing much of the reason for it just as to create large intown parking lots to solve the traffic and parking problems would require destruction of much of the beauty of the downtown.



It is expected that eventually all of Bearskin Neck will be tourist oriented and that most of the existing residences will be converted. It is also expected that commercial extension of the Dock Square area will occur.

The proposed shopping center off Railroad Avenue appears to be designed for service of year-round residents and in the years to come this appears the most logical location for year-round expansion of commercial uses. At present it is estimated the Rockport residents spend some five to six million dollars a year for retail purchases mostly outside of Rockport. There is a net outgo of around 600,000 dollars on food alone and nearly \$1,000,000 on automobiles. These figures will continue to increase as the population continues to grow.

Rockport economic development opportunities appear relatively restricted if the present character of the town is to be maintained. Growth of tourism can be expected regardless of what occurs and the planners' goal is to prepare for this growth with as little disruption to the town as possible. Since the area of major attraction, Bearskin Neck, is small, one goal is to make it function more effectively wherever possible.

Residential Development

The goal of the planners is to set forth a guide for the development of undeveloped land and for intensification of nonresidential uses where appropriate.



The attraction of a retirement type of community is one goal that is advantageous for it produces tax dollars without the cost of school children.

Summer homes fall into the same category as do hotels and motels. These latter should be developed only in certain areas and with certain restrictions.

Development of apartments can produce more tax revenue than governmental costs as they normally produce fewer children than one or two-family homes.

Development of high priced year-round homes, upwards of \$30,000, will normally produce more in taxes than in governmental costs.

All of the above residential types of development are needed to balance the increasing costs of government and the costs resulting from construction of lower-costing homes producing school-age children.

Waterfront Development

Considering Rockport landscape and physical attractiveness, three types of development appear feasible in different areas; boating facilities, expensive homes, and motels or hotels.

Development of boating facilities with related onshore facilities is recommended in three areas: Pigeon Cove, Granite Pier and Loblolly Cove. The latter is a long range proposal but the



former should be considered in the immediate future. Dredging of Pigeon Cove will help but the problems of harbors in Rockport is lack of mooring space. The Granite Pier area appears the most logical for intensive development at this time. The planners recommend the proposal as presented by the Corps of Engineers along with acquisition of most of Rowe Point for on-site facilities.

Rockport Harbor is overcrowded and lacks adequate space for on-shore facilities.

Loblolly Cove has no facilities but offers potential in that most land around it is town owned and there is enough for on-site facilities. The water depths appear suitable for breakwater construction and a marina with piers appears feasible.

Home building appears most feasible between Marmion Way and Lands End in the south and north of Granite Avenue in the north village where expensive homes are already being constructed.

Motels, hotels and conversions would be most logically located between the Gloucester line and Pebble Beach, around Back Beach and north of Rowe Point.

Commercial and Industrial Development

To serve the year-round residents the major shopping center locations will be around the railroad station location and in the downtown. Expansion of both areas appears logical with the downtown seeing mostly conversions and the railroad station area new building on vacant land.



To serve the tourist from a commercial standpoint it appears that eventually Bearskin Neck will become completely commercialized, at least on the ground floor. Also the area around Dock Square north towards the intersection of Beach and Granite Street as well as towards Town Hall will see conversions catering towards tourists.

Industrial potential appears limited at present with the only logical location for development along the railroad tracks.

Improvements in the Central Business Area and Visual, Aesthetic and Circulation Improvements are discussed in the report on the central area.

Conclusions

Rockport economic base is primarily based on tourism and will likely continue as such considering the community's assets for this form of development and its nearness to the Boston metropolitan region. Because of limited land for industrial development a large proportion of the town's year-round residents will commute to places of work outside Rockport. The town's nonresidential tax base will be based on summer homes (and many of these may be converted to year-round use in the future), summer accommodations and on tourist-based business or primarily those related to the arts and crafts. It is extremely important that Rockport tourist industry be protected for the tax and business dollars it brings to the town. Of equal emphasis tourism should not be allowed to dominate the town or to radically



alter the present image towards the more mundane and commercial which could have deleterious impact on the livability of the community. The long range town plan provides a framework for controlled growth of the economy by capitalizing on the town's assets and atmosphere. However it frankly recognizes that economic growth needs to be limited to certain areas and that other areas need strong protection from commercial pressures.



CHAPTER 5

POPULATION

Numbers and Trends

In 1965, according to the state census, there were 5,297 people who named Rockport as their permanent residence. This represents an increase of 681 persons since the 1960 U. S. Census. According to allocated births and deaths and the number of new home building permits, the planners feel that this increase is greater than actually occurred. Differences in census taking methods may account for the disparity. The U. S. Census counts people where they are found on April 1st, while the state census counts their permanent residences.

In 1900 there were 4,592 people living in Rockport, just under the 1960 figure of 4,616. Between 1900 and 1940 there was a continual decline in population. In 1940 this decline reversed itself and since then there has been steady growth resulting from in-migration. (Table 1) Between 1950 and 1960 the population increased by 385 persons but allocated births exceed deaths by only 44 as shown on the following page. Thus a net in-migration of 341 occurred. This pattern has continued since 1960 and is likely to continue through the rest of the decade.

The population trends in Rockport and the nearby communities are portrayed on the following graph. The communities of Beverly, Wenham and Hamilton have shown the most rapid growth of Rockport's



ROCKPORT ALLOCATED BIRTHS & DEATHS, 1950-1962

| <u>Year</u> | <u>Births</u> | <u>Deaths</u> | <u>Natural Increase</u> |
|-------------|---------------|---------------|-------------------------|
| 1950 | 78 | 59 | + 19 |
| 1951 | 85 | 69 | + 16 |
| 1952 | 62 | 63 | - 1 |
| 1953 | 64 | 63 | + 1 |
| 1954 | 68 | 63 | + 5 |
| 1955 | 68 | 69 | - 1 |
| 1956 | 76 | 66 | + 10 |
| 1957 | 71 | 80 | - 9 |
| 1958 | 76 | 76 | 0 |
| 1959 | 70 | 66 | + 4 |
| 1960 | 90 | 82 | + 8 |
| 1961 | 58 | 61 | - 3 |
| 1962 | 91 | 89 | + 7 |

TOTAL NATURAL INCREASE 1950-60 = 44

POPULATION INCREASE 385

NET IN-MIGRATION 341

SOURCE: MASS. DEPT. OF VITAL STATISTICS



surrounding communities since 1940. More isolated from the job centers, Ipswich and Manchester have had slower gains but have been growing steadily especially in the last 15 years. The most isolated of the three communities in the Cape Ann area, Rockport had, with the exception of Gloucester, the slowest growth rate before 1960. Gloucester and Essex as well as Rockport had a declining population from 1900 to 1940. Since then, Gloucester has slowly recovered and the gain in the last five years indicates an upward trend. Essex, while considered with Gloucester and Rockport as part of the Cape Ann area, is actually closer to the job centers and its rise in population since 1940 has been more rapid than its eastern neighbors. Like Gloucester, Rockport has just recently fully recovered the population lost in the 40 year decline after 1900 and since 1960 has begun to gain.

Table 1
POPULATION GROWTH IN ROCKPORT REGIONAL AREA

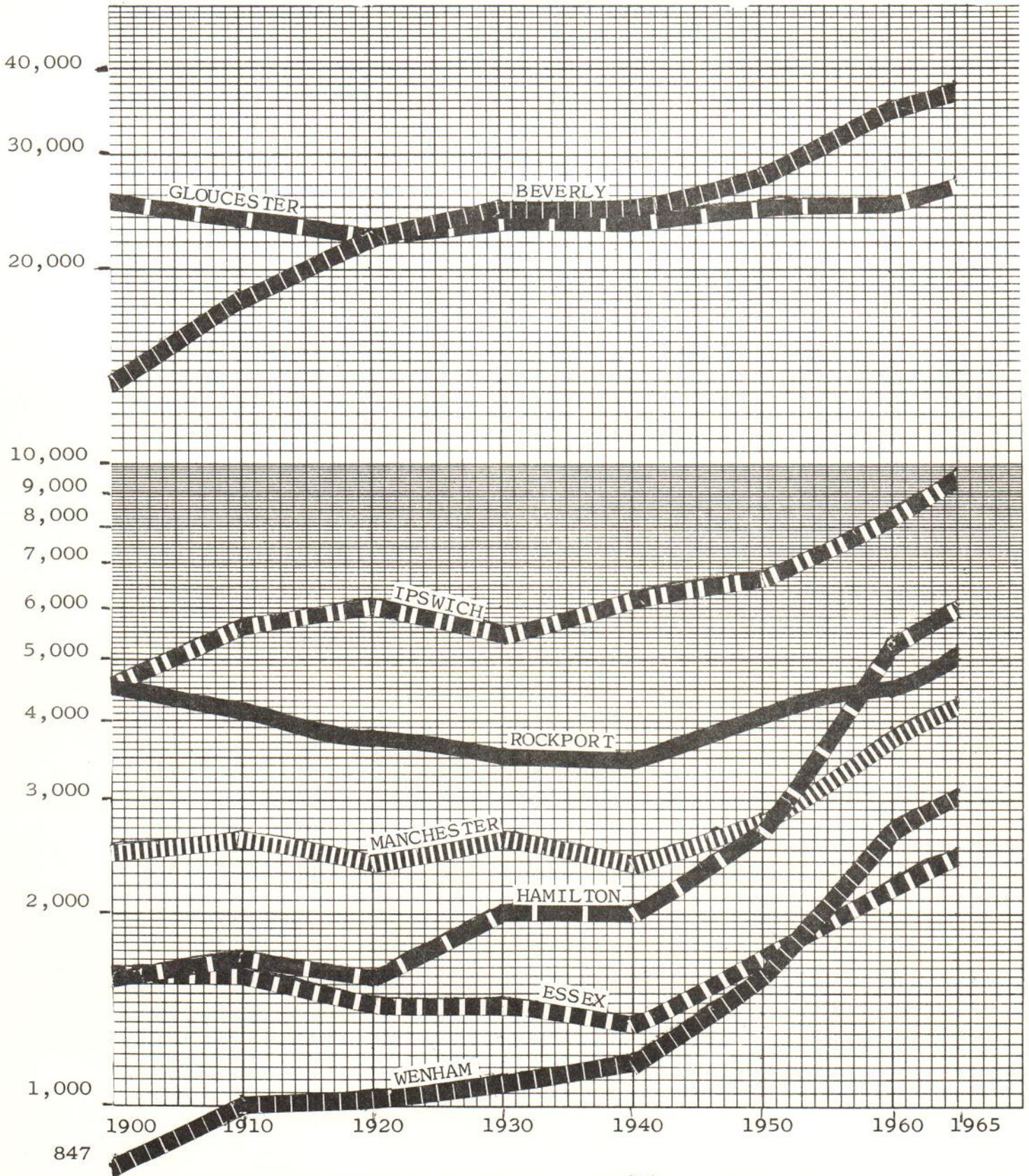
| | <u>1965</u> | <u>1960</u> | <u>1950</u> | <u>1940</u> | <u>1930</u> | <u>1920</u> | <u>1910</u> | <u>1900</u> |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Rockport | 5,297 | 4,616 | 4,213 | 3,556 | 3,630 | 3,878 | 4,211 | 4,592 |
| Gloucester | 26,744 | 25,789 | 25,167 | 24,046 | 24,204 | 22,947 | 24,398 | 26,121 |
| Essex | 2,502 | 2,238 | 1,794 | 1,384 | 1,465 | 1,478 | 1,621 | 1,663 |
| TOTAL REGION I | 34,543 | 32,643 | 31,192 | 28,986 | 29,299 | 28,303 | 30,230 | 32,376 |
| Manchester | 4,386 | 3,932 | 2,868 | 2,472 | 2,636 | 2,466 | 2,673 | 2,522 |
| Ipswich | 9,955 | 8,541 | 6,895 | 6,348 | 5,599 | 6,201 | 5,777 | 4,658 |
| Hamilton | 6,141 | 5,488 | 2,764 | 2,037 | 2,044 | 1,631 | 1,749 | 1,614 |
| Wenham | 3,114 | 2,798 | 1,644 | 1,220 | 1,119 | 1,090 | 1,010 | 847 |
| Beverly | 38,135 | 36,108 | 28,884 | 25,537 | 25,086 | 22,561 | 18,650 | 13,884 |

SOURCE: U. S. CENSUS - 1960,
STATE CENSUS - 1965.



POPULATION GROWTH OF ROCKPORT
AND SURROUNDING COMMUNITIES

1900 - 1965



Source: Mass. Dept. Commerce



COMMUNITY PLANNING SERVICES

A comparison of Ipswich and Rockport shows the effect of Rockport's isolation on population gains. While in 1900 the communities were approximately equal in population, after 1900 Ipswich showed a steady gain, a quick recovery from the decline of 1920-1930 and a rapid increase since 1950. Rockport, declining since 1900 began gaining in 1940 and by 1960 had a population equal to the 1900 total.

In addition to isolation from the job markets, Rockport's growth has been restrained by the amount of land suitable for building. Except for Gloucester and Beverly, Rockport is the most intensely developed with a density of 658 persons per square mile of land area as shown on the following map. This trend will continue as Rockport has the least amount of land available for building of any of these communities. However, the planners foresee greater growth in the future as a result of improved economic conditions in Gloucester, increasing job opportunities in the communities along Route 128 east of Route One, and the overall population increases projected for Massachusetts.

