BAR HARBOR

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Bar Harbor
Ferry Terminal Property Advisory Committee
Report to the Bar Harbor Town Council

November 14, 2017

The Bar Harbor Ferry Terminal Property Leadership Committee appreciates the charge given them by the Town Council two months ago and has endeavored to develop a thoughtful and responsible recommendation for the long-term benefit of the citizens of Bar Harbor.

Recommendation

The committee recommends purchasing the property for $3.5 million and developing a business plan with the help of Bermello Ajamil to accommodate a multi-use marine facility with optional tender boat landings from cruise ships. The committee requests the town of Bar Harbor work actively with the MaineDOT to assist financially in the development of the facility through grants, bonds and other actions, including technical assistance.

The goals that underpin this recommendation are as follows:

- → *To improve residents' and visitors' enjoyment of Agamont Park on cruise ship days*
- → *To ease vehicular traffic and parking by buses, taxis, etc. on cruise ship days*
- → *To create public access to the water at the ferry terminal site*
- → *To improve the cruise ship passenger experience*
- → *To cause the least amount of harm environmentally*
- → *To make the project financially viable*
- → *To provide additional parking*

The committee further recommends the following:

- → *Explore whether Bay Ferries can be compatible with these uses and potentially financially beneficial. If the business plan or Bay Ferries' needs preclude a multi-use marine facility with optional tender boat landings from cruise ships, the committee prioritizes marine uses, including a transportation hub at the property, over Bay Ferries.*
- → *The Town Council move toward consolidating cruise ship buses, taxis, etc. at the ferry terminal as part of implementation of the multi-use marine and transportation facility.*

The committee wishes to note that their recommendations do not envision growth in cruise ship passengers, which is consistent with extensive community input on the subject.

A Multi-Use Marina-Based Facility

Introduction

The members of the Marine Use committee have personal experience with waterfront use in Bar Harbor and have first hand experiences of many of the issues of traffic, parking and congestion in Town. Our committee worked hard to engage residents and businesses from town and neighboring communities to understand the issues from multiple perspectives and to visualize a ferry terminal development plan which might best address the issues. We spoke with restaurant owners, boat captains, boatyard owners, ferry captains, fishermen, boat and kayak tour operators, the harbormaster, recreational boaters and kayakers, inn keepers, tourists, neighboring marina owners, state planners, engineers, and landscape designers to formulate our vision. Many people talked about the congestion on the pier and downtown. Fishermen shared their discouragement of Bar Harbor's priorities around the working waterfront. Recreational boaters shared stories of an unsafe launching ramp and lack of parking for kayakers and small boaters. All spoke of limited access to the water in Bar Harbor.

As we worked, we realized that our conversations were uncovering the values of the people we spoke with. Along the way, we decided to identify those values and to align them to the details of our plan. Our willingness to lean into the developing narrative gave us clarity as we weighed in on the matrix and prioritized our thinking.

As a committee, we were pleased to recognize that our vision aligns with the goals of the Bar Harbor Comprehensive Plan, the suggestions of the Parking Solutions Task Force, and The Bar Harbor Open Use Plan.

Using our committee goals and vision, community input, and with an objective of identifying solutions to current problems and capturing possible opportunities, we recommend a multi-use facility at the ferry terminal property. This facility would include a marina, transportation hub, parking facility, and an information and education center. Details of the vision are laid out below.

Financials

Our recommendation is firmly grounded in fiscal responsibility. Recognizing that a professionally produced business plan will be the first step the Town Council will take to bring this idea to fruition, we've created a cost model (see Appendix A) using conservative estimates researched by multiple members of both the Marine Use and Tendering committees. This model shows that a multi-use marina-based facility not only solves congestion and transportation problems identified by town residents, but is financially feasible and adds a valuable investment to our town's worth.

Recreational Marina, Tendering Facility, Commercial Dock, & All-tide Launching Ramp

We envision a full service marina that would make use of some of the existing infrastructure at the site. The marina would include an all tides launching ramp, landing docks for tenders, tie ups and moorings for residential and tourists boaters and commercial spaces for ferries, tour boats. Amenities for Bar Harbor's commercial fishermen would include a winch, parking, space for working on gear and boats, and potential lease sites for services.

Waterside Infrastructure	• ADA accessible pier with gangways to:
	  ○ tendering docks
	  ○ recreational docking space
	  ○ commercial dock space (ferry/ tour boats/water taxis and commercial fishing)
	• breakwater
	• all tides launching ramp
	• beach access for launching hand carry boats
	• moorings
	• lighting
	• winch

Waterside Amenities	• fuel • water • electricity • wifi • security cameras

Shoreside Infrastructure	• existing building rebuilt to house a dock manager's office • existing building rebuilt to house showers, bathrooms, lounge with WIFI, and boat storage for kayaks, paddle boards, and sculls. • fuel tanks/ pumps • water for docks • electrical substation for docks
Shoreside Amenities	• paths, benches, beautiful landscaping • bathrooms, showers, wifi lounge • parking near this location for resident permit holders who use the facilities at these buildings and the boat ramp

Rationale

As we gathered input, we heard about congestion on the Town Pier due to many users in the same place. We heard about a lack of dock space and moorings for locals and visitors. We heard of the unsafe conditions of the launching ramp as well as the lack of parking for boaters. We heard about congestion due to buses being staged at the Town Pier on cruise ship days. We heard of the lack of parking and the need to move parking out

of town to ease congestion. This plan will address these issues by building a new marina with recreation and commercial use in mind, creating space to tender cruise passengers and creating a new, safe launching ramp.

Public access to the waterfront is a precious asset. Both the Comprehensive Plan and the Open Space plan have goals of maintaining public access, maintaining viewsheds, preserving and enhancing opportunities for recreation and working waterfront. Finally, the marina can produce revenue to offset the capital and operating expenses.

Transportation Hub

Our committee has envisioned a tour bus staging area for cruise ship passengers who arrive at either the ferry terminal site or at the current tendering destination in town. The hub would include tram service for transportation into town for cruise ship passengers, boaters, tourists, and residents.

The concept uses 35-passenger low-floor transit buses. Multiple-ship days would involve using five buses to provide departures every five minutes, with a combined seating capacity of 420 per hour, and a total capacity (including standees) of 780 per hour. This plan envisions service every 10-15 minutes in the evening and on days without cruise ships — to accommodate residents, visitors, and workers who park at the ferry terminal site instead of downtown.

