This binder includes the written products of work required under the CZM grant to the Town. Each of the sections identified as 1-5 refer to a specific task of the grant.

"The preparation of this report was funded by the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, U. S. Department of Commerce, under a program management grant to the Commonwealth of Massachusetts, Coastal Zone Management Program."

April 1980

NOT TO BE TAKEN FROM LIBRARY
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- PROGRESS REPORTS
Attached is a list of the major planning-related documents which refer to Cohasset Harbor. These documents were helpful in providing background information for the Master Planning effort. It should be noted that several of the recommended actions in this plan have appeared in past plans. This fact indicates that these past ideas are still sound today, and the Town of Cohasset should give greater emphasis to achieving their implementation.

Also attached is an annotated list of map data that is available in the harbor.

JS/lea
attachment
Selected References


Engellenner, Thomas; Curtis, Fred; and Seifert, William W. The Boston south shore area: Some Problems and Conflicts. MIT - Sea Grant Project 04-6-158-44007 - Report No. MITSG 75-23, 1975.


Metcalf & Eddy, Inc. - Report to the Town of Cohasset, MA on Facilities Plan for Wastewater Management.

CZM - Shoreline Atlas/Program

COHASSET MAP DATA

- Mylar: Cohasset Coastal Zone Study 1" = 800'
  Entire Town - Roads (ANCo, 1976)

- DEM Wetlands Restrictions Program Map 1" = 600'
  (Paper copy of Harbor Area) April, 1978

- Whale Meadow (Cohasset) Study Plan Map 1" = 80'
  Proposed Mooring Arrangement
  (by Harry Ritter, Harbor Master) Sept. 10, 1975

- Town Planning Study Plan - Cohasset Outer Harbor
  (Gilbert S. Tower, Honorary Town Engineer) Aug. 1975

- Cohasset Harbor - Improvement Dredging 6' Anchorages
  (U. S. Army; Corps of Engineers) March, 1967

- A Study Plan of Cohasset Harbor 1" = 80'
  (by Gilbert S. Tower) Sept. 1968

- A Sketch Plan Showing Proposed Pier Addition at
  Government Island 1" = 40' - March 25, 1977
  (by Edwin A. Young)

- Proposed Marina at Cohasset Cove 1" = 40' - March, 1977
  (by Edwin A. Young)

- Topo Plan at Cohasset Sailing Club -
  Government Island 1" = 20' - March, 1975
  (by Edwin A. Young)

- Plan Showing Proposed Grading & Drainage at
  Government Island 1" = 40' - June 1975
  (by Edwin A. Young)

- Historic Map of the Cove - Cohasset Harbor - The Big Square
  1" = 80' - January, 1946 (by Gilbert S. Tower)

- Flood Plain and Watershed Protection District 1" = 1600'
  Nov. 1976

- Zoning District Map 1" = 1200' revised to 1976

- Cohasset Harbor Base Map 1" = 100' - Entire Harbor Area on
  Mylar - Avis Airmap - ANCO 1980
To: Cohasset Binder
Copies for: Coastal Zone Management Harbor Study Committee
From: J. Sempere
Subject: Harbor Base Map Task I.B.

Date: April 30, 1980
Client: CZM
Division: Planning
Job Number: 3412-01 B-1

A project base map at a scale of 1" = 100' has been prepared (on mylar) and delivered to the Harbor Study Committee. This map, based on vertical aerial photography and taken at 2:05 p.m. on May 4, 1978 (approximately low tide), is photogrammetrically accurate and shows the location of all physical structures, roads, and facilities. The base map measures approximately 35 inches by 48 inches.

Attached is a photocopy of the project base map graphically showing the recommendations of the Harbor Master Plan.

JS/lea
attachment
To: Cohasset Binder

Copies for: Harbor Study Committee
Coastal Zone Management

From: Jim Sempere

Subject: Parking Survey
TASK 1.C

Date: 12/20/79

Client: CZM

Division: Planning

Job Number: 3412-01
B-1
C-6

---

### PARKING - COHASSET HARBOR

<table>
<thead>
<tr>
<th>Location</th>
<th>No. of Spaces</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Border St./Elm St.</td>
<td>15</td>
<td>Public</td>
</tr>
<tr>
<td>2. Border St./Gaffeys-Hugo's</td>
<td>20</td>
<td>Public</td>
</tr>
<tr>
<td>3. Border St./Hugo's-Kimball's</td>
<td>30</td>
<td>Public</td>
</tr>
<tr>
<td>4. Margin St.</td>
<td>6</td>
<td>Public/Town Permit</td>
</tr>
<tr>
<td>5. Government Island Lot</td>
<td>30</td>
<td>Public/Town Permit</td>
</tr>
<tr>
<td>6. Gov't Island/Minot Light</td>
<td>30</td>
<td>Public/Town Permit</td>
</tr>
<tr>
<td>7. Sailing Club</td>
<td>15</td>
<td>Public</td>
</tr>
<tr>
<td>8. Parker Ave - 1 hr. side</td>
<td>20</td>
<td>Public</td>
</tr>
<tr>
<td>9. Veteran's Memorial</td>
<td>25</td>
<td>Public</td>
</tr>
<tr>
<td>10. Hugo's - Main</td>
<td>60</td>
<td>Commercial</td>
</tr>
<tr>
<td>11. Hugo's - Annex</td>
<td>45</td>
<td>Commercial</td>
</tr>
<tr>
<td>12. Kimball's</td>
<td>50</td>
<td>Commercial</td>
</tr>
<tr>
<td>13. Hagerty's</td>
<td>15</td>
<td>Commercial</td>
</tr>
<tr>
<td>14. Cohasset Conservation Trust - First Wharf</td>
<td>10</td>
<td>Commercial</td>
</tr>
<tr>
<td>15. Figueiredo</td>
<td>25</td>
<td>Private</td>
</tr>
<tr>
<td>16. Yacht Club &amp; Lot</td>
<td>30</td>
<td>Private</td>
</tr>
</tbody>
</table>

Public Total 191
Commercial Total 180
Private Total 55

GRAND TOTAL 426
To: COHASSET BINDER
Copies for: Harbor Study Committee
From: Jim Semperle
Subject: BOATING COUNTS/WAITING LIST
Task 1.C.

Date: 12/20/79
Client: CZM
Division: Planning
Job Number: 3412-01
B-1
C-7

CURRENT NUMBER OF VESSELS IN HARBOR

Number of boats on harbor moorings
- Commercial lobster boats 43
- Recreational sail and power boats 335

Total: 378

Number of boats tied up to docks/floats
- Yacht Club fleet 87
- Sailing Club fleet 21
- Commercial Moss boats 10
- At Figueiredo float 50

Total: 168

Number of small crafts: skiffs/dinghies tied up to floats in harbor
- At Town docks 125
- At Yacht Club 150
- At Sailing Club 100

Total: 375

TOTAL VESSELS (All classes and types) 921

CHARACTERISTICS OF BOATS ON WAITING LIST FOR A MOORING IN COHASSET HARBOR

<table>
<thead>
<tr>
<th>Class of Boat</th>
<th>No. of Boats</th>
<th>Length Range</th>
<th>Average Length</th>
</tr>
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<tbody>
<tr>
<td>Commercial</td>
<td>17</td>
<td>16-45 feet</td>
<td>32 feet</td>
</tr>
<tr>
<td>Recreational</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Power</td>
<td>77</td>
<td>12-55 feet</td>
<td>25 feet</td>
</tr>
<tr>
<td>Sail</td>
<td>92</td>
<td>12-60 feet</td>
<td>27 feet</td>
</tr>
<tr>
<td>TOTAL</td>
<td>186</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

JS/lea
To: Cohasset Binder  
Date: January 7, 1980

Copies for: Harbor Study Committee  
Coastal Zone Management  

From: Tony Masse  

Client: CZM  
Division: 

Job Number: 3412  
Cohasset Harbor Structures B-1  
Piers, Docks, Bulkheads, Roads C-8  
Task 1.C.

Visited Cohasset Harbor on afternoon of December 29, 1979. Tide was low and slack. There was little or no evidence of hydraulic movement. I observed the conditions of the facilities listed in this memo and bottom conditions where possible.

1. Owner/User: Fiegeirado  
Ownership: Private  
Facility: Float/Dock  
Bottom: Silt, gravel, rock

The Float/dock is immediately next to the town boat ramp. The area is too confined for convenient operation of both facilities. The facilities would be detrimental to each other if a large amount of users were to require either facility on any one day. Haggerty Co. has expanded their parking area towards the water. Some rough dumped rock has been used as protection for the seaward side.

The area has trash dumped on it and needs house clearing.

Existing pier is in excellent condition. Saw a float (10 x 20 approximately) which was in good condition. The pier is solidly built on large piles.

2. Sailing Club  
Ownership: Public  
Facility: Seawall, Floats, Railway  
Bottom: Shingle, silt

Mortared rip-rap. Vertical sides (slight batter). Wall 12' - 15' from bottom approaching 4' high on landward sides. 3' x 6' = largest stone. 2' x 2' = smallest stone. Wall in excellent condition.
3. Government Wharf
Ownership: Public
Facility: Wharf

Morted rap-rip on rock or concrete sill. Cut rip-rip retaining wall to landward. Wharf 18'-20' from bottom approaching 10' high on sides. Retaining wall 3' high. Needs some minor repairs to mortar otherwise in excellent condition.

4. Owner/User: Gaffey's Yachts
Ownership: Private/Commercial
Facility: Wharf/Piers

Heavy rock wharf, 3' x 8' = largest stone, 2' x 2' = smallest stone. No mortar. Open joints allows free drainage thru floor foundation. Depending on fill material would expect floor to settle. Wharf looks stable but needs work along the top: reset some stones. Piers are in fair condition should receive attention if they are to be used.

5. Owner/User: Town of Cohasset
Ownership: Public
Facility: Seawall

About 10' high, adjacent to roadway with sidewalk (6') between wall and road. Recently "Gunited". Engineering was good. Drains have been placed at many locations in the wall. I would expect the inlets to be filtered since the purpose of the treatment appears to be to halt settlement of sidewalk and roadway. The settlement problems could easily reoccur. The high rocky ground on the landward side of the road causes the groundwater table to be high and flow rapidly at this location. The wall is in good condition. The sidewalk needs re-grading and repaving. It would be a good idea to keep the paving in good condition in this area so that it acts as a water stop. This will keep the fill behind the wall and under the paving dry and stable.

6. Hugo's Restaurant
Ownership: Commercial
Facility: Seawall/Foundation Wall

Typical Commonwealth of Massachusetts Seawall at parking lot. Placed rip-rip mount (1:1 slope maybe 1:15) with precast concrete top section with curved wave deflector. Good condition. Concrete is weathering but not serious. Some settlement towards south but not serious. Parking lot needs a skim coat in this area.
6. Hugo's Restaurant (continued)

Restaurant constructed on foundation/seawall of faced field stone and small rip-rap. No batter visible. Mortar is washing out of joints. Chinking rocks are washing out. Not sure of stability as is now. Mortar should be touched up. Make mortar of seawater resistant Portland Cement Type V.

7. First Wharf - CCF
Ownership: Public/Commercial
Facility: Seawall/Wharf

Bottom: Silt, sand, shells, shingles

Faced rip-rap. About 12'-15' from bottom. Pieces 2' x 2' - 3' x 2'. Slight batter. No mortar visible.

Rock on sides appears satisfactory with no signs of movement. Part of the seaward side has collapsed with one stone falling into water. Usually a failure such as this is caused by failure of the material behind the wall. The wall could be repaired permanently by excavating the material behind the wall and replacing it with a dense graded fill which would drain and hold the sand particles in its structure. Use of a plastic filter immediately behind the wall could also be helpful.

After the wall is erected the surface should be repaved. The type of pavement depends on the type of fill below. If a more economical type of fill is used for the wall the pavement should be impervious (i.e. portland or asphalt concrete with plastic membrane). If a dense fill is used almost any pavement can be chosen since the fill is stable against water. Cobblestones in sand could be used.

8. Town Dock
Ownership: Public
Facility: Dock, Float, Seawall

Bottom: Silt, shingle, shells

Minor facility. Pier and float appeared in good condition. Needed paint but nothing major. Area is confined. No room to expand the facility unless no development contemplated for adjacent structures.

9. Lawrence Memorial
Ownership: Public
Facility: Seawall, Wharf, Float

Bottom: Silt, shingle, shells

Faced rock wall, pieces 2' x 2' - 3' x 4', 1/6 batter. Recently "Gunited". No drains. Probably ok, wharf set away from roadway so that fill material is relatively dry. Good condition, no settlement.
0. Veterans Memorial  
Ownership: Public  
Facility: Seawall  
Bottom: Grass, silt, mud  
Appears stable. Faced rock wall, pieces 1' x 2' - 2' x 3', slight batter, adjacent to sidewalk. Railing along top. Recently "Gunited". One portion of settlement on roadway and sidewalk, drains have been added to walk.

For expansion of the facility a good amount of dredging would be required. Depending on the foundation design of the wall, dredging could cause undermining. If expansion or development is desired here the town should construct floats and pier holding dredging to a minimum (if the foundation would be unstable with dredging).

11. Kimballs  
Ownership: Private/Commercial  
Facility: Seawall  
Bottom: Stone, silt  
Heavy mortared rip-rap. Precast concrete section as on seawall at Hugo's Restaurant. Wall is new. Excellent condition. Older section of faced field stone also in excellent condition.

12. Town Landing  
Ownership: Public  
Facility: Dock, float, seawall  
Bottom: Grass, silt, clay, stones  
Light timber pier on very heavily built sill. Seawall behind is faced field stone, mortared. No floats. Wall near Kimballs has been "Gunited" (150' approximately). The base portion up to the pier has also been "Gunited". Additional floats off the wall would require dredging. This could cause the wall to become unstable. More floats could be added with construction of one or two more piers duplicating the existing. Seawall is in good condition. Silt in front appears to be eroding.

13. Cox Estate  
Ownership: Private  
Facility: Seawall  
Bottom: South side - Some rock, shingle, grass  
NE side - Grass, rock  
Faced field stone and mortar, concrete cap. 6' - 8' high. Finished face in excellent condition. Does not appear to be much protection at toe. Has settled in some sections. May need minor repairs.
14. **Yacht Club**  
**Ownership:** Private  
**Facility:** Dock, Float, Railway  
**Bottom:** Silt, shingle

Building on piles - heavy barnacle encrustation. Timbers appear old. Some timbers appear to require replacement immediately. Needs bracing. In 5 years will need major repairs.
To: Cohasset Binder  Date: December 12, 1979

Copies for: Harbor Study Committee  Client: CZM
Coastal Zone Management

From: Jim Sempere  Division: Planning

Subject: Zoning  Job Number: 3412-01
TASK 1.C.  B-1

As identified in the Zoning District Map of the Town of Cohasset, the waterfront property bordering Cohasset Harbor is zoned four ways.

- WB - Waterfront Business
- RB - Residence B
- RC - Residence C
- LI - Light Industry

The Waterfront Business (WB) zone is a newly enacted Zoning district designed to ensure that the harbor waterfront development will remain as water dependent business. This may include retail sales of marine products, boats, fishing gear and supplies, boat yards and repair service or recreational facilities. This district strictly limits other types of non-water dependent land uses such as residences, restaurants, manufacturing or office space. The intent is to keep the waterfront open only to water associated uses.

The area between Government Island and the salt marsh spit in Bailey's Creek is zoned for Light Industry (LI). This area includes Hagerty's Cohasset Colonials, Parker Avenue boat ramp and the Figueiredo property.

Government Island and the property from the town landing down Margin Street to the White Head is zoned Residence C. The areas along Border Street from Kimballs Motel to First Wharf and the salt-marsh spit in Bailey's Creek are zoned Residential B.

In addition to the regular zoning regulations of the Town, the entire harbor waterfront is classified as being part of the Special Flood Plain and Watershed Protection District. This district places special restrictions on land use designed to provide protection from flooding and pollution, to maintain water tables and water supplies and to provide adequate and safe water storage and runoff capacity.

These special requirements are outlined in the town's zoning by-laws.

The figures below depict zoning and limits of the Special Watershed Protection District for the harbor area.
**Figure 1. Zoning Districts**

WB - Waterfront Business  
RB - Residence B  
RC - Residence C  
LI - Light Industry

**Figure 2. Special Protection Districts**

- FLOOD PLAIN AND WATERSHED PROTECTION DISTRICT
Attached is a land-use map for Cohasset Harbor.