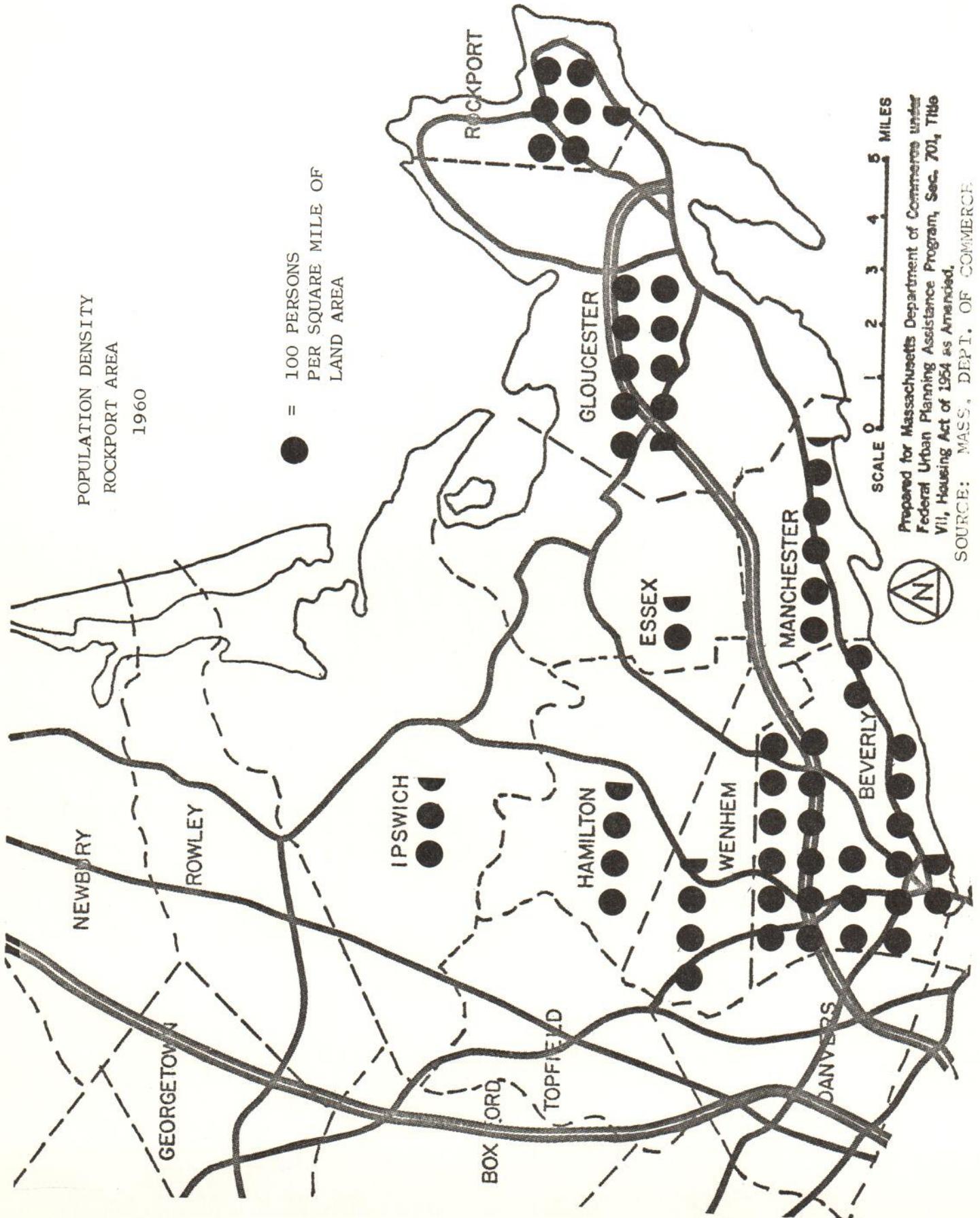
Location of Population

According to the 1960 census there are two urban areas of Rockport: Pigeon Cove and Rockport. The latter includes most of the built up portion of town south of King Street and north of Cape Hedge Beach. Between the two areas lived all but 41 of the total Rockport residents in 1960.



POPULATION DENSITY
ROCKPORT AREA
1960

● = 100 PERSONS
PER SQUARE MILE OF
LAND AREA



SCALE 0 1 2 3 4 5 MILES

Prepared for Massachusetts Department of Commerce under
Federal Urban Planning Assistance Program, Sec. 701, Title
VII, Housing Act of 1954 as Amended.

SOURCE: MASS. DEPT. OF COMMERCE

A total of 3,511 or 76% lived in Rockport Urban Area and 1,064 in Pigeon Cove. This ratio appears the same in 1966 based on location of new dwelling unit construction.

Composition of the Rockport Population

The following statements are based on 1960 census data for the Rockport Urban and Pigeon Cove areas except for the sections on age composition and the comparisons which are for the whole town.

Within Massachusetts in 1960 were 45 urban places with a population 2,500 to 10,000. Within this group Rockport ranked 24th in population, 8th in median number of school years completed (12.3) and 25th in median family income (\$6,055). Thirty places had a fewer percent of families with incomes under \$3,000 but only 14 had a higher percent of families with income over \$10,000 in 1960.

Comparison with the age composition of the State of Massachusetts (Table 2) shows a trend which is further emphasized in comparisons with the surrounding communities. (Tables 3-6) In the age groups under 45, Rockport is consistently under represented but the community as compared with the state has an excess of persons in the groups over 45. This is especially true in the 65 and older range where Rockport has an excess of 33.4% persons over the state figure.

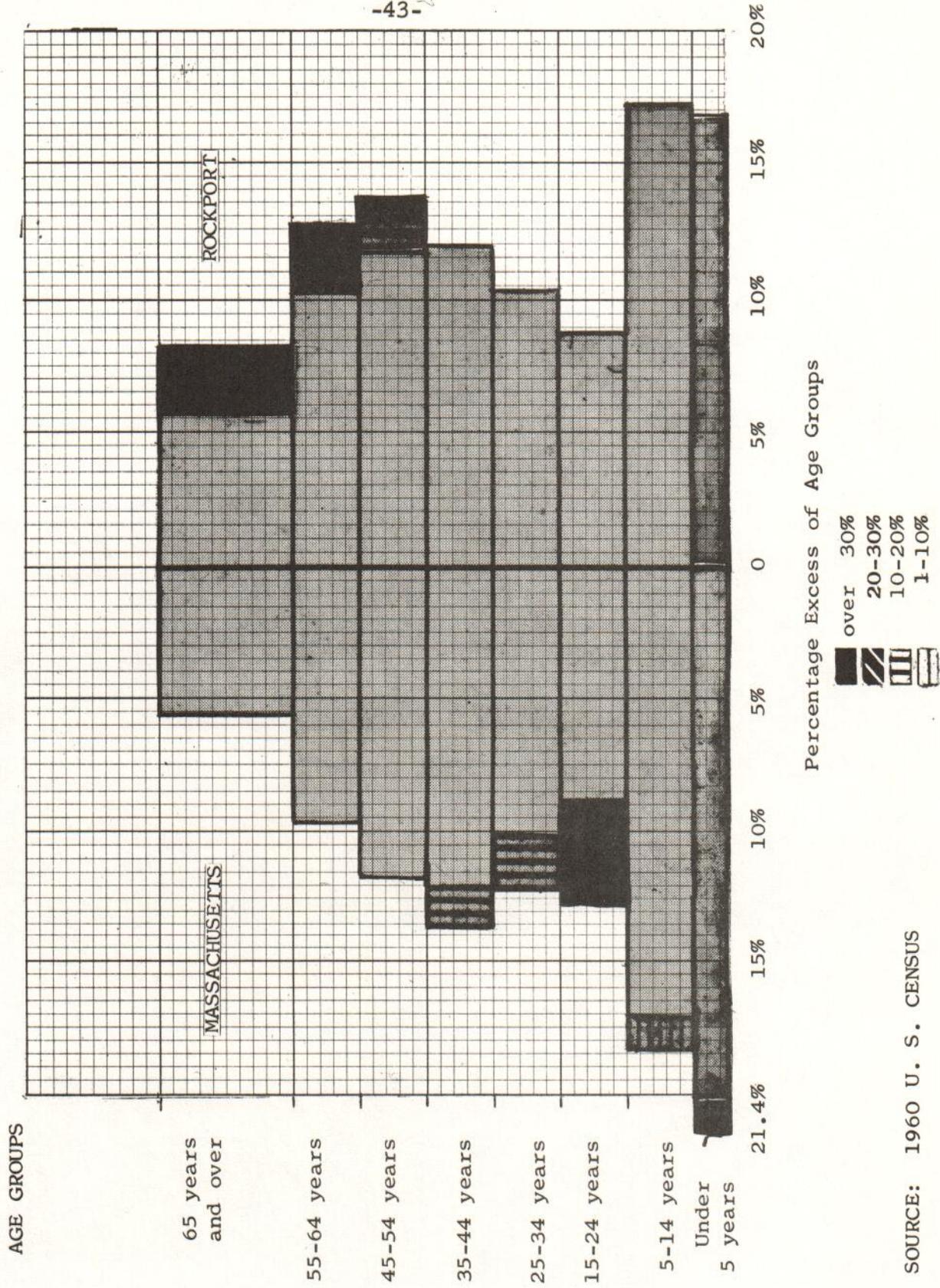


When compared with the less remote communities in the Cape Ann area, the popularity of Rockport with those over 45 is one of the salient characteristics in the composition of the population. Nearer the job centers, with land more suitable for subdivision construction, the communities of Beverly and Ipswich and to some degree Essex have attracted younger people seeking inexpensive housing in which to raise their families. The resale of these homes to more families with young children maintains a high percentage of the population in the 0-14 and 25-45 age groups. Rockport, lacking large scale housing tracts has a smaller percentage of population in these age groups than Beverly, Ipswich and Essex. In the under 45 groups the pattern more closely resembles Gloucester with deviation in the 15-24 and under 5 ranges. Gloucester has a lower percentage of its population over 65 than Rockport.

Within the community of Rockport, composition of the population groups in the Rockport and Pigeon Cove Urban areas is similar. (Table 7) The Pigeon Cove Urban area has less children under 5, but more between five and 14 than Rockport. In the older groups, Rockport has less females between 45-54 than Pigeon Cove but over 55 years the larger community has the higher percentage. The result of recent housing construction for the elderly in the Rockport Urban area will be an increase in the 65 and over group percentage which will be evidenced in