Operating costs are projected to total between $450,000 and $500,000 per year. Capital costs are projected to total $2.1 million (6 units @ $350,000). While the service would qualify for 85% Federal Transit Administration capital funding, this would require increased Congressional appropriations for Maine. If MDOT can provide 50% FTA funding, the local share requirement would be about $1 million, or $100,000 per year for 10-year buses.

The tendering and marine use subcommittees suggest that shuttle costs could be covered by a $3 per-passenger cruise ship transportation fee, plus about $125,000 per year from a future municipal parking fund. With current cruise ship numbers, this should generate a combined total of about $625,000 per year.

Infrastructure	• Low-floor transit buses • covered waiting areas • signage • traffic flow patterns • bus staging/ parking • lighting
Amenities	• access to information and education center • bathrooms

Rationale

Again, one of the main concerns that was voiced to our committee was a need to alleviate congestion near the Town Pier. Creating a transportation hub at the ferry terminal site will move much of the bus staging for cruise ship passengers out of town. This transportation hub will also ease some of the parking congestion in town by providing a parking alternative with easy and safe access to and from the terminal property. We envision using a combination of revenue streams to pay for this Hub and for the Parking Facility.

Information and Education Center

We envision renovating and repurposing the inside of the existing mid-site building to include bathrooms, information services such as the Chamber of Commerce, and educational centers such as a whale museum. Additionally, there is an opportunity here to create revenue through concession leasing.

Infrastructure	• building • electricity • water • internet
Amenities	• bathrooms • information • educational experience

Rationale
The main, central building provides a great opportunity to reuse an already existing space. This space will be able to house bathrooms for both the bus and tram staging areas and unique opportunity to engage visitors. This building can be used to provide a better experience for tourists and to engage and educate visitors.

Parking Facility

We envision the parking facility to happen in phases:
Phase 1: Parking lot for marina users, tourists, residents who want to commute into town
Phase 2: Multi Level parking garage with a well thought out green space on the roof for marina users, tourists, and residents who want to commute into town
Phase 3: possibility for future solar farm

Infrastructure	• parking lot • parking garage • payment system • lighting
Amenities	• parking • tram connections • green space

Rationale
one of the major concerns that was expressed to us and addressed by the Parking Solutions Task Force is the lack of parking in town. The ferry terminal can provide more parking as well as encourage less parking in town by providing fare-free and frequent shuttles from the new facility to town. We envision using a combination of revenue streams to pay for this Hub and for the Parking Facility. Additionally, a green roof could add more open space for recreation and the further plan for a solar installation could offset the carbon footprint of the ferry terminal facility.

Appendix A: Cost Model

This cost model is missing certain unknown costs including but not limited to personnel, utilities, and administrative costs. Many members of both the Marine Use and the Tendering Committees contributed research and numbers to this model; information from the B&A 2012 report was also used. This is not intended as a professionally produced model, but rather to show the probability of financial feasibility of the multi-use facility.

Numbers that appear in green are placeholders and need to be replaced with meaningful estimates.					
Capital costs and revenues associated with a possible Nova Scotia ferry are unknown.					
In this table, capital costs for each phase are totaled separately.					
Line items can be moved to different phases. Make sure revenues and O&M costs are adjusted to match.					
	FERRY TERMINAL MARINE USE ESTIMATES				
	CAPITAL IMPROVEMENTS	PHASE 1	PHASE 2	PHASE 3	TOTAL
		Marina plus tour bus staging	Add Nova Scotia ferry	Add parking deck	Combined total
1	Land purchase	2,500,000			2,500,000
2	Demolition	1,000,000			1,000,000
3	Public boat ramp	275,000			275,000
4	Docks, ramps, floats	400,000			400,000
5	Awnings, lights, signage	100,000			
6	Marina building	325,000			325,000
7	Breakwater	350,000			350,000
8	Fuel sales infrastructure	325000			325,000
9	Information building renovations	75,000			75,000
10	Landscaping	350,000			350,000
11	Driveways and parking lot paving	750,000			750,000
12	Tour bus staging area	85,000			85,000
13	Tram staging area	45,000			45,000
14	Tram fleet	2,000,000			2,000,000
15	Parking deck			2,000,000	2,000,000
16	Infrastructure for international ferry				
	Total cost	8,580,000	0	2,000,000	10,480,000
	CAPITAL GRANTS & REVENUES				
1	50% FTA funding for trams	1,000,000			1,000,000
2	50% grant for boat ramp	137,500			137,500
3	Grant for breakwater construction	0			0
4	Philanthropy	500,000			500,000

5	Grant 3				0
6	Grant 4				0
7	Grant 5				0
8					
	Total grants and other revenues	1,637,500	0	0	1,637,500

This annual payment estimate comes from an online mortgage calculator.

		PHASE 1	PHASE 2	PHASE 3	TOTAL
		Marina plus tour bus staging	Add Nova Scotia ferry	Add parking deck	Combined total
	Bonded expenditures	6,942,500	0	2,000,000	8,942,500
	Annual financing cost, 40 years @ 4%	348,185	0	100,305	448,490

If the capital costs change, the financing costs need to be recalculated.

Numbers that appear in green are placeholders and need to be replaced with meaningful estimates.

In this table, revenues and costs are cumulative. Costs shown for phase 3 include costs for 1 & 2.

Costs and revenues associated with a possible Nova Scotia ferry operation are unknown.