Five categories of land use are identified:

- Residential
- Commercial
- Public - Recreation
- Water-based Recreation
- Wetlands

Descriptions of various land-use activities and their locations are found in the memorandum entitled PARCEL OWNERSHIP.

JS/lea
attachment
To: B Ketcham

Date: February 7, 1980

Copies for:

Client:

From: R. Matthews

Division: Laboratory

Job Number: 2-1

Subject: Water Foaming Problems in Cohasset Harbor

We have completed the analysis of the two (2) water samples and two (2) foam samples from Cohasset Harbor collected by Jim Sempere (ANCo) and analyzed for the presence of synthetic detergents.

All samples were analyzed for the presence of detergents by the standard EPA approved methylene blue active substances (M.B.A.S.) procedure. The two (2) water samples (one in the Gulf above the falls and the other from Cohasset Harbor) both gave readings of less than 0.04 mg/l of LAS (i.e. detergent). The two (2) foam samples (A and B), of which 220 and 255 milliliters respectively were collected from the foam forming at the bottom of the falls into Cohasset Harbor, read 0.09 and 0.06 mg/l respectively. It should be noted that concentrations of detergents in foam cannot be correlated to concentrations in water. Foam if caused by commercial detergents would be very high in LAS content, with its ultimate concentration determined more by the sampling procedure (i.e. how much water was also collected).

These results indicate that the cause of the unsightly foam in Cohasset Harbor is not commercial detergents from either falling upstream septic tanks or direct discharges to the Harbor. There are a number of naturally occurring organic substances which can cause a water to foam when present, especially under the extremely turbulent conditions which exist at this waterfall. These substances will not react positively by the analytical procedure used on these samples. The actual composition and source(s) of these substances would be difficult to firmly establish, but a likely cause is humic acids from decaying vegetation which would enter the gulf/bog by surface runoff. However, point and non-point harbor discharges should not be excluded as sources of the naturally occurring organic foaming substances - oil and grease from marine activity, organic matter from septic tank effluents, treated and untreated domestic sewerage, and/or industrial effluents. Not being familiar with the area and
its water quality, I can not accurately assess the contribution of each to the foaming problem. Equal contributions from all may be the problem with structural solutions, therefore, not being feasible or effective. It should be pointed out however, that the turbulence of water over the falls probably results in a considerable amount of oxygen being put back into the harbor and gulf water bodies - a mechanism which may be very significant in keeping those ecosystems from being depleted of oxygen, going anaerobic, and, perhaps, causing additional problems.

RRM/ab
To: Cohasset Binder

Date: February 28, 1980

Cohasset Binder

Copies to:

Harbor Study Committee
Coastal Zone Management

J. Sempere

From:

Client: CZM

Division: Planning

Subject: Demand and Needs Assessment Task 1.D.

Jcb Number: 3412-01
B-1
C-10

Attached is Task 1.D, Commercial and Recreational Demands and Needs of Cohasset Harbor.
COMMERCIAL AND RECREATIONAL DEMANDS
AND NEEDS ASSESSMENT FOR COHASSET HARBOR

GENERAL HARBOR USES

Cohasset Harbor is used for a variety of activities. The dominant summertime use is for recreational boating, while the dominant non-summer use is by commercial fisherman. Over 440 recreational boats are moored or docked in the harbor. The Cohasset Sailing Club, located on Government Island, operates a sailing program and maintains a fleet of 21 vessels. The Cohasset Yacht Club has 87 boats ties up to club floats. The remaining 335 recreational boats are on individual moorings.

In addition, some 53 commercial fishing boats and 375 small craft, skiffs, and dingies are found in the harbor, bringing the total number of boats to 921.

Swimming, although limited by the amount of boat activity, is allowed. Bassings Beach is the focal point for swimming from the shore. Water skiing is not allowed in the harbor. Skin- and scuba-diving occurs by permit on occasion only.

In total, there is a little over 8700 feet of water frontage in Cohasset Harbor. Land-based commercial activities around the harbor include Hugo's Lighthouse restaurant, Kimball's Motor Inn, Gaffey's Yacht Sales, Mill River Marine railways, and Hagerty's Cohasset Colonials. The Old Salt House located at Frist Wharf will be operated by Gaffey's once it opens.

Gaffey's Yacht Sales (with Salt House) is the only land-based commercial operation dependent on a waterfront location.

Hagerty's, once a manufacturer of racing boats, now manufactures reproduction colonial furniture. Hugo's Lighthouse and Kimball's Motor Inn, although associated with the waterfront (Hugo's has a float for visitor tie-up), attribute much of their business to other activities within the Town such as the South Shore Music Circus. These uses have a total water frontage of 2,355 feet.

Of the balance of harbor water frontage, 1760 feet or 20 percent is in Town ownership, and 4250 feet (about 50 percent) is in private residential ownership.

COMMERCIAL FISHING

Lobstering is the primary water-based commercial activity in Cohasset Harbor. This activity is seasonal for half of the commercial fleet, with the remaining half using the harbor area year-round. In the winter months, lobster boats moor near the Yacht Club, an area which rarely freezes over. The Coast Guard's 65 foot tugboat keeps the entrance channel and mouth of the
harbor from icing over during the winter months, although severe cold spells have resulted in the harbor being frozen for as long as ten days.

Other commercial activities include gillnetting, tuna fishing and mосsing.

Lobstering

Massachusetts fishery statistics show that the coastal lobster fishery of Massachusetts continues to be the most economically important fishery conducted within the territorial waters of the Commonwealth. The 5.7 million pounds of lobsters, landed in 1977, represents a 35.7 percent increase over the 4.2 million pounds of lobsters landed in 1972. The total value of catches has increased in the same period from $10.6 million to $26.3 million.

Catches are reported to the Massachusetts Division of Marine Fisheries by individual fishermen for the county in which the fisherman is based, and statistics are compiled on a county-wide basis.

The Harbor Master has furnished data showing that there are 43 lobster boats based on the harbor. These range in size from 14 to 43 feet some with drafts in excess of 5-1/2 feet. The commercial boats have a total gross value of approximately $360,000. The average commercial catch for the harbor ranges from 150 to 250 tons per year, having a gross value of $600,000 to $1,000,000 per year.

Of the 43 lobster boats moored in the harbor, 20 are engaged in full-time, year-round lobstering. These boats range in size from 29 to 45 feet in length. An additional 20 boats possess a $100 commercial fishing license but do not operate on a full-time basis. Three boats operate under student licenses.

The average full-time lobsterman uses 400-500 pots. Lobster catches are placed in compartments in one of the five 24' x 20' lobster "cars" moored in the harbor. Each compartment is 8' x 10' and can hold 1500-1800 pounds of lobster, which is shipped once a week.

The lobstermen currently use both the Government Island Wharf and the Town dock in the cove for loading bait and unloading catches. There are no fuel or town owned dockside boat repair facilities in the harbor to service the commercial fleet. Mill River Marine does haul boats and make repairs.
The lobster industry provides a range of benefits and some problems to the Town. The major benefit is a local source of employment. Problems occur mostly from the traffic congestion, and other conflicts generated by operating businesses and recreational activities within a confined area. Benefits, beside income to the Town in tax revenues, appear in several ways. The lobster industry adds to the historic and cultural setting of the harbor and is a drawing card for tourists and patrons at the Shoreside restaurant.

Gillnetting

In addition to lobstering, several fishermen gillnet in the winter months--January to mid-March--to supplement their income. This is the period when the size of catches and days available for lobstering are limited. On a good day of gillnetting, a fisherman may haul 1500-4500 pounds of fish, which is sold in Boston for $.50-.80/pound. Economic returns from gillnetting are estimated to range from $75,000-$125,000 per year for the entire harbor fleet. No boats utilize long-line type of fishing.

Tuna Fishing

Bluefish tuna, with a current ex-vessel price of $2/pound, has stimulated interest in this market. Three to four tuna boats operate out of the harbor on a seasonal basis. Mostly a weekend and part-time operation, and tuna boats go out 20 or more miles for fishing. Catches are sold dockside to a Boston merchant who packs the tuna in ice and ships it directly to Japan. The type of boat used averages 30 feet in length and has a value of $20,000-$25,000. No figures are available on the net worth of this activity to the harbor.

Moss Boats

Local students operate 10 to 12 boats to collect Irish Moss off coastal rocks and ledges. These 14- to 18-foot dorys (usually with 5 hp motor) are moored at a float located between the Parker Avenue boat ramp and the Sailing Club. The moss boats operate from about June 15 to Labor Day. A local dealer brings a truck, equipped with a scale, to the Parker Avenue boat ramp where the mossers unload and sell their harvest (which may be up to 1000 pounds per boat). The current price of moss is 3¢/pound, yielding a gross profit of $30/day/boat.

This practice has, in the past, led to traffic problems and congestion at the Parker Avenue ramp. This is due to conflicts between pleasure boats wanting to haul at the same time the moss boats unload.
COMMERCIAL FISHING TRENDS

Offshore lobstering continues to be the dominant commerical fishing activity of Cohasset Harbor. Although fishery statistics indicate that the catch of lobsters has not declined for the harbor in recent years, it reportedly now takes 400 lobster pots to catch the same amount that 200 pots could catch 10 years ago. Ninety percent of the lobstermen now use the trawl technique (placing 10 pots together) rather than single pots on a marker buoy.

Lobster boats used by commercial fishermen are longer than they were a decade ago. This is due in part to the need for greater deck space to carry additional pots; and a longer cruising range for venturing further out from the harbor. The average lobster boat was around 25 feet 10 years ago as compared to an average length of 35 feet today.

Long-term trends will most likely show a continuation of the lobstering industry as it has in the past. The harbor fleet has developed to the maximum size existing facilities can accommodate. The full-time fleet of 15-20 boats has remained steady for sometime. The major commercial increase has come from part-time fishermen. Current economic pressures, such as the high cost of fuel, may force some part-time fishermen to stop lobstering; however, different economic pressures tend to stimulate more interest in the extra and supplementary income which lobstering can provide on a part-time basis. The net result is a steady increase in demand for additional commercial mooring space and shore-side facilities. As the price of lobsters increases so does the demand.

Gillnetting, as a supplement to lobstering, will continue, possibly increasing in the future.

COMMERCIAL FISHING NEEDS

A list of the needs as expressed by commercial lobstermen includes the following:

- Fixed pier accessible at low water
- Centralized docking/loading facilities
- Fuel facilities
- Mooring space for larger/additional boats
- Cold storage for bait

All-Tide Fixed Pier

The greatest need expressed by fishermen is for docking facilities that can be utilized at all tides. Unlike recreational boaters, commercial vessels use the harbor on a year-round basis in variable weather conditions. Low tides and strong currents flowing from the Gulf create poor navigation conditions resulting in reported damage to boats and floats from groundings and dock rammings.
Docking structures at Government Wharf and in the Cove are stressed through use by the larger lobster boats (40-45 ft.). As the size of the fleet grows in both numbers and length, so will stress and pressures on these docking facilities. This has given rise to the demand for an "all-tide" fixed pier which can accommodate larger or more than one boat at a time in any weather or tide condition.

Centralized Docking/Loading Facilities

Past planning efforts have documented the need and demand for centralizing commercial facilities. The 1961 "Benjamin" Plan for Cohasset recommended that central facilities to service the lobstermen be provided at Government Island Wharf.

Earlier plans and current ideas have suggested placing the entire commercial fleet in the Bailey's Creek area. This idea of placing the commercial fleet in the Bailey's Creek area and providing full docking, loading, and packing facilities has historical backing. The report of the Cohasset Harbor Improvement Committee for the year 1911 states:

"A proposition has been submitted for a basin and landing for fishermen at Bailey's Creek...Mr. Salvador offered to sell his shore frontage on Bailey's Creek at cost to the Town for a fisherman's landing, but the owner of the needed adjoining property on Parker Avenue declined to join in sale to the Town. The committee had hoped that plans for a fisherman's wharf and landing at Parker Avenue might be inaugurated."

The town has taken the first steps towards centralized the harbor fishing fleet by creating separate mooring areas for commercial and recreational boats.

The real need for separate commercial facilities is during the peak summer months when recreational boaters must compete with commercial fishermen for docking and parking space. During the off-season, this conflict does not arise.

Fuel Facilities

Fuel has not been available dockside for several years. Lobstermen must either purchase fuel in other harbors or carry it on. Some lobstermen have engaged in the practice of pumping fuel from dockside trucks. Redevelopment plans for the First Wharf area include fueling facilities.
Mooring Space for Larger/Additional Boats

Newly enacted regulations for the harbor have revised the mooring and waiting list procedures. The harbor is divided into a commercial fishermen's area and a recreational boating area. The commercial area is bounded by: NW corner of Lawrence Wharf—directly across the cove—steps in the wall of Cox's Point—Whitecan off Bassings Beach—NE corner of Government Island Pier.

The waiting list for commercial boats includes 17 boats ranging from 16 to 45 feet in length. The average size is 32 feet. All new commercial boats are assigned to the commercial area. When the commercial area has been completely assigned, the harbor is closed to new commercial fishermen until a space in this area become available. To be eligible for a new space the individual must 1) have a $100 commercial fishing license, 2) earn not less than 85% of their annual livelihood from fishing, and 3) must fish at least 8 months of the calendar year.

The 45-foot limit on boat length currently in force is based on mooring space constraints and the inability of the existing floats to handle larger boats.

Cold Storage for Bait

There currently is no centralized cold storage area for bait in the harbor area. Although this need was not voiced in strong terms, a centralized location would enable fishermen to buy bait in larger bulk at lower prices. Shoreside storage would reduce the transportation costs now associated with moving bait to the harbor from individual storage areas.
RECREATIONAL BOATING

Recreational boating is the dominant summertime activity of Cohasset Harbor. Over 440 sailboats and powerboats are kept in the harbor; of these 335 are on moorings, 87 are kept tied to floats at the Cohasset Yacht Club, and 21 are kept at the Sailing Club. These boats range in size from 14' - 57' with total linear footage of 8740' and an estimated gross value in excess of $7 million. Roughly half of these boats are inboard and outboard powerboats, and half are sailboats.

In addition, several hundred rowing dingies and skiffs are tied up to the Town floats or floats at the Sailing and Yacht Clubs.

Cohasset has produced many respected championship racers. To maintain this tradition, the harbor maintains a racing fleet with mooring space earmarked for the following:

<table>
<thead>
<tr>
<th>Boat Class</th>
<th>Length</th>
<th>Number</th>
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</thead>
<tbody>
<tr>
<td>210</td>
<td>30'</td>
<td>16</td>
</tr>
<tr>
<td>Flying Scotsman</td>
<td>19'</td>
<td>8</td>
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<tr>
<td>Lightening</td>
<td>18'</td>
<td>8</td>
</tr>
<tr>
<td>Corinthian</td>
<td>19'</td>
<td>8</td>
</tr>
<tr>
<td>Day Sailer</td>
<td>17'</td>
<td>48</td>
</tr>
</tbody>
</table>

Yacht Club

The Cohasset Yacht Club members operate out of their clubhouse, located at the end of Howard Gleason Road. The Yacht Club was founded in 1892 and currently has 250 members: 225 family memberships and 25 single memberships.

The average boat length is 30 ft. The Yacht Club maintains a 196 ft. long spider float going out from the clubhouse, with the following fleet tie-up:

<table>
<thead>
<tr>
<th>Boat Class</th>
<th>Length</th>
<th>Number</th>
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</thead>
<tbody>
<tr>
<td>Whaler</td>
<td>18'</td>
<td>18</td>
</tr>
<tr>
<td>Whaler</td>
<td>13'</td>
<td>12</td>
</tr>
<tr>
<td>Sprite</td>
<td>9.5'</td>
<td>32</td>
</tr>
<tr>
<td>Rookie</td>
<td>8'</td>
<td>17</td>
</tr>
</tbody>
</table>

In addition, 150-175 skiffs and dinghies also tie up to the floats.
The club operates under a Massachusetts Division of Waterways Permit and is at maximum allowable development. The Yacht Club has no guest moorings, having given them up to member boats. Guests can tie up to the club float, and, during peak summer use, up to twelve 30-ft. boats may be found at the floats.

The Yacht Club employs 8 people: 2 persons are employed on a 10-month full-time basis, 5 full-time for 3 months, and 1 full-time for 3-1/2 months. A junior sailing program operates in the summer months; 100 students sail 5 days per week.