Table 2
 ROCKPORT - MASSACHUSETTS
 AGE DISTRIBUTION 1960

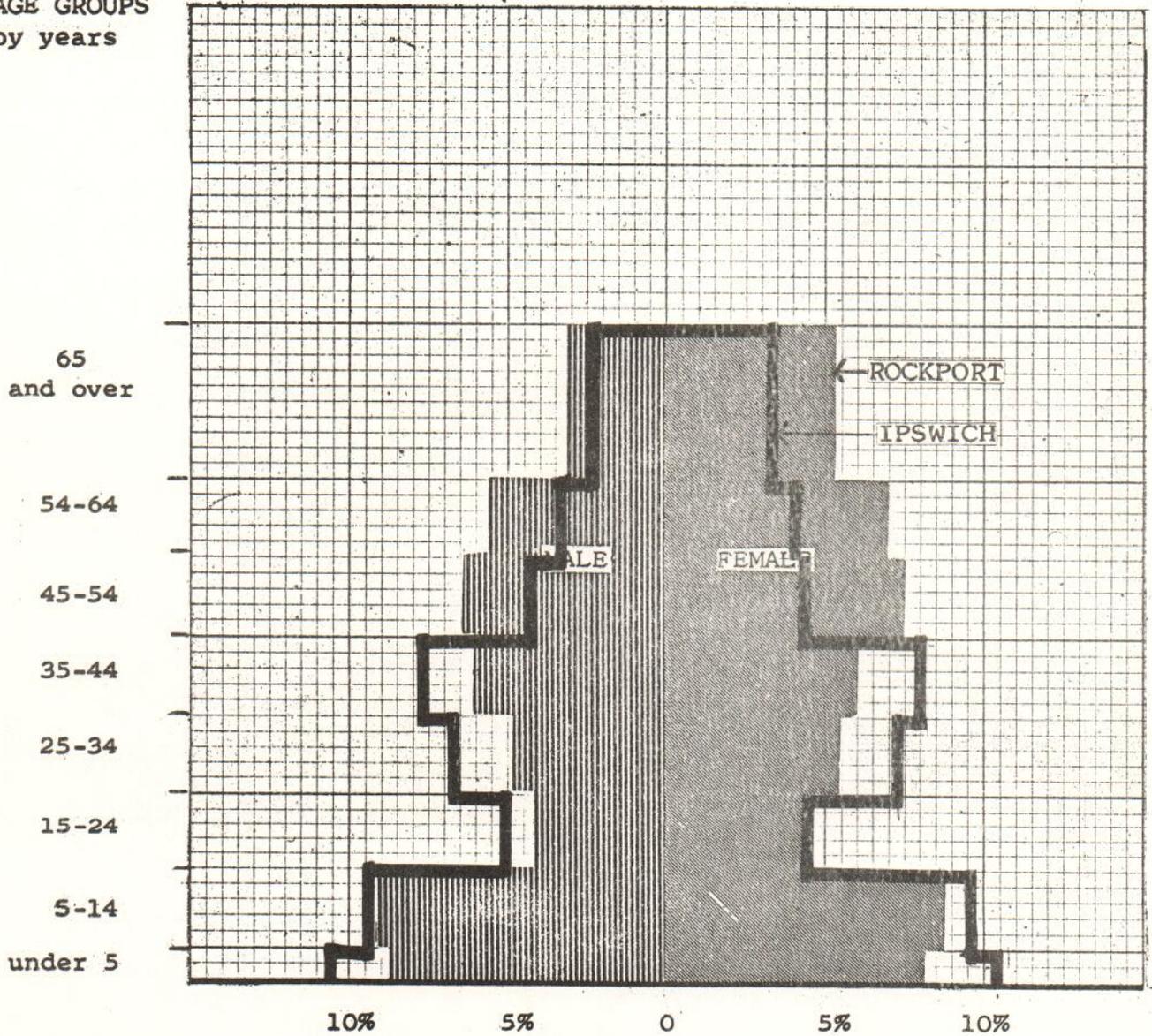


SOURCE: 1960 U. S. CENSUS

Table 3
ROCKPORT - IPSWICH

AGE - SEX DISTRIBUTION 1960

AGE GROUPS
by years



SOURCE: 1960 U. S. CENSUS

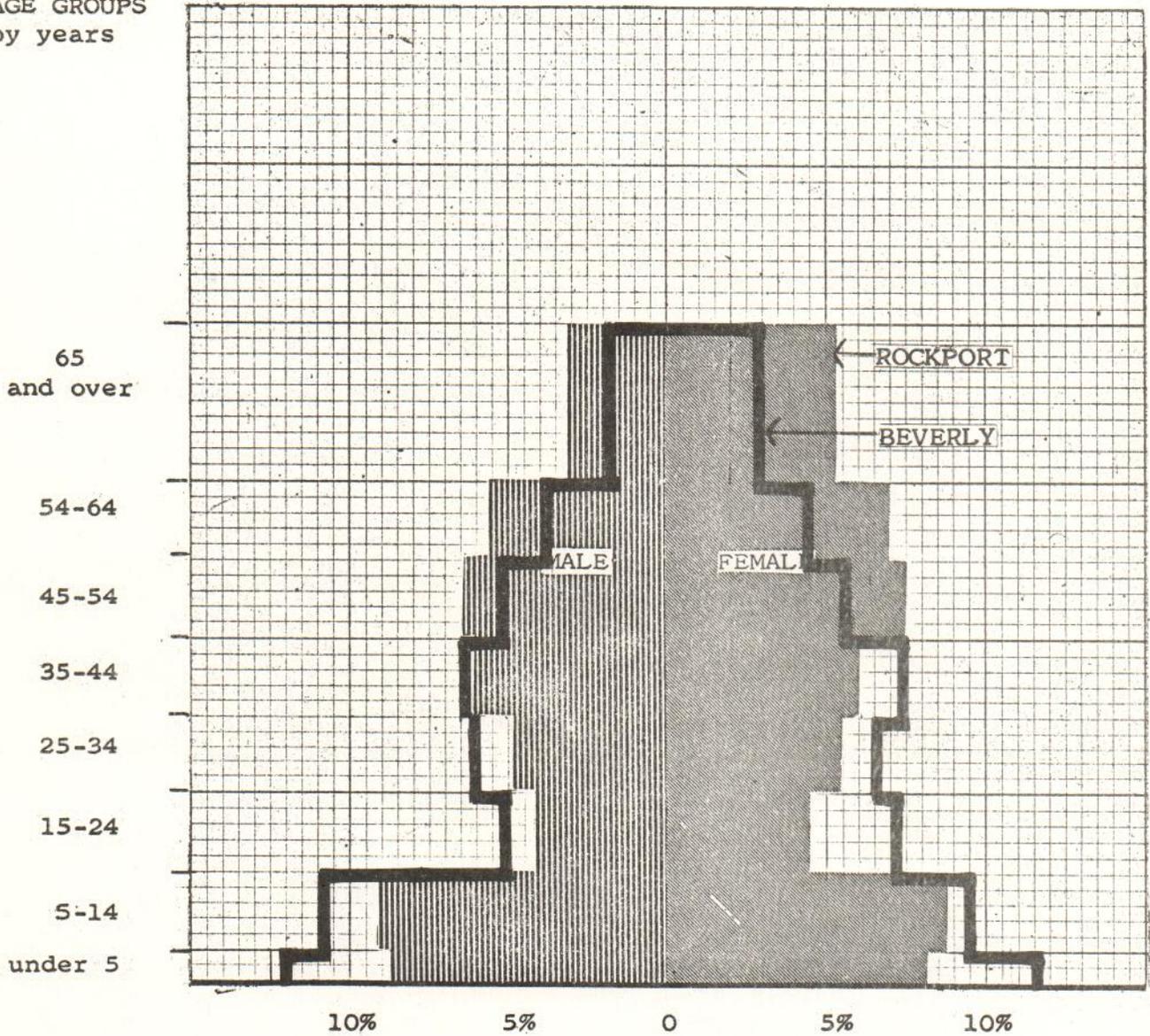


COMMUNITY PLANNING SERVICES

Table 4
ROCKPORT - BEVERLY

AGE - SEX DISTRIBUTION 1960

AGE GROUPS
by years



SOURCE: 1960 U. S. CENSUS

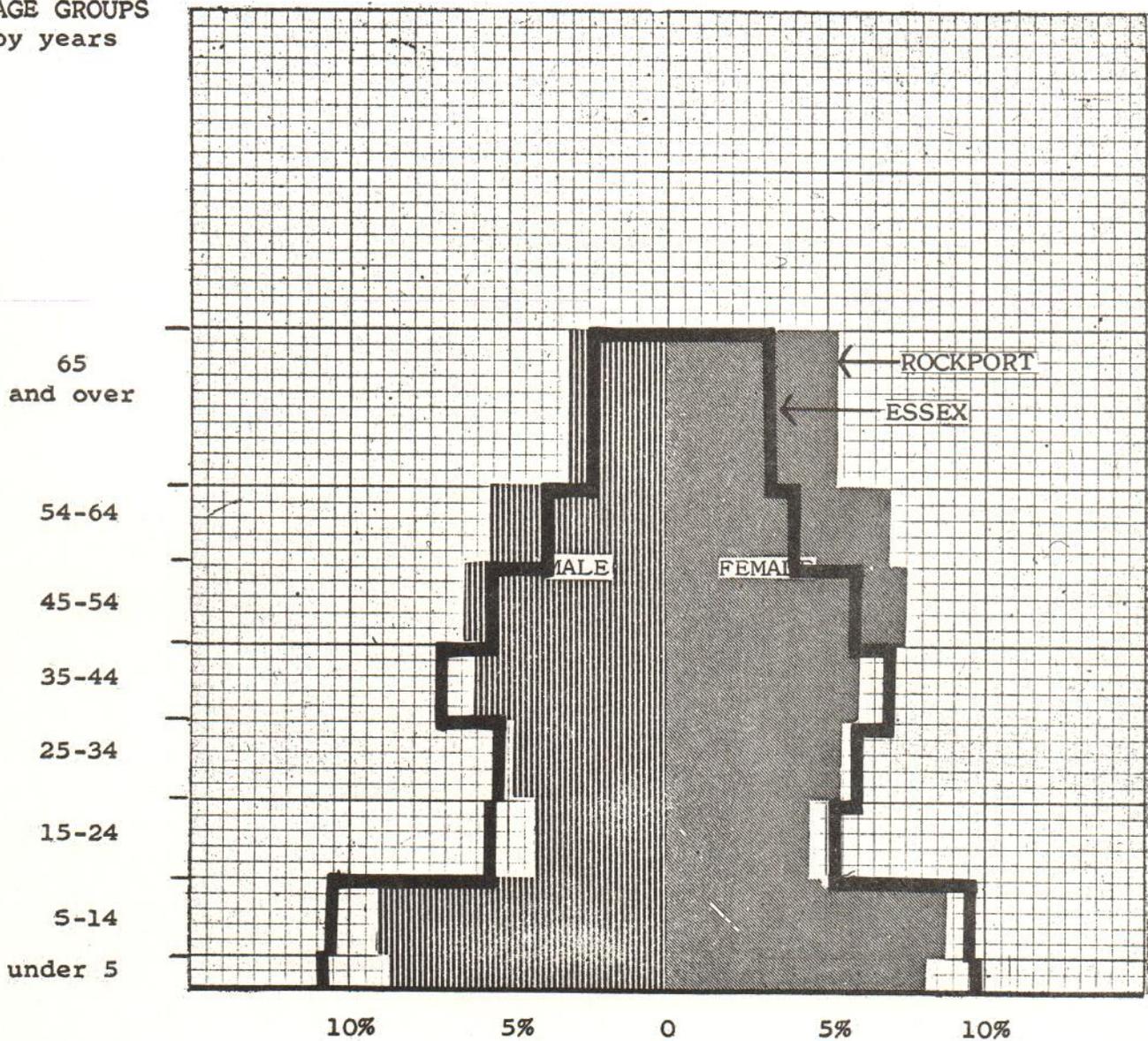


Table 5

ROCKPORT - ESSEX

AGE - SEX DISTRIBUTION 1960

AGE GROUPS
by years



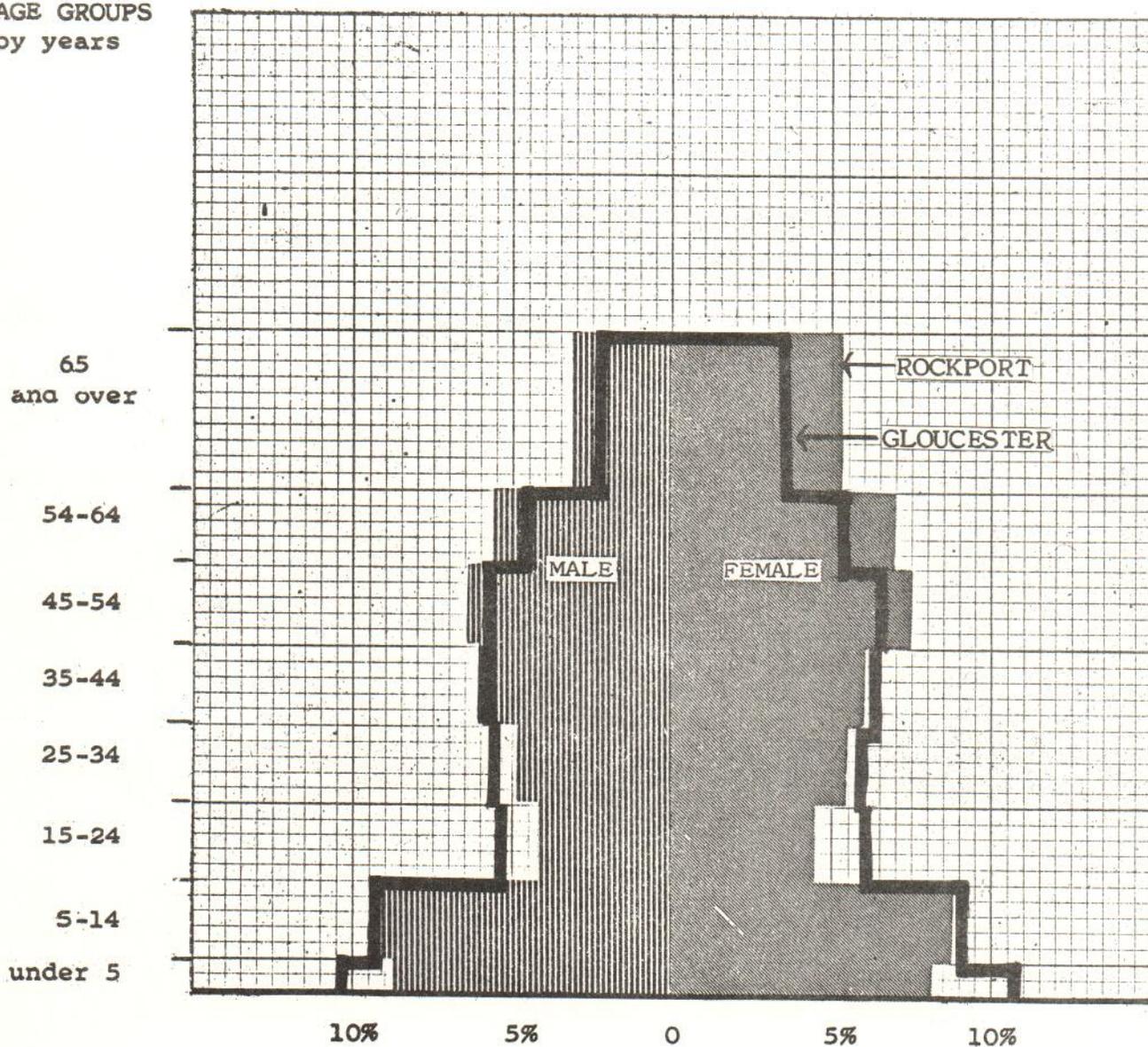
SOURCE: 1960 U.S. CENSUS



Table 6

ROCKPORT - GLOUCESTER
AGE - SEX DISTRIBUTION 1960

AGE GROUPS
by years



SOURCE: 1960 U. S. CENSUS



the next census. These variations are not serious and the two parts of the community can be treated as one unit.

Rockport is a community of older citizens. For all 119 urban places in Massachusetts regardless of population only Plymouth (17.4) had a higher percent of its population 65 years and older than Rockport (17.3) and only 10 other places had 14% or more of its population in the age group 65 and over. These older citizens, well education with about average income although containing a significant percent of families whose earnings are either below or above average, have set the trend for the near future.

Summertime Population

At present it is estimated that summertime population is on the order of 9,000 to 10,000 persons exclusive of those staying in guest houses, hotels, motels and inns. This is based on the number of seasonal dwellings reported in the 1960 census plus the year-round population.

The guest houses, inns, motels, and hotels have around 600 rooms for rent excluding those persons who rent out one or two rooms which could mean an additional 1200 or more persons so that total summertime population might be on the order of 12,000 persons plus day-trippers.