	FERRY TERMINAL MARINE USE ESTIMATES			
	ANNUAL REVENUES	PHASE 1	PHASE 2	PHASE 3
		Marina plus tour bus staging	Add Nova Scotia ferry	Add parking deck
1	Dock and float for recreational boaters	121,000	121,000	121,000
2	Marina: commercial users	90,000	90,000	90,000
3	Marina: local ferries	20,000	20,000	20,000
4	Marina: net fuel sales	25,000	25,000	25,000
5	International or Portland ferry	0	0	0
6	Information building rent	35,000	35,000	35,000
7	Resident dock & mooring permits	5,000	5,000	5,000
8	Parking fund: tram fees	125,000	125,000	125,000
9	Cruise ship fund: landing fee	64,500	64,500	64,500
10	Cruise ship fund: transportation fee	540,000	540,000	540,000
11	Cruise ship fund: current revenues	0	0	0
12	Bus tours: staging fees	0	0	0
13	Nova Scotia docking fees	0	125,000	125,000
14		0	0	0
15		0	0	0
16		0	0	0
	Total revenues	1,025,500	1,150,500	1,150,500
	ANNUAL O&M EXPENSES	PHASE 1	PHASE 2	PHASE 3

		Marina plus tour bus staging	Add Nova Scotia ferry	Add parking deck
1	Land purchase	0	0	0
2	Demolition	0	0	0
3	Public boat ramp	1,200	1,200	1,200
4	Docks, ramps, floats	75,000	75,000	75,000
5	Awnings, lights, signage	2,000	2,000	2,000
6	Marina building	2,000	2,000	12,000
7	Breakwater	1,000	1,000	1,000
8	Fuel sales infrastructure	7,000	7,000	7,000
9	Information building renovations	3,000	3,000	3,000
10	Landscaping	3,600	3,600	3,600
11	Driveways and parking lot paving	2,000	2,000	2,000
12	Tour bus staging area	1,200	1,200	1,200
13	Tram staging area	1,200	1,200	1,200
14	Tram fleet	500,000	500,000	500,000
15	Parking deck			120,000
16	Infrastructure for international ferry		125,000	125,000
	Total cost	599,200	724,200	854,200
	Total revenues	1,025,500	1,150,500	1,150,500
	Total costs	599,200	724,200	854,200
	Net revenues	426,300	426,300	296,300
	Annual financing cost	348,185	348,185	448,490
	Net municipal revenue	78,115	78,115	(152,190)

Pier With Tendering Subcommittee

Status Report, October 28, 2017

Because the addition of a pier or additional floats to accommodate tenders at the former ferry terminal site allows a great many other maritime uses, the work of this subcommittee has merged with that of the Marine Uses subcommittee. This is reflected in changes to Ferry Terminal Property Advisory Committee's decision-making matrix, which now includes "Marine Uses with Tendering" option, not a "Pier with Tendering" option.

So as not to duplicate the work of Marine Use subcommittee, the following explanation focuses on issues specific to tendering operations and transportation needs, and how these address the Pier with Tendering subcommittee's goals.

A. Requirements for Cruise Ship Tender Facility

1. **A minimum of two floats with gangplanks.**
   Adding a tender landing to the Marine Uses subcommittee plan does not require a separate pier for tendering, which the Bermello Ajamil report had estimated to cost $.750 million. Instead, because the Marine Uses plan includes a town–owned multi-use pier, the only additional equipment needed to accommodate tenders at the ferry terminal site would be two with gangplanks that could dedicated to accommodate tenders from two ships. It has been explained to us that there is cruise customer confusion if more than one ship shares the same float. Because we assume that tenders will continue to arrive at Harbor Place, we believe that two tender floats would sufficient at the ferry terminal site. When not required for cruise ship tendering, these tender floats could be available for other uses. The costs of state-of-the-art, ADA approved floats and gangplanks are included in the Maritime Uses budget estimates.

2. **A Security Zone is not required.**
   Tenders transporting passengers between cruise ships and shore do not require a USCG Secure Facility or Security Zone.

Cruise ships' security concerns are addressed by a short rope at the top of the gangplank where cruise ship employees can assure that that passenger are getting on the right ship, in addition to any other checks the cruise ship may require may need. Because no fenced Security Zone is required, many other activities can take place in the vicinity of arriving and departing passengers (as currently occur at the Harbor Place tendering facility adjacent to the Town Pier and floats).

3. **Building to house tourist information, additional office space for Harbor Master and Customs officials, and restrooms**.

These facilities are already part of the Marine Uses plan and cost estimates.

B. Transportation Needs

1. **A tram or shuttle service between ferry terminal and town.** There will be a need to move cruise passengers from the terminal to town and vice versa. We envision a shuttle or tram system that could run throughout the season, and perhaps providing additional (satellite) parking for the town with this service going directly to town. The route would go down West Street with a drop off area at the base of Agamont Park. The tram could circle around the park, down Main Street and out West Street back to the ferry terminal. To cover the estimated cost of $375,000 to run this new passenger service, from May 1 to October 31 1 to run is. We are recommending a $3.00 per person charge per ship based on the low berth rate currently used by the town. At current passenger levels (185,000) this would bring in an estimated $555,000.

2. **Staging for the cruise ship tour busses, taxis, trams and any additional transportation vehicles, including bike rentals**.

Estimates for a covered waiting area are included in the Marine Uses budget estimates.

C. Project Goals of the Pier with Tendering Subcommittee

Our subcommittee's goals for this project include the following.

1. **To improve visitors and residents enjoyment of Agamont Park on Cruise Days.**
   Moving some of the tendering and the cruise ship tour busses to the ferry terminal will ease pedestrian traffic in the park, making the park and the surrounding areas easier to access and enjoy.

2. **To improve downtown traffic congestion on cruise days.**
   By staging cruise busses, taxies and tours out at the ferry terminal, this would reduce vehicular traffic in the downtown area and would also make available more than 40 additional parking spaces now being used by cruise ship tour busses. Land based tour busses would continue to use the bus parking spaces that the town made available at the top of Agamont Park and Ocean Properties could continue to use its private property for loading and unloading cruise ship passengers.

3. **To provide additional public access to the water and multiple maritime uses at the ferry terminal site.**
   Because adding floats for tenders to a town-owned pier envisioned by the Marine Uses subcommittee does not require a Security Zone, unrestricted public access to the water and multiple maritime uses as described in the Marine Uses subcommittees plan are possible.

4. **To improve the cruise passenger experience**
   Providing a second location for cruise passengers to come ashore, and convenient staging for busses, taxis and tours at the ferry terminal, along with the simple tram or shuttle system between town and the ferry terminal, should ease pedestrian congestion and confusion for the cruise passenger.

5. **Do the least amount of harm environmentally.**

We are not increasing passenger caps or current level of cruise ship passengers with our plan. We are not adding a need for additional tender boats and most importantly we are not dredging at the site. We have devised a plan to improve the management of the ships under the current conditions so as to cause little to no change in the bay. An environmental study and a study by the Army Corps of Engineers will hopefully confirm this. We recognize that additional traffic to the ferry terminal area on Eden Street may require a traffic light or better methods to manage traffic flow. The use of special shuttles or tram system between the ferry terminal and town will mitigate some of the negative effects. A traffic study will be needed.

