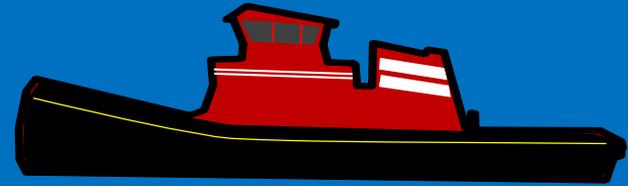


Redevelopment Options
for the

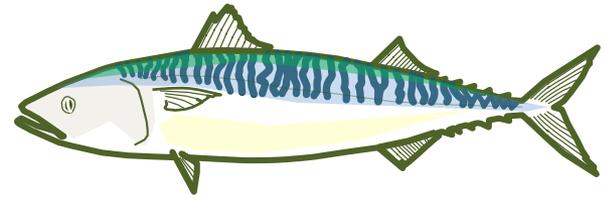
MAINE STATE PIER



Stakeholder Engagement Results
Economic Development Committee

March 20, 2018

Stakeholder Outreach:

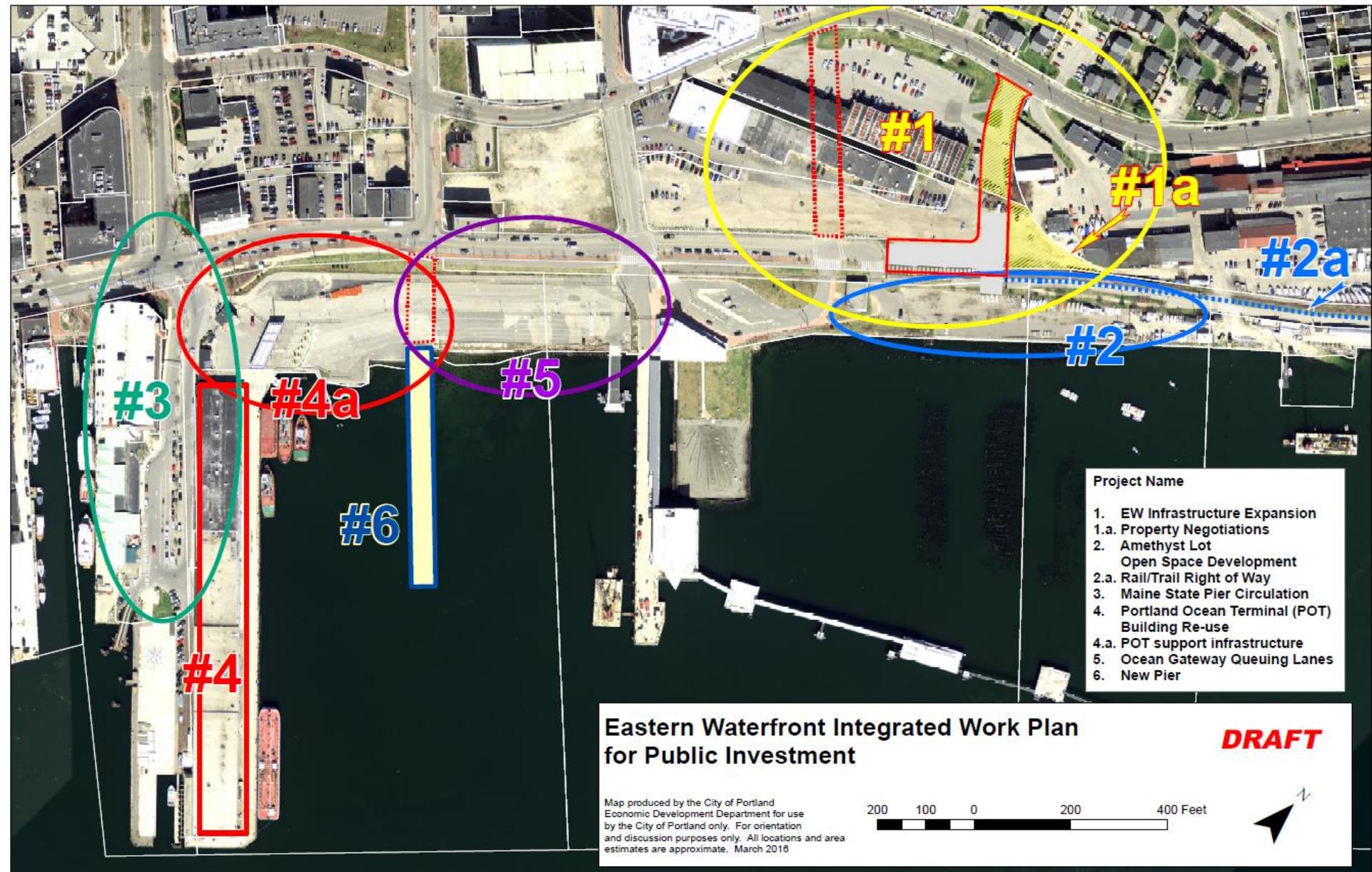


- Waterfront Alliance +/- 20 participants
- CBITD Operations Committee +/- 8 participants
- Pier Tenants +/- 7 participants
- Seafood Industry +/- 19 participants
- Food and Beverage Industry 3 participants
- Islander/Public Open House +/- 15 participants
- Peaks Island +/- 50 participants

+/-120 individuals, some representing larger constituencies (CBITD Board Members, Peaks Island Council....)

- Economic Development Committee

Tuesday, March 20



- Project Name**
1. EW Infrastructure Expansion
 - 1.a. Property Negotiations
Open Space Development
 2. Amethyst Lot
Rail/Trail Right of Way
 - 2.a. Rail/Trail Right of Way
 3. Maine State Pier Circulation
 4. Portland Ocean Terminal (POT)
Building Re-use
 - 4.a. POT support infrastructure
 5. Ocean Gateway Queuing Lanes
 6. New Pier

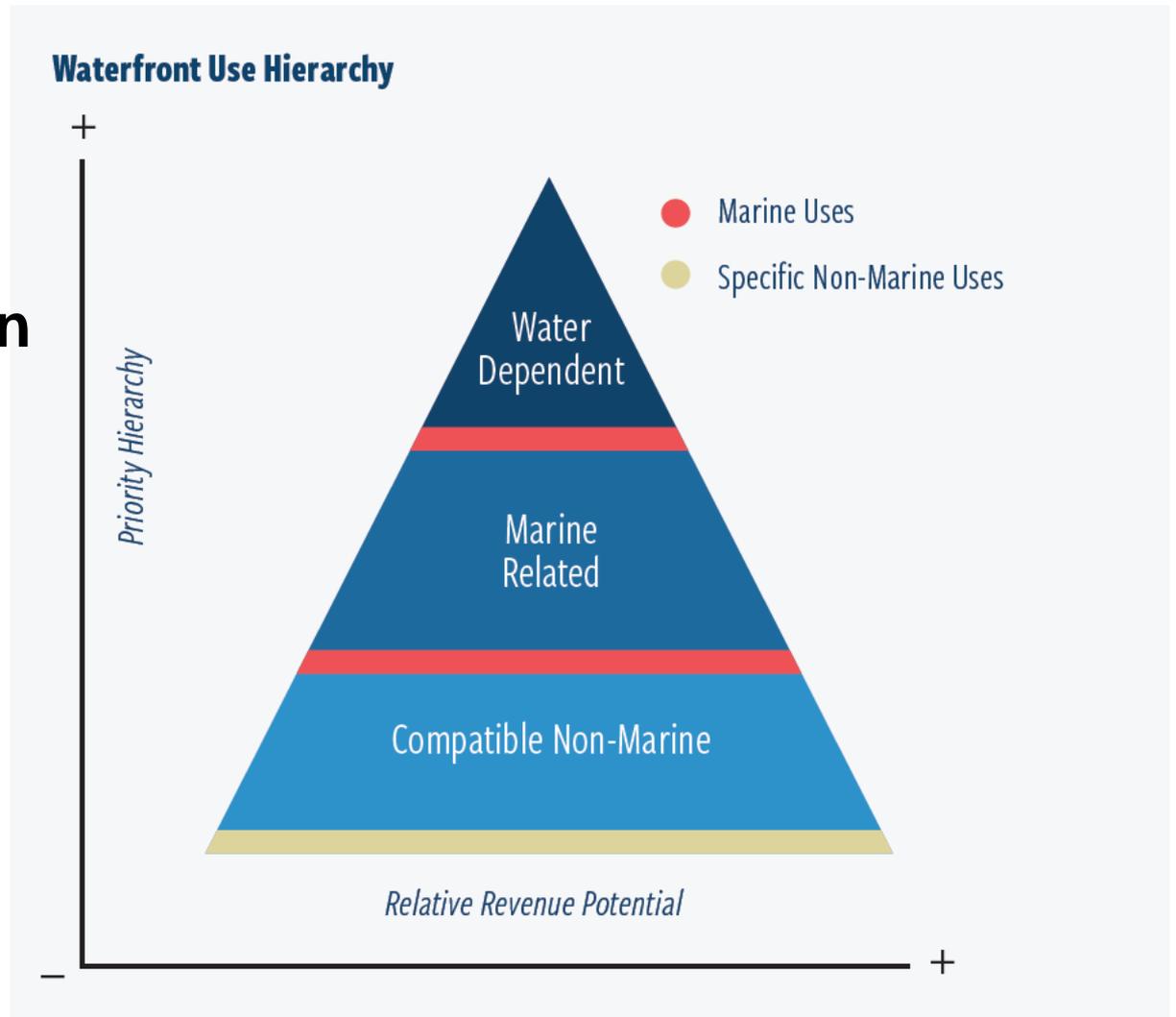
Eastern Waterfront Integrated Work Plan for Public Investment

DRAFT

Map produced by the City of Portland
Economic Development Department for use
by the City of Portland only. For orientation
and discussion purposes only. All locations and area
estimates are approximate. March 2016