Day sailors, who belong to the club, launch their boats at the Parker Avenue ramp and then park at the Yacht Club lot off Howard Gleason Road.

Sailing Club

The Cohasset Sailing Club is a non-profit institution, organized to provide sailing opportunities for all Cohasset residents. The Sailing Club operates out of a newly-constructed clubhouse located on Town-owned Government Island.

The Sailing Club presently operates with twelve 12' Widegeon sailboats, six Lasers, two Whalers, and a skiff. Dock space is available for Club boats, members' tenders, and small rowboats and sailboats.

The Sailing Club has a Junior Training Program which has seen over 3000 persons enroll during the Club's 20 years of operation.

Other Recreational Activities

The Town of Cohasset does not operate any active recreational program in the harbor area. The junior programs at the Sailing and Yacht Clubs, therefore, represent the major organized active recreational activities on the water.

Other active recreational uses of the harbor include rowing, canoeing, fishing from docks and boats, and, to a limited degree, shellfishing.

Swimming is allowed from boats or from shore. The most popular swimming area is north of the breakwater off of Bassing's Beach.

RECREATIONAL BOATING TRENDS

The general demand for recreational boating is higher now than in the past. This is attributed to many factors, most notably a general increase in leisure time and greater disposable income.
There are individual exceptions to the rule, but the most identifiable trend for boating is that more people want to place more boats in the water - including Cohasset Harbor. This demand shows no signs of reversing, although characteristics of the type of boats people purchase do change.

Trends for Cohasset Harbor show a slight shift away from the use of gasoline-powered boats to sailboats. The total harbor fleet, however, is still roughly split 50-50 between powerboats and sailboats. The Yacht Club reports the trend toward sail is true for its fleet. Current trends show a decrease in the number of powerboats which members operate. These now account for approximately 25% of the fleet. The Yacht Club also reports a 33% increase in boat traffic over last year. This may be attributed to the increased cost in gasoline for both boat operation and surface transportation, leading people to recreate closer to home.

The Harbor Master has identified a current trend which similarly occurred during the summer of 1974 after the oil embargo. People are launching more boats valued at less than $5,000 or over $25,000 than boats in the mid $10-25,000 price range, which were more prevalent in non-recession years.

The waiting list for a recreational boat mooring contains 169 names. Powerboats account for 77 of these and sailboats 92. The average boat length is 25 ft., with a range of from 12 to 60 ft. There is currently as long as eleven-year wait for a mooring in Cohasset Harbor.

RECREATIONAL BOATING NEEDS

The needs of recreational boaters in Cohasset Harbor are both diverse and highly individualized. This is due to the variety of boat types, owner preferences, and reasons for boat ownership. Several areas of concern arise repeatedly in discussions with boat owners and recreationists. These needs are listed below:

- Additional mooring space
- Fuel facilities
- Better parking
- Develop marina-day sailing facilities
- Provide better security
- Widen Harbor Channel

Additional Mooring Space

The need for additional mooring is a major area of concern because the waiting list for recreational boats contains over 160 names; and results in a wait of as long as 11 years for a mooring.
The small size of Cohasset Harbor, even with further dredging limits its capacity to absorb the demand for mooring space.

Possibilities exist for providing additional moorings, however, they will only ease the demand on a short-term basis.

Fuel Facilities

Fueling facilities have not been available in the harbor for several years and it is a great concern to owners of power boats.

Better Parking

Parking facilities around the harbor are limited. There is no public parking adjacent to the Parker Avenue boat ramp, creating a situation which is cumbersome for launching and hauling boats on trailers. Only a half-dozen parking spaces are available adjacent to the Town ramp on the north side of the Cove. Spaces along Border Street are often used to capacity by commercial fishermen and patrons of Hugo’s Lighthouse.

Parking is worst during the peak summer holiday season and on weekends. During the off-season and on most weekdays parking is adequate.

The Town has recently developed a parking lot on Government Island, however this lot does not provide adequate access to the Parker Avenue boat ramp, and security is reportedly a problem.

The parking problem is of concern to all persons desiring access to the harbor area, including local residents and patrons of business establishments.

Develop Marina/Day Sailing Facilities

Day sailing programs operate out of the Sailing and Yacht Clubs. The Town Recreation Department does not sponsor any sailing or water-based activities in the harbor. The demand for day sailing, although supportive, apparently is not as strong in Cohasset as in other harbors. Day sailing does allow a greater number of people to have access to sailing at a lesser cost. Day boats are smaller and can be kept on land rather than on moorings. For these reasons, the greater development of day sailing facilities is well-suited for the harbor.
There is no marina operation in the harbor, but the idea of developing such a facility has been presented on many past occasions. Development of a marina would add to the congestion of the harbor but would provide a variety of services, including additional docking capacity for boats.

Provide Better Security

The Harbor Master is responsible for providing harbor security. In the past, an 'night patrol was instituted in the harbor, and it has kept security-related problems to a much lower level than before.

However, security continues to be a problem for boats moored in the harbor and cars and trailers parked on shore at Government Island. Although Bassing's Beach and part of the Bailey's Creek area and are in Scituate, the two Towns have reciprocating jurisdiction for their police departments.

Widen Harbor Channel

The channel from Cohasset Harbor towards the ocean is 90 ft. wide and approximately 1/2 mile long. For most boats, particularly sailboats equipped with auxiliary power and powerboats, the channel width is adequate to allow for proper navigation. However, under certain wind conditions, navigation in a wind-powered boat is difficult. Boat rammings have occurred occasionally in the past.
Public Workshop I for the Cohasset Harbor Master Plan Study was held at 8:00 p.m., November 28, 1979. Thirty-five (35) persons attended the workshop. Introductory remarks were made by Charles Fink; Chairman Harbor Study Committee. Burk Ketcham (ANCO) outlined the project history to date, proposed scope of work and future workshops. Jim Sempere (ANCO) presented an overview slide show of the Harbor using land/water/aerial photographs.

Participants at the workshop were divided into 6 groups at tables and were given two tasks:

1. IDENTIFY THE MAJOR PROBLEMS ASSOCIATED with the Harbor Area.

2. IDENTIFY THE MAJOR GOALS for future Harbor Improvements and Management.

This information was individually recorded on cards. A table chairman then reported the table consensus to the group as a whole, with the issues written and displayed on large sheets of newsprint, to facilitate group discussion.

A complete listing of the groups identification of problems and goals are attached.

Attachment
PROBLEMS

1. Need Additional Boat Moorings
2. Scituate/Cohasset Town Line (Boat Tax Revenue)
3. Dock Space (Fuel)
4. Insufficient Parking
5. Harbor Pollution
6. Harbor Depth/Channel Width
7. Relation between Land/Water Uses
8. Breakwater Too Low
9. Security
10. Boat Ramp/Parking
11. Need Pier at Low Tide
12. Currents from Gulf/Fresh Water Flow
13. Lack of Commercial Fishing Support Facilities
14. Salt Marsh Protection
15. Lack of Facilities for Visitors
16. Need Sail/Racing Development
17. Balancing Fiscal Needs/ Harbor Improvements
GOALS/OBJECTIVES

1.A. Maximize Mooring Area Utilization

B. Add "Outer" Breakwater for Seasonal Use

C. Dredge Whale Meadow

D. Identify Sail vs. Powerboat Needs & Requirements

2. Provide Adequate Parking

3. Maintain Existing 'Scale' of Harbor

4. 100% Cohasset Control of Harbor 
   (Change Town/County Line)

5. Better Use of Existing Facilities 
   (fixed piers, finger piers, floating booms)

6. Develop Marina Facilities

7. Define Dredge and Fill Areas

8. Provide Better Security/Increase Harbor Master Pay

9. Provide an All Tide Commercial Pier & Dock

10. Control Development w/Historic Perspective

11. Provide Better Public Access

12. Reconstruct Dam at Gulf

13. Raise Breakwater (3')

14. Define Use Priorities

15. Provide Launch Service

16. Protect Saltmarsh

17. Enlarge Harbor w/Extensive Dredging

18. Remove Cove Ledges

19. Provide Land-based Commercial Facilities

20. "Take" Parker Avenue Land through Exinat Domaine

WORKSHOP MEETING
ON
COHASSET HARBOR MASTER PLAN

NOVEMBER 28, 1979
8:00 P.M.
COHASSET TOWN HALL

THE TOWN OF COHASSET HAS RECEIVED A GRANT FROM THE MASSACHUSETTS COASTAL ZONE MANAGEMENT PROGRAM TO PREPARE A MASTER PLAN FOR COHASSET HARBOR. THE HARBOR STUDY COMMITTEE IS COORDINATING THE PROJECT FOR THE BOARD OF SELECTMEN.

THE COMMITTEE WILL BE HOLDING FOUR WORKSHOP MEETINGS DURING THE PREPARATION OF THE MASTER PLAN. ANDERSON-NICHOLS, A BOSTON CONSULTING FIRM, WILL BE ATTENDING THESE MEETINGS AND PROVIDING OVERALL GUIDANCE IN THE PREPARATION OF THE PLAN.

AT THE FIRST WORKSHOP THE GENERAL SCOPE OF THE STUDY WILL BE DESCRIBED. THERE ALSO WILL BE AN OPPORTUNITY FOR INTERESTED GROUPS AND INDIVIDUALS TO IDENTIFY ISSUES WHICH THE PLAN SHOULD ADDRESS.

WE LOOK FORWARD TO YOUR ATTENDANCE AT THE WORKSHOP.

COHASSET HARBOR STUDY COMMITTEE

CHARLES G. FINK, CHAIRMAN
PRESS RELEASE

COHASSET HARBOR STUDY COMMITTEE

The Cohasset Harbor Study Committee has announced plans for a workshop meeting on November 28th. The time is 8:00 P.M. at the Town Hall.

Mr. Charles G. Fink, Chairman of the Harbor Study Committee, stated that the purpose of the workshop is to acquaint the public with the recently initiated master plan program. Representatives of local boards, groups interested in the harbor and Federal and State officials have been invited to attend. Anyone with an interest in the harbor may attend.

The Harbor Study Committee is utilizing a grant from the Massachusetts Coastal Zone Management Program to carry out the study. Anderson-Nichols, a Boston consulting firm, has been engaged as the Committee's master plan consultants.

Mr. Fink noted that this would be the first of four workshops to be scheduled over the next six months. The first workshop has two purposes. The first is to outline the scope of the study. The second is to solicit ideas from those in attendance about major areas to be addressed.
The Harbor Study Committee is most desirous of utilizing an open planning process. Subsequent workshops will cover reviews of the initial studies of the consultants and alternative plans to improve the use of both water areas and adjacent land areas.

Over the years a number of ideas and plans have been put forth for increasing the number of moorings, developing marina facilities, improving traffic circulation, expanding parking, preserving the historic character of the harbor and implementing other improvements. The Harbor Study Committee will be weighing such ideas along with those generated by the public at large and the consultants to the Committee.
## PROPOSED SCHEDULE - COHASSET HARBOR PLAN

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<td>ZOE GORDELL.</td>
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<td>CHARLES L. SMITH, JR.</td>
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<td>MALCOLM C. COLON.</td>
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<tr>
<td>LINDA W. COX.</td>
<td>86 Atlantic Ave.</td>
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COHASSET — Inadequate mooring facilities and the Cohasset-Scituate boundary dispute were some of the many problems relating to Cohasset Harbor discussed at last night’s workshop session held by the Cohasset Harbor Study Committee.

The purpose of the meeting was to outline the scope of the current study of the harbor, which has been funded by a grant from the Massachusetts Coastal Zone Management Program.

Anderson-Nichols, a Boston consulting firm, has been engaged as the master plan consultants.

A second purpose for the meeting, as explained by committee Chairman Charles Fink, was to provide an opportunity for resident comment.

Additional workshops are scheduled during the study.

Among other harbor problems listed at last night’s meeting were pollution, land-water coordination, parking, water depth and the need for more adequate protection from Northeast storms.

Speaking for the fisherman, Herb Jason underlined the need for docking space, parking, a higher breakwater and security for boats and buildings.

The need to protect the salt marshes and the current lack of fuel facilities were also mentioned.

Selectman Henry Ainslie suggested maximum use of all mooring areas and a plan for orderly parking. The need to define areas to be dredged or filled, and the better use of all facilities also were noted.

Several suggestions were made that the current scale and aesthetic qualities of the harbor be maintained for development with an historic perspective.

The possibility of changing the county line so all of the water within the breakwater lies within Cohasset was suggested. A portion of that area currently belongs to Scituate. Another suggestion was that the town acquire, either by purchase or eminent domain, land located at the end of Parker Avenue in order to further expand harbor facilities.

Current work in the six-month study includes collecting information on past studies, facts on ownership, land and water uses, economic and recreational trends.

Maps are also being prepared showing constraints and opportunities in the harbor.

Final plans will be presented at a public hearing in April. The plans will include recommendations for water and land use, harbor management, zoning, costs — which will include information on grants — and a schedule for plan implementation.
The following lists and maps identify preliminary harbor constraints and growth opportunities. This information was presented for discussion at Public Workshop 2. Comments from this workshop are attached to the memorandum which follows.
Cohasset Harbor / Opportunities

Cohasset Harbor Study Committee / Environmental Planning Consultants
CONTRAIANTS

- 90' Channel - limited tacking area
- Breakwater inadequate high tide storm protection
- Limited mooring area
- Town-line conflicts
- Lobster cars - salinity problem
- Security problems
- State restricted wetlands
- Rock ledge limits dredging
- Poor line of sights at road intersections
- Steep slope at Government Island and Border Street
- Strong currents and foam from Gulf
- Congestion at Parker Avenue boat ramp
- Siltation and erosion
- Non-waterfront dependant and use
- Limited parking
- Extensive residential waterfrontage
- Low tide problems at Town Wharf
- Pollution source from James Brook
- Poor access to Whale Meadow
- No fueling, pump-out or boat repair facilities
- Special floodplain and watershed protection district
- No ship stores
- No marina facilities
- No facilities for visitor boats

OPPORTUNITIES

- Extend wharf beyond low water
- New dredge/fill areas
- Develop waterfront Historic Trail
- Rebuild underused dam - hydro-electric potential
- Recreational resource - Bassings Beach
- Create new mooring area
- Expand parking
- Improve line of sights at road intersections
- Provide fueling, pump-out and ship store facilities
- Potential public/semi-public use of Cox estate
- Outer basin mooring area
- Raise breakwater
- Change Town/County line
- Reorganize mooring area - mooring patterns
- Increase day sailing facilities
Public Workshop 2 for the Cohasset Harbor Master Plan Study was held at 8:00 p.m. on January 23, 1980. Twenty-seven (27) persons attended the workshop. The purpose of the second workshop was to focus on specific harbor constraints and development opportunities, and on proposed goals and objectives which will guide the development of the Harbor Master Plan.

After introductory remarks by Charles Fink, Chairman, Harbor Study Committee, Burk Ketcham (ANCo) reviewed the project history and presented preliminary maps of harbor constraints and development opportunities.

Five (5) working groups were formed, with each group assigned the task of reviewing a proposed goal and identifying which constraints and opportunities best address the specific goal. The five goals discussed were:

A. Maximize mooring/docking area utilization.
B. Provide adequate parking for land water-based activities.
C. Develop centralized water and shoreside commercial fishing facilities.
D. Maximize recreational opportunities in harbor.
E. Provide adequate public access to the harbor.

Attached are the comments made at the workshop, handouts, press release, and attendance lists.

Preliminary constraints and opportunities maps and lists can be found attached to the previous memorandum.
GOAL A
  o Goal well-stated.

CONSTRAINTS
  o Parking limits number of moorings.
  o Facilities are limited now.
  o Need pumpout station.
  o Launching - severely limited.

OPPORTUNITIES
  o Slips for boats between Lawrence Wharf to Veterans Memorial.
  o CZM restrictions in Whale Meadow to be reviewed.
  o Dredge Bailey's Creek "new mooring area".
  o Docking facilities at side of Government Island pier.
  o Slips up and around creek area.

Comments: Slips to be provided by Town with higher cost for rentals than current mooring fee.

GOAL B

PARKING
  o Need more parking before more boats.
  o Fill: Lawrence Memorial to Veterans Memorial, small 20' marina for low draft boats.
  o Hugo's places heavy demand on parking; extend parking from lighthouse to 10 Pound Rock.
  o Yacht Club: Inadequate parking, heavy demand in summer: fill marsh area next to Yacht Club.
  o Parker Avenue: Take by eminent domain Parker Avenue area.
  o Margin Street float: Extend area between float and Cox's wall. Use old field near Cox estate for parking. Add finger piers adjacent to float.