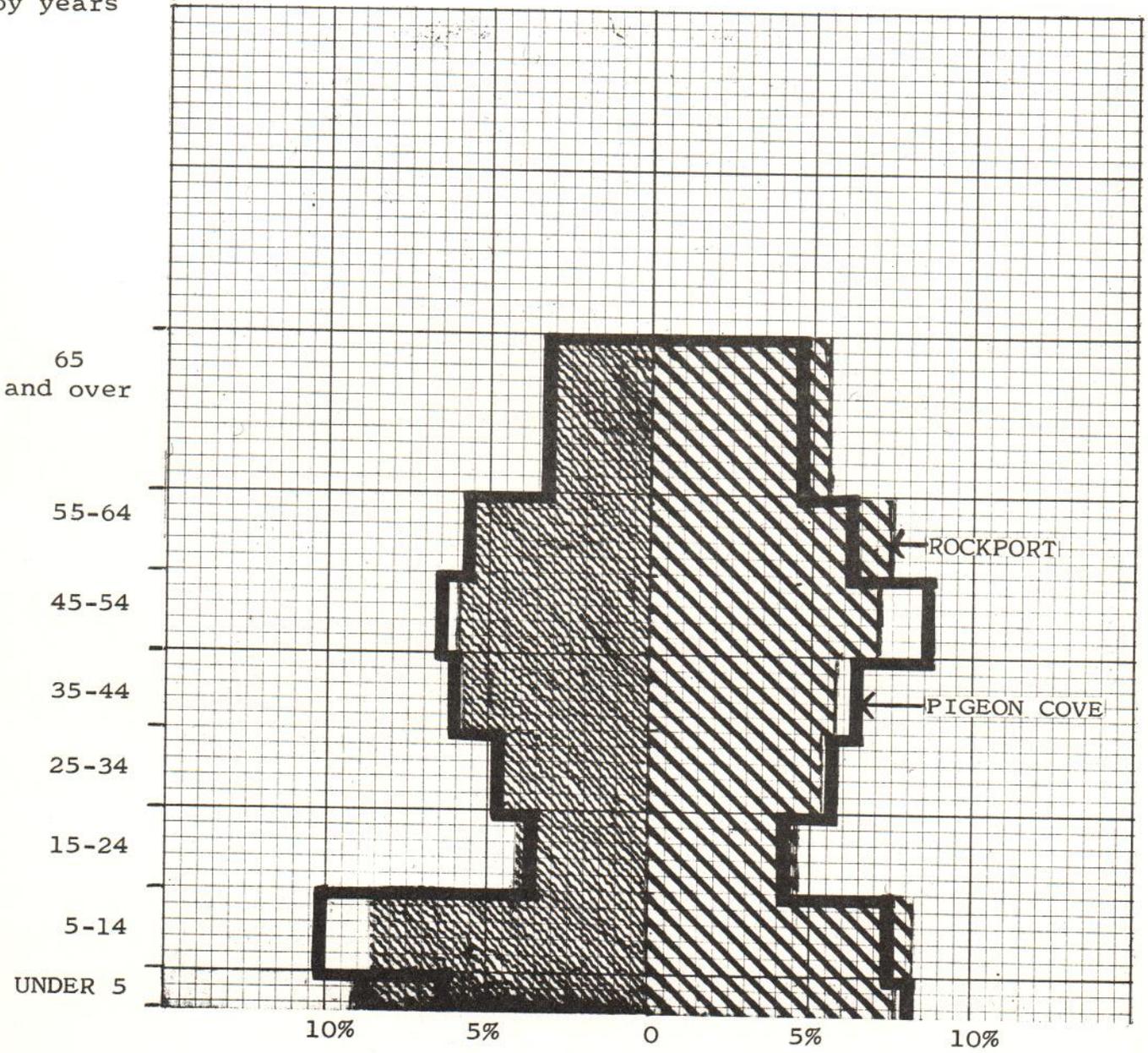


ROCKPORT - PIGEON COVE

AGE - SEX DISTRIBUTIONS 1960

Table 7

AGE GROUPS
by years



SOURCE: 1960 U. S. CENSUS



COMMUNITY PLANNING SERVICES

Population Projection

Assuming the population of Rockport in 1965 to be 5,297 and based on the past trends, the planners project the following population through 1970.

| <u>Year</u> | <u>Population</u> |
|-------------|-------------------|
| 1965 | 5,297 |
| 1966 | 5,341 |
| 1967 | 5,385 |
| 1968 | 5,429 |
| 1969 | 5,473 |
| 1970 | 5,517 |

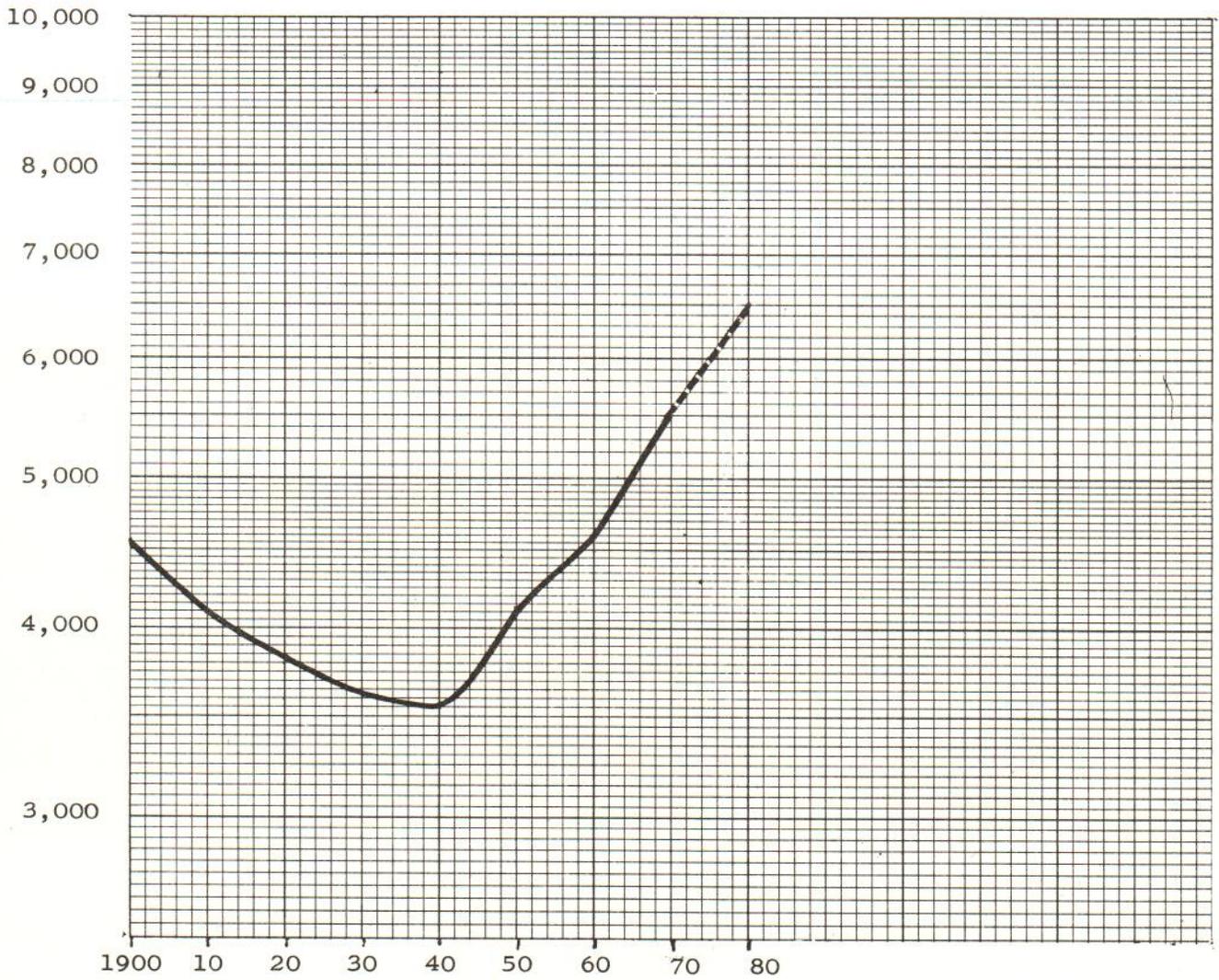
This is near the projection of the Greater Boston Economic Study Committee made in December, 1959. The GBESC, in a population projection of the cities and towns of Greater Boston, predicted a population of 5,000 for Rockport in 1970.

The planners' figure for 1970 is expected to be some 400 greater than will be reported in U. S. Census for that year due to the method of census taking. For 1975 the population is expected to be on the order of 6,000 and for 1980, 6,500 based on present trends. The planners believe that these are minimum figures and that by 1980 the population will be between 6,500 and 7,000 persons.

Ultimate population in Rockport is expected to be between 20,000 and 25,000 persons. This is based on the present amount of land developed for residential purposes and the amount of land left to be developed that will likely be used for residential purposes.



ROCKPORT
POPULATION HISTORY AND PROJECTION



SOURCE: MASS. DEPT. COMMERCE



COMMUNITY PLANNING SERVICES

CHAPTER 6

COMMUNITY FACILITIES

Public Facilities

1. Town Hall

Constructed in 1956 the Town Hall is geographically well located in the center of the present population pattern. Its major drawback is locational with summer traffic and related parking problems making it difficult at times for people to come to the Town Hall.

From a space standpoint the building appears adequate if slightly cramped for the present, but it should not be long before space demands outgrow present capacity. Two alternatives to solve the space problem appear possible. One is the enlargement of the existing building and the second is to use available space at the school administration building.

With eventual replacement of the Tarr School (recommended in the schools section of this report) space requirements for the foreseeable future could be met, either in the Tarr school building or the school administrative building.



2. Libraries

The town operates two libraries, the Carnegie Library and the Story Library. The latter, located in an old house in Pigeon Cove is open only two days a week. Both libraries are well maintained but need more space. Library use increases each year. Total circulation since 1945 has increased from some 18,000 volumes to over 64,000 volumes. Both libraries appear to be using almost all available space. For a community such as Rockport with older and better educated citizens the library plays an important function in town life.

Increasing population and increasing leisure time will continue to cause increased use of the library. Expansion on the present site of the Carnegie Library is impossible without land acquisition.

The location of the Carnegie Library has the same advantages and disadvantages of the Town Hall. Eventually demands for increased library space will require replacement of the Story Library and enlargement of the Carnegie Library or a new library to replace it.

The Tarr School site consists of 1½ acres of land in two lots. At present the Tarr School is used for the elementary grades and the old High School is used as a school administration building with the gym being used by the elementary school. Replacement of



the school is recommended and the question arises as to the best long term use of the property. Several alternatives appear feasible. The Tarr School is a handsome building which could be renovated and used for a town office building or library. The administrative building could be used for office space for the municipal services or could be torn down and become the site of a new library with the Tarr building used for municipal office space. A further possibility is to use the Tarr School as Town Hall and the present Town Hall for a library.

Ultimately the Pigeon Cove School could house the Pigeon Cove Library.

3. Police Station

The police station is centrally located across from the Town Hall, abutting the fire station. The station consists of a chief's room (undersized,) an interrogation-radio room (small,) an entrance room, storage room, cell block and locker space (upstairs.) Eventual expansion will be required, and when constructed the female cell should be separated from the remainder of the cell block to meet the standards of the Youth Service Board for the detention of Juveniles.

4. Fire Stations

A volunteer department operates out of two stations in Rockport, one across from Town Hall and the other in Pigeon Cove. Intertown coverage is provided with Gloucester, Manchester, Beverly and Essex.



The central station is geographically well located, its only problem being summer traffic. This can make it difficult for ment to get to the station and for the equipment to get out.

While replacement of the Pigeon Cove Station will be required, more pressing is the construction of a two bay station in the south end of town. This area is growing and will continue to grow. The site recommended is on town owned land at the intersection of South Street and Thatcher Road.

The forest fire equipment is housed in a building on T-Wharf. Pedestrian and vehicular traffic can cause problems during the summer in getting the equipment out. A new location for housing this equipment should be considered.

5. Town Dump

The town dump is well located on private land off Main Street. Open six days a week to the public it is also used on Sundays by commercial establishments. It is an open type burning dump and the present area is nearly filled. It is estimated that capacity will be reached within three years. Expansion of the present site is possible, but long range solution appears to be outside of Rockport. There does not appear to be any area suitable for sanitary land fill and geographically well located.

Dumping areas outside Rockport should be investigated along with the possibility of a regional incineration plant.*

*A study has been undertaken by the Metropolitan Area Planning Council (MAPC) concerning waste disposal but Rockport was not included within the scope of the study as it was not a member of MAPC at the time the study was undertaken.



6. Highway Garage

Built in the late 50's the garage is well equipped and will serve the town for many years. It will need expansion in order to house all the town's equipment. Expansion on the present site which adjoins the vast acreage of the Cape Pond watershed can be easily carried out.

7. Cemeteries

The Town of Rockport maintains four cemeteries, Beach Grove, Union and Old Parish in Rockport and Locust Grove in Gloucester. Beach Grove, recently expanded, is the largest and most used of the group. Union and Old Parish have reached capacity. Locust Grove still has lots available. There is a limited supply of lots available at Locust Grove and Beach Grove and these are sold only to residents of Rockport. Summer residents are excluded from purchasing lots. In the future more space will be required for Rockport residents than is now available and the planners recommend further extension of Beach Grove Cemetery, in a southwesterly and northwesterly direction. The proposed expansion as shown on the future land use plan would more than double the amount of available space and meet the needs of Rockport for many years to come.



PUBLIC AND SEMIPUBLIC LAND

This section deals with basic recommendations on public and semipublic lands within Rockport. The first category concerns land not owned by the Town of Rockport; the second, town owned land of low value and owners unknown; the third, tax title land; and the fourth, town land.

1. Lands not owned by Rockport:

Gloucester Water Shed

This land should be acquired by Rockport and leased to Gloucester. This action will protect the Cape Pond watershed and prevent unwise development of this remote section of Rockport.

Rockport Golf Club

Acquisition of the club by the community should be explored. If feasible, additional land should be required and the course expanded to eighteen holes. It has been the experience of other communities that municipal courses pay for themselves and most courses eventually make money which can be used for other recreational purposes. If acquisition is not feasible then land should be acquired by the club, possibly with town assistance, to expand the course which presently covers some 80 acres of land. An additional 80 to 100 acres should be acquired including pieces of land nearby which are classified as land of low value or owners unknown which could be developed for this purpose. If neither opportunity can be carried out it may be possible to develop an eighteen hole



municipal golf course on the Gloucester and Rockport watershed lands.

Steel Derrick Association and Pigeon Cove Associates

The land owned by these groups should be maintained in its present status. The land owned by Steel Derrick should not be allowed to develop as it is part of the watershed.

Halibut Point

The 15 acre area owned by the Trustees of Reservation should be expanded to include the land around the quarry pit. Also access and parking should be improved so that more people can take advantage of the natural beauty of the site.