7. **To provide additional parking.**

The project envisioned by the two subcommittees provides parking for water-dependent uses as well as cruise ship tour busses, taxis, shuttles, etc. which not only up frees up parking downtown, but a portion of new parking spaces might be used for satellite parking on non-cruise ship days.

6. **Make the project financially feasible**.

We are still working on the numbers. Incorporating tendering floats into the Marine Uses subcommittee's plan and budget involves a fairly modest additional investment and a potentially significant revenue steam into the foreseeable future.

Addendum Notes: Pier With Tendering

Included is a list of essential facilities at the Ferry Terminal to accommodate a Tendering Facility. We anticipate that we will be merging with the Marine Use Without Cruise Activity Committee so as not to duplicate their work, we have left our plan simple to only include tendering operations and transportation needs. Below is a list of needs for a tendering operation. Anything highlighted well be areas where we need additional information.

1. Minimum of 2 floats, Maximum of 3 to accommodate a 3 ship day.
   It has been explained to us that there is cruise customer confusion if more than one ship shares a float. The B& A Study puts the cost for a tender pier at $0.750. There is no description of the pier in their report. Will ask for a description.

2. Security Zone.
   This has been explained to us that this is simply a fenced in area where only cruise passengers and staff would be allowed while entering and leaving. We envision down the road that this area could be combined with and international ferry if one does return to Bar Harbor.

3. Building to house tourist information, an office for Customs, Homeland Security and Harbor Master and restrooms with an exterior entrance.
   Cost for renovating existing building and basic site improvements was estimated at $2.6 million. There is no description for what site improvements would be included in this number. Need clarification.

4. Tram service
   There will be a need to move cruise passengers from the terminal to town and vice versa. We envision this tram could run throughout the season providing additional (satellite) parking for the town with Tram service going directly to town. The route would be inbound on Cottage Street and outbound on West Street with a drop off area at the base of Agamont Park. The tram could circle around the park, down Main Street and out West Street back to the ferry terminal. The estimated cost per year to run is $450-500,000 from May 1-November 1. The estimated capital cost for five buses is $2 million, with a $1 million local share. We are estimating a $3.00 per person charge per ship based on

the low berth rate currently used by the town. At current passenger levels (185,000), this would bring in an estimated $555,000.

5. Staging for the busses, taxis, tram and any additional transportation vehicles. Hourly/daily Bike rentals. Park and bike into town. Estimates for a covered waiting area, if needed, are at $250,000.

Notes:
- We are working on a per passenger rate structure fee that would include a Docking Fee, Passenger Service Fee based on lower berth capacity, Port Development Fee based on lower berth capacity and transportation fee for the new tram based on lower berth capacity. The B& A report recommended $15 per passenger fee for a berthing pier so we feel we should come in a little less than that for a tendering pier. Right now we are looking around $11.60. This fee would be all inclusive to tender to the ferry terminal. If tendering to Ocean Properties the fee would be around $7.30 per passenger plus whatever Ocean Properties charges for a docking fee.
-Estimation to demolish and clean up the ferry terminal site is approximately $1 million according to the B&A report.

Our committee came up with a list of goals for this project.
1. To improve residential and land based tourists' enjoyment of Agamont Park on Cruise Days.
   -by moving some or all of the tendering to the ferry terminal, it will ease pedestrian traffic in the park making the park and the surrounding areas easier to access and use.
2. Ease vehicular traffic i.e.: busses, taxies, etc. on cruise days.
   -by staging all the busses, taxies, and tours out at the ferry terminal it will remove all vehicular traffic from the park area.
3. Creating public access at the ferry terminal site
   -Marine use has incorporated ideas suggested at both committees along with the additional uses that they have come up with.
4. Improve the cruise passenger experience
   -by moving some tendering and the staging for all busses, taxis and tours out to the ferry terminal, along with the simple tram system running from town to the ferry terminal, it should ease pedestrian congestion and confusion for the cruise passenger.
5. Least amount of harm environmentally.

-we are not adding to the passenger caps with our plan. We are not adding a need for additional tender boats and most importantly we are not dredging at the site. We have devised a plan to improve the management of the ships under the current conditions so as to cause little to no change in the bay. An environmental study and a study by the Army Core of Engineers will hopefully confirm this. We will be adding traffic to the ferry terminal area on Eden Street. Hopefully, a traffic light and use of the tram will mitigate some of the negative effects. A traffic study will be needed.

6. Make the project financially feasible.

   -we are still working on the numbers. We recommend a merger with the Marine Use Committee and we think between the 2 committees that we will have a viable plan.

7. Added Parking

   -with daily tram service throughout the season we believe our plan can help to ease the parking problem in downtown Bar Harbor

Pier with Berthing sub-committee report 11/1/17

Overview

Our committee had the "advantage" of the detailed consultant's report from 2012 describing a cruise ship berthing pier option. Highlights of this report are included as an appendix to this report for convenience. Having this report was an advantage because it provided a vision of a possible cruise ship pier and preliminary projections for financing and payback to the town over the long term. Having this report was also a disadvantage in that many people in town are familiar with the report and are uncomfortable with the projections for possible increase in passenger levels that the report described. This perhaps led to some confusion on our committee's role in this process. Some members understood our job was to analyze the pros and cons of constructing a cruise ship berthing pier (perhaps as described in the 2012 report) whether we personally agreed with the idea or not, while others had difficulty with that charge. We were not able to come to a consensus on what a berthing pier option would look like. We had a lot of spirited discussion and we may have been able to come to more of a consensus given a longer time frame.

Considerations

Borrowing the funds and building a cruise ship pier would be a major financial risk to the town and we did not have nearly enough information in order to weigh in on the merits of that option at this time. The report tried to demonstrate the feasibility of a berthing pier by projecting future visitation based on increased demand for Bar Harbor as a desirable place to visit. The report also stated that a much more detailed financial analysis was necessary before making a decision on building a berthing pier. Many on the committee were "ok" with the current level of cruise ship visitation of around 180,000 annually, though some would prefer a lower number. There didn't seem to be an appetite for the much larger visitation as described in the consultant's report. This lower level of current visitation would increase the financial risk of payback for the required investment of this option.