GOAL C
  o Not possible at this time to centralize fishing facilities:
    - Limitations on Bailey's Creek
    - Need something usable now (150-ft. extension of Government Island pier in a NE direction)
    - No dredging: Cost would be low.
    - Dinghies for fishermen: Area on inside of new float.

ANDERSON-NICHOLS & COMPANY, INC.
GOAL C (Cont'd)
- Concentrate commercial boats at Government Wharf.
- Extend floats at Margin Street for dinghies.

GOAL D
○ Extend Bailey's Creek mooring area with dredging.
○ Drop angle of Parker Avenue ramp for higher tidal use time (hard 2 hours before and after low tide).
○ Widen ramp at Parker Avenue.
○ Small ramp near Government Island pier.
○ Between Gaffey's and Hugo's was once solid wharf area: Re-establish wharf with adequate storm protection.
○ Add finger piers between Lawrence and Veterans Memorial.
○ Provide pumpout facilities. One possibility is to have several 175-gallon drums floating in the harbor for boat pumpout. These can then be emptied via the sewer line tie-in at Lawrence Wharf.

GOAL E
○ Fill from Lawrence to Veterans Memorial
○ Salt house at First Wharf: Provide shipstore and fuel.
○ Finger slips: Between Gaffey's and Hugo's.
○ Figueiredo property: Develop a private marina.
○ Do not dredge marshland in Bailey's Creek area.
○ Use Bassing's Beach for tent camping.
○ Provide new launch off Boston College property.
○ Develop historic walk on fringe of harbor (with master map at Government Island).
○ Dredge entire harbor area to 8'-10'.
○ Improve breakwater: Currently 2' higher at Bassing's Beach end (2' lower in middle), Northeaster will let ice flow over it.

JS/am
WORKSHOP INTRODUCTION

This phase of the Cohasset Harbor planning effort is focusing on development constraints and opportunities. The attached information is a summary of suggestions and information gathered to date and is meant only as a guide for your consideration.

The purpose of this Workshop is to review these preliminary findings and to expand on them, based on your own knowledge, ideas, and desires.

Cohasset Harbor is small in comparison to other harbors of the Commonwealth. The small water area available at low tide, coupled with a constrained land-base for support facilities, creates a situation with many competing demands for the use of a limited resource.

Commercial lobstermen and recreational boaters currently share mooring and docking areas. Parking is limited, and access to the only public boat launching ramp is severely constrained. These are some of the problems which residents and visitors wrestle with each year. For the most part, the issues are not new.

As the needs of residents change, so do the demands on harbor facilities. It is not the purpose of this Workshop, and this planning effort to permanently resolve these issues but rather to develop and provide services in accordance with the current and anticipated future needs and demands of Cohasset residents.

Your involvement will help to assure that this process is successful.
INSTRUCTIONS:
1. Is Goal well-stated?
2. Which constraints affect goal?
3. List and identify desired opportunities on map and below:

GOAL:
A. MAXIMIZE MOORING/DOCKING AREA UTILIZATION

OPPORTUNITIES DESIRED TO ACCOMPLISH GOAL:


COMMENTS:
WORKSHOP MEETING #2
ON
COHASSET HARBOR MASTER PLAN
WEDNESDAY
JANUARY 23, 1980
8:00 P.M.
COHASSET TOWN HALL

THE TOWN OF COHASSET HAS RECEIVED A GRANT FROM THE MASSACHUSETTS COASTAL ZONE MANAGEMENT PROGRAM TO PREPARE A MASTER PLAN FOR COHASSET HARBOR. THE HARBOR STUDY COMMITTEE IS COORDINATING THE PROJECT FOR THE BOARD OF SELECTMEN.

THIS IS THE SECOND OF FOUR WORKSHOP MEETINGS TO BE HELD DURING THE PREPARATION OF THE MASTER PLAN. ANDERSON-NICHOLS, A BOSTON CONSULTING FIRM, WILL BE ATTENDING THESE MEETINGS AND PROVIDING OVERALL GUIDANCE IN THE PREPARATION OF THE PLAN.

THE FIRST WORKSHOP PROVIDED AN OPPORTUNITY FOR INTERESTED GROUPS AND INDIVIDUALS TO IDENTIFY ISSUES WHICH THE PLAN SHOULD ADDRESS. THIS SECOND WORKSHOP WILL FOCUS ON SPECIFIC HARBOR CONSTRAINTS AND DEVELOPMENT OPPORTUNITIES.

WE LOOK FORWARD TO YOUR ATTENDANCE AT THE WORKSHOP.

COHASSET HARBOR STUDY COMMITTEE
CHARLES G. FINK, CHAIRMAN
PRESS RELEASE
COHASSET HARBOR STUDY COMMITTEE

The Cohasset Harbor Study Committee has announced plans for a public workshop to be held on Wednesday, January 23rd. The time is 8:00 p.m. at the Town Hall.

Mr. Charles G. Fink, Chairman of the Harbor Study Committee, explained that this is the second of four scheduled workshops. The workshops are designed to involve Town residents and interested persons in the recently-initiated harbor master plan program. Representatives of local boards, and Federal and State officials have been invited to attend.

The Harbor Study Committee is utilizing a grant from the Massachusetts Coastal Zone Management Program to carry out the study. Anderson-Nichols, a Boston consulting firm, has been engaged as the Committee's master plan consultants.

The first workshop, held in late November, outlined the scope of the study and solicited ideas from those in attendance about the major areas to be addressed during the study.

Mr. Fink noted that the second workshop has two purposes. The first is to refine growth opportunities and development constraints for the harbor. The second is to focus on proposed short- and long-term goals and objectives which will be a guide for the development of the harbor master plan.

cont'd....
Mr. Fink noted that the Harbor Study Committee, in conjunction with the master plan consultants, has developed a preliminary list of possible constraints and opportunities for harbor improvements. Among the opportunities to be discussed are possible harbor dredge and filling areas, location of additional parking, expansion of the Town wharf, development of marina facilities, fueling, pump-out, and ship stores facilities. Workshop participants will screen these opportunities and will develop a set of goals and objectives which will be used in the next phase of the planning process.

Future workshops will focus on specific development options with their associated costs. A final comprehensive plan will be presented to The Board of Selectmen in April.
LONG-TERM GOALS

A. Maximize mooring/docking area utilization
B. Provide adequate parking for land and water based activities
C. Develop centralized water and shoreside commercial fishing facilities
D. Maximize recreational opportunities in harbor
E. Provide adequate public access to the harbor
F. Provide adequate storm protection
G. Protect natural characteristics of harbor (i.e. salt-marshes) (watershed, floodplain)

SHORT TERM GOALS

* Provide better security
* Secure 100% Cohasset control of harbor
* Identify potential dredge/fill areas
* Control current and foam problems from gulf
* Reduce pollution to harbor from boats
* Maintain existing "scale" of harbor development
* Increase public awareness and information of historic aspects of harbor
* Provide better services for visiting boats
* Provide better visibility on roads

OBJECTIVES

* Fill area from Lawrence Wharf to Veterans Memorial; add parking, finger piers
* Develop pump-out facilities
* Extend pier at Government Wharf
* Raise breakwater
* Develop historic walk
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Representing</th>
</tr>
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<tbody>
<tr>
<td>Jim Semperie</td>
<td>35 Nautilus St, Cohasset</td>
<td>Anderson-Nichols</td>
</tr>
<tr>
<td>F. Ketcham</td>
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<td>Wats, Tower</td>
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<td>ace nineteenth</td>
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<tr>
<td>Charles Fink</td>
<td>17 Summer St</td>
<td>Assl Harbor Mem</td>
</tr>
<tr>
<td>Clifford J. Dickson</td>
<td>18 Tupelo Rd</td>
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<td>Ray Lofgran</td>
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<td>Bagadeau W. Pierce</td>
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<td>Constantine W. Parker</td>
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<td>William A. Keaney</td>
<td>43 Forest Ave</td>
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<tr>
<td>Samuel W. Kelley</td>
<td>44 Beach St, Cohasset</td>
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<tr>
<td>David W. Meerkopol</td>
<td>24 York Place</td>
<td>Cohasset Comm</td>
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<tr>
<td>Barry J. Perkins</td>
<td>49 Elm Court</td>
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<td>Henry L. Parker</td>
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<td>Cohasset Mem</td>
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<td>James D. Butter</td>
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<td>Joseph W. Wheeler</td>
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<td>George W. Adams</td>
<td>145 Beach</td>
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<td>Ray Dally</td>
<td>179 S Maui</td>
<td>Cohasset Firemen's Assn</td>
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<tr>
<td>Jean Bryant</td>
<td>16 Presidential Rd</td>
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<tr>
<td>Eddie Slay</td>
<td>82 Border St</td>
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<tr>
<td>Matt Bryant</td>
<td>251 Ferris Ave</td>
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<tr>
<td>Chad Murnie</td>
<td>270 Jerusalem Rd</td>
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<tr>
<td>D. Murnie</td>
<td>64-2 Jerusalem Rd</td>
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<tr>
<td>C. Humphage</td>
<td>51 Beeden St</td>
<td></td>
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<tr>
<td>Michael Wright</td>
<td>74 Star Rd</td>
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<td>Dean Colliver</td>
<td>15 Fore St</td>
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<tr>
<td>Ed Young</td>
<td>38 Reservoir Rd</td>
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</tbody>
</table>
To: COHASSET BINDER
Copies for: Harbor Study Committee
       Coastal Zone Management
From: Burk Ketcham
Subject: Proposed Goals
        TASK III.A.

Date: February 7, 1980
Client: CZM
Division: Planning
Job Number: 3412-01
          B-1
          C-7

A draft of proposed short and long term goals is herewith submitted for review by the Harbor Study Committee and other Town agencies.

BK/lea
enclosure
PROPOSED COHASSET
HARBOR GOALS

LONG-TERM GOALS

A. Maximize mooring/docking area utilization.
B. Provide adequate parking for land and water based activities.
C. Develop centralized water and shoreside commercial fishing facilities.
D. Maximize recreational opportunities in harbor.
E. Provide adequate public access to the harbor.
F. Provide adequate storm protection.
G. Protect natural characteristics of harbor, i.e., salt marshes, watershed-floodplain district.
H. Revise Cohasset/Scituate town line in harbor.

SHORT-TERM GOALS

* Provide better harbor security.
* Identify potential dredge/fill areas.
* Reduce current and foam problems from gulf.
* Reduce pollution to harbor from boats through provision of pump-out facilities.
* Maintain existing "scale" of harbor development.
* Increase public awareness of, and information on, historic aspects of harbor.
* Provide better services for visiting boats.
* Provide better intersection visibility.
* Protect salinity characteristics near lobster cars.
A copy of the letter and list of proposed goals found attached to the previous memo (Task IIIA), were sent to each participant of first two workshops. In addition, copies were sent to the people, groups, and/or agencies listed below. Attached are written comments on the proposed goals.

Coastal Zone Management
Metropolitan Area Planning Council
Massachusetts Division of Waterways
Coastal Area Coordinator, Mass. Department of Community Affairs
Coastal Area Coordinator, U.S. Army Corps of Engineers

Cohasset Harbor Study Committee
Cohasset Board of Selectmen
Cohasset Planning Board
Cohasset Conservation Commission
Cohasset Recreation Commission
Cohasset Historic Commission
Cohasset Fishermen's Association
Mr. George Pride, c/o Cox Estate
Mr. Vallas, Hugo's Lighthouse Inn
Mr. John Hagerty, Hagerty's Cohasset Colonials

JS/lea
attachment
Burk Ketcham  
Anderson-Nichols  
150 Causeway Street  
Boston, MA 02114

Dear Burk:

The Conservation Commission has looked over your PROPOSED COHASSET HARBOR GOALS dated Feb. 7, 1980, and has found the goals to be reasonable. Whether or not they can be accomplished without adverse environmental impact is another matter.

We have only one comment on the goals. The third short-term goal calls for reduction of current from the Gulf.

We are not certain that it would be desirable to reduce this current, in that it may scour out the harbor. There is a possibility that if the current were eliminated, siltation in the harbor might be increased, the flow of nutrients to and from the Gulf salt marshes would be reduced, the Gulf might become stagnant or even polluted from lack of tidal flushing, and the supply of fresh seawater to the lobster cars might be reduced.

We realize that many of these goals are antithetical and that priorities will have to be worked out.

Once more, our congratulations on the intelligent methods you are using to approach this problem.

Sincerely,

COHASSET CONSERVATION COMMISSION

[Signature]

John K. Bryant  
Secretary.

cc: Mrs. Raymond Buckley
January 14, 1980

Patriot Ledger
13 Temple St.
Quincy, Mass.

Editor:

It has been stated locally that the Cohasset Fishermen's Association is dead. Well, as Mark Twain similarly said, "reports of our death have been greatly exaggerated." Our organization is alive and well, and we are currently embarking on a vigorous program of citizen interest in the improvement of Cohasset harbor. While representing approximately 45 members of the Cohasset fishing and boating public, we feel we are the only group interested in promoting general needs for everyone, and are not necessarily tied down to the needs of special interest groups.

We feel, for example, that the harbor has been sorely neglected by the town in regards to funding for repair and improvement. It should be noted that under the new boating tax law, 50% of all boat tax funds must be used for improvement of the harbor.

We are a seacoast town, with a growing commercial fishing fleet, a superb sailing fleet, a group of well known sport fishermen, and one of the finest tidal beaches in the area. The point being that, with all the people using the harbor, there is no fuel, very limited docking space, very limited parking, limited launching facilities and a growing deterioration of private property.

We, the Cohasset Fishermen's Association, have elected to press for improved facilities and to instill a sense of pride in Cohasset harbor for all its citizens. It is our goal to assist in cleaning up the aforementioned conditions and to make Cohasset harbor truly a place to be proud of. We openly solicit ideas and suggestions as to improving the harbor, and urge all Cohasset citizens to give careful consideration of harbor improvement items at the Town Meeting.

Sincerely,

George V. Adams, President
Cohasset Fishermen's Association
March 4, 1980

Mr. Charles G. Fink
Chairman, Harbor Study Committee
17 Summer Street
Cohasset, Massachusetts 02025

Dear Mr. Fink:

As a participant in one of the Cohasset Harbor Workshops, I recently received a copy of the draft from Anderson & Nichols setting forth goals for the harbor.

I feel that the goals presented are both comprehensive and relatively exhaustive. Obviously, a lot of thought went into their formulation, and should they be met all the citizens of Cohasset will be benefited.

Two comments, however, would appear to be in order:

1. The first of the long term goals, the maximization of mooring/docking area, should most definitely be a short term goal as well. In my opinion, it is the single most important issue facing the Town with regard to the Harbor and should therefore hold both lists.

2. With regard to priorities, I notice that the long term goals were ordered, while the short term goals are merely noted. If this was done intentionally, I feel that good management practice would dictate the reverse. We should prioritize our short term concerns for immediate action, while viewing such action in the context of a number of long term goals.

I appreciate your thought in having forwarded the memorandum to me, and look forward to the establishment of the final objectives.

Very truly yours,

Peter Lyman Goedecke

PLG:dl

cc: Burk Ketchem
February 19, 1980

Mr. Burk Ketchum
Anderson Nichols
150 Causeway Street
Boston, Massachusetts 02114

Re: Cohasset Harbor Study

Dear Burk:

Thank you for your letter and material received on February 15, 1980. You are to be commended for going the extra mile to encourage comments from interested parties.

Here are a (very) few thoughts:

1. To provide extra harbor security, some yacht clubs form patrols which are effective;

2. The natural characteristics of the harbor, i.e., salt marshes, watershed, floodplain district should be protected at all times. If we do not protect them in the short-term period, we shall not have them to protect in the long-term period;

3. Adequate parking and public access to the harbor should be provided without damaging or destroying the remaining, relatively significant, fragile areas; and they should be provided without jeopardizing the safety and the well-being of the residents (human and animal) of the area.