2. Land of Low Value and Land of Unknown Owners:

Coastal Lands

As a matter of policy all lands along the coast should be retained. Most of the land is undevelopable and is located north of Pigeon Cove. Access in most cases is over private lands. One piece off Cathedral Avenue has some potential for development in connection with future development of Pigeon Cove Harbor.

Land in Southern Rockport

These are the pieces between Cape Pond and the golf club previously mentioned. At the present they are of little value and should be retained. In the future if the golf course is not expanded and development occurs in this area the town will gain much more by selling then rather than now.



Land Around the Cape Pond Watershed

These should be kept only as addition to watershed property. There are some lots along Route 127 but only one is of sufficient size to build on. This lot could be sold for a home site and the other smaller lots could be sold to abutters providing no construction occurs on them.

Lands in Northwestern Rockport

The few small parcels of land in this area have no adequate access and should be kept until the area around them is developed. At that time they should bring a greater return than if sold now, location notwithstanding. The money received for sale of lands should be put in a bank for purchase of other land better located to meet town needs. This applies to the following section as well.

3. Tax Title Land:

Off Ruthan Way

This piece could be subdivided into five lots. The land appears desirable for residential construction. Water could be extended to the site. Recommendation--sale of land when advantageous.

Land Both Sides of Straights Mouth Way

Two lots containing over fourteen acres appear suitable for residential development. There does not appear to be any need for land in this area of this magnitude for recreation or other municipal needs. Therefore, selling is recommended when appropriate.



Land Off Pigeon Hill Street

This piece of land with a stream running through the property contains over two acres and should be kept by the town for conservation and park purposes.

Phillips Estate Land

This land is divided into five lots, three of which are separated by paper streets. The largest lot, fifteen acres, is located between Haven and Phillips Avenue. This large piece should be kept by the town for eventual use as a school site. While this is far in the future, it is a logical location with adequate access and area and it is expected that this part of Rockport will see additional home construction in significant amounts in the future.

The other four lots should be subdivided and sold. A total of eighteen good sized lots could be developed.

4. Town Owned Land:

All land in this category should be kept by the town. The comments found in the following paragraphs are the planners' thoughts on the future use of major undeveloped land.

Loblolly Cove

The town owns some 23 acres of land fronting on both sides of Penzance Road. The shorefront offers some possibility for beach development but more important it offers long term possibility of harbor development. With construction of a protective breakwater there would be adequate land for development of onshore facilities.



Thatcher Road near South Street

Two parcels containing some fifteen acres on the northwesterly side of Thatcher Road have future potential as a school site. A small parcel at the intersection with South Street could be a site for a fire station. From this point all coastal development is within easy reach.

Haskins Hospital Land

This land was left by will and must be used for park purposes. It is well located for future use as a park.

Manning Park

This land was also left by will and must be used for park or school purposes. While access because of topography may be somewhat difficult there is sufficient land for an elementary school to replace the present Tarr School.

Rockport Harbor

This is the largest of the harbors with a mooring capacity some 250 boats. In addition some 20 or more sailboats are dry-docked at the Sandy Bay Yacht Club on T-Wharf. The harbor is crowded to approach and expansion is impossible. Onshore facilities to serve the harbor are limited to gas and there are no repair facilities.



Granite Pier

This piece of town owned land borders on Gull Cove which has mooring space for some 60 boats. It is this harbor which has the most potential for development and is more fully discussed in the Central Area Report.

Pigeon Cove Harbor

This is a small harbor with moorings for 40 boats half of which are lobster boats. While it would be possible to increase the number of boats by the use of piers and floats, it would be more economical to concentrate development in Gull Cove where onshore facilities could be created. If the tool company were ever to stop production and the buildings become available then this area could be developed more intensely and the onshore facilities could then be developed.



CHAPTER 7

SCHOOLS

In 1966 the Town of Rockport operated four public schools, three elementary schools and a combination Junior-Senior High School (Map 8). The old high school was used as an administration building, with the gym and cafeteria facilities used by pupils attending the Tarr School. The following table gives a brief description of the schools:

| <u>School</u> | <u>Age</u> | <u>Site Size</u> | <u>Design Capacity</u> |
|-------------------------|------------|------------------|------------------------|
| Junior-Senior High | 4 years | 21 acres* | 500 students |
| Community | 13 " | 21 " * | 7 rooms |
| Pigeon Cove | 37 " | 4½ " ** | 6 " |
| Tarr | 60 " | ½ acre | 8 " |
| Administration Building | 40 " | 1 " | 11 " |

*Combined site for both Junior-Senior and Community School, 21 acres.

**Includes adjacent park.

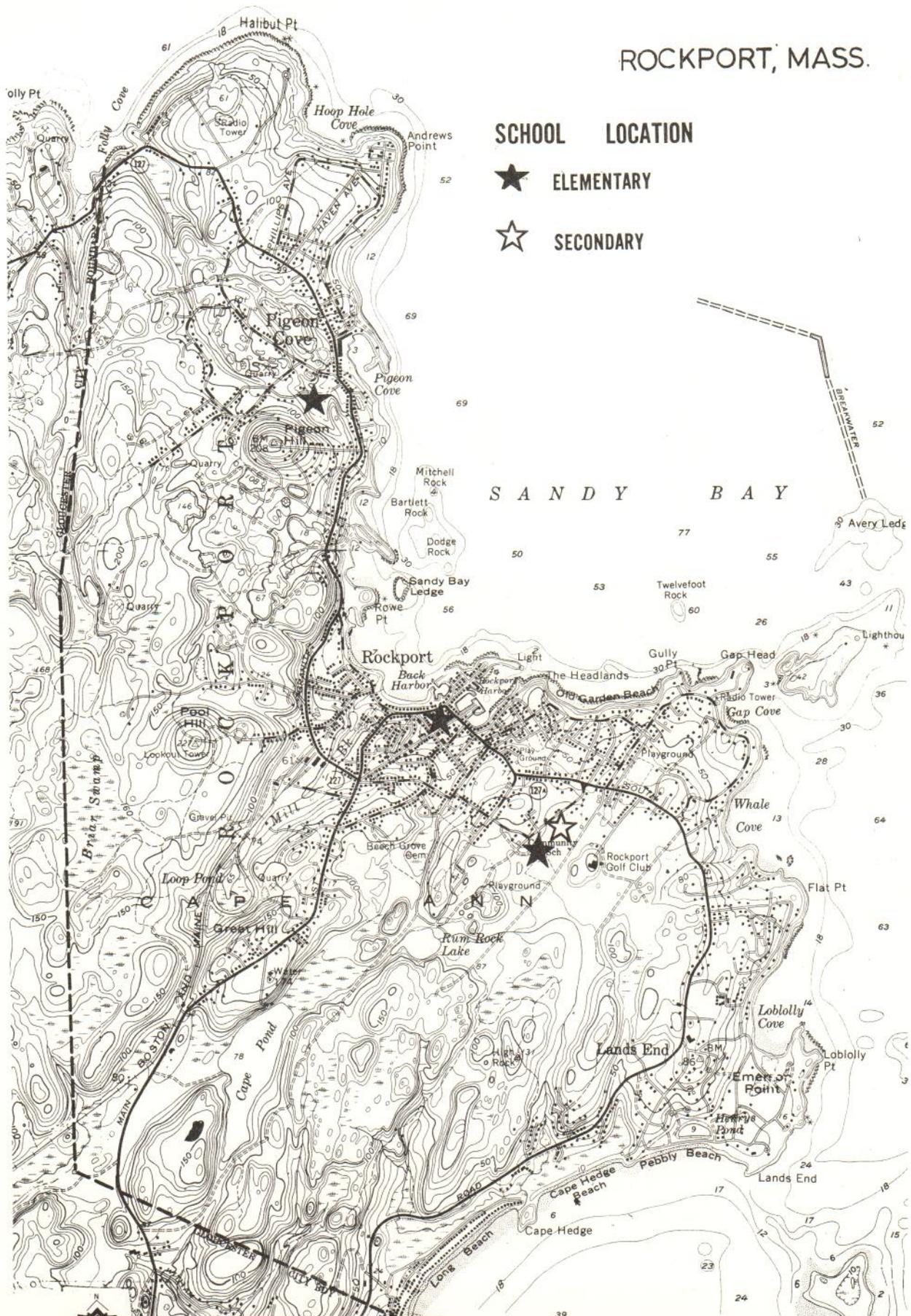
Recommended site sizes for schools now being constructed are 10 acres for elementary schools, 20 acres for Junior High, and 30 acres for Senior High schools plus one acre for each 100 pupils per school. On this basis all the sites are below the present recommended standards. The site of the Junior-Senior high and



ROCKPORT, MASS.

SCHOOL LOCATION

- ★ ELEMENTARY
- ☆ SECONDARY



SCALE 1" = 1000 FEET

SOURCE: FROM U.S.G.S. CONTOUR INTERVAL 10 FEET

COMMUNITY PLANNING SERVICES

A DIVISION OF WHITMAN & HOWARD INC. ENGINEERS 1000 STATE PLAZA, BOSTON 14, MASS.

PREPARED FOR THE PLANNING BOARD BY MASS. DEPT. OF COMMERCE UNDER FEDERAL URBAN PLANNING ASSISTANCE PROGRAM, SEC. 70, TITLE VII, HOUSING ACT OF 1954 AS AMENDED.

Community school could be expanded as could the Pigeon Cove school to meet the required site size. Expansion of the Tarr School site and the old Junior-Senior High would be uneconomical.

Each school building was visited by the planner in July, 1966 and all schools are found to be well maintained. Both Pigeon Cove School and Tarr School, while having a fireproof exterior have wooden interiors and show their age even though they have been extensively renovated in relation to toilet facilities and lighting. While it would be uneconomical to recommend replacement of these two schools at this date, sometime within the planning period, say the next 20 years, these schools should be replaced by modern school plants such as the Community School.

Enrollment Trends and Projection

Since 1955 enrollment in the Rockport School System has increased by some 25%. Enrollments in Grades K through 6 have decreased by some 20 pupils. On the other hand enrollments in grades 7 through 12 have increased by over 200 pupils.

Enrollment projections over the next 10 year period through 1975 would indicate only a slight increase in the number of students in the Rockport School System. Even if the percent of dropouts in the upper grades decreases these projections will not be significantly altered.

Future school enrollment was estimated by the "Cohort Survival"



method (based on past experience of the school system with the number of births in a given year entering kindergarten five years later; survival of those moving from kindergarten to grade 1, grade 1 to 2, the year after, grade 2 to 3 the year after that, and so forth.) The total Rockport public school enrollment, 1955 through 1965, is shown on the following table. (Page 66)

These enrollment figures were used in determining survival rates for each grade and applied to the 1965 school enrollment and to the births of recent years and shown on the table "Projected School Enrollment 1966-1977." Projections beyond 1970 were based on the uniform number of births as determined by the average number of births over the last several years. Within Rockport the allocated number of births have ranged from a low of 58 in 1961 to a high of 91 in 1962 with side fluctuation since 1949 as shown in the following table:

ROCKPORT ALLOCATED BIRTHS 1949-1963

| <u>Year</u> | | | <u>Year</u> | | |
|-------------|---|----|-------------|---|----|
| 1963 | - | 88 | 1955 | - | 68 |
| 1962 | - | 91 | 1954 | - | 68 |
| 1961 | - | 58 | 1953 | - | 64 |
| 1960 | - | 90 | 1952 | - | 62 |
| 1959 | - | 70 | 1951 | - | 85 |
| 1958 | - | 76 | 1950 | - | 78 |
| 1957 | - | 71 | 1949 | - | 90 |
| 1956 | - | 76 | | | |



*
 1955
 1956
 1957
 1958
 1959
 1960
 1961
 1962
 1963
 1964
 1965

TABLE I
 S C H O O L E N R O L L M E N T 1955-1965

Rockport

| Year | K | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total | K-6 | 7-12 |
|---------------|--------|--------|--------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-----|------|
| 1955 | 78 | 67 | 80 | 93 | 91 | 78 | 62 | 68 | 56 | 47 | 55 | 35 | 37 | 804 | 539 | 265 |
| 1956 | 85 | 83 | 79 | 83 | 90 | 83 | 79 | 59 | 71 | 52 | 47 | 46 | 32 | 834 | 556 | 278 |
| 1957 | 62 | 80 | 85 | 80 | 83 | 83 | 87 | 83 | 57 | 71 | 43 | 42 | 39 | 861 | 578 | 283 |
| 1958 | 64 | 72 | 82 | 90 | 74 | 79 | 83 | 90 | 79 | 56 | 58 | 41 | 37 | 879 | 570 | 309 |
| 1959 | 68 | 70 | 78 | 83 | 84 | 78 | 80 | 82 | 85 | 78 | 54 | 50 | 39 | 896 | 555 | 341 |
| 1960 | 68 | 77 | 66 | 77 | 90 | 89 | 79 | 76 | 82 | 83 | 75 | 47 | 52 | 931 | 554 | 377 |
| 1961 | 76 | 71 | 85 | 71 | 76 | 87 | 92 | 82 | 79 | 82 | 76 | 69 | 49 | 963 | 564 | 399 |
| 1962 | 71 | 75 | 70 | 80 | 68 | 71 | 90 | 94 | 83 | 77 | 89 | 74 | 68 | 985 | 548 | 437 |
| 1963 | 76 | 74 | 80 | 70 | 81 | 62 | 77 | 91 | 93 | 81 | 78 | 91 | 71 | 1016 | 535 | 481 |
| 1964 | 70 | 81 | 71 | 77 | 70 | 71 | 65 | 70 | 88 | 92 | 74 | 75 | 92 | 996 | 505 | 491 |
| 1965 | 90 | 85 | 85 | 72 | 73 | 72 | 67 | 67 | 73 | 89 | 88 | 77 | 65 | 1000 | 521 | 479 |
| Survival Rate | 104.35 | 104.20 | 101.02 | 97.80 | 96.53 | 102.31 | 99.85 | 99.57 | 98.21 | 94.54 | 93.37 | 95.00 | 93.74 | | | |

* 5 years prior to kindergarten
 Source: Town Annual Reports

At present Rockport is not undergoing any major housing development, nor is it expected that within the next five years there will be any significant increase in the number of family accommodations built in Rockport each year. The number of single family dwellings in Rockport constructed since 1956 vary from a high of 38 in 1956 to a low of 17 in 1962, while 20 were built in 1965. On this basis it appears to the planners that Rockport is not facing a school building program required by lack of space. In fact, over the next 10 years there will be no difficulty in housing all of the students in the existing facilities. Projections for the high school do not reach the 500 capacity and the number of rooms required for elementary school purposes are well below the available number of rooms in the school system.