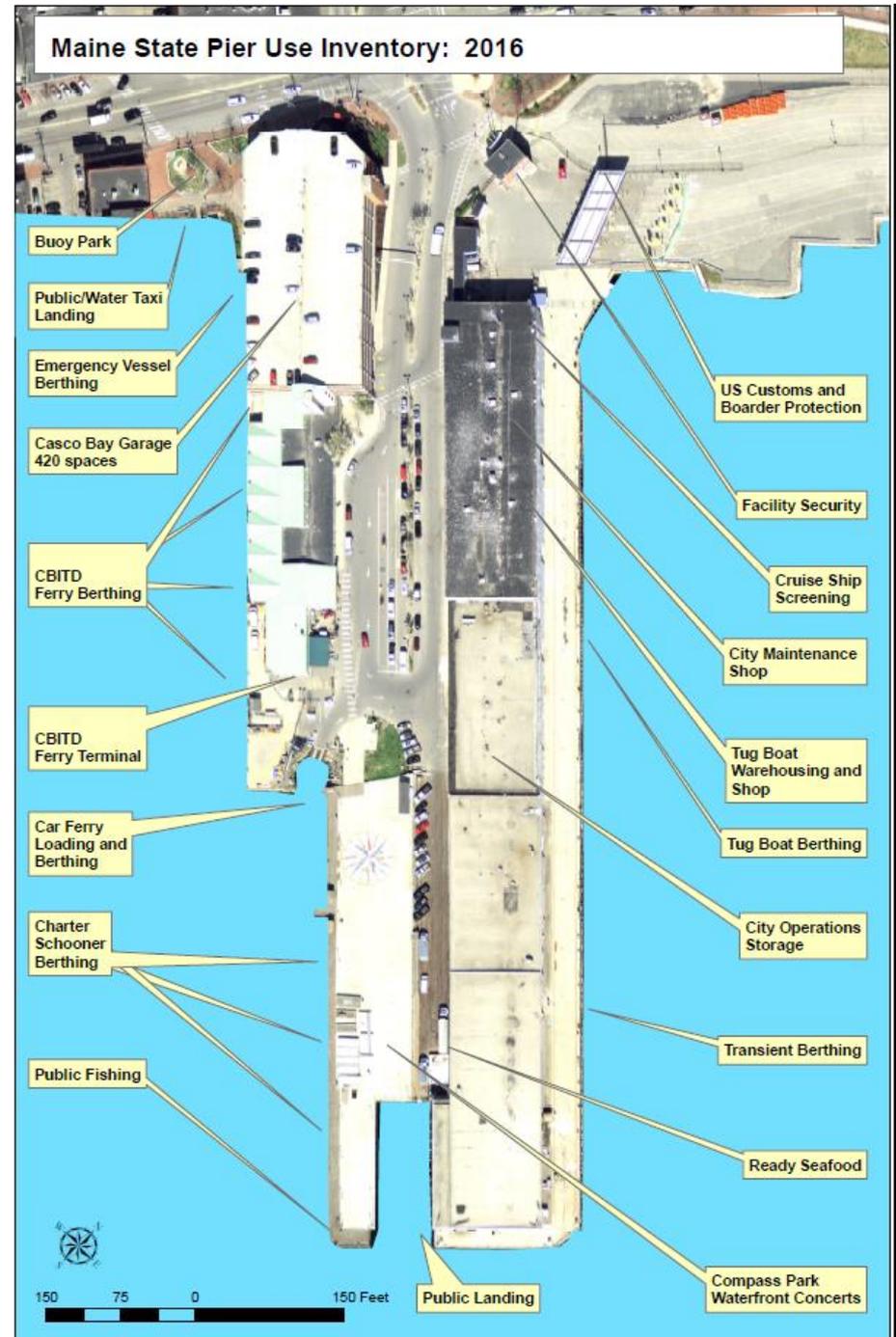
Redevelopment on the Maine State Pier should be consistent with longstanding waterfront land use policies



Over 20 public and private operations share the Maine State Pier

Integration and coordination is crucial

Current policies informing Future pier changes were Adopted in 2006



2006 Policy Statement, Summarized

The Maine State Pier:

- Is a regionally significant asset
- Is needed for the Marine Passenger industry
- Needs investment and revenues
- Mixed Use has a role on the Pier

Policies:

- Preserve Deep Water Access and Marine Utility:
- Create Economic and Structural Stability for the Pier through *Appropriate* Mixed Use Development
- Respect and Enhance Other Vital Water Dependent Uses of the Pier:

Development Strategies:

“The City will approach the future of the pier by encouraging a mix of appropriate uses that both promote deep water berthing options and provide the revenues needed to maintain the infrastructure for future generations....”

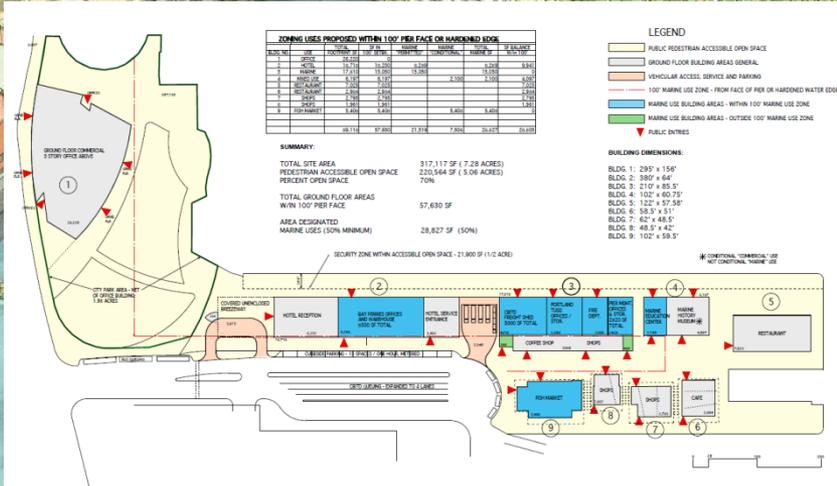
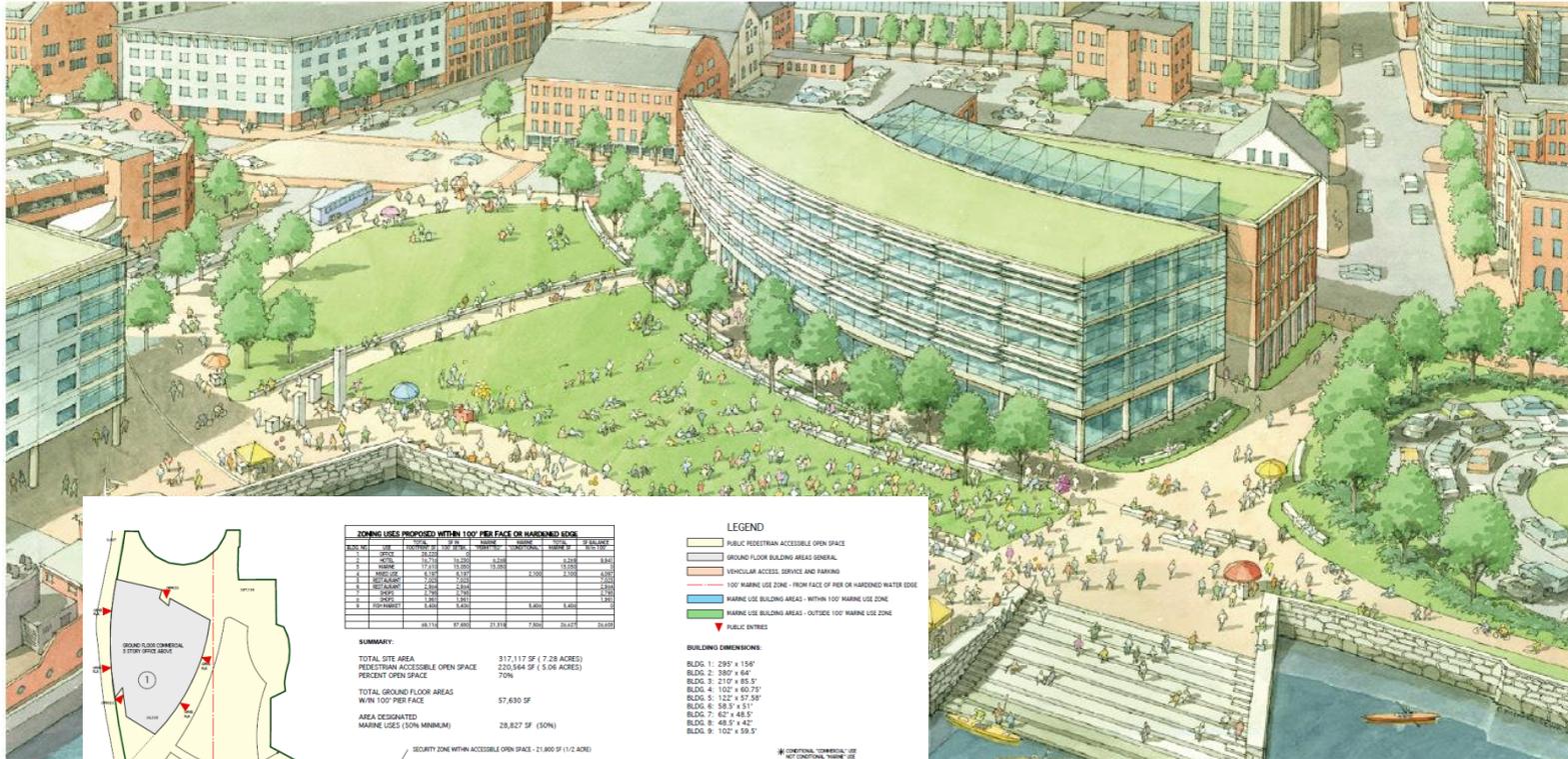
2006 Continued:

Spatial Relationships for Non-marine Use

- The pier edge and deck adjacent to the pier edges must remain available for anticipated and future marine uses.
- **Non-marine uses** should be concentrated on upper floors
- **Circulation areas**, should **focus activity to the interior of the pier**, away from the seaward edges.
- Where non-marine uses are proposed, respect the interior of the pier as an urban pedestrian space and create a welcoming, safe, and attractive extension of the city fabric onto the pier.
- In general, non-marine activity should **concentrate toward the northerly end of the pier**, leaving the southerly harbor-side end of the pier available for marine and open space uses.