The current passenger levy is inadequate to support the debt associated with any pier, even a pier that only costs $10 million. Bar Harbor's passenger levy would need to go up substantially in order to make the finances of any berthing pier viable.

We all recognized that the current congestion on the town pier was a problem we needed to address and that we needed a broader transportation plan to correct the situation.

There was consensus that we all care deeply about the environmental impact of any plan for the property. After listening to much discussion around this topic, some thought we could perhaps construct a pier while preserving the environment, while others disagreed.

All seemed to agree that the ferry terminal property was a valuable asset that the town should own.

Following is a list of some of the Pros and Cons of a Berthing Pier as described by various members of the committees. Since there was not a consensus from the committee what are listed here as Pros, or Cons, will not be described that way by all members:

Pros

- Relieves congestion downtown and provides opportunity for more comprehensive transportation management, increases ability of residents and tourists to enjoy the town
- Possible increased parking spaces in town for residents and tourists, particularly if parking is developed at Ferry Property site
- Berthing is safer for passengers than tendering
- Newer, more environmentally friendly cruise ships might be attracted to a pier
- Less cancellations due to weather
- Less boat traffic and pollution in the harbor by elimination of tenders
- A pier increases the town's potential to charge more per passenger, potentially provides revenue for comprehensive traffic solution
- Preliminary study indicates potential revenue to the town to reduce property taxes and/or increase municipal services
- separates cruise passengers from current downtown harbor uses by fisherman and commercial operators
- may provide infrastructure, opportunity, and need for additional water transportation and other commercial and marine development
- may provide a net reduction in emissions from tendering and thrusters needed to maintain position at anchor

Cons

- Environmental impacts are difficult to measure but having cruise ships so close to shore would have negative visual impacts, as well as increased light pollution and noise, and decreased air quality, particularly to abutters. Impacts to ecological processes, flora and fauna are also likely to be negative
- Possible negative impact to historic properties
- College of the Atlantic, as an institution with an environmental mission, is especially vulnerable
- Would traffic congestion simply be moved from downtown to 121 Eden St as the buses to Acadia, downtown, etc. are increased?
- More passengers disembark when docked as opposed to tendering, would this negatively impact quality of life?
- Requires significant additional capital costs beyond property acquisition, repairs and landside development
- Uncertainty of commitment, extent, and durability of interest of cruise ships to pay additional fees at a level high enough and long enough to recoup investment
- Opportunity costs of using funds for other town investment

- Increases impact of cruise ships detracts from other potential marine uses at the site
- Reduction in business downtown from disembarkation at such a distance

Conclusion

Construction of a berthing pier would represent a large change to the status quo. Bar Harbor has not demonstrated a willingness to engage in major changes over the last 30 years but rather reacted to the expanding demand which has occurred in this period.

If the town were to choose this course, it would represent a decision that would involve high costs, high risks, and many changes to the status quo. These large changes would include and require the following:

1. Financing and construction of a pier
2. Cessation of the tendering process and passengers coming into the existing entry point at West Street
3. Creation and implementation of a transportation plan which carries its own costs
4. Creation and implementation of a financial model that will pay for the above that would include necessary increases in the passenger levy, possible by a factor of five or ten times its existing level.
5. Creation and implementation of a manageable and sustainable method of managing the overall passenger numbers.

Appendix:

From Bermello, Ajamil & Partners, Inc Feasibility study, August 2012

Ferry Terminal Property Advisory Committee-Berthing Option

Strategic asset

The parties have agreed that the facility is a great strategic asset. This is a facility that provides deep water berthing for larger ships. It has been in existence for over half a century and it is also a significant real estate asset, strategically located along the main highway leading to the central core of the Town of Bar Harbor.

- **Irreplaceability** - Due to the current financial situation as well as the significant environmental hurdles that need to be overcome in order to obtain permitting, this is a facility that cannot be easily replicated or built elsewhere.
- **Port-of entry status** – Bar Harbor is designated as a Class A Port of Entry by the United States Customs and Border Protection (CBP). A Class A facility allows entry into the United States by all aliens. There are only 327 such ports of entries in the US and only 16 in Maine. Such status has been critical for the ferry operation and for the visitation by cruise ships which are coming from abroad. Such a status requires the maintenance of a physical plant that has been approved by CBP, as is the case at the existing ferry terminal. Therefore this is a strategic asset of Bar Harbor and the State of Maine, one critical for current maritime activities.Therefore, the parties have agreed that this facility should be viewed in this strategic context as partof making a determination on acquisition.

Cruise passenger forecasts

The summary of the findings of the cruise passenger market study are as follows:

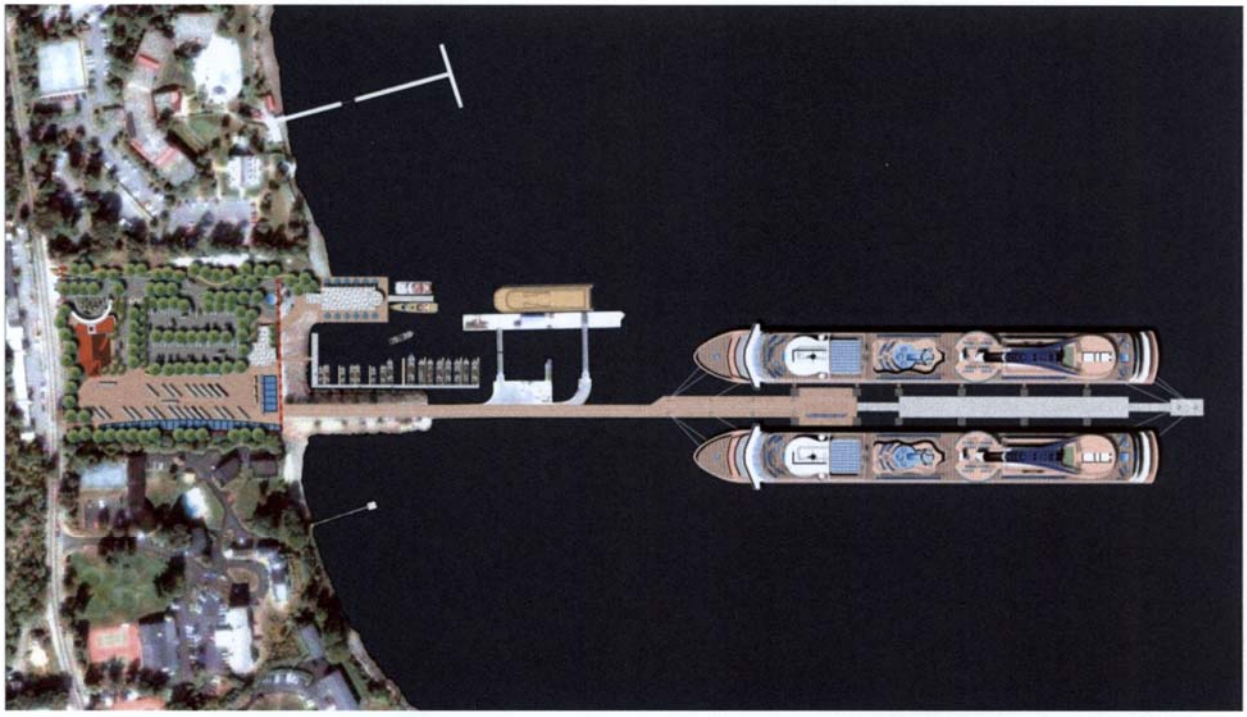
- The assumptions made during Phase 1 of the report are valid. There is significant reason to believe that, if the pier is built, Bar Harbor will be able to attract ships that are currently bypassing the Town and can generate a net increase in passengers and calls in the general amounts as previously anticipated.
- A pier in Bar Harbor offers a port that is closest to the homeports of either New York or Boston. This can generate significant savings to the lines in fuel costs. Nevertheless, the lines will be very sensitive to the tariff structure that is established for the pier.
- The Market Study also concluded that, if the town does not build the pier, the trends toward larger ships in the CNE market will continue and that those ships will most likely not call at ports that do not have docks and require tendering. Therefore, at best there will be no growth in traffic; but more than likely there will be a steady decline of traffic over the years.

Pier preferred concept

The proposed concept for a pier to service cruise ships is shown on Figure 2.3. The pier is approximately 60' in width in the central location where all the loading and offloading occurs and narrows down in the areas that would be mostly pedestrianized. The width is also controlled by the

need to maintain separation between the overhangs that occur from each ship above the dock. In the outermost sections of the pier where there is no need to reach alongside for loading doors, there are independent mooring and breasting dolphins with "catwalks" to allow line handling personnel to tie the ship. The concept includes two wider platforms that will allow small shuttles or rubber vehicle "trains" to run to the end of the pier and be able to transport passengers to the main transportation area.

Figure 2.3 – Preferred concept



The general concept for the upland development is shown in Figure 2.4 when the site is being used as a ground transportation area for cruise activities.
The overall plan indicates the new cruise pier on the south extension of the ferry pier, while preserving the ferry pier to the north.
Among the features of the plan are the following:

1. ***Ferry pier*** - Preservation of ferry pier for potential future use.

2. ***Cruise pier*** – construction of a new pier extension to deeper water where two cruise ships could be docked simultaneously on either side of the pier.

3. ***Cruise terminal operations areas*** – an area immediately at the foot of the cruise pier would be rehabilitated to handle the transport and tour buses as well as providing space for marshaling for additional buses, public transport and it could also be an intermodal transportation center for the region.

4. ***New Terminal Arrivals building*** – If and when the old terminal building is demolished, a new terminal building would be needed which would include a new Customs and Border

Protection (CBP) facility.

5. ***Movement between ship and landside*** – Because the walking distances from the ship to the tour buses is long, the concept includes areas for the use of small shuttles or rubber tired "trains" that can continuously cycle between the two points.

6. ***Marina and marine uses*** – the plan includes a marina that could be used for local boaters, fisherman, the National Park Service, water taxis, tour boats and as a mini multimodal center serving overall transport needs and joining water taxis to land transport.

7. ***Public access*** – the concept of linking the Route 3 proposed pedestrian trail through public access along the edges of the property would allow the public to reach to the water's edge.

8. ***Public uses*** – when there are no cruise ships or ferries, the public access could be managed to allow walking, viewing, fishing and other public activities.

9. ***Parking*** – part of the site, with or without the ferry, could be developed with significant amount of parking. This parking could be used as an arrivals area and visitor parking center allowing visitors to come to Bar Harbor to park and then take the public transport into the Town.

10. ***Tour/visitor/commercial development*** - This multipurpose building should include offices for activities related to the cruise and ferries, to National Park Service, to other visitor industry activities, and some small offices potentially supporting commercial activities.

11. ***Waterfront restaurant*** – the opportunity also exists to create a great restaurant and other activities more on the water's edge.

12. ***Reusability of the space*** –the space that is dedicated for bus and tour operations should be designed for reusability for public events such as concerts, open air markets, and other outdoor activities as shown in Figure 2.5.

BUDGETS

Two cost estimates have been generated for the pier; the first is for the full plan and it is shown in Table 2.1, with a cost of the pier $21.3 million. The second estimate is shown in Table 2.2 and it is a variant of the first concept that consists of a shorter pier structure, and longer trestle to the outer mooring points at a cost of $17.7 million.

For the uplands an initial budget has been established at $3.4 million to rehabilitate the existing pavement and site areas to get the cruise ship terminal working using the current terminal building, pavement, and utility systems. It is assumed that the property will be turned over by the Canadian Government free of any environmental issues and that the building does not require any major rehabilitation, mainly cleaning and signage.

($21.3 million + $3.4 million = $24.7 million The consultant suggested adding 3%/year to bring up to date = $28.6 million)

FINANCING THE INVESTMENT

This feasibility study prepared a financial model to evaluate the project. For this model it is assumed that the investment is being financed as a revenue bond issue that will provide as debt 100% of all the capital costs, soft costs, costs of issuances, and a certain amount of capitalized interest to cover the shortfalls during the period of construction. The estimated annual payments based on 6% interest for 30 years are estimated at $2.0 million per year for both P&I.

When this annual payment is subtracted from the net operating revenues, we can then calculate the net-net revenues as shown in Figure 2.6.

Leadership Committee Membership

The two co-chairs of each subcommittee, with Ruth Eveland serving as Chair and Ted Koffman as Vice-Chair, along with facilitator Elizabeth Swain from Power Engineers, Inc.