With changes in time educational programs may also change, and the only expansion that might be likely during the period would be in the high school to facilitate some new programs that the community may desire.

RECOMMENDATIONS

It is recommended that the site of the Junior-Senior High School be expanded to provide for long-term secondary school needs. Eventual replacement of the Tarr School will be required, and Manning Park appears to be the logical location. Eventual relocation of the Pigeon Cove School on a portion of the Phillips



Births
to
K-6

TABLE II

PROJECTED SCHOOL ENROLLMENT 1966 - 1977

| Year | K | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total | K-6 | 7-12 |
|---------|-----|----|----|-----|----|----|----|----|----|----|----|----|----|-------|-----|------|
| 1965-66 | 90 | 85 | 85 | 72 | 73 | 72 | 67 | 67 | 73 | 88 | 77 | 65 | 87 | 1000 | 521 | 479 |
| 1966-67 | 58 | 61 | 89 | 86 | 70 | 74 | 67 | 67 | 72 | 84 | 82 | 73 | 61 | 956 | 517 | 439 |
| 1967-68 | 91 | 95 | 64 | 90 | 84 | 72 | 74 | 67 | 66 | 68 | 78 | 78 | 68 | 972 | 547 | 425 |
| 1968-69 | 88 | 92 | 99 | 65 | 88 | 81 | 70 | 72 | 74 | 66 | 62 | 74 | 73 | 979 | 567 | 412 |
| 1969-70 | 79* | 82 | 96 | 100 | 64 | 85 | 83 | 70 | 72 | 73 | 62 | 60 | 69 | 974 | 580 | 394 |
| 1970-71 | 79 | 82 | 85 | 97 | 98 | 63 | 87 | 83 | 70 | 71 | 69 | 55 | 56 | 974 | 595 | 379 |
| 1971-72 | 79 | 82 | 85 | 86 | 95 | 95 | 64 | 87 | 83 | 69 | 64 | 55 | 52 | 984 | 594 | 390 |
| 1972-73 | 79 | 82 | 85 | 86 | 84 | 92 | 97 | 64 | 87 | 82 | 65 | 61 | 52 | 1000 | 590 | 410 |
| 1973-74 | 79 | 82 | 85 | 86 | 84 | 81 | 94 | 97 | 64 | 85 | 78 | 60 | 57 | 1014 | 609 | 405 |
| 1974-75 | 79 | 82 | 85 | 86 | 84 | 81 | 83 | 94 | 97 | 63 | 80 | 58 | 56 | 1022 | 595 | 427 |
| 1975-76 | 79 | 82 | 85 | 86 | 84 | 81 | 83 | 83 | 94 | 95 | 60 | 69 | 54 | 1051 | 584 | 447 |
| 1976-77 | 79 | 82 | 85 | 86 | 84 | 81 | 83 | 83 | 83 | 92 | 90 | 71 | 65 | 1041 | 584 | 457 |
| 1977-78 | 79 | 82 | 85 | 86 | 84 | 81 | 83 | 83 | 83 | 82 | 87 | 53 | 66 | 1039 | 584 | 455 |

* assumed average of births Source: Community Planning Services

CHAPTER 8

UTILITIES

Water Distribution

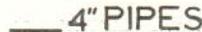
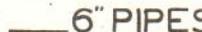
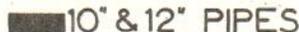
Nearly all of Rockport is served by a water distribution system which runs from Long Beach to Andrews Point. The major problem facing Rockport today is an adequate storage system so that the water can be put into the system when required. Water restrictions have been placed on the community for the past two years, and the situation will not improve without some improvements to the system. A system to increase the storage capacity has been proposed and appears adequate to meet water demands of the near future. The use of Loop Pond as a reservoir was the first step in this direction. The proposals by the town's director of public works appears to solve the storage facilities by providing a capacity on the order of 500 million gallons per year through construction of two dams, one at John Swan Quarry and the other on Mill Brook. This will allow the town to take advantage of runoff and through the use of force mains running from Millbrook Pumping Station to Carlson Quarry, Loop Pond, and Cape Pond and a gravity feed system to John Swan Quarry provide storage for peak demand purposes.

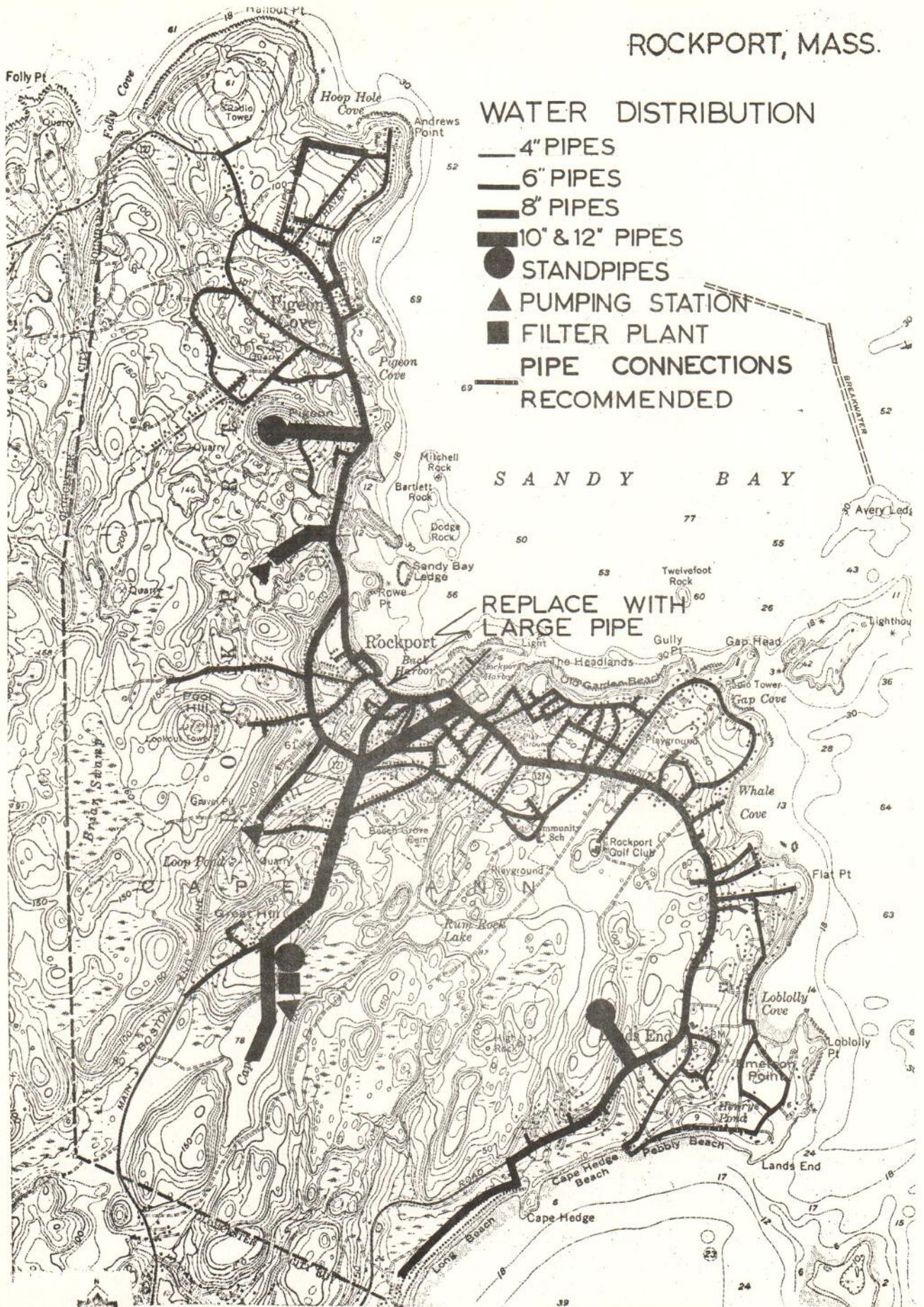
In 1965 some 215 million gallons were consumed compared to 253 million gallons in 1964. In 1964 restrictions were not placed on the water usage until the first of July, whereas in 1965 restrictions were enforced throughout the year. Demand for water within the



ROCKPORT, MASS.

WATER DISTRIBUTION

-  4" PIPES
-  6" PIPES
-  8" PIPES
-  10" & 12" PIPES
-  STANDPIPES
-  PUMPING STATION
-  FILTER PLANT
-  PIPE CONNECTIONS RECOMMENDED



SANDY BAY

REPLACE WITH LARGE PIPE



SCALE 1 1000 2000 FEET

SOURCE: 1961

COMMUNITY PLANNING SERVICES

PREPARED FOR THE PLANNING BOARD BY MASS DEPT. OF COMMUNITY UNDER FEDERAL HOUSING PLANNING ASSISTANCE PROGRAM, REG. TITLE VI HOUSING ACT OF 1954 AS AMENDED.

town increased from 180 million gallons in 1961 to 220 million gallons in 1963, and 253 million gallons in 1964. If restrictions were not placed on 1964 use the quantity used might well have been 260 million gallons. Even with restrictions, pumping during the months of July, August and September 1964 exceeded those of previous years. On this basis it would appear that Rockport's water demand is growing at the rate of over 25 million gallons a year, barring restrictions. Taking into account that the years 1964 and 1965 were drought years we can still expect demand to increase by something on the order of ten to fifteen million gallons a year which would mean that by 1970 with no restrictions a demand of something on the order of 300 million gallons per year could be anticipated. The present system can hardly be expected to meet this as demand during the months of June, July and August would exceed existing storage pumping capacity for those months.

On a long term basis (20 or more years from now) it is not unlikely that Rockport will be using water from beyond the town boundaries, probably on a regional arrangement similar to the MDC with the main source, in addition to its own storage and well fields, the Ipswich River.

The present distribution system is shown on the following map. It should be improved in several areas, principally by replacement of some existing 4-inch pipe and the looping of other pipes to prevent long deadends. The areas along Land's End, Whale Cove and



parts of Pigeon Cove near Andrews Point could use improvements.

Most of the supply system is 8-inch pipe. A major main runs from Cape Pond along Route 127, down Broadway to Dock Square. Three other mains, 10" or larger, feed the system--two from the standpipes, one at Pigeon Cove and one in the South End; and one from Carlson Quarry. These flow or are pumped into an 8-inch main which runs from Long Beach to Thatcher Road, South Street and Main Street, back to the Five Corners and then around Railroad Avenue and Beach Street to Granite Avenue and on to Pigeon Cove.

The recommended improvements are shown on the distribution map.

Sewer System

Most of the urban portion of Rockport between Granite Street and Marmion Way is sewered. The major problem within this area is the outfall in the harbor through which sewage enters the ocean without treatment. Eventually this will have to be rectified.

Two other developed areas of Rockport--Pigeon Cove and the easterly portion of Rockport between Lands End and Marmion Way will eventually require a sewer system. In fact, due to extremely poor soils throughout the town any area that is heavily developed will likely require a sewer system. While the present system can be extended both north and south, any significant extension would require pumping stations, and unless the sewage is treated, no federal aid would be available. Both of the unsewered areas mentioned have a relatively dense land coverage and while a plan



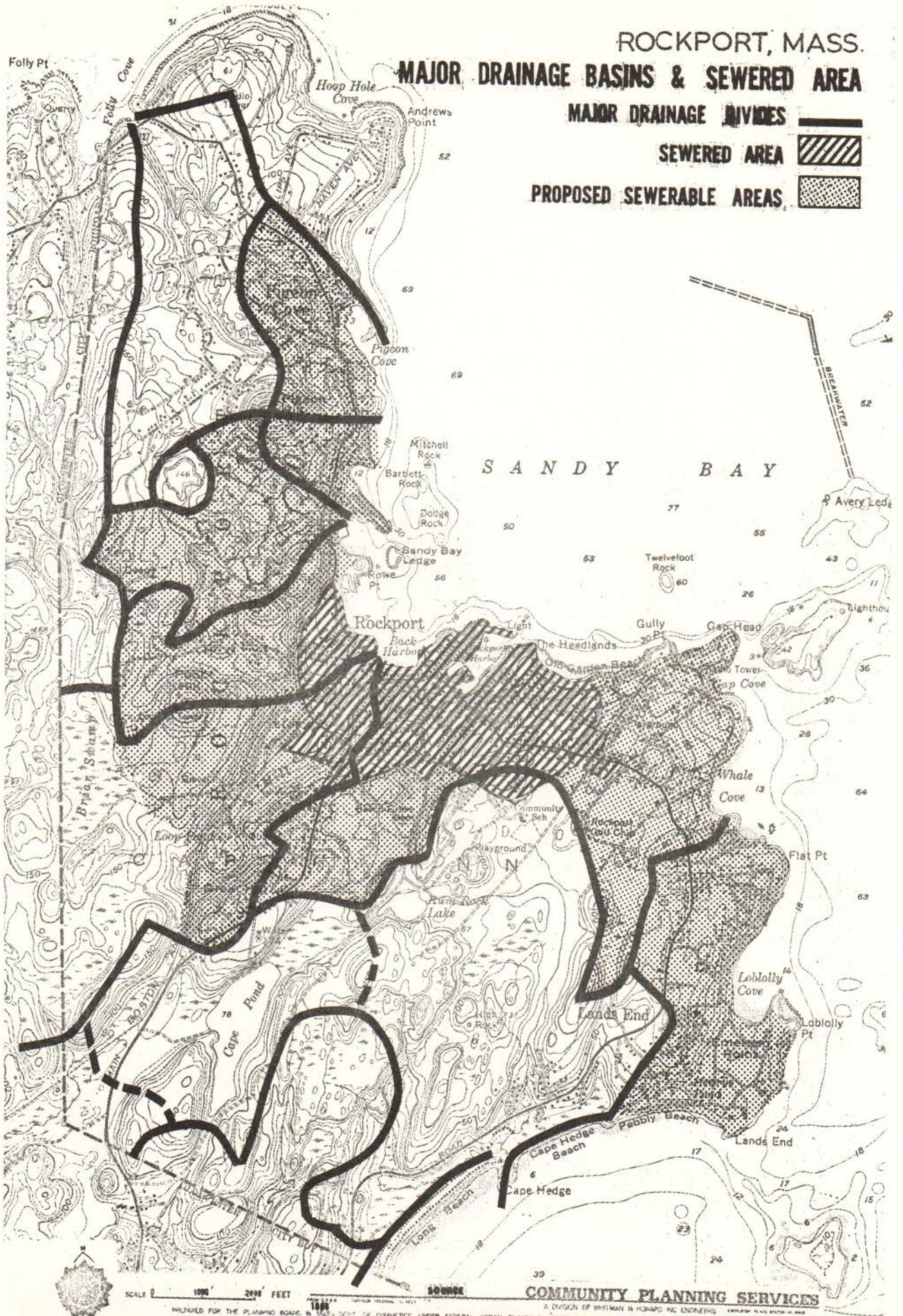
ROCKPORT, MASS.