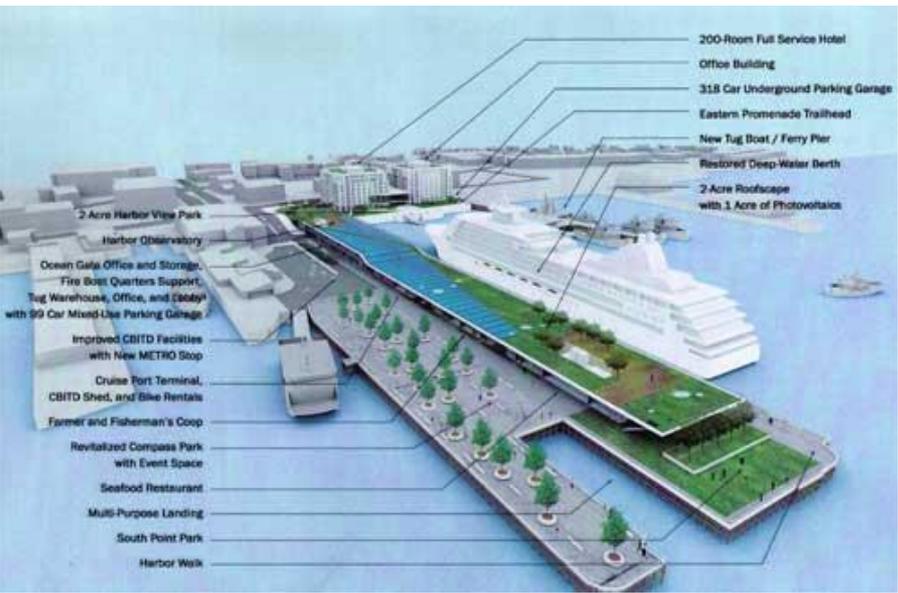
Protect and Create Views

Multiple proposals have come forward since the Request for Proposals in 2007



Olympia Companies

Lease & Redevelopment of the Maine State Pier



2006-2009
Maine State Pier RFP
Ocean Properties

Both proposals eventually walked away.
 The Great Recession of 2008 didn't help





City of Portland 2009



NEW ENGLAND
OCEAN CLUSTER

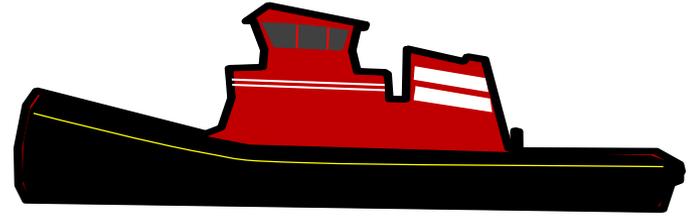
A Catalyst for Innovation
and Entrepreneurship in the Marine Industries



Figure Y: main entryway

New England Ocean Cluster House 2015

Proposed Policy

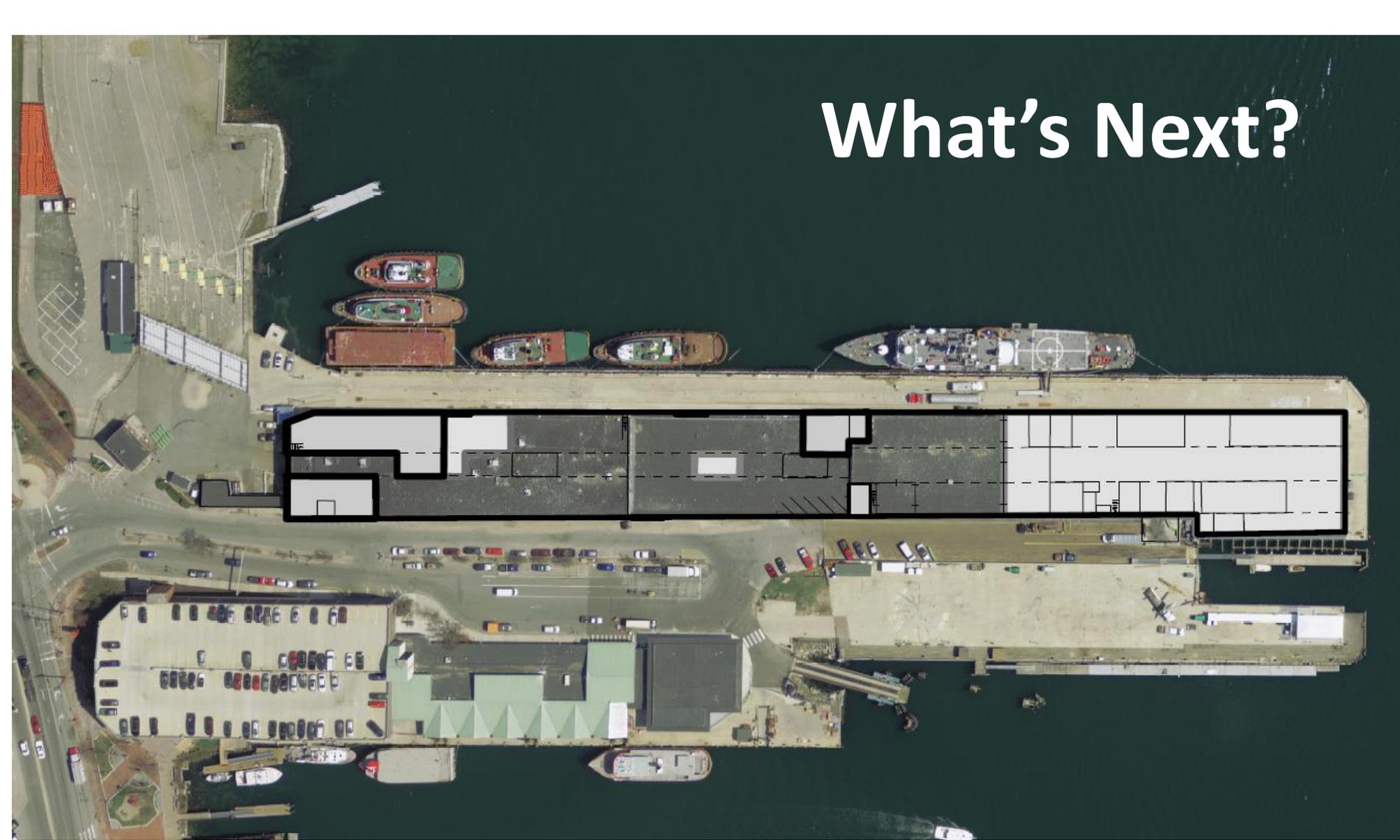


Recognize changes since 2006

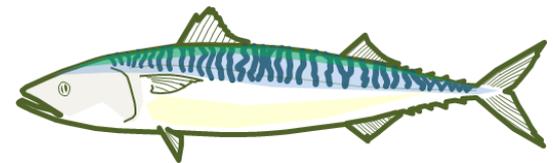
- *The arrival and success of Ready Seafood in the southerly end of the POT*
- *Growth of Marine Passenger Transportation*
- *Growth of Hotel and Tourism Development*

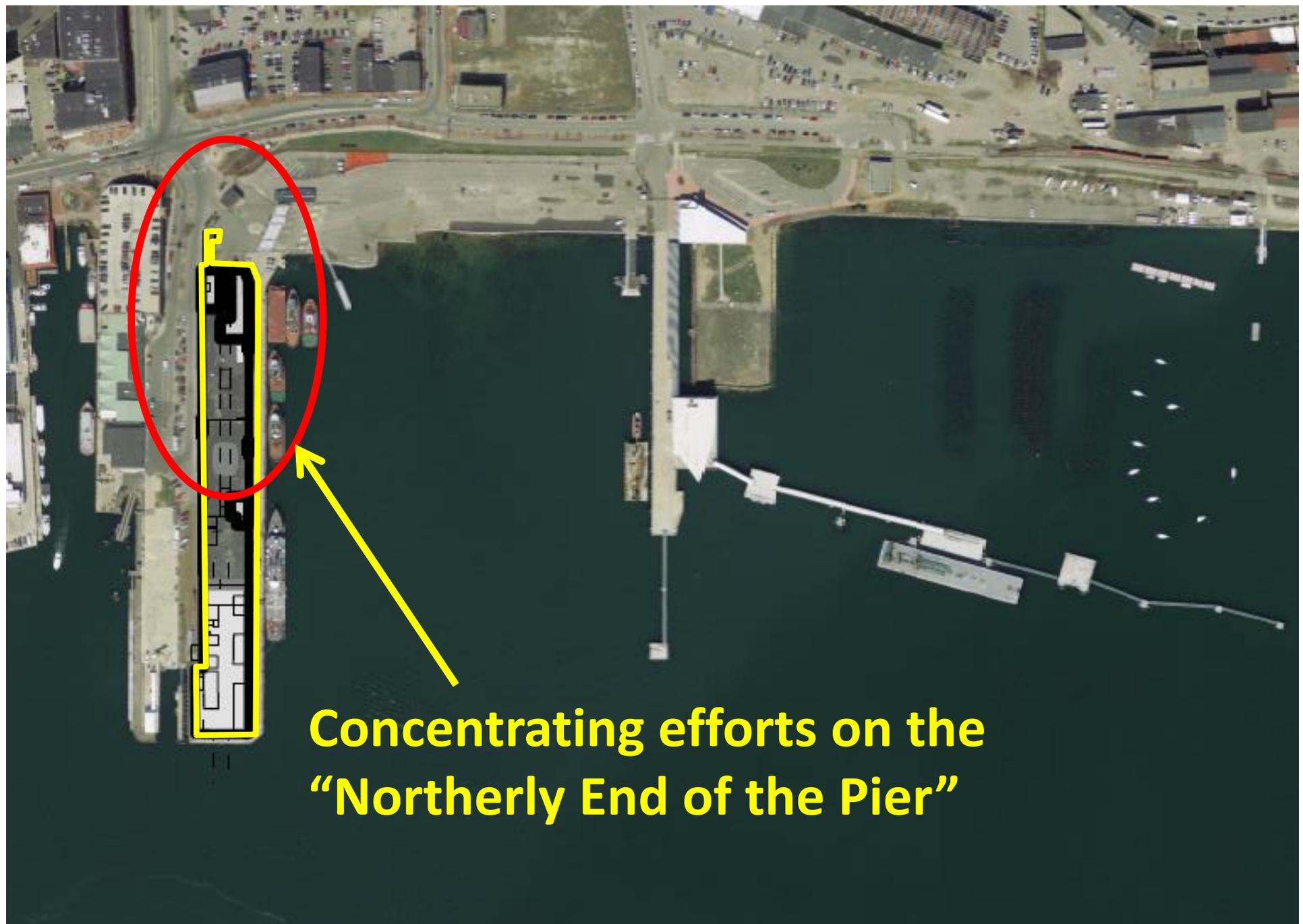
Remove expectations for wholesale redevelopment of the pier from the policies

What's Next?