Sincerely yours,

[Signature]

(Mrs. Jeanne T. Gormley)
Mr. Arthur Clark
175 Hull Street
Cohasset, MA 02025

Dear Mr. Clark,

Mr. Litchfield told me that you are involved in a committee which is exploring new ways to use Cohasset harbor for recreational purposes. Back in late fall, a professional consultant hired by the town visited me at my office and told me about your committee. He also invited me to a meeting at 7:30 on January 10th to discuss this topic with other committee members and town citizens. Unfortunately, I was sick that night and could not attend.

I told the consultant that we at Hagerty Co. are eager to work with the town on plans to improve the use of the harbor. My only concern is the danger of fire to our plant and showroom. He mentioned a possible plan to build an elevated walk from Government Island to our parking lot. You are probably aware of the problem of young people drinking after dark in the parking area on Government Island next to the back entrance of our plant. Much of the refuse left there is cigarette butts. An elevated
walk built in front of our plant would increase the danger of fire.

Last summer I found a pile of charcoal briquettes in our parking lot in front of our plant. They had burned out and fortunately, had not ignited our buildings. I don't want to seem paranoid about the possibilities of fire if an elevated walkway is built but I am concerned.

If there are any plans for such a walkway, I ask that you, or another member of the committee give me a call.

I regret that I was unable to make the January 10th meeting and I hope that you will invite me to another meeting if you feel that is appropriate.

Thank you. I wish you and your committee success in developing the magnificent resource of the harbor.

Sincerely,

John A. Hagerty
President
From: Gilbert S. Tower, Honorary Town Engineer
35 North Main St.
Cohasset, Mass., 02025

To: Cohasset Harbor Committee and
Cohasset Fishermen's Association

Supplementing my letters dated March 17, 1960 and March 11, 1960, and also the February newsletter of the Fishermen's Association, the
writer has been thinking further about Cohasset Harbor and Cohasset's
commercial fishing industry and offers the following recommendations:

1. It is suggested that a marina be established in the middle of
Cohasset Harbor for mooring 45' long lobster boats and large yachts, side
by side, instead of mooring them to swing free as at present. Such a
marina will accommodate many more boats and yachts than separate moorings
do now. My thought is that one side of the marina can be for 45' fishing
boats and the other side for yachts. There will be plenty of room for
boats to maneuver on both sides of the marina. They will head in bow first
and make fast to a structure or walkway built on piles. The sterns will
be held out by mooring stones and the boats will be secured to a line from
the structure to the mooring stone. That is the arrangement at Tangier
Island in Chesapeake Bay where there are numerous boats for crabbing. In
California there is Marina del Ray which has been dredged out from the
lands to form a basin. I am obtaining a map of Marina del Ray and may get
a map for the Tangier Island marina. It is wished that someone would make
a report about that method for mooring boats side by side. In the meantime,
it is recommended that Burk Ketcham show the suggested arrangement
on the map of Cohasset Harbor, to figure out how many boats 45' and over
will be accommodated.

2. It is recommended that the wharf at Government Island be named
"Fishermen's Wharf" by a town meeting vote in recognition of Cohasset's
commercial fishing industry. I would deepen a space at the north end of
Fishermen's Wharf and another space at the west side. On the east side
I would locate a float and bower for small boats to get to the boats moored
in the middle of the harbor. At the north end of Fishermen's Wharf would
be a fresh water outlet and an electric outlet for power. There would be
lights for working at night. At the end of Fishermen's Wharf would be a
concrete block building refrigerated. In the first floor would be space
for bait and in the second floor pans for freezing catches of fish. The
writer has in mind the fish freezer at Barnstable although I have never
been inside of it. There might be some ideas from Gloucester and New Bedford.
A boom would extend from the roof of the freezer building with a
whip to hoist up catches of fish from the boat at the end of the wharf.
Lifting power for the whip could be obtained by attaching a line to an
automobile. On the north and west sides of the pier the water would be
deepened for 45' boats at low tide. On the east side would be a float and
brow for small boats to get out to the fishing boats moored side by side in
the middle of the harbor.

3. The further end of Government Wharf could be called Sailing Club
Wharf on the map of the town. It may be a good plan to drive some piles at
the north end of Fishermen's Wharf and extend the wharf, but not so far as
to interfere with the hoist from boat to freezer. There will be ample space
on the wharf for automobiles to drive in and leave loads of lobster pots.
4. More areas for parking are needed near Border St. on both sides of Gulf Bridge. The writer has no recommendation regarding fueling. It would be a great convenience if boats tied up at Fishermen’s Wharf could take on fuel there. Ordinarily the tanks for gasoline and diesel oil are buried. Perhaps individual fishermen could have service tanks elevated on a structure on the wharf so that gasoline could flow by gravity through a long hose to the tank on the boat. The valves would be protected by lock and key in a locked enclosure. The marshy areas which could be filled are now restricted by restrictions on deeds of land. The writer is urging the Commissioner of Environmental Management, Mr. Kendall, to remove those restrictions. If efforts are successful Cohasset will be free to dredge and fill Whale Meadow, Hagerty Meadow and others, so as to permit the growth and development of Cohasset Harbor. A new road around the south side of Gulf Island would relieve traffic congestion on Border St. around the north side.

5. It is hoped that Anderson-Nichols will prepare a study map of Cohasset Harbor to show the above suggestions.

Cohasset Harbor is a natural resource of Cohasset. Cohasset Harbor should be improved and developed for the commercial fishing industry which should have priority by encouragement from the town.
To: Cohasset Binder  
Copies for: Harbor Study Committee  
Coastal Zone Management  
From: Jim Sempere  
Subject: Implementation of Goals TASK IIIC  
Date: April 30, 1980  
Client: CZM  
Division: Planning  
Job Number: 3412-01  
B-1

For information on implementation of goals, see SECTION IV, TASK IVF - IMPLEMENTATION PLAN, TIME SCHEDULE.

JS/lea
Attached please find a Comprehensive Summary of development proposals for Cohasset Harbor. This summary is divided into 3 elements: Water, Waterfront, and Land Use. Each element is further divided into 6 sections identifying:

1. Goal or Objective Category
2. Recommended Action
3. Preliminary Engineering Feasibility/Costs
4. Environmental Impacts
5. Cost/Benefits to Town
6. Implementation

A map, showing the general location of each recommended action, is also attached.
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<tr>
<th>GOAL/OBJECTIVE</th>
<th>RECOMMENDATION</th>
<th>ENGINEERING FEASIBILITY/COSTS</th>
<th>ENVIRONMENTAL IMPACTS</th>
<th>COSTS/BENEFITS TO TOWN</th>
<th>IMPLEMENTATION</th>
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<tr>
<td>Maximize mooring area</td>
<td>1 Utilized alternative mooring system such as double moorings</td>
<td>System adaptable only for limited number of boats, low design and equipment costs</td>
<td>Increase in number of boats</td>
<td>Low cost, paid by boat owner, increased revenue to Town</td>
<td>Layout and maintenance by Harbormaster</td>
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<td>Reduce current and foam problems from Gulf</td>
<td>2 Reconstruct dam at Gulf</td>
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<td>Would change flushing rates and upstream water characteristics</td>
<td>Limited benefits, costs</td>
<td>Town action</td>
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<td>Protect salinity of lobster cars</td>
<td>3 Require detailed wastewater outfall study</td>
<td>High feasibility/ limited costs</td>
<td>Insure continued viability of fishing industry</td>
<td>Low cost/major benefits</td>
<td>Sewerage facilities program with Federal and State assistance</td>
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<td>Provide adequate storm protection</td>
<td>4 Move lobster cars</td>
<td>No design required</td>
<td>None</td>
<td>Loss of mooring space at new site/less problems with salinity</td>
<td>Harbormaster directs location of lobster cars</td>
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<td></td>
<td>5 Raise breakwater</td>
<td>High costs for engineering</td>
<td>Reduce storm damage</td>
<td>Limited benefits, shared 'costs with State/Federal funds</td>
<td>Town action with participation of Scituate, State and Federal government</td>
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<td></td>
<td>6 Change Town line</td>
<td>Involve detailed survey</td>
<td>None</td>
<td>Financial benefits. Town has full control of Harbor Administration</td>
<td>Would involve Cohasset, Scituate, Plymouth, and Norfolk Counties</td>
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<td>GOAL/OBJECTIVE</td>
<td>RECOMMENDATION</td>
<td>ENGINEERING FEASIBILITY/COSTS</td>
<td>ENVIRONMENTAL IMPACTS</td>
<td>COSTS/BENEFITS TO TOWN</td>
<td>IMPLEMENTATION</td>
</tr>
<tr>
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</tr>
<tr>
<td>Reduce pollution in harbor</td>
<td>1. Install pumpout facility for boats</td>
<td>Tie in to sewer line at Lawrence Wharf, low cost</td>
<td>Will aid in reducing harbor pollution</td>
<td>Benefit to Town, cost can be recovered by charging for pumpout</td>
<td>Town action/private development</td>
</tr>
<tr>
<td>Protect natural harbor characteristics</td>
<td>2. No development in State-restricted salt marsh areas</td>
<td>Use fixed wharf/pier and floats, no dredging, moderate/high cost</td>
<td>Protect natural areas</td>
<td>Benefit to fishermen, aid commercial activities</td>
<td>Possible Federal assistance</td>
</tr>
<tr>
<td>Maximize docking use</td>
<td>3. Extend Government Island Wharf</td>
<td>Highly feasible, moderate costs, may involve dredging as added cost</td>
<td>Loss of bottom area with new piles, limited impacts</td>
<td>Development costs may be offset by additional revenues from boats, tax benefit for Town</td>
<td>Town funding, Harbor-master assigns moorings</td>
</tr>
<tr>
<td></td>
<td>4. Add floats off fill area between Veterans Memorial and Lawrence</td>
<td>High engineering costs</td>
<td>Visual change, more boats in harbor if dredging required, greater impacts</td>
<td>Development costs may be offset by additional revenues from boats, tax benefit for Town</td>
<td>Town funding, Harbor-master assigns moorings</td>
</tr>
<tr>
<td></td>
<td>5. Add floats in Bailey's Creek</td>
<td>Moderate/high costs, feasible</td>
<td>Visual change, more boats in harbor if dredging required, greater impacts</td>
<td>High cost for road, and development. Added tax benefit from additional boats</td>
<td>Town funding</td>
</tr>
<tr>
<td></td>
<td>6. Develop Whale Meadow area</td>
<td>Low costs for water hookup, toilets</td>
<td>High impacts due to wetland areas</td>
<td>No cost to Town, high benefits, added tax revenue</td>
<td>Private development</td>
</tr>
<tr>
<td></td>
<td>7. Develop first wharf area, add fuel facilities, ship stores</td>
<td>High costs, requires land acquisition development</td>
<td>Requires filling, added traffic congestion in residential area</td>
<td>High cost to Town if no private involvement</td>
<td>Possible private deve with Town assistance</td>
</tr>
<tr>
<td></td>
<td>8. Greater use of Bassing's Beach for passive recreation</td>
<td>Moderate costs, would require access road</td>
<td>May involve filling, increased traffic, noise</td>
<td>Limited costs, greater control over use of ramp, eliminates traffic on</td>
<td>Town action (state funds available)</td>
</tr>
<tr>
<td></td>
<td>9. Build shoreside storage for boats at Haggerty site</td>
<td>Moderate costs, would require access road</td>
<td>May involve filling, increased traffic, noise</td>
<td>Limited costs, greater control over use of ramp, eliminates traffic on</td>
<td>Town action (state funds available)</td>
</tr>
<tr>
<td></td>
<td>10. Develop new boat ramp in Bailey's Creek adjacent to sailing club</td>
<td>Moderate costs, would require access road</td>
<td>May involve filling, increased traffic, noise</td>
<td>Limited costs, greater control over use of ramp, eliminates traffic on</td>
<td>Town action (state funds available)</td>
</tr>
<tr>
<td>GOAL/OBJECTIVE</td>
<td>RECOMMENDATION</td>
<td>ENGINEERING FEASIBILITY/COSTS</td>
<td>ENVIRONMENTAL IMPACTS</td>
<td>COSTS/BENEFITS TO TOWN</td>
<td>IMPLEMENTATION</td>
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<td>----------------</td>
</tr>
<tr>
<td>Provide adequate access/parking</td>
<td>1. Expand parking area at Government Island</td>
<td>High feasibility, moderate costs</td>
<td>Limited impacts during construction, minor loss of treeed land</td>
<td>High benefits to Town, cost moderate, no outside funding</td>
<td>Town action</td>
</tr>
<tr>
<td></td>
<td>2. Build new access road to Government Island</td>
<td>High feasibility, moderate costs</td>
<td>Increased congestion, will impact residence on island</td>
<td>High benefits to Town, cost moderate, no outside funding</td>
<td>Town action</td>
</tr>
<tr>
<td></td>
<td>3. Extend access road along Bailey's Creek</td>
<td>Would involve land acquisition, filling of harbor and road development, high costs</td>
<td>Impacts on wetlands, Haggerty's business, general congestion, aesthetics, traffic</td>
<td>Moderate benefits to Town by connecting boat ramp to parking area, costs high if Town-funded</td>
<td>Town action Possible joint venture between Town and Haggerty's</td>
</tr>
<tr>
<td></td>
<td>4. Develop parking on new filled land in front of Haggerty's (see above)</td>
<td>High feasibility on filled area with only moderate costs in addition to (see above)</td>
<td>See above - Traffic, cars on waterfront, congestion, air pollution, noise, impacts</td>
<td>High benefits to boat users</td>
<td>See above</td>
</tr>
<tr>
<td></td>
<td>5. Develop parking adjacent to Parker Avenue ramp</td>
<td>Low engineering costs, high feasibility</td>
<td>Limited impacts, area currently open parking area, close proximity to restricted salt marsh, increase congestion on Parker Avenue</td>
<td>High costs for land acquisition, high benefit for Town/users of boat ramp</td>
<td>Town action</td>
</tr>
<tr>
<td></td>
<td>6. Develop parking on filled area between Veterans Memorial and Lawrence Wharf</td>
<td>Once filled, adequate area for parking, moderate development costs</td>
<td>Increased traffic, noise, visual impact, change scale of harbor</td>
<td>Cost for developing parking relatively low, cost of filling land/bulkheading is high, high benefits</td>
<td>Town action</td>
</tr>
<tr>
<td></td>
<td>7. Develop historic walk and markers</td>
<td>High feasibility, low costs</td>
<td>Limited impacts</td>
<td>Low cost to Town, high educational benefit</td>
<td>Town, Historic Comm. oversight, possible Federal funding</td>
</tr>
</tbody>
</table>
Public Workshop #3 for the Cohasset Master Plan Study was held at 8:00 p.m. on March 19, 1980. Twenty-five persons attended the workshop. The purpose of this workshop was to present and discuss the proposed development and management alternatives for the harbor. A series of overhead slides and large boards were used to graphically display the options.

Copies of the materials presented and a list of the attendees are attached.