MAJOR DRAINAGE BASINS & SEWERED AREA

MAJOR DRAINAGE DIVIDES

SEWERED AREA

PROPOSED SEWERABLE AREAS



SCALE 0 1000 2000 FEET

SOURCE

COMMUNITY PLANNING SERVICES

A DIVISION OF WHITMAN & HOWARD INC. ENGINEERS
 PREPARED FOR THE PLANNING BOARD IN MASS. DEPT. OF COMMERCE UNDER FEDERAL URBAN PLANNING ASSISTANCE PROGRAM, SEC. 70, TITLE VI, HOUSING ACT OF 1954 AS AMENDED.

has been prepared for Pigeon Cove none has been prepared for the South End of town.

At the 1967 Annual Town Meeting funds to undertake an initial study of the overall town system and needs were appropriated.

The study should concern itself with the effect of treatment plant location on present and future land uses, protection of existing and potential watershed lands from pollution and protection of coastal areas from pollution, as well as develop the basic system of pipes to serve present and future population.

It is hoped that the study will take into consideration the goals of the master plan and that care is taken in selecting a site or sites for treatment facilities. Consideration beyond lowest initial cost should also be studied including effect on real estate values, land use potentials of the sites for other purposes and aesthetic values.

Ultimate area of sewer coverage within the planning period (the next 20 years) might extend from around Ocean Avenue in the north to Lands End in the south. The inland boundary will vary according to drainage basin lines, relatively close to the coast in the north and south and almost as far inland in the center as desired.

The existing area covered by sewers is shown on the following map along with the drainage basin lines and the area that could be sewerred with a minimum number of force mains or treatment plants.



Based on these assumptions the planners propose a light residential density beyond these limits.



CHAPTER 9

TRANSPORTATION AND CIRCULATION

This section on transportation and circulation relates to the general problems in the area which confront Rockport in over all long-range planning in the town. The problems and recommendations regarding Central Rockport are set forth in a separate report.

A. Major Automotive Traffic Movements

Rockport and Cape Ann by their resort nature have a two season traffic pattern. From September through June traffic flows smoothly to and from Cape Ann. While some late spring and early fall weekends create traffic problems in downtown Rockport, these are relatively insignificant and cause little hardship. During the two summer months a complex of factors arise creating significant traffic problems in Rockport and on the tourist routes of Cape Ann. These include the presence of Sunday drivers, day tourists, overnight tourists and summer residents. It is this combination that affects traffic patterns and the economy of Rockport.

The map on the following page shows the traffic movements on Cape Ann as determined from the Boston Regional Planning Project (BRPP) Study conducted in 1963. The main problem lies in the fact that neither weekend nor summer statistics are represented.



The figures on the map represent average daily traffic and the ratio of peak hourly traffic to roadway capacity.

B. Traffic Destination

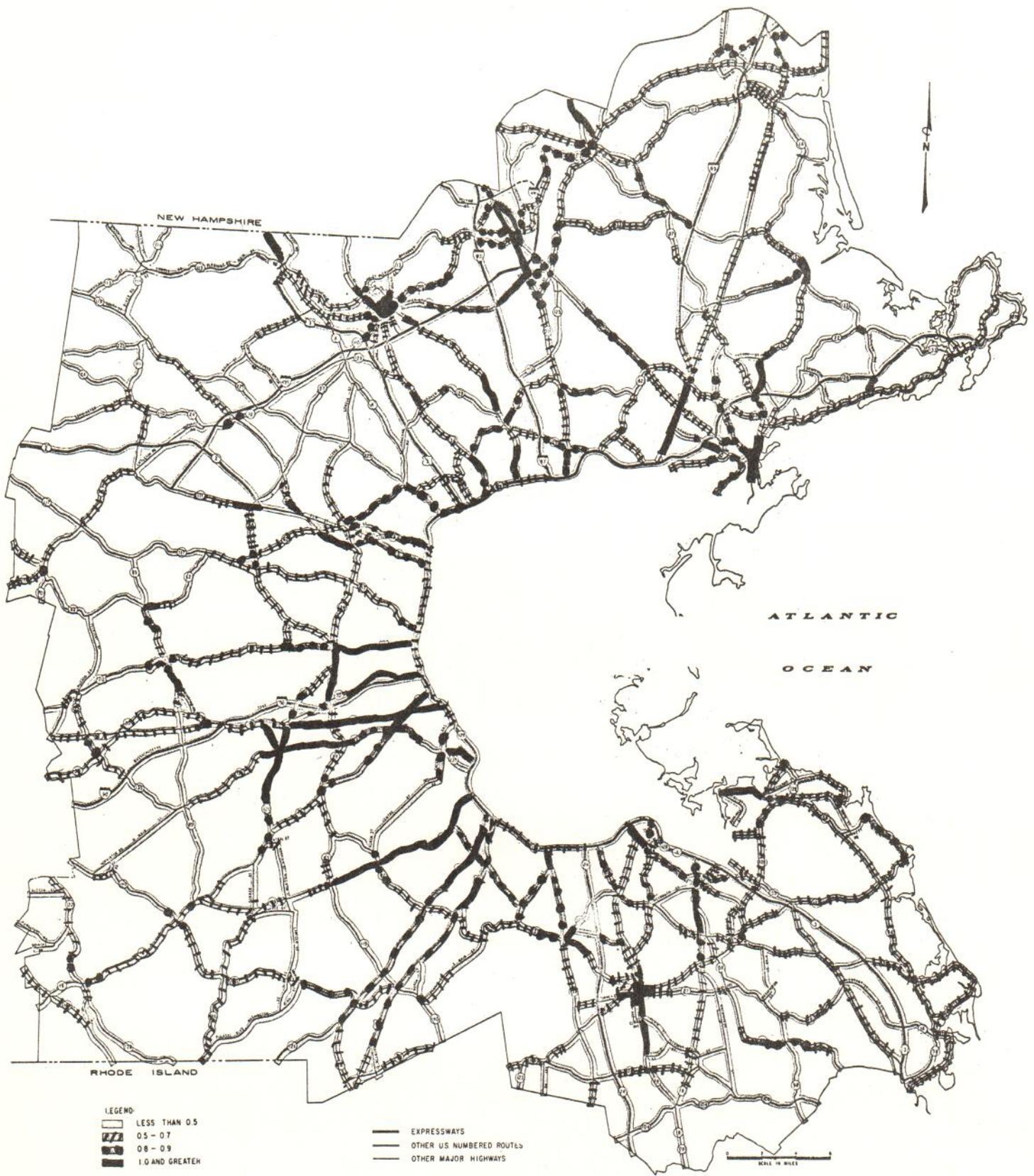
Based on the BRPP study excluding internal trips some 6445 trips were made to or from Rockport on an average weekday. Of this number 60% were to or from Gloucester and nearly 7% were to or from Beverly. No other town was the origin or destination of more than five per cent of the trips. Essex, Peabody, and Salem each accounts for between two and three percent. Some 6% of the total was generated from or to points outside the region.

The map indicates the volume on Route 128 as being twice that of Route 127 in Rockport. Some downtown Gloucester streets have an even higher average daily traffic than Route 128. However, during the summer the average daily traffic is two to two and one-half times as great as the yearly average. Route 127 carries over 9000 vehicles per day and Thatcher Road over 5000 vehicles per day according to twenty-four hour counts taken in August of 1966. On weekends traffic counts showed over 10,000 vehicles per day in the downtown area.

C. Roadway Capacity

The ratio of traffic in one direction to roadway capacity is shown on the following map for the entire Boston Regional Planning





1963 PEAK-HOUR DIRECTIONAL VOLUME-CAPACITY RATIOS, OUTSIDE ROUTE 128

Wilbur Smith and Associates

Source:
BOSTON REGIONAL PLANNING PROJECT

area outside Route 128. Like the preceding map it does not give a true picture of summer traffic but it does show that all major roads on Cape Ann have adequate capacity for off season and will have for many years to come. Planners for the Eastern Massachusetts Region expect an increase of 75% by 1990, and if we assume a like increase for peak hours all roads shown will still have adequate capacity. However the major feeders to downtown and the downtown streets in Gloucester show a much higher ratio with several streets running near or at capacity during peak hours. In Rockport only Route 127 reached 50% of its carrying capacity. Yet during the summer, especially on weekends, many of Rockport's streets leading downtown reach saturation.

In Gloucester the intersection of Routes 127 and 128 creates a traffic jam that backs up at certain times of the year. Further improvement of this intersection, which now permits a continuous right turn, could solve the problem. As it now stands, many cars turning right get detained in the traffic line destined for Gloucester. The reason is that the right lane "right turn only" traffic lane is inadequate. This can be corrected by better lane marking and possible widening. Also a study should be made at this intersection to determine the best timing for lights. It is recommended that the selectmen speak to the Department of Public Works regional office on this matter.



D. Automotive Traffic Recommendations

With the exception of the central area traffic problem, reported on separately, the following paragraphs attempt to state the major townwide problems and to present some ways to resolve them.

Rockport is hampered by the lack of auxiliary roads leading away from its built up portion in a southerly direction. Five Corners during the summer is a continuous bottleneck of traffic created mostly by summer tourists. Everyone living north of this intersection must pass through it to get to Gloucester or Route 128, or travel the long circuitous Route 127 through Annisquam. With the exception of those people living south of Marmion Way who can use South Street and Thatcher Road, most other Rockporters must also go through the intersection or use High Street. High Street is not designed for heavy traffic as it is relatively narrow and bumpy, with some sharp turns.

The main traffic problem appears to be provision for an easy means for residents to get in and out of Rockport from their homes. The problem does not appear to be one of getting from Route 128 to Rockport, and any improvements in this direction by extending Route 128 or a feeder road from Route 128 to Main Street in Rockport would only bring more traffic to the town and would not solve its critical problems. Further, good

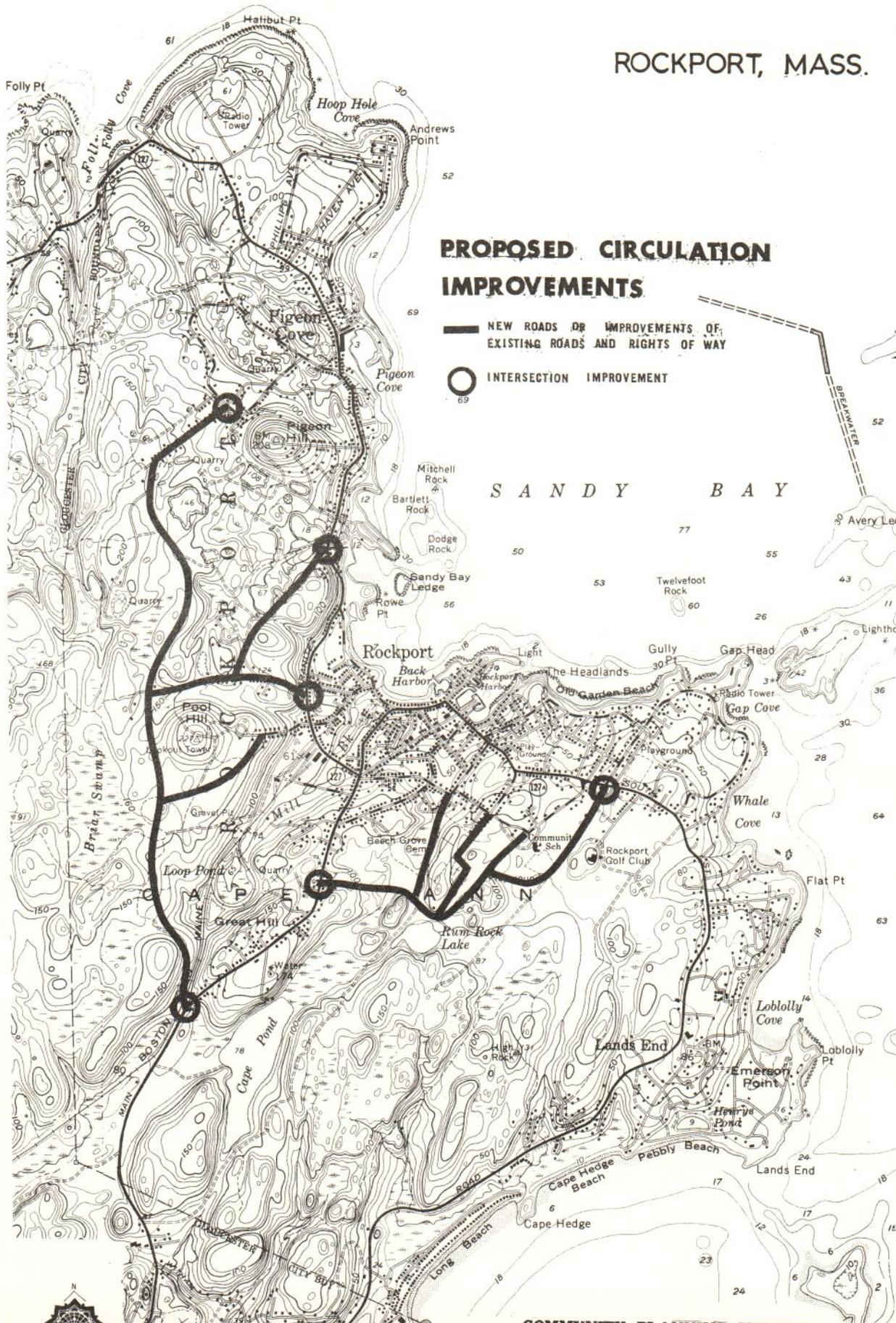


ROCKPORT, MASS.