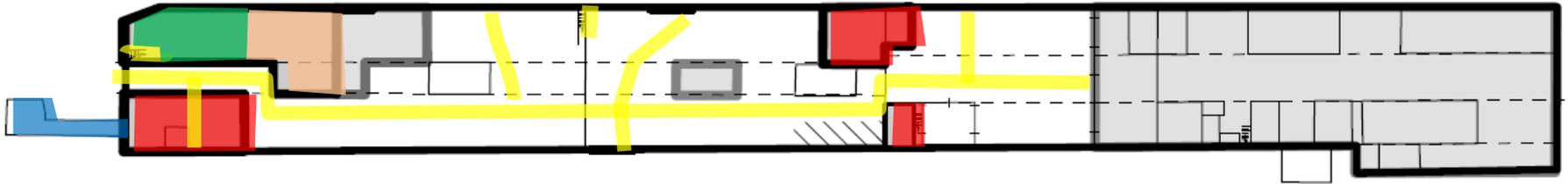


Portland Ocean Terminal:
Immediate Context





**Concentrating efforts on the
“Northerly End of the Pier”**



Portland Ocean Terminal: Current Uses

Cruise Ship Support



City Shop/Maintenance



Private Leases



Mechanical Core



Circulation



Tenant Storage

Variable

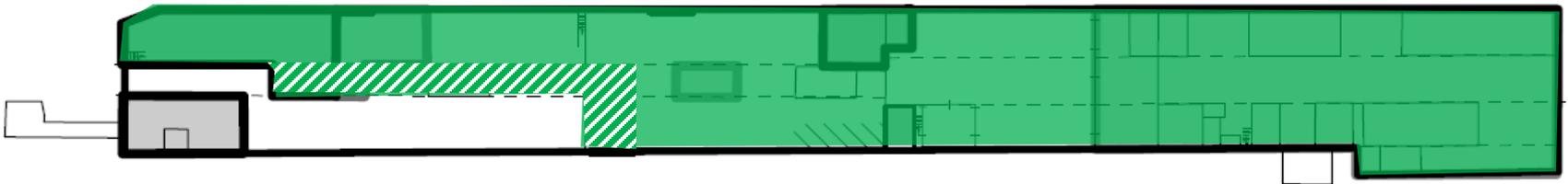
City Storage

Seasonal

Vehicles

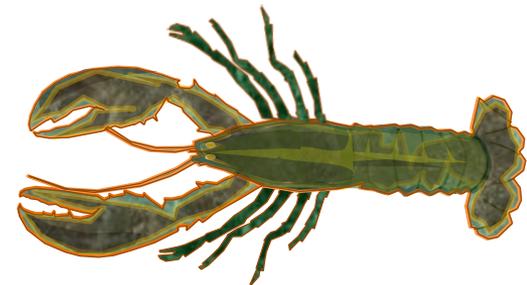
Variable

Concepts for higher utilization of the Upper floor and Northerly End of the POT

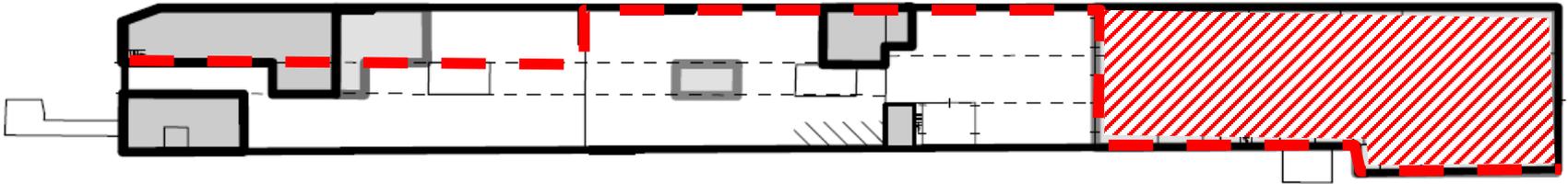


- Consolidate and organize City and tenant marine operations and storage
- Retain Existing Marine Tenants – Charter, Tugs, Ready

**Over 80% of the first floor
would be retained for Marine Use**

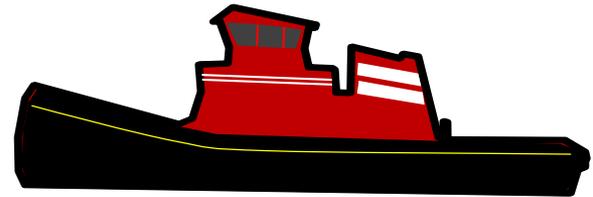


Concepts for higher utilization of the Upper floor and Northerly End of the POT

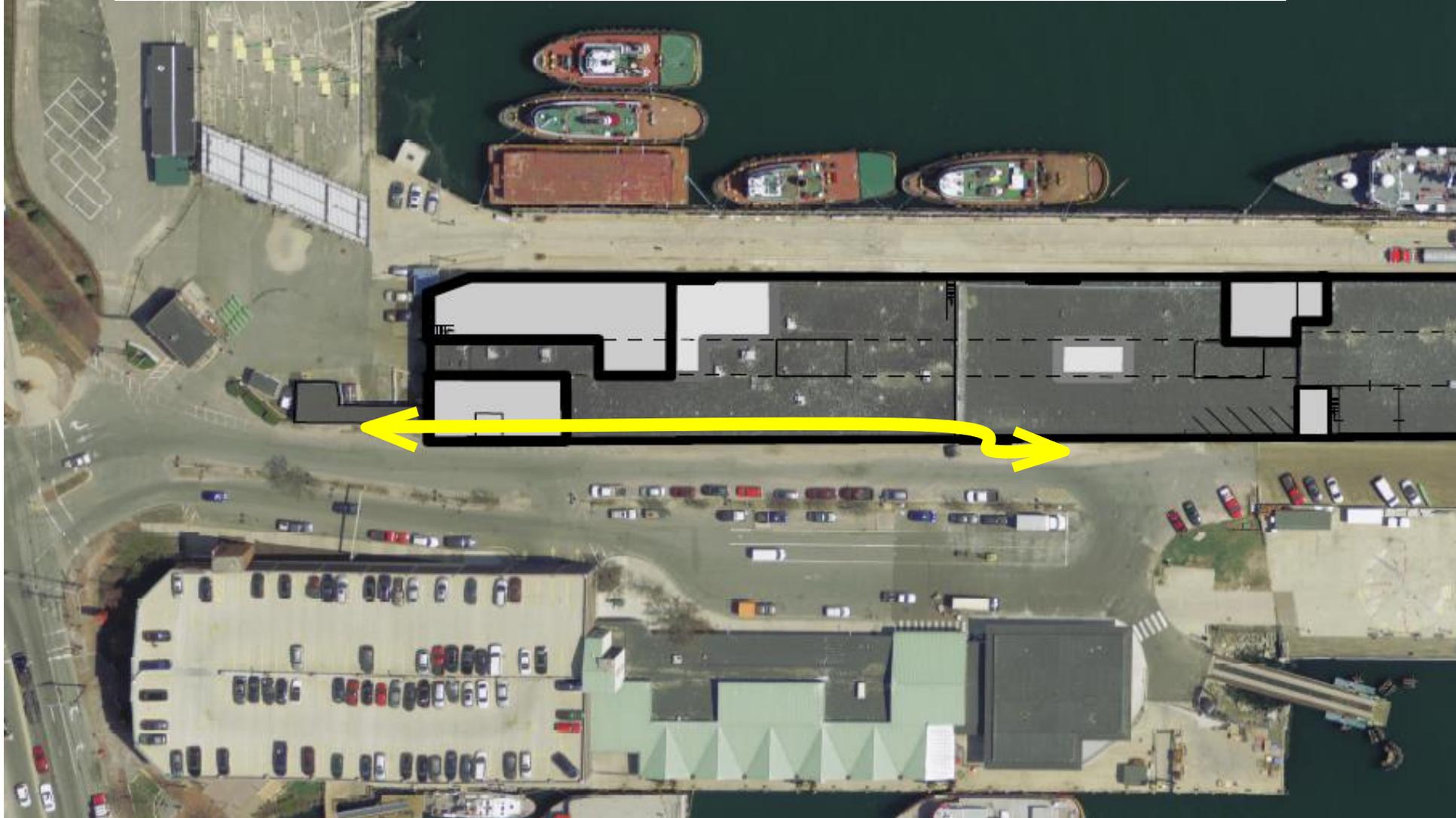
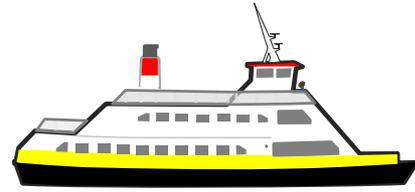


- Create a new security plan, protecting current marine operations, including: Tugs, Cruise Ships, others...