Pier with Berthing – Co-Chairs Scott Hammond / Ted Koffman

- Kristi Bond
- Darron Collins
- Jeff Dobbs
- Michael Good
- Brian Hubbell
- John Kelly
- Martha Searchfield
- Tom St. Germain

Pier with Tendering – Co-Chairs Heather Sorokin / Tom Crikelair

- Carol Chappell
- Stephanie Clement
- Dessa Dancy
- Bob Garland
- Lilea Simis
- Hook Wheeler
- Doreen Willett
- Dave Woodside

Maritime Uses – Co-Chairs Anna Durand / Joe Minutolo

- Carol Chappell
- Dennis Bracale
- Pancho Cole
- Janice Hanscom
- Deb Page
- Valerie Peacock
- Pat Samuel
- Autumn Soares
- Natalie Springuel

Other Uses – Co-Chairs Ruth Eveland / Kristi Losquadro

- Alf Anderson
- Tom Burton
- Lenny DeMuro
- Andrea Drennan
- Michael Handwerk
- Scott Henggeler
- Joel Linscott
- Jeff Wooster

Ferry Terminal Property Advisory Committee Meetings

Agendas posted and meetings open to the public

Opportunity for public input at all meetings

Leadership Committee meetings broadcasted

Leadership Committee

September 11, 2017*
September 25, 2017
September 29, 2017
October 10, 2017
October 23, 2017
October 30, 2017
November 6, 2017
November 14, 2017*
*Includes official public comment segment

Maritime Uses

September 18, 2017
September 25, 2017
September 28, 2017
October 2, 2017
October 9, 2017
October 16, 2017
October 27, 2017

Pier with Tendering

September 21, 2027
October 3, 2017
October 19, 2017
October 27, 2017

Pier with Berthing

September 17, 2017
October 2, 107
October 16, 2017
October 23, 2017

Other Uses

September 19, 2017
October 5, 2017
October 13, 2017

Visits/Tours by Committee Members

Site Visit at Ferry Terminal Property, 121 Eden Street, Bar Harbor - September 27, 2017
Tour of *Anthem by the Sea* - October 2, 2017