PROPOSED CIRCULATION IMPROVEMENTS

— NEW ROADS OR IMPROVEMENTS OF EXISTING ROADS AND RIGHTS OF WAY

○ INTERSECTION IMPROVEMENT



SCALE 1000 2000 FEET

COMMUNITY PLANNING SERVICES

A DIVISION OF WHITMAN & HOWARD INC. ENGINEERS 1597
 PREPARED FOR THE PLANNING BOARD & MASS DEPT. OF COMMERCE UNDER FEDERAL URBAN PLANNING ASSISTANCE PROGRAM, SEC 70, TITLE VII, HOUSING ACT OF 1954 AS AMENDED

roads off any projected 128 extension to the north and south villages would likewise generate more traffic and cause more congestion on the internal streets of Rockport. The problems that would be created by significant increases in the number of tourists could be greater than the economic return. Alteration in the downtown area to handle volumes of traffic that could be generated by extending 128 to downtown and the resulting amounts of parking required would more than likely destroy the reasons for coming to Rockport--namely, the quaintness and character of the community. As a consequence, the planners have proposed an internal dispersion of traffic on improved or new streets for the convenience of Rockport residents, not to direct an ever increasing flow of traffic into the downtown center.

To serve those people living east of Broadway, more particularly east of Pleasant Street, the planners propose consideration of extensions of Pleasant Street, Jurgens Lane, the private way abutting the rear of Community School, and Country Club Road as shown on the accompanying map. These roads would be connected in such a way to intersect north of Rum Rock Lake and from there go westerly to connect with the Town Dump Road and Route 127. For the people living in the north village it is recommended that consideration be given to constructing a road from Route 127 across the railroad tracks at the present crossing (leading to the



pig farm so-called,) through the Town Forest and the Haskins land, thence partly through lands of Rockport Water Shed and around Steel Derrick Quarry connecting with Pigeon Hill Road. Also feeders off this road connecting Summit Avenue and Squam Road and improvement of Squam Hill Road around the existing reservoir towards Granite Pier are recommended. It is not intended that all recommendations be constructed at once but that a schedule should be established, and where possible these improvements should be made through subdivision control.

Most of these proposals are improvements of existing rights of way and the only major wholly new road and alignment is that portion of the road to serve the north village south of the Steel Derrick Quarry.

It is felt that these improvements will solve the greatest needs of the residents of Rockport but would not significantly increase the amount of traffic desiring to go to Rockport. It is further suggested that these roads be designed as to continuing the present character of the roads in Rockport, namely, relatively narrow and winding but of good pavement quality and superior design. On-street parking should be prohibited. If Route 128 should be extended there should be a feeder road leading to the Railroad Station area and periphery parking provided at this site.



E. Air, Water and Rail Transportation

Air transportation is almost nonexistent on Cape Ann. There is a small grass strip in the Dogtown area suitable only for small planes. The nearest airport is in Beverly with Boston the nearest major commercial airport. It is unlikely that development of an airport involving runways will be constructed on Cape Ann. However, the construction of helicopter ports is a distinct possibility with future helicopter service between Gloucester and Boston a possibility.

Water transportation of passengers to or from Cape Ann and Boston are unlikely but the Ferry to Yarmouth, Nova Scotia from Gloucester has possibilities of becoming a reality. Its effect on Rockport will be to increase the number of visitors but the actual numbers will not be of the magnitude to cause concern if we assume the ferry service to be similar to that from Bar Harbor.

The Boston & Maine Railroad operates Budliner service between Rockport and Boston, with thirteen trips scheduled daily between Rockport and Boston in 1966. The first trip leaves at 5:43 a.m. and the last at 9:15 p.m. Only some 60 persons normally use the train although summer use is some 15% higher. Over 90% of the passengers go to Boston. Rail service does not appear to bring in tourists even during



the summer and since it serves a very small per cent of Rockport residents the loss of passenger train service does not appear detrimental to the town.



APPENDICES



Rockport, Massachusetts

Neighborhood Analysis - Scope Item A6

Item A - Delineation of Neighborhood
Areas and Boundaries

The delineation of a neighborhood in a community such as Rockport does not take on the significance it might in a larger city such as Gloucester or Lynn. Theoretically a neighborhood should be basically self contained with natural boundaries, having a neighborhood school, shopping center, and recreational facilities. Such is not the case in Rockport. The 1960 Census lists Pigeon Cove and Rockport Center as two Urban areas. In addition there is Long Beach which might be considered a neighborhood in that all dwellings are of a seasonal nature but it has no supporting facilities outside of natural recreation facilities (the beach) and a tennis court.

With these factors in mind the planners divided the town into twenty-four sectors. These sectors constitute a basis for townwide planning and analyzing neighborhoods so-called.

The sectors range in size from as little as four acres to as much as eight hundred fifty-five acres in a predominantly undeveloped area.

The planning sectors are delineated on the following map. Sectors two through five constitute the urban portion of Pigeon Cove; six through fifteen and twenty-one the Rockport Urban Area, and Sector seventeen Long Beach.



Item B - Rockport Building Conditions

Housing quality was measured by windshield survey during the spring of 1966 based on criteria adapted from the Department of Housing and Urban Development.

Housing deterioration in Rockport is not a major factor. There are no massed slums, nor does deterioration that exists represent the social problem advanced by the slums.

The 1960 Census of Housing reports on the housing units for the unincorporated urban portion of Rockport and Pigeon Cove (described in the preceding pages.) Within Rockport are 2,015 units, and in Pigeon Cove 570 units. Of this number 691 in Rockport and 190 in Pigeon Cove (or 34% and 33% respectively) appeared to be seasonal in 1960 as these numbers of units were vacant and not available for sale or rent. In addition would be the 140+ units at Long Beach. There is very little deterioration and dilapidation in either Pigeon Cove or Rockport with only 4% of the structures in each area classified as deteriorating and less than 1% in each area dilapidated. There is no concentration of deterioration anywhere in Pigeon Cove and what deterioration that does occur is scattered primarily along Granite Street, Curtis Street, and Stockholm Avenue. Within Rockport deterioration is also scattered occurring in the area of Jewett Street and Cleaves Street and scattered throughout the other older built up portions; namely, Main Street, High Street, Summit Avenue, and King Street.



For the most part Rockport homes, many of which are small and many of which are old, appear well maintained with only a coat of paint needed to significantly improve those structures showing some deterioration. There do not appear to be any significant blighting influences on any of the residential developments.

Some structures in the downtown and along Bearskin Neck appear in need of improvement. However these structures should be improved through code enforcement as many of them, although deteriorated by many standards indeed make up part of the charm of this section of Rockport and in monetary value are purportively worth more than structures elsewhere.

It appears that code enforcement is the logical answer in bringing deteriorating structures up to standard throughout the community.

Item C - Characteristics of Families Affected by Poor Housing

There does not appear to be any predominant characteristics of families affected by poor housing differing from those living in standard housing. As indicated earlier, where blight was in evidence it is scattered, mainly through areas of Rockport where conditions are wholly standard, is caused by lack of maintenance. Such deterioration as revealed may indicate a tightness of money on the part of the homeowner. Rockport along with Gloucester and Essex is classified as an Economically Depressed Area indicating a higher than average ratio of unemployment. However the only



slight indication of blight with no blighting influences or no definable patterns make family characteristics an unimportant factor in Rockport as conditions do not warrant any program actions which relate to family conditions.

Item D - Nonresidential Areas of Blight

There are no significant areas of nonresidential blight in Rockport. There is only one developed commercial area of any significance in the town and this includes the downtown and Bearskin Neck. While some deterioration in the ordinary sense of the word does exist in this area it has no blighting effect, and in fact appears highly valued as part of Rockport's picturesque charm. This is particularly so on Bearskin Neck. There are, however, a number of structures which could use minor repairs or a coat of paint where paint is appropriate.

Item E - Adequacy of Community Facilities

All municipal facilities and recreational resources have been discussed, therefore this section is covered in tabular form.

(1) Facilities serving all areas

| <u>Facility</u> | <u>Location</u> | <u>Remarks</u> |
|-----------------|-----------------|---|
| Town Hall | Rockport Center | Too small |
| Police | Rockport Center | Too small |
| Town Dump | SW of Rockport | Needs expansion |
| Water | Townwide | Adequate distribution system; lack of storage facilities. |
| Sewage disposal | Rockport Center | Pollution of coastal waters. |



| <u>Facility</u> | <u>Location</u> | <u>Remarks</u> |
|-------------------------------|--|---|
| <u>Public Recreation:</u> | | |
| Beaches | Southern Coast | Long Beach, Cape Hedge Beach, Pebble Beach. |
| | Rockport Center | Old Garden Beach, Front and Back Beach |
| Mooring Facilities | Rockport Harbor Granite Pier Pigeon Cove | All could use expansion. |
| <u>Private Recreation:</u> | | |
| | Eastern Rockport | Golf Course |
| <u>Schools:</u> | | |
| Junior and Senior High School | South of Rockport Center | Good physical condition. |

(2) Facilities more local in nature

| AREA | FACILITIES | | | |
|-----------------|------------------------------------|--|----------------------|------------------------------|
| | Elementary School | Fire | Recreation | Road Conditions |
| Pigeon Cove | Pigeon Cove (eventual replacement) | Needs repair | Adequate at present. | vary |
| Rockport Center | Tarr (will need replacement) | adequate | Adequate at present. | vary |
| Long Beach | None required | Needed near South St. and Thatcher Rd. | Adequate | Adequate for seasonal usage. |



Item F - Causes of Blight

As previously stated, there is very little blight as such within the town of Rockport. In fact, there is no area that could be considered as blighted, only individual structures scattered throughout the community in a random pattern. The principal cause of the deteriorated structures that do exist is primarily lack of maintenance. While some roads in the community are of poor standards, they do not act as a blighting influence.

Item G - Steps Needed to Eliminate Existing Blight
and Prevent Future Blight

The following is a list of programs which might be applicable for the prevention of future blight and deterioration of existing buildings.

(1) Subdivision Rules & Regulations.

The existing regulations should be tightened as proposed to reduce future cost to the town and provide adequate design and construction of streets.

(2) The Zoning By-laws should be strengthened so as to provide for a logical development within the town and eliminate the areas of mixed uses and overcrowding of structures on the land.



(3) Code Enforcement.

Two aspects of code enforcement appear warranted. First, a review of the existing codes to strengthen them; and second, the enforcement of these codes either locally or through the use of a federally aided code enforcement program. The latter program would provide three-fourths of the cost of planning and carrying out the program including the repair of necessary streets, curbing, sidewalks, street lighting, tree planting, and similar improvements. The only area that appears suitable for a federally aided code enforcement program would be in the central part of Rockport including the area around Jewett and Cleaves Streets and the downtown.

(4) Open Space Program.

In this program the Federal Government will pay up to half the cost of acquiring land for parks, recreational, conservation, historic or scenic purposes. Half the remaining costs may be provided in some cases by the State of Massachusetts. This federal program also provides fifty percent aid for the cost of developing the lands acquired under this program. It could be used in the downtown area as well as outlying areas.



(5) Urban Beautification Program.

This federally aided program provides funds for half the cost of beautification projects such as landscaping open spaces, creating malls, developing parks, street lighting and tree planting. It is especially applicable in the Rockport central area.

(6) Neighborhood Facilities.

Grants from the Federal Government of up to 75% of the cost of facilities to improve the health, recreational or social welfare of the low or moderate income families of the neighborhood. This could include Youth Centers, Community Centers, and other public buildings.

(7) Demolition Grant Program.

This federal program pays two-thirds of the cost of demolition of structures found unfit for human habitation provided the governing body has exhausted other legal procedures to have the work performed by the owner. It is unlikely that this program will be required in Rockport.

(8) Basic Water and Sewer Facilities.

This federal program provides for grants up to fifty percent of the cost of providing water and sewer facilities in a community. Additional funds are also available under the recent Massachusetts Acts regarding water pollution, so that Rockport may be eligible for sixty percent aid in the cost of sewer development.



(Continued)

-93-

Non-Residential

| <u>Use</u> | <u>No. of Off-street Spaces</u> | <u>No. of Loading and Unloading Berths</u> |
|--|--|---|
| Restaurants, theaters and other places of assembly | 1 space for each 4 seats or 20 sq. ft. of floor area | Same as retail stores |
| Bowling Alleys | 4 spaces for each alley | |
| Offices | 1 space for each 300 sq.ft. of gross floor area | 1 berth for each bldg. exceeding 5,000 sq.ft. gross floor area, 2 berths for bldg. between 20,000 and 60,000 sq.ft. gross floor area + 1 add'l berth for each 50,000 sq.ft. |
| Other Commercial or industrial buildings | 1 space for each 900 sq.ft. of gross floor area | Not less than the above subject to specific use |

Item C

School Sites

| <u>Type</u> | <u>Minimum Acreage</u> |
|-------------|---------------------------------------|
| Elementary | 10 acres + 1 acre for each 100 pupils |
| Junior High | 20 acres + 1 acre for each 100 pupils |
| Senior High | 30 acres + 1 acre for each 100 pupils |