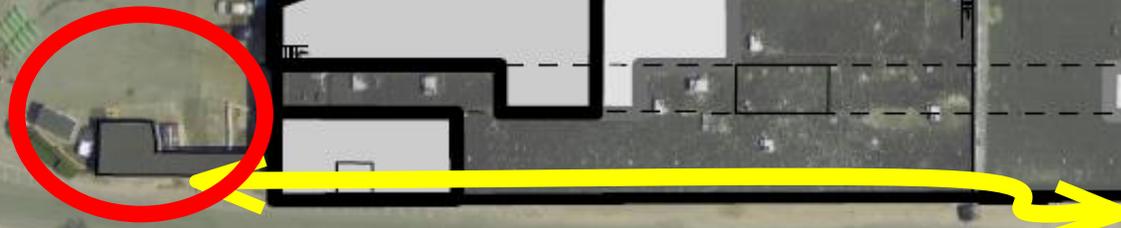
1st Floor Areas Proposed to Remain within the “105” secure zone



**Create covered pedestrian way
within westerly edge of the POT**



Concepts for higher utilization of the Upper floor and Northerly End of the POT depend on improved circulation

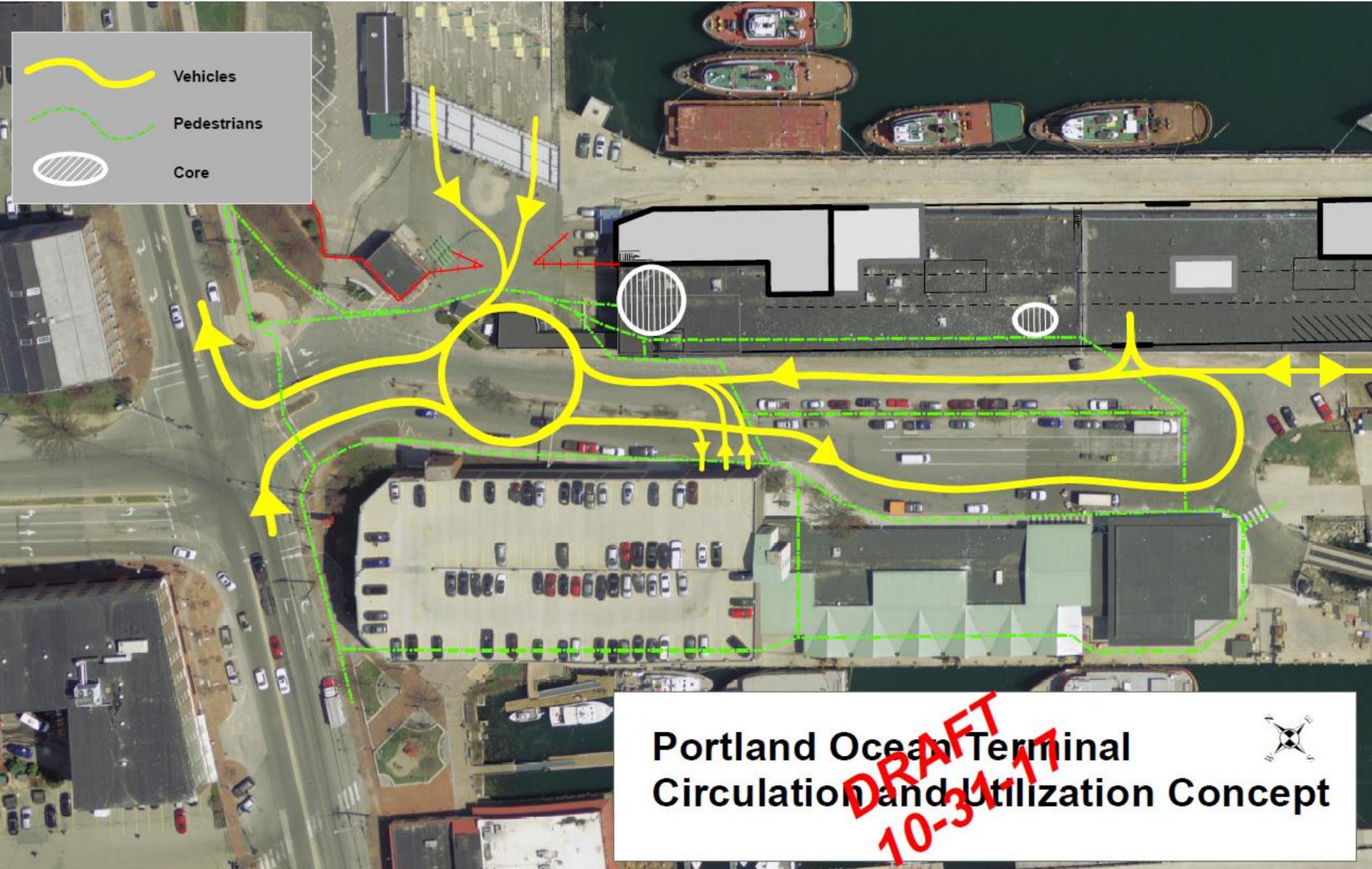


- **Improved entrance, pick up – drop off**
- **Walkway**
- **Coordinated with Casco Bay Lines**

Vehicles

Pedestrians

Core



Portland Ocean Terminal
Circulation and Utilization Concept

DRAFT
10-31-17



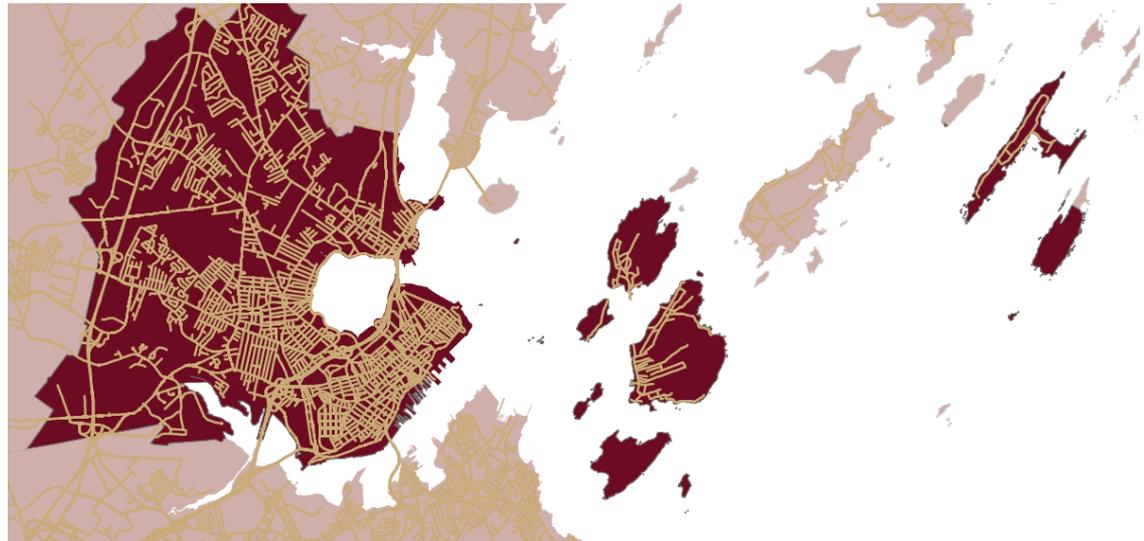
City of Portland Parking Study for Downtown, The Old Port, and The Eastern Waterfront

Final Report

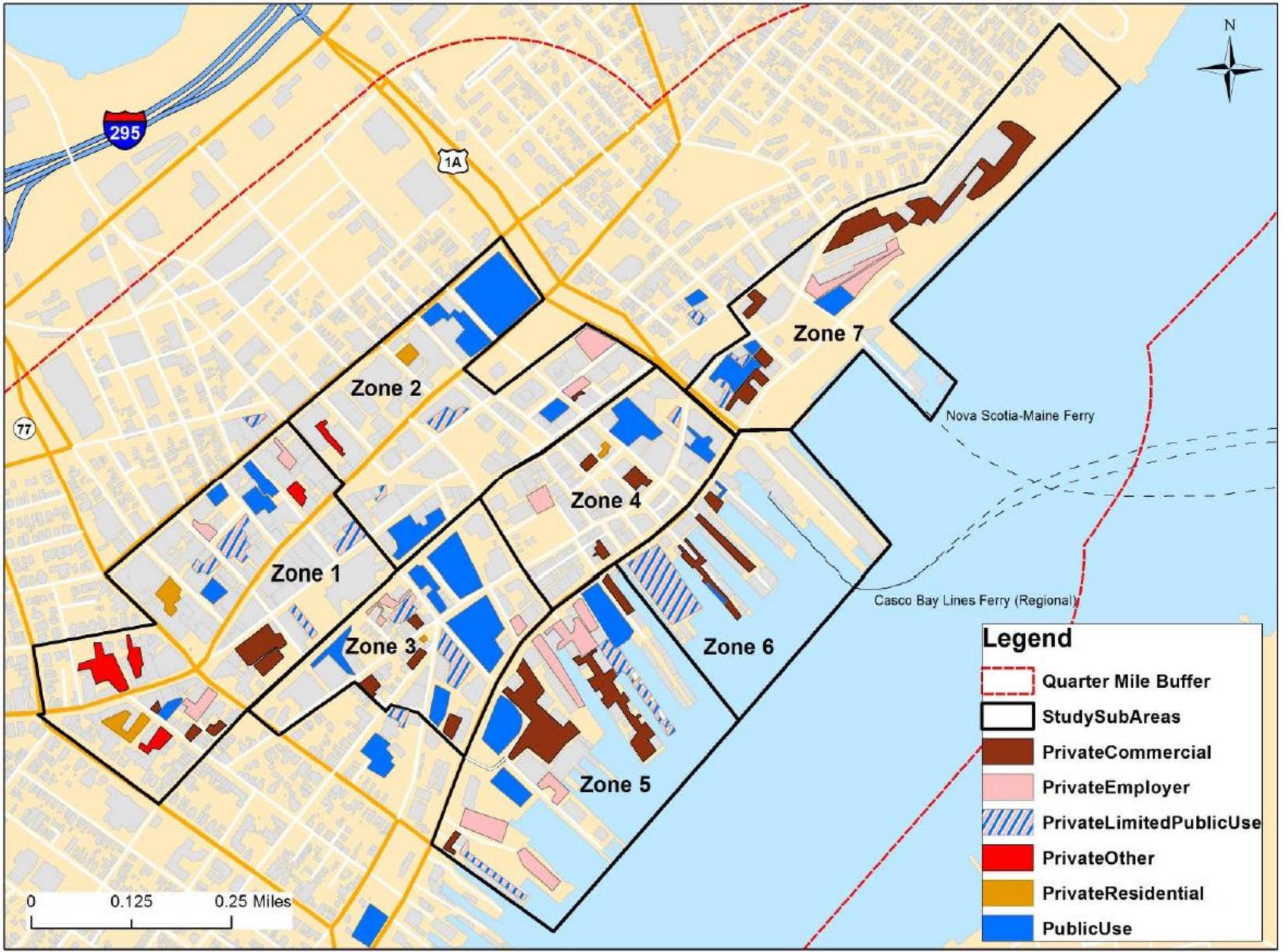
September 2017



FORT HILL
infrastructure



TY·LIN INTERNATIONAL



295

1A

77

Zone 2

Zone 7

Nova Scotia-Maine Ferry

Zone 1

Zone 4

Casco Bay Lines Ferry (Regional)