Verbal comments received on the various alternatives are noted below:

**Cove Area**
- Fill material could come from sewer excavation
  - save money for one program
  - keeping Hugo's patrons out of parking area will be a problem
  - let boat owners pay for what they get
  - add historic walk to Cox's Point

**Cohasset Yacht Club Area**
- traffic problem exists on land
- does not serve public as well as above
- should confine C.Y.C. boats to one area
- "private" funding is not as desirable as "public" funding
- current number of boats is 40 -- development could double the number

**Government Island Wharf**
- Dredge area by wharf for displaced commercial boats
  - need to increase maintenance dredging for entire harbor
  - must be aware of wetlands in front and behind Hagerty's
  - reconstructing the dam may create flushing problems in gulf and increase siltation of harbor
  - Whale Meadow area has access problems and would severely impact wetland areas
  - dry sailing facilities would enable more people to use the harbor without increasing mooring capacity
COHASSET HARBOR MASTER PLAN

PROPOSED DEVELOPMENT ALTERNATIVES

(ACTIVITIES)

1. Develop First Wharf (Fuel Facilities).
2. Develop Pump-out Facility (Lawrence, First Wharf or other).
3. Develop Historic Walk from Government Island to Veterans' Memorial.
4. Reorganize Mooring Patterns.
5. Add Floats to Cohasset Yacht Club.
9. Develop Area Between Lawrence Wharf and Veterans' Memorial.
10. Develop Parking at Parker Avenue (Figueiredo Property).
11. Bailey's Creek Parking Area/Floats (Front Hagerty Property).
12. Waterfront Development (Hagerty Property).
13. Whale Meadow Development.
15. Raise Dam at Gulf.
16. Utilize Bassing's Beach for Active Recreation.
17. Change Town Line.
19. Protect Salt Marsh Areas.
PHEME REMOVED TOWN LANDING
FLOTATION SPACE FOR 60 BOATS
PUMP OUT FACILITIES
LAWRENCE MEMORIAL
FUEL FACILITIES
SHIP STORES
HISTORIC WALK
FILL AREA ADD PARKING FOR 80 CARS
KIMBALL'S
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. Fink</td>
<td></td>
</tr>
<tr>
<td>George Adams</td>
<td>18 Runyon Rd.</td>
</tr>
<tr>
<td>David Wood</td>
<td>24 Bay Place</td>
</tr>
<tr>
<td>Brian Allen</td>
<td>15 First Ave.</td>
</tr>
<tr>
<td>G. Stamos</td>
<td>30 Clay Spring Rd.</td>
</tr>
<tr>
<td>Jan Baggett</td>
<td>60 Summer St.</td>
</tr>
<tr>
<td>Laura Walker</td>
<td>The Beach Motel</td>
</tr>
<tr>
<td>Temple Widener</td>
<td>36 Parker Ave.</td>
</tr>
<tr>
<td>John Bryant</td>
<td>251 Forest Ave.</td>
</tr>
<tr>
<td>Lineal</td>
<td>1798 Willard</td>
</tr>
<tr>
<td>R. White</td>
<td></td>
</tr>
<tr>
<td>Kenneth B. Cook</td>
<td>28 Pond St.</td>
</tr>
<tr>
<td>Glenn Selkirk</td>
<td>Elm Court</td>
</tr>
<tr>
<td>Michael Wilson</td>
<td>26 Foster Rd.</td>
</tr>
<tr>
<td>Robert Sirocco</td>
<td>270 Tuscan Rd.</td>
</tr>
<tr>
<td>Stephen J. Ward</td>
<td>414 Beachmore</td>
</tr>
<tr>
<td>B. Wilder</td>
<td></td>
</tr>
<tr>
<td>Herb Jones</td>
<td>59 Cushing Rd.</td>
</tr>
<tr>
<td>John J. Small</td>
<td>55 Cushing Rd.</td>
</tr>
<tr>
<td>J. Semple</td>
<td></td>
</tr>
<tr>
<td>B. Ketcham</td>
<td></td>
</tr>
</tbody>
</table>
WORKSHOP MEETING #3
ON
COHASSET HARBOR MASTER PLAN
WEDNESDAY
MARCH 19, 1980
8:00 P.M.
COHASSET TOWN HALL

THE TOWN OF COHASSET HAS RECEIVED A GRANT FROM THE MASSACHUSETTS COASTAL ZONE MANAGEMENT PROGRAM TO PREPARE A MASTER PLAN FOR COHASSET HARBOR. THE HARBOR STUDY COMMITTEE IS COORDINATING THE PROJECT FOR THE BOARD OF SELECTMEN.

THIS IS THE THIRD WORKSHOP MEETING TO BE HELD DURING THE PREPARATION OF THE MASTER PLAN. ANDERSON-NICHOLS, A BOSTON CONSULTING FIRM, WILL BE ATTENDING THESE MEETINGS AND PROVIDING OVERALL GUIDANCE IN THE PREPARATION OF THE PLAN.

THE PURPOSE OF THIS WORKSHOP IS TO DISCUSS THE VARIOUS DEVELOPMENT AND MANAGEMENT ALTERNATIVES PROPOSED BY THE MASTER PLAN.

YOUR ATTENDANCE IS BOTH REQUESTED AND ENCOURAGED.

COHASSET HARBOR STUDY COMMITTEE
CHARLES G. FINK, CHAIRMAN
PRESS RELEASE

COHASSET HARBOR STUDY COMMITTEE

The Cohasset Harbor Study Committee has announced plans for a public workshop to be held on Wednesday, March 19th. The time is 8:00 p.m. at the Town Hall.

Mr. Charles G. Fink, Chairman of the Harbor Study Committee, explained that this is the third in a series of scheduled workshops. The workshops are designed to involve Town residents and interested persons in the Harbor Master Plan Program which began this past November. Representatives of local boards, and Federal and State officials have been invited to attend.

The Harbor Study Committee is utilizing a grant from the Massachusetts Coastal Zone Management Program to carry out the study.

Mr. Fink noted that the purpose of this workshop is to discuss the various Harbor development and management alternatives that have been proposed by the Town's consultant for the project, Anderson-Nichols. These alternatives have been developed based on the results of the two previous workshops.

The first workshop, held in late November, outlined the scope of the study and solicited ideas from those in attendance about the major areas to be addressed during the study.
The second workshop, held in January, focused on refining goals and discussing constraints and opportunities for Harbor improvements.

Some of the alternatives to be presented at the workshop include the feasibility of: providing better access to Government Island, increasing parking facilities, extending Government Wharf, increasing mooring capacity through adding docking space in the Cove area and Bailey's Creek and mooring areas in Whale Meadow.

The results of this workshop will guide the final comprehensive plan, to be presented to The Board of Selectmen in April.
The written text of the Draft Comprehensive Plan for Cohasset Harbor is attached. This draft text includes cost estimates and implementation strategies for the various recommended actions. The final plan will include a photograph of the harbor as well as a reduced copy of the harbor basemap which was produced at a scale of 1" = 100'.

JS/lea
attachment
COHASSET HARBOR
MASTER PLAN
1980

Prepared for
TOWN OF COHASSET
HARBOR STUDY COMMITTEE

Prepared by
ANDERSON-NICHOLS & COMPANY, INC.
150 CAUSEWAY STREET
BOSTON, MASSACHUSETTS

"The Preparation of this report was funded by the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, U. S. Department of Commerce, under a program management grant to the Commonwealth of Massachusetts, Coastal Zone Management Program."
DRAFT OF COHASSET HARBOR MASTER PLAN

OUTLINE

A. STUDY DESCRIPTION
B. GENERAL HARBOR USES
C. WATERFRONT USES
D. RECREATIONAL BOATING
   Other Recreational Activities
   Recreational Boating Needs
E. COMMERCIAL FISHING
   Lobstering
   Other Commercial Activities
   Commercial Trends
   Commercial Needs
F. GOALS/OBJECTIVES
G. RECOMMENDED ACTIONS
H. IMPLEMENTATION PROGRAM
STUDY DESCRIPTION

During the past six months the Cohasset Harbor Study Committee has been developing a Master Plan for the improvement of Cohasset Harbor. Anderson-Nichols of Boston has provided technical planning assistance to the Committee.

The Master Plan has been funded through a grant from the Massachusetts Coastal Zone Management Program and an appropriation by the Cohasset Town Meeting.

The Cohasset Harbor Master Plan generally covers a twenty-year planning period. An implementation schedule for the first five years is an important element of the Plan. This implementation schedule should be reviewed each year and then extended for the subsequent five-year period. In this way, the Plan becomes a dynamic instrument which can be revised to meet the changing needs of the fishermen and recreational boaters who use the harbor facilities.

The Master Plan reflects considerable public input which was facilitated by several harbor planning workshops. The Harbor Study Committee has reviewed the diverse comments and feels that this plan carries out the major goals and objectives which were put forth.

This summary document is backed up by a series of detailed memoranda which have been incorporated into a loose leaf binder. Copies are available for review at the Paul Pratt Library and the Selectmen's Office.

GENERAL HARBOR USES

Cohasset Harbor is used for a variety of activities. The dominant summertime use is for recreational boating. The dominant winter use is by commercial fishermen. Over 440 recreational boats are moored or docked in the harbor.

In addition, some 53 commercial fishing boats and approximately 375 small craft, skiffs, and dingies are found in the harbor.

Cohasset Harbor is small in comparison to other harbors of the Commonwealth. The small water area available at low tide, coupled with a constrained land-base for support facilities, creates a situation with many competing demands for the use of a limited resource.

Commercial lobstermen and recreational boaters currently share mooring and docking areas. Parking is limited. Access to the only public boat launching ramp is severely constrained. These are some of the problems which residents and visitors wrestle with each year. For the most part, the issues are not new.
WATERFRONT USE

There is over 8700 feet of water frontage in Cohasset Harbor. Twenty percent of the harbor water frontage is in Town ownership, and fifty percent is in private residential ownership. The balance is in commercial use.

Land-based commercial activities around the harbor include Hugo's Lighthouse Restaurant, Kimball's Motor Inn, Gaffey's Yacht Sales, Mill River Marine Railways, and Hagerty's Cohasset Colonials. The Old Salt House, located at Frist Wharf, will soon have ship store and fuel facilities.

Gaffey's Yacht Sales is the only land-based commercial operation dependent on a waterfront location. Hagerty's, once a manufacturer of racing boats, now manufactures reproduction colonial furniture. Hugo's Lighthouse and Kimball's Motor Inn, although associated with the waterfront (Hugo's has a float for visitor tie-up), attribute much of their business to other activities within the Town, such as the South Shore Music Circus.

RECREATIONAL BOATING

Recreational boating is the dominant summertime activity of Cohasset Harbor. Over 440 sailboats and powerboats are kept in the harbor; of these, 335 are on moorings; 87 are kept tied to floats at the Cohasset Yacht Club; and 21 are kept at the Sailing Club. These boats range in size from 14'-57' with total linear footage of 8740'. Roughly half of these boats are inboard and outboard powerboats, and half are sailboats.

In addition, several hundred rowing dingies and skiffs are tied up to the Town floats or floats at the Sailing and Yacht Clubs.

Cohasset has produced many respected championship racers. To maintain this tradition, the harbor maintains a racing fleet with mooring space earmarked for 48 boats of various classes.

The Cohasset Yacht Club members operate out of their clubhouse, located at the end of Howard Gleason Road. The Yacht Club was founded in 1892 and currently has 250 members.

The Cohasset Sailing Club is a non-profit institution, organized to provide sailing opportunities for all Cohasset residents. The Sailing Club operates out of a newly-constructed clubhouse located on Town-owned Government Island.
The Sailing Club has a Junior Training Program which has seen over 3000 persons enroll during the Club's 20 years of operation.

Other Recreational Activities

The Town of Cohasset does not operate any active recreational program in the harbor area. The junior programs at the Sailing and Yacht Clubs, therefore, represent the major organized active recreational activities on the water.

Other active recreational uses of the harbor include rowing, canoeing, fishing from docks and boats, and, to a limited degree, shellfishing.

Swimming is allowed from boats or from shore. The most popular swimming area is north of the breakwater off Bassing Beach.

Recreational Boating Needs

The general demand for recreational boating is higher now than in the past. This is attributed to many factors -- most notably a general increase in leisure time and greater disposable income.

There are individual exceptions to the rule, but the most identifiable trend for boating is that more people want to place more boats in the water -- including Cohasset Harbor. This demand shows no signs of reversing, although characteristics of the types of boats people purchase do change.

Trends for Cohasset Harbor show a slight shift away from the use of gasoline-powered boats to sailboats. The total harbor fleet, however, is still roughly split 50-50 between powerboats and sailboats.

The current waiting list for a recreational boat mooring contains 169 names. Powerboats account for 77 of these and sailboats 92. The average boat length is 25 feet, with a range of from 12 to 60 feet. There is currently as long as an eleven-year wait for a mooring in Cohasset Harbor.

The needs of recreational boaters in Cohasset Harbor are both diverse and highly individualized. This is due to the variety of boat types, owner preferences, and reasons for boat ownership. Several areas of concern arise
repeatedly in discussions with boat owners and recreationists. The needs expressed most often were:

additional mooring space,
fuel facilities,
better parking,
develop marina-day sailing facilities, and
provide better security.

COMMERCIAL FISHING

Lobstering is the primary water-based commercial activity in Cohasset Harbor. This activity is seasonal for half of the commercial fleet, with the remaining half using the harbor area year-round. In the winter months, lobster boats moor near the Yacht Club, an area which rarely freezes over. The Coast Guard's 65-foot tugboat keeps the entrance channel and mouth of the harbor from icing over during the winter months, although severe cold spells have resulted in the harbor being frozen for as long as ten days.

Other commercial activities include gillnetting, tuna fishing and mousing.

Lobstering

Massachusetts fishery statistics show that the coastal lobster fishery of Massachusetts continues to be the most economically important fishery conducted within the territorial waters of the Commonwealth. The 5.7 million pounds of lobsters, landed in 1977, represents a 35.7 percent increase over the 4.2 million pounds of lobsters landed in 1972. The total value of catches has increased in the same period from $10.6 million to $26.3 million.

The Harbor Master has furnished data showing that there are 43 lobster boats based on the harbor. These range in size from 14 to 43 feet. Some have drafts in excess of 5 1/2 feet. The commercial boats have a total gross value of approximately $360,000. The average commercial catch for the harbor ranges from 150 to 250 tons per year, having a gross value of $600,000 to $1,000,000 per year.

Of the 43 lobster boats moored in the harbor, 20 are engaged in full-time, year-round lobstering. These boats range in size from 29 to 45 feet in length. An additional 20 boats possess a $100 commercial fishing license but do not operate on a full-time basis. Three boats operate under student licenses.
The lobstermen currently use both the Government Island Wharf and the Town dock in the Cove for loading bait and unloading catches. There are no fuel or Town-owned dockside boat repair facilities in the harbor to service the commercial fleet. Mill River Marina does haul boats and make repairs.

The lobster industry provides a range of benefits and some problems to the Town. Problems occur mostly from the traffic congestion and other conflicts generated by operating businesses and recreational activities within a confined area. Benefits, beside income to the Town through tax revenues and fees, appear in several ways, with the major benefit being a local source of employment. In addition, the lobster industry adds to the historic and cultural setting of the harbor and is a drawing card for tourists and patrons at the shoreside restaurant and businesses.

Other Commercial Activities

In addition to lobstering, several fishermen gillnet in the winter months -- January to mid-March -- to supplement their income. This is the period when the size of catches and days available for lobstering are limited. No boats utilize long-line type of fishing.

Bluefish tuna, with a current 1980 ex-vessel price of $2/lb, has stimulated interest in this market. Three to four tuna boats operate out of the harbor on a seasonal basis. Catches are sold dockside to a Boston merchant who packs the tuna in ice and ships it directly to Japan.

Local students operate 10 to 12 boats to collect Irish Moss off coastal rocks and ledges. The moss boats operate from about June 15 to Labor Day. A local dealer brings a truck, equipped with a scale, to the Parker Avenue boat ramp where the mossers unload and sell their harvest.

This practice has, in the past, led to traffic problems and congestion at the Parker Avenue ramp. This is due to conflicts between pleasure boats wanting to haul at the same time the moss boats unload.

Commercial Fishing Trends

Offshore lobstering continues to be the dominant commercial fishing activity of Cohasset Harbor. Although fishery statistics indicate that the catch of lobsters has not declined for the harbor in recent years, it reportedly now takes 400 lobster pots to catch the same amount that 200 pots could catch 10 years ago. Ninety percent of the lobstermen now use the trawl technique rather than single pots on a marker buoy.
Lobster boats used by commercial fishermen are longer than they were a decade ago. The average lobster boat was around 25 feet 10 years ago as compared to an average length of 35 feet today.

Long-term trends will most likely show a continuation of the lobstering industry as it has in the past. The harbor fleet has developed to the maximum size existing facilities can accommodate. The full-time fleet of 15-20 boats has remained steady for some time. The major commercial increase has come from part-time fishermen. Current economic pressures, such as the high cost of fuel, may force some part-time fishermen to stop lobstering; however, different economic pressures tend to stimulate more interest in the extra and supplementary income which lobstering can provide on a part-time basis. The net result is a steady increase in demand for additional commercial mooring space and shore-side facilities.

Gillnetting, as a supplement to lobstering, will continue, possibly increasing in the future.

**Commercial Fishing Needs**

A list of the needs, as expressed by commercial fishermen, includes the following:

- fixed pier accessible at all tides;
- centralized docking/loading facilities;
- fuel facilities;
- mooring space for larger/additional boats, and cold storage for bait.
GOALS AND OBJECTIVES

The recommendation in this Plan are based on the set of goals and objectives which are listed below. These goals and objectives were developed with direct input by Cohasset residents and it should be noted that no weighting has been given to the specific goals and objectives; the value and relative importance of each will change over time as old problems are solved and new one arise.