Zone 3

Zone 6

Zone 5

Legend

- Quarter Mile Buffer
- StudySubAreas
- PrivateCommercial
- PrivateEmployer
- PrivateLimitedPublicUse
- PrivateOther
- PrivateResidential
- PublicUse

0 0.125 0.25 Miles

Total Parking Capacity: 15,669

Effective Capacity (85% of Total): 13,990

Est. Peak Season Weekday Demand: 14,280

Percent Land Area of Parking: ~ 21.8%

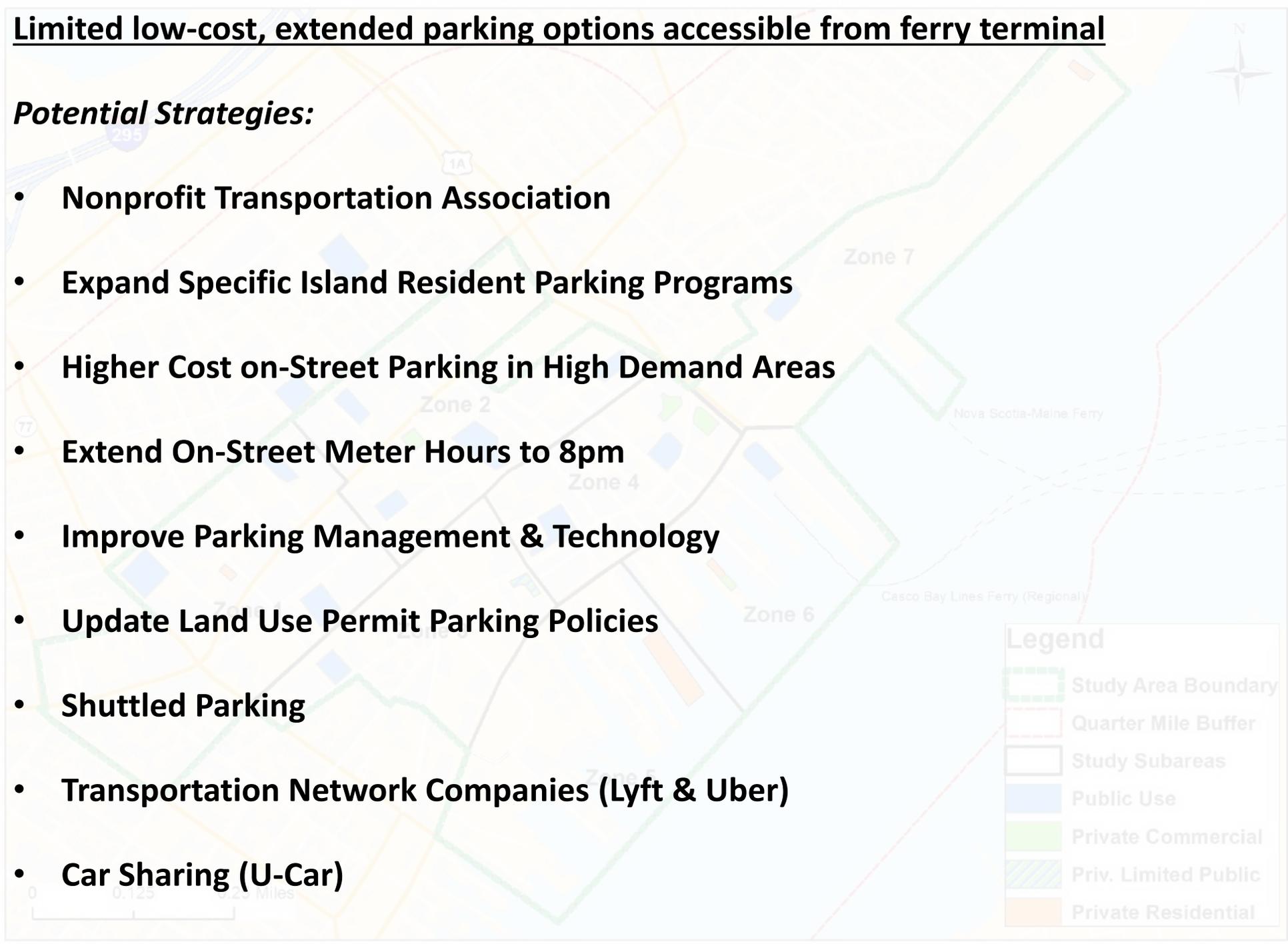
Large difference in demand during off-peak vs. peak times



Limited low-cost, extended parking options accessible from ferry terminal

Potential Strategies:

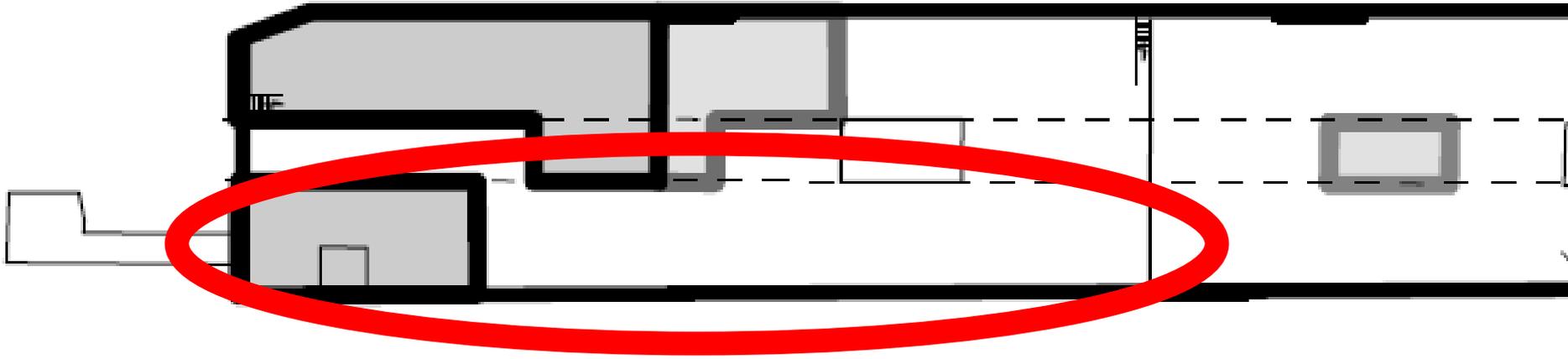
- **Nonprofit Transportation Association**
- **Expand Specific Island Resident Parking Programs**
- **Higher Cost on-Street Parking in High Demand Areas**
- **Extend On-Street Meter Hours to 8pm**
- **Improve Parking Management & Technology**
- **Update Land Use Permit Parking Policies**
- **Shuttled Parking**
- **Transportation Network Companies (Lyft & Uber)**
- **Car Sharing (U-Car)**



Legend

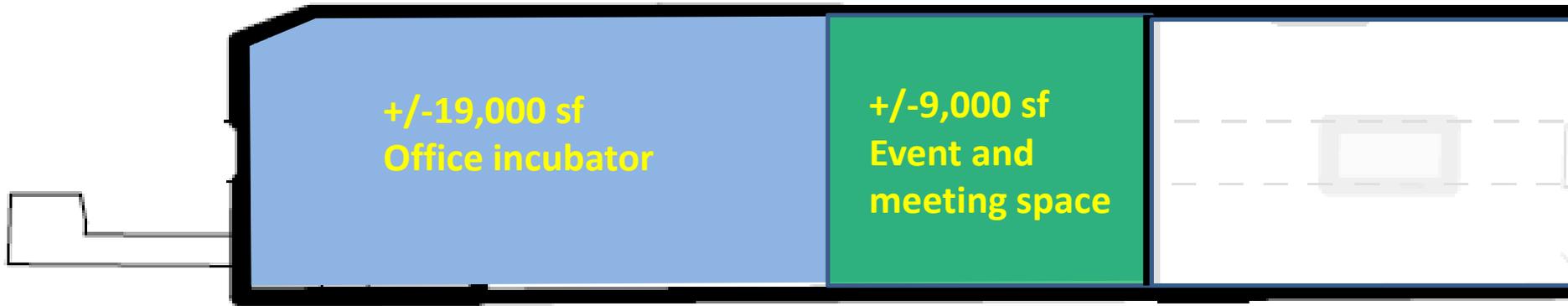
- Study Area Boundary
- Quarter Mile Buffer
- Study Subareas
- Public Use
- Private Commercial
- Priv. Limited Public
- Private Residential

Concepts for higher utilization of the Upper floor and Northerly End of the POT



**Introduce Market Style Retail
Oriented to the interior of the pier**

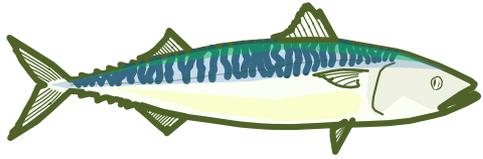
Concepts for higher utilization of the Upper floor and Northerly End of the POT



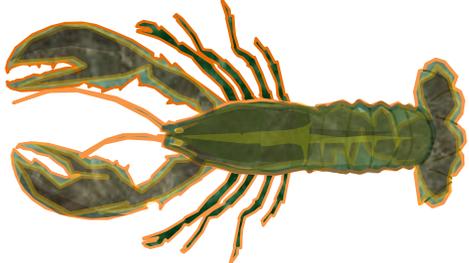
Prepare entire second floor for reuse

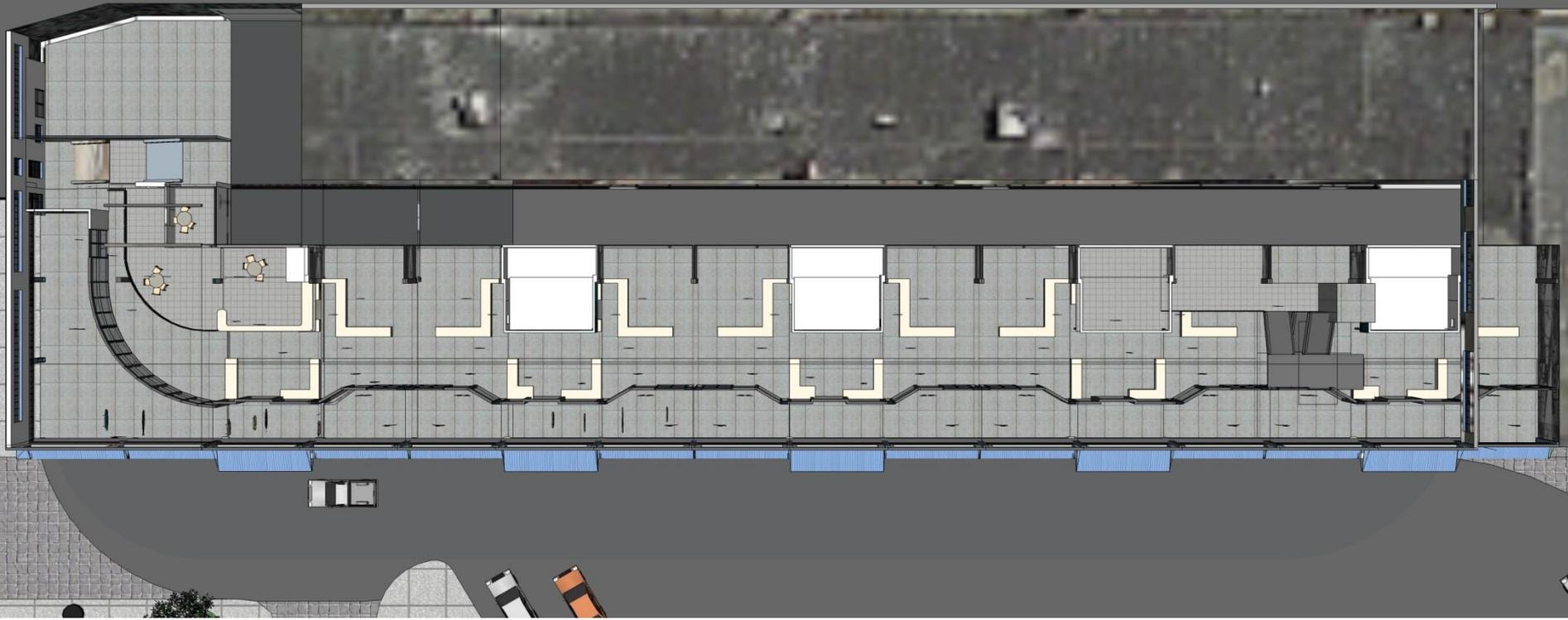
Potential Uses

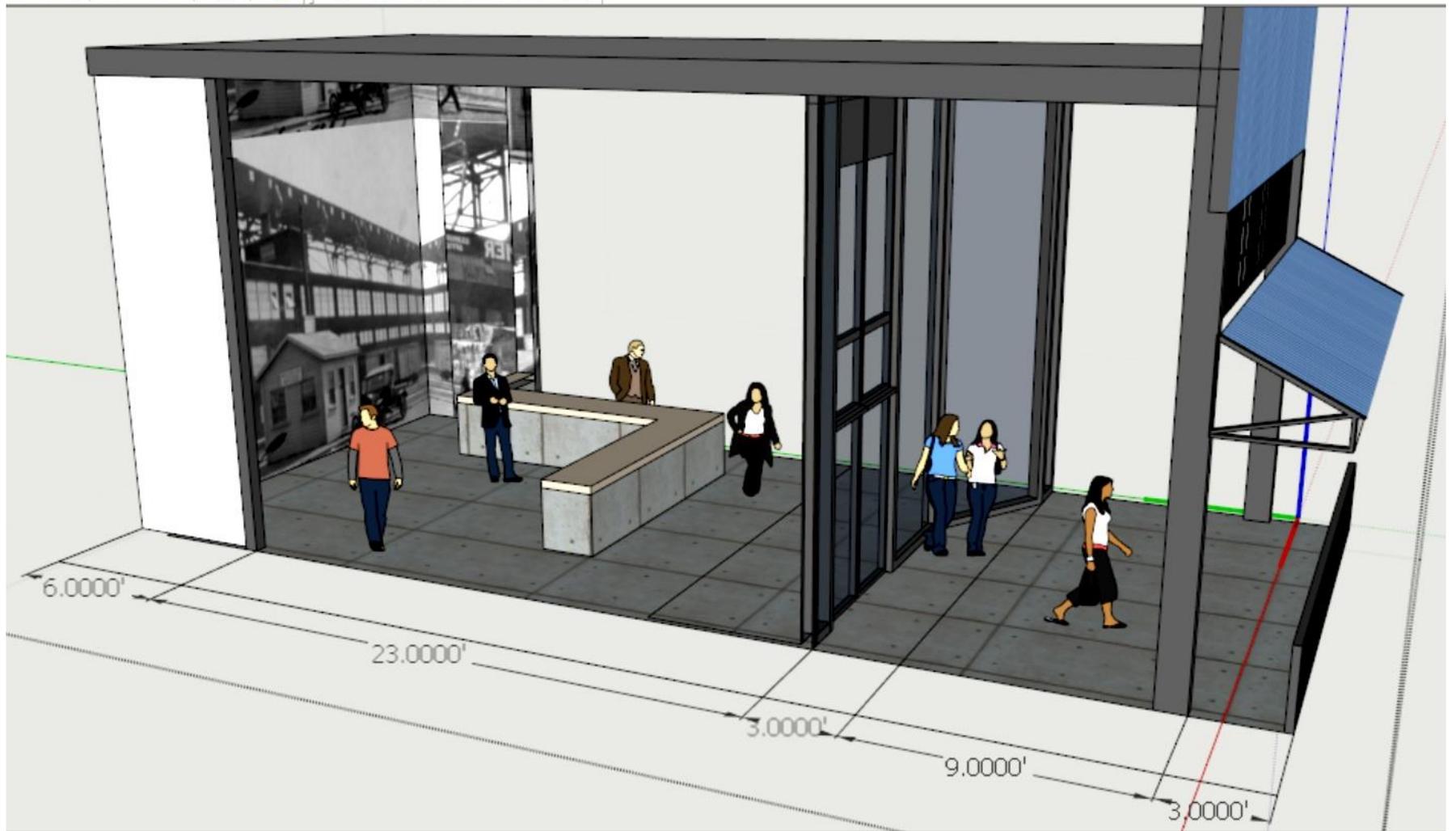
- **Office incubator complex**
- **Event and meeting space**