COHASSET HARBOR MASTER PLAN GOALS/OBJECTIVES

• Maximize mooring/docking area utilization.
• Maximize recreational opportunities in harbor.
• Provide adequate public access to, and parking for harbor activities.
• Develop centralized water and shoreside commercial fishing facilities.
• Maintain existing "scale" of harbor development.
• Continue harbor maintenance dredging.
• Resolve administrative problems associated with Town/County line.
• Increase public awareness of, and information on, historic aspects of the harbor.
• Protect natural characteristics of harbor, i.e., salt marshes, watershed-floodplain areas, and salinity.
• Provide better harbor security.
• Provide adequate storm protection.
• Reduce pollution to harbor from boats.
• Provide better services for visiting boats
• Provide better intersection visibility.
RECOMMENDED ACTIONS

Cohasset Harbor is constrained by a limited water area. Existing land use, streets, geology, and protected wetlands severely restrict opportunities for expanding the water area. An additional constraint is the complex flow of currents resulting from tidal movements to and from Bailey's Creek and the Gulf.

The land area surrounding the harbor suitable for waterfront activities is in short supply, too. Residential areas ring the streets bordering the harbor and preclude any major opportunities for expansion.

As a consequence of the resource limitations cited above, any plan for Cohasset Harbor must be very efficient in its use of land and water areas.

During the development of the Master Plan, several options for harbor improvements were discussed which, for various reasons, were not included in the final plan. Two of these options were development of marina facilities in Whale Meadow and at the eastern end of Bailey's Creek. Based on current law, specifically the Wetlands Protection Program (c.131, s.40) and the Coastal Wetlands Restrictions Program (c.130, s.105), this type of activity in these regulated wetland areas is prohibited. The list of recommended actions, therefore, represents activities that are viable under current rules and regulations and are consistent with the adopted goals and objectives.

The Cohasset Harbor Master Plan shown above illustrates a number of recommendations to improve the harbor over a period of years. These proposals are described in the Policy Planning Chart below.
<table>
<thead>
<tr>
<th>RECOMMENDED ACTION</th>
<th>GOAL/OBJECTIVE ADDRESSED</th>
<th>ESTIMATED COSTS</th>
<th>POTENTIAL SOURCE OF REVENUE</th>
<th>ENVIRONMENTAL IMPACTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Develop parking adjacent to Parker Avenue boat ramp, improve boat ramp.</td>
<td>Provide adequate public access to, and parking for, harbor activities.</td>
<td>Design/Construction = $60,000</td>
<td></td>
<td>Limited impacts -- area currently dirt parking area. Close proximity to restricted saltmarsh. Increased traffic on Parker Avenue.</td>
</tr>
<tr>
<td>5. Develop historic walk and markers from Government Island to Cox's Point. Phase 1-Markers. Phase 2-Walkway.</td>
<td>Increase public awareness of, &amp; information on, historic aspects of harbor.</td>
<td>Phase 1 = $1,000 Phase 2 = $15,000</td>
<td>Private/Town Funding</td>
<td>Beneficial educational impacts.</td>
</tr>
<tr>
<td>7. Add additional float space at Cohasset Yacht Club.</td>
<td>Maximize mooring/docking area utilization. Maximize recreational opportunities in harbor</td>
<td>Variable cost, dependent on size of addition. Approximate cost $2,500 per boat slip.</td>
<td>Private funding</td>
<td>Increase in boat density</td>
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<td>RECOMMENDED ACTION</td>
<td>GOAL/OBJECTIVE ADDRESSED</td>
<td>ESTIMATED COSTS</td>
<td>POTENTIAL SOURCE OF REVENUE</td>
<td>ENVIRONMENTAL IMPACTS</td>
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<tr>
<td>8. Change Town/County line.</td>
<td>Resolve administrative problems associated with location of Town/County line.</td>
<td>Limited study, administrative and legal costs</td>
<td>Towns of Scituate and Cohasset Metropolitan Area Planning Council</td>
<td>No direct impacts</td>
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<tr>
<td>9. Continue harbor maintenance dredging.</td>
<td>Maintain adequate dredging activity to keep harbor navigable</td>
<td>Costs are variable. State and Federal matching funds available</td>
<td>U.S. Army Corps of Engineers 100% funding, Mass. Division of Waterway 75-25 funding.</td>
<td>Requires adequate location for dredge material disposal.</td>
</tr>
<tr>
<td>a. Fill area and provide parking, green space.</td>
<td>Maximize docking area.</td>
<td>Floats = $194,000</td>
<td>Development costs may be offset by additional revenues from boats.</td>
<td>Increased traffic &amp; noise. Change scale of harbor.</td>
</tr>
<tr>
<td>b. Add floats off fill area.</td>
<td>Provide adequate public access to, and parking for, harbor activities</td>
<td>Design/Construction = $30,000</td>
<td>see above.</td>
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<tr>
<td>11a. Construct new access road to Government Is. Exit only to Border St. at bridge.</td>
<td>Provide adequate public access to, and parking for, harbor activities</td>
<td>Design/Construction = $18,000</td>
<td>see above.</td>
<td>Net increase of about 30 boat mooring/docking spaces</td>
</tr>
<tr>
<td>b. Extend Government Is. parking area.</td>
<td>Maximize recreational opportunities in harbor.</td>
<td>Design/Construction = $25,000</td>
<td>Relieve traffic on Parker Avenue. Area is in close proximity to wetlands area. Some loss of vegetation, forest cover.</td>
<td>May involve small amount of filling. Increased traffic, noise, activity in wetland area.</td>
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<tr>
<td>12. Construct new boat ramp in Bailey's Creek.</td>
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<tr>
<td>RICOMMENDED ACTION</td>
<td>GOAL/OBJECTIVE ADDRESSED</td>
<td>ESTIMATED COSTS</td>
<td>POTENTIAL SOURCE OF REVENUE</td>
<td>ENVIRONMENTAL IMPACTS</td>
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<tr>
<td>15. Raise breakwater</td>
<td>Provide adequate storm protection.</td>
<td>Construction = $175,000</td>
<td>U.S. Army Corps of Engineers</td>
<td>Increase storm protection.</td>
</tr>
<tr>
<td>16. Increase police surveillance of harbor; add harbor night patrol.</td>
<td>Improve security of harbor.</td>
<td>May be adsorbed through existing service. Added cost if new patrol required.</td>
<td>Town-funding</td>
<td>None</td>
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</table>
IMPLEMENTATION PROGRAM/SCHEDULE

A five-year implementation program and schedule has been prepared for high priority Harbor Master Plan recommendations. This schedule should be reviewed, revised and extended on an annual basis.

The implementation plan assumes a combination of local, State, or Federal funds will be available to facilitate project financing. In some cases, it may be possible to amortize development costs through user fee charges.

Specific recommendations for project implementation are contained in memoranda included in the loose leaf binder developed for the Harbor Study Committee during the course of the study.
Recommended Actions

1. Acquire property adjacent to Parker Avenue boat ramp
2. Construct boardwalk connecting Parker Avenue and Government Island
3. Develop parking adjacent to Parker Avenue boat ramp; improve boat ramp
4. Develop First Wharf area fuel, ship stores, and boat pump-out facility
5. Extend Government Island Wharf
6. Develop historic walk and markers from Government Island to Cox's Point
7. Rearrange boat mooring patterns in selected areas using grid network
8. Add additional float space at Cohasset Yacht Club
9. Change Town/County line
10. Continue harbor maintenance dredging
11. Develop parking and green space on fill area between Lawrence Wharf and Veterans Memorial

Year

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Legend:
- Planning
- Design/Funding
- Construction
IMPLEMENTATION PROGRAM

The following information applies to the 10 recommended actions identified in the 5-year implementation program. A general description of various implementation techniques is listed first, followed by more detailed information for each action and an implementation schedule.
IMPLEMENTATION TECHNIQUES

A. Land and Water Conservation Fund Act of 1965

Public Law 89-578, 78 State. 897

Administered by the U.S. Department of Interior-
Heritage Conservation and Recreation Service, the fund
allocates money to communities and political subdivisions
for planning, acquisition and development of public out-
door recreation areas. Under this Act local agencies
may be reimbursed up to 50 percent of the costs of
purchasing land. This program is administered through
the Massachusetts Division of Conservation Services.

B. Massachusetts Self-Help Program

General Laws Chapter 132A, Section 2

Administered by the Division of Conservation Services
which is part of the Executive Office of Environmental
Affairs, this program offers towns and cities with con-
servation commissions up to 50 percent reimbursement
for the cost of land purchased or developed for conserv-
vation or passive outdoor recreation. The Heritage
Conservation and Recreation Service, and
the state's Self-Help Program may be applied together.
in that case, a community may receive up to 75 percent
reimbursement for the cost of purchasing land.
C. Department of Fisheries Wildlife & Recreational Vehicles

Public Access Board (C.21.ss. 17-17a)

The Public Access Board through their acquisition and eminent domain powers will supply 100% funding for various public recreation projects. The Public Access Board will then turn control over to a local municipality for management. Prior to this, the board requires the local community to make assurances that- 1) the project will be accessible to the general public 2) the town will provide policing and services such as litter control. The Public Access Board supplies maintenance services. Projects in Cohasset that rate a high priority currently include; boat ramps, and adjacent access and parking improvements. Fiscal 1981 funds have been cut back dramatically from past funding levels, therefore highest consideration will be given to projects with low expected costs, say under $200,000.

Contact person: Robert Austin (617) 727-1614.

D. Fee Simple Acquisition

The town of Cohasset can purchase a privately owned property if and when the owner decides to sell.

E. Eminent Domain

If no other means is available any area or property can be taken by the town of Cohasset from any landowner under its power of eminent domain. This action requires a 2/3 vote of the town meeting. In the past, other municipalities
have taken land by eminent domain for conservation and recreational purposes, where the title to the acquired land was in doubt or where the purchase price exceeded the assessed value by 25 percent or more.

F. Coastal Zone Management Community Assistance Grants

CZM Grant Funding similar to the grant which funded this master plan effort, can be used in additional planning and engineering studies. CZM money is available to fund up to 80 percent of the project cost with 20 percent from the town in cash, or in-kind services. Of interest in Cohasset are preliminary engineering studies for specific harbor development projects such as the area between Veterans and Lawrence Memorial and development of the Hagerty property for recreation.

G. Department of the Army, Office of the Chief of Engineers.

(Sec. 107 of Rivers and Harbors Act, as amended.

The Army Corps of Engineers administers two programs which may be used for dredge/fill projects in Cohasset. Funding for maintenance dredging is available. This process requires congressional approval and is responsible for funding the last major dredging operation in the harbor. The corps also has a Small Projects Program with funds available for new dredging projects, not maintenance dredging. These funds require a 50/50 matching arrangement (when utilized for recreational purposes) and projects must be cost effective.

H. Mass. Division of Waterways Program (MGLA Ch. 91, S. 10-11)

Through their funding authority the Waterways Program will
supply up to 75% of the funding for design and construction of maintenance dredging projects for harbors and inland waters. If federal funds are available the state may match the 50% requirement of the federal program. These funds are currently limited to maintenance dredging, not new dredge areas.

I. Economic Development Administration (EDA)

The EDA has been the traditional source of support for many local programs

Title I Public Works Program

The Public Works Program (Title I) of the Economic Development Administration (EDA) includes two different loan and grant programs for public improvements. Regular Title I assistance is available for projects that will help private industry expand and thereby provide long-term private employment in the area. States, cities or organizations representing an EDA designated area are eligible for Title I grants and loans, which may be used to buy, construct, or improve land, buildings and equipment. Funds for land acquisition are usually a small part of a larger construction grant.

Title I funding will pay up to 50 percent of the cost of a project. Local bond or budget authority, cash on hand, regional commission funds or Community Development Block Grant (CDBG) funds may be used to provide the local match. Two projects which may be eligible for EDA funding are the extension of Government Island Wharf and development of the area between Lawrence Wharf and Veteran's Memorial.
J. Commerce Department - Coastal Energy Impact Program (Sec. 308 of federal CZM Act)

The Coastal Energy Impact Program (CEIP) was established by Congress in 1976 to help states and local communities deal with the social, economic and environmental impacts of coastal energy activity. This federally funded program is administered at the state level by the Executive Office of Environmental Affairs and provides assistance to local communities and regional and state agencies in the form of grants and loans. Frequently, a combination of CEIP grants and loans can be used to finance all or part of a project over a period of years—from the planning phase, through engineering, construction and initial operation. Three categories of assistance are available: 1) Formula grants, 2) planning grants and 3) credit assistance (loans). Grants require a 20% match from the grantee. Loans can be repaid over a term of up to 30 years, and in some instances, CEIP loan funds can be used by the recipient as the local matching share for other federal grant programs.
The following information includes implementation strategies for the projects identified in the 5-year implementation program. This schedule is attached at the end of this memorandum.

*Recommended Action: 1.a. Acquire property adjacent to Parker Avenue.

Estimated Costs:

Land Acquisition = $100,000

Best source of funds is the Mass. Public Access Board which will supply up to 100% of acquisition costs for a project such as this.

Implementation Schedule:

A Planning/Funding Committee should be established immediately to identify and pursue funding sources.

This can be accomplished over the course of the next year with applications made for funding in fiscal year 1981.

*Recommended Action: 1.b. Construct boardwalk connecting Parker Avenue and Government Island.

Estimated Costs: $15,000 for permanent boardwalk.

Best funding sources are direct Town appropriation or "Package" funding with Actions 1.a. and 2.

Implementation Schedule:

The H.S.C. should investigate the possibility of including this project as part of a larger development in the area. Even if Action 1.a. is not accomplished during 1981, the Town should pursue this project in order to connect the only parking area located on Government Island with the boat ramp at Parker Avenue.

The project is identified as being funded in the fiscal 1982 budget if Town monies are the sole source of funding.

*Recommended Action: 2. Develop parking adjacent to Parker Avenue boat ramp. Improve boat ramp.

Estimated Costs: Parking Area 160' x 160' $20,000
                           25,000
                           $45,000
         New Boat Ramp        x 1.4 = $60,000
Implementation Schedule:

The planning and funding for this project should be concurrent with Action 1.a.

The committee formed for this action should contact the Mass. Public Access Board to investigate the availability and restrictions associated with their funding programs, as well as the Mass. Division of Conservation Services for "pass-through" funds from federal programs. Once clear title to the property is held, development can occur immediately -- fall 1981-1982.

*Recommended Action: 3. Develop First Wharf Area for fuel, ship stores and boat pump-out facilities.

Estimated Costs: Pump-Out $25,000

Item includes 4,000-gallon sludge tank, equipment and site work.

Implementation Schedule:

The first phases of this project are well underway, with facilities for fueling and ship stores to be operative this summer (1980). Pump-out facilities will be necessary in the future to comply with the new EPA/U.S. Coast Guard Regulations covering waste disposal from boats. Since this is the first year the law will be in effect it may be prudent to wait and see how strict local enforcement will be and what type of demand for facilities will result from boaters.

*Recommended Action: 4. Extend Government Island Wharf 20' with a 30' x 50' side extension and 40' float.

Estimated Costs: Total cost = $350,000

Implementation Schedule:

It is recommended that the H.S.C. Committee immediately appoint a study team to begin planning for the project. The best source of funding is use of Commerce Department - Coastal Energy Impact Program funds, which will provide up to 80% in grants or 100% low interest loans. Another major source of funds is Economic Development Administration Title I funds. C.E.I.P. is still accepting grant and loan applications for fiscal 1980.

This project would require consultation with the U.S. Army Corps of Engineers, U.S. Coast Guard, U.S. Fish & Wildlife Service, National Marine Fisheries, EPA, Mass. Division of Waterways, DEQE, CZM, and Conservation Commission.

If proper coordination occurs, funding could occur in fiscal years 1981-82 with construction as early as 1982.
It should be noted that CZM will fund planning and preliminary engineering studies for projects such as this with 80-20 matching limitations.

*Recommended Action: 5. Develop historic walk and markers from Government Island to Cox's Point.

**Estimated Costs:** Phase 1 - $1,000
Phase 2 - $15,000

Phase 1 is for markers only. Phase 2 includes site development for walkways and complete paths.

**Implementation Schedule:**

The Historic Commission should begin Phase 1 development immediately. Funding for this phase is reportedly available from private sources. Phase 2 funds are best derived from Town sources or private gifts. The second phase of the action may be a long-term project of the Historic Commission.

*Recommended Action: Rearrange boat mooring patterns in selected areas, using grid network.