THE MARKET at MAINE STATE PIER























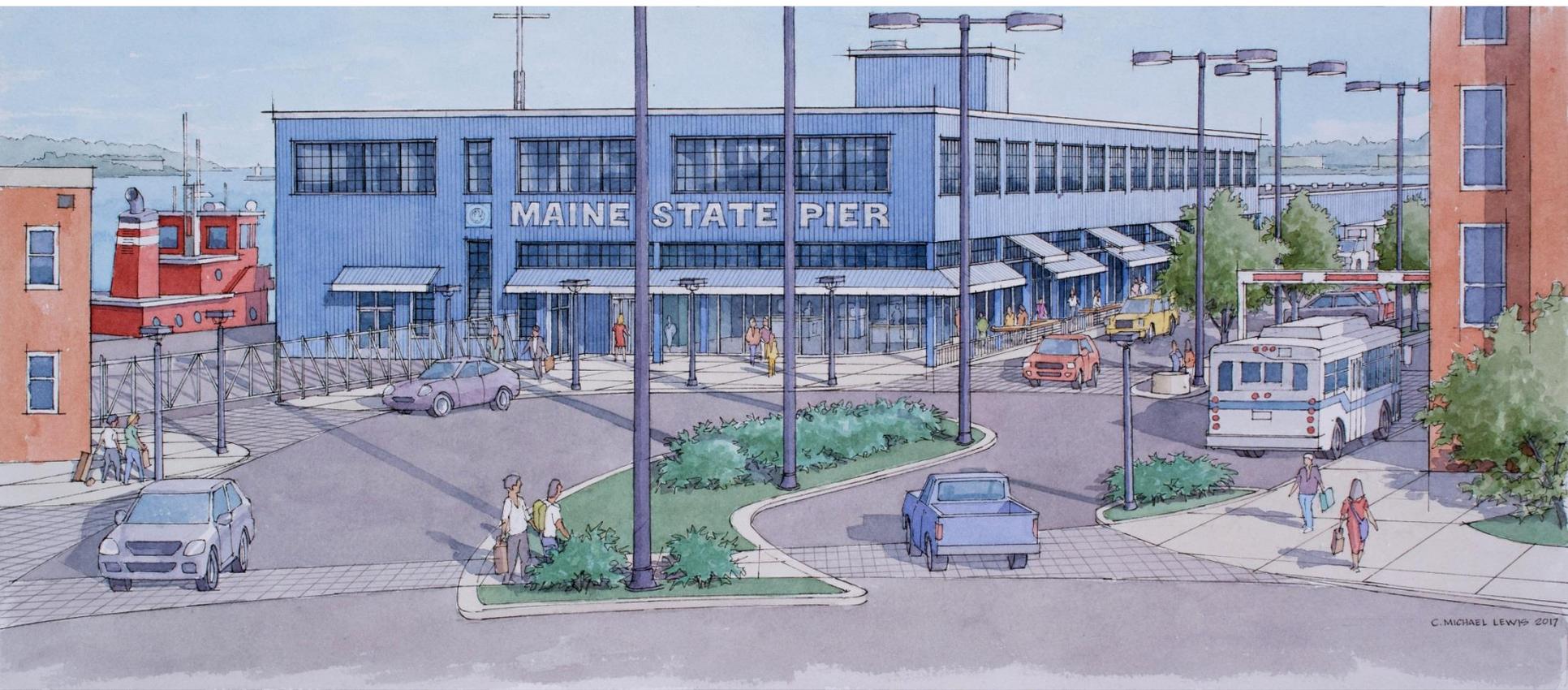
1924 Tax Photo

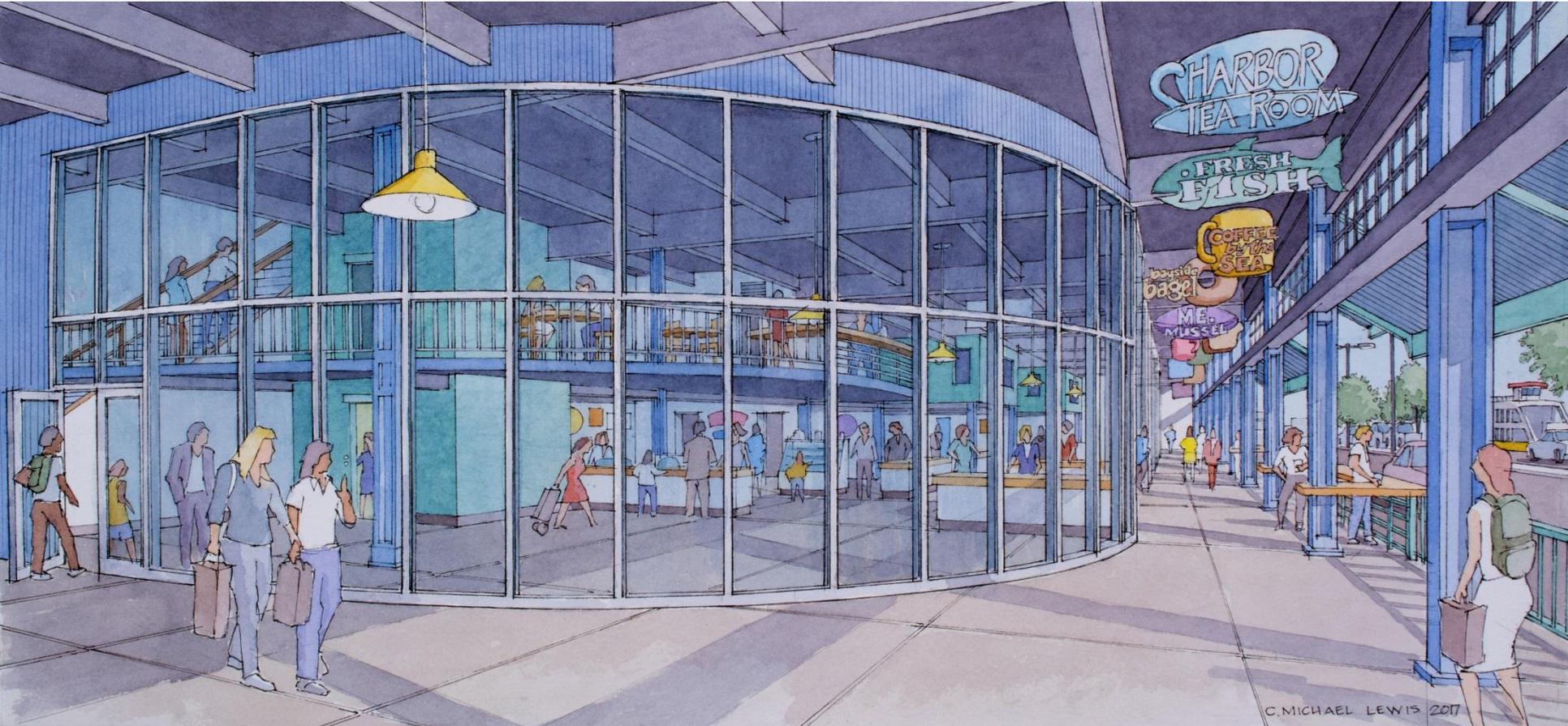


CAR FERRY ↑

TERMINAL ↑

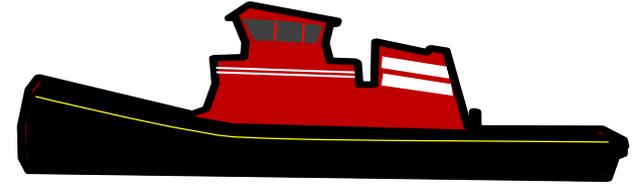
PARKING





C. MICHAEL LEWIS 2017

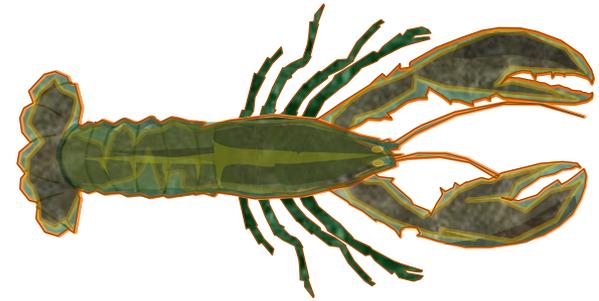
Stakeholder Feedback:



Areas of General Agreement:

- The POT building and Pier circulation need improvement.
- The suggested redevelopment program is well considered and attractive.
- Loading and servicing should avoid causing congestion.
- Direct and indirect parking impacts should be considered.
- Compatibility and collaboration with Pier Tenants will be critical.
- Marine uses received greater support than non-marine uses.
- Address competition with existing restaurants, raw seafood retailers, and on-island grocery through market analysis.
- Smaller scale retail, with emphasis on prepared food and limited seating, generated the most positive feedback.

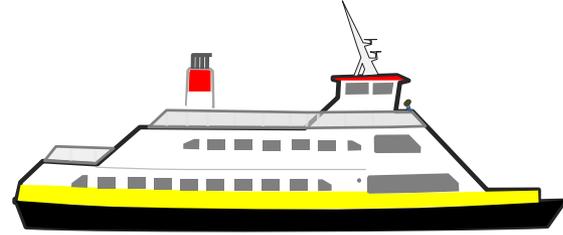
Stakeholder Feedback:



Differences of Opinion:

- Some participants believed that the circulation improvements (northerly roundabout and internal walkway) would greatly improve circulation on the pier, while other believed that the increased activity would exacerbate existing congestion issues.
- Many participants expressed support for small scale retail as an expansion of opportunity, while others expressed concerns over undue competition by a public entity over private enterprise. Concerns over competition were most strongly articulated by the Peaks Island participants.

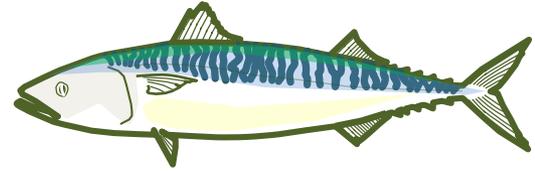
Stakeholder Feedback:



Peaks Island:

- +/-50 attendees
- Negative response
- Adamant and unified:

The City should not consider more uses on Maine State Pier until longstanding parking issues are addressed.

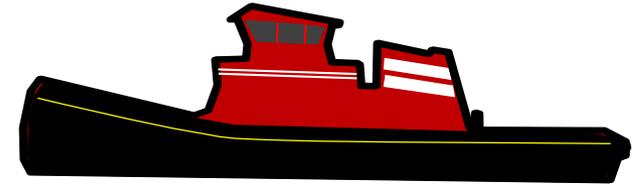


Concluding Thoughts:

- The recent outreach process provided substantial input informing future use and development of the Portland Ocean Terminal.
- Staff has received enough feedback to assist in the drafting and issuance of a Request for Proposals (RFP) reflecting the suggested development program.

However, the significant concerns raised by Islanders (parking and pier congestion) and by members of the retail and development community (competition with private enterprise) warrant consideration both within and apart from any pending procurement process.

Competition:



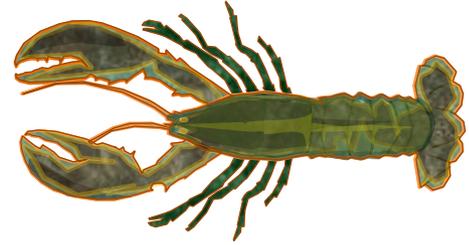
The City should **confirm healthy market conditions** post development and avoid unfair competition with the private sector.

Islander Parking:

City of **Portland Parking Study** for Downtown, the Old Port, and the Eastern Waterfront, Sept 2017 **Recommendations** relevant to Islander parking concerns.

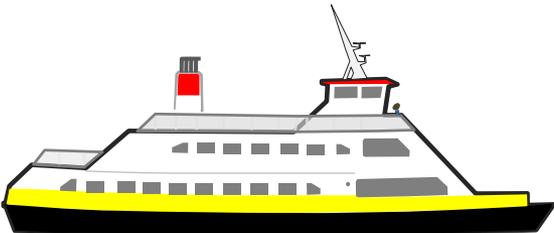
- Explore the Formation of a Non-Profit **Transportation Association**
- Explore expanding **Specific Island Resident Parking Programs**
- Improve **Parking Management and Technology**
- **Explore shuttled parking**
- Expand use of TNC (**Lyft and Uber...**) and **Chare Share**

Engagement with Island communities on parking and traffic issues should continue **under any outcome.**



Next Steps, Staff Suggestions:

- Public-private partnership in order to maximize leveraging private funds and non-municipal public funds.
- RFP process to attract public-private interest to support the suggested POT Redevelopment program.





Questions?