**Estimated Costs:** Costs for grid to be from Town administration. Basemap of harbor at scale of 1" = 100' now available as part of this study. Cost of new moorings to be borne by boat owners.

**Implementation Schedule:**

This new harbor basemap has been completed. The grid network can be developed as an immediate action with layout and design occurring this summer and fall. New arrangements, based on the grid, can begin the summer of 1981.

*Recommended Action: 7. Add additional float space at Cohasset Yacht Club.

**Estimated Costs:** Variable cost, dependent on size of addition. Approximate cost = $2,500 per boat slip (floats). Price includes design/construction/materials.

**Implementation Schedule:**

The H.S.C. should act as liaison between the C.Y.C. and the Town to help facilitate the permitting process required for expansion of facilities.

The C.Y.C. is a private operation, therefore, private funds are the primary source of money for this project.
Close cooperation is also required to assure that the current waiting list system is adhered to when new moorings are made available.

An increase of float space in this area would achieve doubling of the current mooring capacity.

This is a project which planning and coordination could begin immediately with a capital fund-raising project to extend for 2-3 years, followed by construction. Permit application could be concurrent with fund-raising.

A beneficial aspect of the project are the revenues derived from mooring charges which can be used to offset development costs.

*Recommended Action: 8. Change Town/County line

Estimated Costs: Costs would be absorbed by the various administrative bodies involved. Metropolitan Area Planning Council funds are available for a joint study between Cohasset and Scituate.

Implementation Schedule:

This is a long-term planning and administrative project. The objective of this recommended action is to resolve the administrative and financial problems which arise due to the current location of the Town line. It may be possible through a series of meetings between the Towns of Cohasset and Scituate to resolve these issues without altering the Town line.

The H.S.C. should continue as the liaison body for the Town of Cohasset on this issue through a series of preliminary meetings with the Scituate Waterways Committee. Joint recommendations from these two bodies should then be presented to the respective Boards of Selectmen for official action.

Until the long-term issue of the Town line is resolved, it is advised that the H.S.C. establish a sound communication process with the Scituate Waterways Committee, perhaps through a joint annual or semi-annual meeting.


Estimated Costs: Costs are variable, depending on project. A mix of local, state and federal funds are available.

Implementation Schedule:

As identified in the section on implementation techniques, several State and Federal programs exist to supplement Town funds for dredging.
Large-scale dredging of the harbor requires Congressional approval which is initiated through Cohasset's local Congressman.

Small spot dredging is best funded through Town appropriation as has been the practice in the past.

Any dredging or filling requires review from 5 agencies:

1) U. S. Army Corps of Engineers (issues final permit and authorization to proceed),

2) Mass. Department of Water Pollution Control,

3) Cohasset Conservation Commission,

4) Division of Marine Fisheries,

5) CZM

*Recommended Action: 10. Develop parking and green space on fill area between Lawrence Wharf and Veterans Memorial.*

**Estimated Costs:** Total Project = $700,000 (includes x 1.2 contingency).

Component Costs: Dredging = $10,000; fill for access = $20,000; fill for bulkhead = $60,000; parking = $20,000; piling and stone = $210,000; floats = $195,000; landscaping, utilities, and miscellaneous = $40,000.

**Implementation Schedule:**

This project addresses several immediate needs for the harbor --- added parking, additional mooring space, and better general access to the harbor.

The possibility exists of coordinating this project with other Town activities, specifically new sewer construction. Total costs for both projects could be reduced if fill material excavated during sewer construction, could be used in the harbor project.

Since the sewer project is a current activity, the H.S.C. should seize the opportunity to promote this (harbor) project and begin planning immediately.

Several sources of funds are available to aid in design and development. CZM, through its community assistance grant program, will fund preliminary engineering studies with an 80-20 match.
The H.S.C. should investigate a mix of State and Federal funds, which may result in 75 to 100% project funding.

Primary funding sources (described in more detail above) are: Mass. Division of Conservation Services; Mass. Public Access Board, and Commerce Department CEIP.

This project, with full support of the H.S.C. and the Town of Cohasset, could be realized in a few years. Without this strong support, the project is realistically a long-term action. With the current indecision on the National Economic scene, the H.S.C. should keep close watch on Public Works programs which may be pumped with money in response to a recession.

One beneficial aspect of this project are the revenues to be derived from operating the facility and charging mooring fees according to comparable services elsewhere.
**Recommended Actions**

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7. Rearrange boat mooring patterns in selected areas using grid network
8. Add additional float space at Cohasset Yacht Club
9. Change Town/County line
10. Continue harbor maintenance dredging

The chart indicates the progression of planning, design/funding, and construction over the years.
The final public meeting was held on this date with 26 persons attending. The meeting agenda, announcements, and list of those attending follow.
I. INTRODUCTION: C. Fink

II. SLIDE SHOW - Helicopter Views of Harbor

III. EXPLANATION OF MASTER PLAN
   - New Base Map
   - Major Recommendations

IV. COMMENTS:
   - Discussion of funding sources and recommendations.
   - Larry McCavitt of CZM explained how the wetlands restriction program applies to the plan recommendations.
   - Harbormaster, Harry Ritter, noted that 50-60 boats are launched at Parker Avenue on an average weekend.
   - Need Police control of Parker Avenue Ramp to expedite boat launching" - Mrs. Parker.
   - Mooring arrangement at C.Y.C. could be adjusted to reflect needed mooring sizes.
   - Management of new mooring space at the C.Y.C. will be needed to be carefully analyzed.
   - 1968 dredging bids were $9.75 cu.yd; currently bids are running $15 cu.yd.
   - Low tide shows 3 1/2-ft. depth at certain locations in harbor - should be 8'.
   - Channel width is much less than the 90-ft. original opening.
   - John Hagerty commented on Phase 1 and 2 for his property. It was pointed out that Phase 2 was meant as a long-term suggestion to be investigated with his involvement.
   - Ed Young stated that the Sailing Club lot will be landscaped, resulting in greater use of the Government Island Parking Area.
PUBLIC MEETING #4
ON
COHASSET HARBOR MASTER PLAN

WEDNESDAY
APRIL 30, 1980
8:00 P.M.
COHASSET TOWN HALL

THE TOWN OF COHASSET HAS RECEIVED A GRANT FROM THE MASSACHUSETTS COASTAL ZONE MANAGEMENT PROGRAM TO PREPARE A MASTER PLAN FOR COHASSET HARBOR. THE HARBOR STUDY COMMITTEE IS COORDINATING THE PROJECT FOR THE BOARD OF SELECTMEN.

THIS IS THE FOURTH AND FINAL MEETING TO BE HELD DURING THE PREPARATION OF THE MASTER PLAN. ANDERSON-NICHOLS, A BOSTON CONSULTING FIRM, WILL BE ATTENDING THIS MEETING AND HAS PROVIDED OVERALL GUIDANCE DURING THE PREPARATION OF THE PLAN.

THE PURPOSE OF THIS MEETING IS TO DISCUSS THE RECOMMENDATIONS AND IMPLEMENTATION PROGRAM OF THE MASTER PLAN.

YOUR ATTENDANCE IS BOTH REQUESTED AND ENCOURAGED.

COHASSET HARBOR STUDY COMMITTEE
CHARLES G. FINK, CHAIRMAN
For release on 4/24/80

HARBOR STUDY COMMITTEE TO PRESENT FINAL REPORT ON NEW HARBOR MASTER P:

The Cohasset Harbor Study Committee has announced plans for a public meeting to be held on Wednesday, April 30. The time is 8:00 p.m. at the Town Hall.

Mr. Charles C. Fink, Chairman of the Harbor Study Committee, explained that this is the final meeting in the series of four scheduled workshops.

The workshops and meetings have been held to involve town residents and interested persons in the Harbor Master Plan Program which began last November.

Mr. Fink stated that over the course of the last six months this new plan for the Harbor has been developed with a great deal of public input.

A copy of a 4-page summary of the Master Plan is included in this edition of the Mariner.

This summary includes descriptions of Harbor uses and the needs of recreational boaters and commercial fishermen. The list of recommended actions vary in intensity of development from a proposed historic walk of the Harbor to the development of shoreside dry storage facilities for recreational boaters.
The plan includes a 5-year implementation schedule, cost estimates and identifies potential sources of funding for the various recommended actions.

The summary document is backed up by a series of detailed memoranda which have been incorporated into a loose-leaf binder. Copies are available for review at the Paul Pratt Library and the Selectman's Office.
<table>
<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>Roger Sturdy</td>
<td>270 Jericho Rd, Cohasset</td>
</tr>
<tr>
<td>Richard Barron</td>
<td>283 King St</td>
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<tr>
<td>Rude Edmund</td>
<td>76 Pond St, Cohasset</td>
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<tr>
<td>David Racanelli</td>
<td>24 Joy Place Rd</td>
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<tr>
<td>Anne Denny</td>
<td>92 Beale St, Boston</td>
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<tr>
<td>Charles Smith</td>
<td>94 Black Horse ran</td>
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<td>Constance W. Parker</td>
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<td>Larry McCauley</td>
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<td>Frank Collins</td>
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<td>Eunice Dillon</td>
<td>217 Jerusalem Rd</td>
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<td>Barbara Bower</td>
<td>56 Atlantic Ave.</td>
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<tr>
<td>Ted Wachell</td>
<td>63 Old Post Rd</td>
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<td>Mike McCarthy</td>
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<td>J. Young</td>
<td>796 Jerusalem Rd</td>
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<td>Made Young</td>
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<td>Earl Higgins</td>
<td>24 Bell St</td>
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<td>R. F. Young</td>
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<tr>
<td>Nancy F. Heuerlein</td>
<td>355 Atlantic Ave, Cohasset</td>
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<tr>
<td>Jack W. Kajzerowicz</td>
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<td>Jim Sempere</td>
<td>Anderson - Nichols</td>
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<td>Buck Ketcham</td>
<td>Harbor Study Committee</td>
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<tr>
<td>Charles Fink</td>
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Harbor study report given

COHASSET — The harbor study committee presented its final report to Cohasset residents last night, outlining the estimated $3 million redevelopment plan for Cohasset Harbor.

The five-year program, 16 proposals in all, was placed before citizens to feel out their reactions and comments.

"The proposals presented in this plan are only ideas," said harbor study Chairman Charles Fink. "They are not fixed facts."

The summary document, presented by Burk Ketcham, consultant for the project, outlined proposals ranging from the development of a new historic harbor walkway to the expansion of existing boat facilities along the harbor.

Resident reaction to the project was generally favorable. "I think the plan is excellent," said Parker Avenue resident Constance Parker.

Others echoed her praise. "I think the harbor study committee's done a great job," said Dick McCarthy, a 25-year resident.

John Hagerty, president of Hagerty Co., a factory located along the waterfront, objected to plans that might force him to move.

A proposal in Phase 2 of the program would require that Hagerty sell factory land to the town. According to Hagerty, the planned proposal might also escalate the existing vandalism problem his company confronts.

"We, as a small company, contribute to the town, because Cohasset is a good place for Hagerty Co. If the town turns around and says you gotta move in three years, it'll kill us."

His fears were soothed by other townspeople, who assured him they would oppose action that would force Hagerty out of the town.

The harbor study committee will now take its proposals before selectmen for approval.

Fink told residents that the proposals will not die. "This plan will not sit around for months collecting dust," he said. "We will begin working on this within days."
The attached newspaper supplement which appeared in the April 24, 1980 issue of the Cohasset Mariner and this binder represent the Final Comprehensive Master Plan for Cohasset Harbor. The newspaper supplement includes highlights of the study; a reduced copy of the project base map with the recommendations of the plan graphically illustrated; and the 5-year implementation plan.

This binder includes background information and inventories; documentation of public involvement through the four open workshops; descriptions of the various constraints and opportunities for harbor development; the draft comprehensive plan; and schedules and techniques for plan implementation.

This document was prepared over the course of the planning effort and records the development of the planning process.

It is felt that inclusion of edited preliminary and draft information in this format best serves those individuals who will ultimately be responsible for implementation of this plan, by allowing them to see how the final recommendations were developed from the wide range of ideas suggested.

The final recommendations of this plan reflect the large amount of public input over the course of the project and are meant to be in agreement with the goals and policies identified herein and those of the office of Coastal Zone Management.

JS/le
attachment
During the period between project initiation and November 20, 1979, the following work was completed:

**Task I**

1. Burk Ketcham of A-N met with the H.S.C. on November 1, 1979 to discuss scope of project.

2. Burk Ketcham of A-N met with Cohasset Historical Commission on November 13, 1979. During the meeting ideas for future harbor development were discussed with Ed Young of Government Island Study Committee.

3. Burk Ketcham and Jim Sempere, A-N, met with Charley Fink of the Harbor Study Committee to a) discuss scope of work, b) provide background, c) identify key contact persons.


5. Began data collection - Field survey of facilities.

6. Initiated inventory of harbor uses and facilities.

7. Prepared materials for Public Workshop 1 (November 28, 1979)

8. Made arrangements for the preparation of project basemap at scale of 1" = 100'. Before work is initiated it will be necessary to obtain known ground distance in both an E-W and N-S direction.
During the period between November 20, 1979 and December 20, 1979 the following work was completed:

**TASK I**


2. Held Public Workshop 1 (November 28) which was attended by 35 interested persons. Identified preliminary problem areas and goals.

3. Conducted personal interviews with principal waterfront owners including: Hagerty's, Hugo's Lighthouse, Kimball's Motor Inn Yacht Club, Cox Estate, Gaffey's Yacht Sales and Cohasset Conservation Trust.

4. Conducted in-depth discussions with Harbor Master and local fishermen, State Fisheries personnel to form basis of information used in Commercial and Recreational Needs Assessment (TASK I-D).

5. A-N staff attended the H.S.C. general meeting held December 7, 1979. A-N presented copies of binders designed to hold all printed materials generated from the Harbor Study.

**TASK II**


JS/lea
To: COHASSET BINDER  
Copies for: Coastal Zone Management  
               Harbor Study Committee  
From: J. Sempere  
Subject: PROGRESS REPORT #3  
Date: 1/22/80  
Client: CZM  
Division: Planning  
Job Number: 3412-07  
B-1

During the period between December 20, 1979 and January 20, 1980, the following work was completed:

TASK I
1. Completed inventory of harbor facilities.
2. ANCo staff attended H.S.C. meeting of January 3, 1980.

TASK II
4. Developed preliminary maps and lists of harbor development constraints/opportunities.

JS/lea
During the period between January 20, 1980 and February 20, 1980 the following work was completed:

1. Spent day (1/31/80) with Larry McCavitt of CZM at harbor reviewing constraints and development opportunities.


3. Attended Fisherman's Association Meeting (2/19/80).

4. Samples of upstream and downstream water, and foam from the gulf were taken and analyzed. Results show foam is result of 'naturally' occurring organic matter in water.

TASK II

1. Held public workshop #2 at 8:00 pm, January 23, 1980, Cohasset Town Hall.


3. Completed work Task II.

TASK III

1. Prepared preliminary list of long- and short-term goals and objectives.

2. Distributed goals list to workshop participants and interested citizens.

JS/lea
During the period between February 20, 1980 and March 20, 1980 the following work was completed.

1. Attended meeting (2/25/80) with Scituate Waterways Commission to discuss Cohasset/Scituate Town line and interest in harbor.

2. Attended meeting with Cohasset Selectmen to discuss Master Planning effort (3/12/80).

3. Attended meeting (3/18/80) with Cohasset Recreation Commission to discuss Master Plan.

**TASK III**

1. Reviewed comments received on proposed goals and objectives.

**TASK IV**

1. Prepared preliminary development and management alternatives and distributed to Harbor Study Committee and CZM.


4. Held Workshop #3 on March 29, 1980 at Cohasset Town Hall.

JS/lea
During the period between March 20, 1980 and April 30, 1980 (project completion) the following work was completed:

Finalized harbor basemap - supplied H.S.C. with original mylar TASKS IV and V.

5. Direct mailing to individuals on mailing list announcing final meeting (4/20/80).
6. Published Harbor Master Plan as 4-page supplement in Cohasset Mariner (April 24, 1980).
7. Supplied H.S.C. with 300 extra copies of Harbor Master Plan.
8. Held final public meeting (#4) at 8:00 p.m. on April 30, 1980 at Cohasset Town Hall.
9. Prepared memo on historic walk for Noel Ripley (Historic Comm.)
10. Completed all work tasks; organized binders and turned over files, air photos and maps to H.S.C.

JS/lea