	Pier with Berthing				Marine Multi-Use Facility				Tendering with Marine Multi-Use Facility				MDOT Sells Property				MDOT Sells Property To Town			
Details					Compatible with tendering				2 tendering docks and floats for marina				Town Does Not Purchase the Ferry Terminal Property				Town Purchases the Ferry Terminal Property for $3.5 million			
CRITERIA	**DESCRIPTION OR DATA**	**RATING**	**WEIGHTING FACTOR**	**SCORE**	**DESCRIPTION OR DATA**	**RATING**	**WEIGHTING FACTOR**	**SCORE**	**DESCRIPTION OR DATA**	**RATING**	**WEIGHTING FACTOR**	**SCORE**	**DESCRIPTION OR DATA**	**RATING**	**WEIGHTING FACTOR**	**SCORE**	**DESCRIPTION OR DATA**	**RATING**	**WEIGHTING FACTOR**	**SCORE**
Category																				
FINANCIAL																				
Extent of borrowing	$21-30 million borrowed. Need to includle operations and maintenance	2	4	**8**	Approx $6.6 million bond	4	4	**16**	Approx $6.6 million bond	4	4	**16**	There is no borrowing for this option	5	4	**20**	For purchase and possible environmental remediation, borrowing could be from $3.5 - $5 million	4	4	**16**
Certainty of payback based on 2017 passenger visits (180,000)	We may be able to get the same payback to the town simply by increasing passenger fee, without risk of borrowing. Confident passengers will continue to come to BH even without a berthing pier	2	4	**8**	Manageable level of risk to support trams and commercial boat operations even if cruise passenger numbers decline.	4	4	**16**	Would need $3 increase for cruise passengers to handle transportation. Looks positive initially but needs further analysis.	4	4	**16**	There is no payback.	5	4	**20**	Payback could be combination of tax money and a portion of cruise ship funds	3	4	**12**
Financial viability	Disproportionately large relative to other opportunities. Berthing pier is a near-permanent commitment. What is potential to increase fees? Opportunity cost not accounted for: what else could we spend this money on?	2	6	**12**	Diversified revenue streams spreads out the risk. Allows flexible growth and adaptation to market circumstances. Current analysis shows the plan to be self-supporting. Insulated from international events.	4	6	**24**	Estimate break even or positive return. Diversified revenue streams spreads out the risk. Allows flexible growth and adaptation to market circumstances. Current analysis shows the plan to be self-supporting. Insulated from international events.	4	6	**24**	There is no risk to the Town.	1	6	**6**	Without development, this is investment for town.	3	6	**18**
Impact on property taxes to individual taxpayers	Small upside potential, might need to pick up some of the debt. Possible negative effects on property values/taxes	2	6	**12**	Uncertain impacts. Potential revenue source for town's general fund	3	6	**18**	Expect no impact unless cruise business declines or marina is under-utilized in which case exposure is modest. (Higher rating than Marine Use is due to docking and tendering fees)	4	6	**24**	Property Taxes would be paid on this property by buyer. No increase to tax payers due to this property. (could be non-profit or state use with no payment of property tax)	3	6	**18**	Would increase property tax for residents until property is sold or revenue is generated once property is developed and operated.	3	6	**18**
SUBTOTAL			**20**	**40**			**20**	**74**			**20**	**80**			**20**	**64**			**20**	**64**
Category																				
ENVIRONMENTAL																				
Visual impacts/improvements to local neighboring and historic properties, Frenchman's Bay, Acadia National Park and the All American Road.	Negative impacts from Paradise Hill and Loop Road. Impacts to the west side of town, particularly abutters. Would it be more difficult for COA to attract students? Ships would be closer to land and look exponentially larger.	1	5	**5**	Improves property relative to current conditions. Comperable visual scale to existing uses. Preserves view to ocean.	5	5	**25**	Elimination of existing pier, floats, boats, ships and marina will be in scale with surrounding properties.	5	5	**25**	Unknown because buyer is unknown. However, Town does have expectation (with MDOT) that any future buyer of property would responsibly own, develop, and operate property; possible risk if buyer does not meet these expectations.	1	5	**5**	Without development, there is minimum impact (periodic maintenance). With clean up, could be positive impact.	2	5	**10**
Noise impacts (including future testing to demonstrate compliance with applicable guidelines and ordinances) and light pollution.	Noise may bounce off land and reverberate.As with other pollutants, impacts increase exponentially with proximity. Light pollution from ships berthed on the pier, close to other uses, while cruise ships spokesperson says	1	3	**3**	Minimal change assuming lobster boats stay in town. Any noise impacts would be in daytime, preventing impacts to neighboring hotel guests.	4	3	**12**	Minor impacts from commercial uses. Minimal change assuming lobster boats stay in town. Any noise impacts would be in daytime, preventing impacts to neighboring hotel guests.	4	3	**12**	Same as above	1	3	**3**	Without development, there is no impact. With development there is opportunity for benefit.	2	3	**6**
Air quality (including future testing to demonstrate compliance with applicable guidelines and ordinances)	Concerned that air quality on land would be impacted over having ships at anchor, wind direction? Bluffs?	2	4	**8**	Little to no change; low impact	4	4	**16**	Little to no change; low impact	4	4	**16**	Same as above	1	4	**4**	Without development, there is no impact. With development there is opportunity for benefit.	2	4	**8**
Water quality impacts - chemical, biological, and phycical effects on marine ecosystems (sedimentation for example)	Smaller ships are generally older and have not upgraded their scrubbers. The larger ships have very strong environmental controls. What does dropping anchor do to the bottom? Impacts to ecological processes, flora and fauna. We were told that ship bottom has a coating that limits marine growth without toxic bottom paint.	2	3	**6**	Some potential impacts based on number of operating boats but education and policies may mitigate it.	3	3	**9**	Minor impacts	3	3	**9**	Same as above	1	3	**3**	Without development, there is no impact. With development there is opportunity for benefit.	2	3	**6**
SUBTOTAL			**15**	**22**			**15**	**62**			**15**	**62**			**15**	**15**			**15**	**30**
Category																				
COMMUNITY/CULTURAL																				
Relief of downtown congestion and improvement in public safety and ease of traffic flow through new transportation options	Yes, refer to Tom Crikelair's report, but would adversely affect Route 3 traffic (as when the CAT operated), even as it lessens congestion at the town pier area. More transportation required, because with current operation some passengers stay in town. Would need to address in future transportation plan.	4	7	**28**	Multi-use transportation facility reduces impacts of buses in town; trams reduce congestion downtown (assumes policy change on private use of parking spaces). Left turn onto Rt 3 is a negative. Water taxiis could reduce congestion.	4	7	**28**	Expect partial relief of downtown congestion by moving all cruise ship bus activity from downtown parking spaces (assumes policy change on private use of parking spaces); left turns onto Rt 3 is a negative. Public transportation system is a positive.	5	7	**35**	Unknown because buyer is unknown. However, Town does have expectation (with MDOT) that any future buyer of property would responsibly own, develop, and operate property; possible risk if buyer does not meet these expectations	1	7	**7**	Without development, there is no impact. With development there is opportunity for benefit.	2	7	**14**
Quality of culture, life for MDI, Frenchman's Bay and effects on Acadia National Park and All American Road	More people would disembark with a berthing pier but flow of passengers would be more gradual	1	7	**7**	Improved views from land and water; in keeping with scale of other MDI communities; increased opportunity to access to Schoodic; compatible adjacent use for COA and hotels with potential uses for students and guests.	5	7	**35**	Does not foster increase in cruise levels. Traffic eminating from new facility is offset by decrease in downtown traffic. Preserves scenic vistas from scenic byway.	5	7	**35**	Same as above	1	7	**7**	Without development, there is no impact. With development there is opportunity for benefit.	2	7	**14**
Quality of culture, life for residents of Bar Harbor including accessibility by public to waterfront at the ferry terminal property	Potential negative to quality of life because more people would get off the ships than the current 180,000. More access to town pier.	3	7	**21**	Increases public access to the ocean, and protects working waterfront and recreational heritage.	5	7	**35**	Very positive, increased public access to the waterfront	5	7	**35**	Same as above	1	7	**7**	Without development, there is no impact. With development there is opportunity for benefit.	2	7	**14**
Consistency with town planning goals - land use ordinance and comprehensive plans	May be inconsistent with comp plan, including Goal 1: Protect character of Bar Harbor; Goal 3: Economic development with low environmental impact; Goal 4: Protect marine resources industry. See detail below*	3	4	**12**	Consistent with Goal 1C, 1F, 1H, 3, 3E, 3E5, 4 and 1.11.7 Vision Statement section B-1	5	4	**20**	Consistent with LUO and comp plan, which acknowledges need for additional parking. Protects character of Bar Harbor a facilitates public access to the water.	5	4	**20**	Same as above	1	4	**4**	Without development, there is no impact. With development there is opportunity for benefit.	2	4	**8**
SUBTOTAL			**25**	**68**			**25**	**118**			**25**	**125**			**25**	**25**			**25**	**50**
Category																				
LOCAL ECONOMY																				

Benefits (5)//harm (1) to downtown merchants and restaurants	Depends on the transportation plan.	3	7	**21**	Reduces congestion to improve downtown experience; possible employee parking.	4	7	**28**	Some potential for harm from lost revenue due to need to shuttle downtown.	3	7	**21**	Unknown because buyer is unknown. However, Town does have expectation (with MDOT) that any future buyer of property would responsibly own, develop, and operate property; possible risk if buyer does not meet these expectations	1	7	**7**	Without development, there is no impact. With development there is opportunity for benefit.	2	7	**14**
Benefits/harm to hotels and B&B's	Less congestion downtown improves village but with potential increase in traffic on Eden St	3	3	**9**	Reduces downtown congestion which improves experience for guests, including providing transportation options for day activities and possible employee parking.	5	3	**15**	Easing congestion downtown and offering waterfront access and convenient tram service benefits accommodations	5	3	**15**	Same as above	1	3	**3**	Without development, there is no impact. With development there is opportunity for benefit.	2	3	**6**
Benefits/harm to fishermen and commercially owned boat operators and boatyard operators (launching for example)	separates cruise passengers from current downtown harbor uses. Tariffs from berthing may support additional waterside development to benefit commercial marine activity. Potentially conflicts with current commercial tendering services	3	4	**12**	Reduces congestion; increases dock space and services; potential for year-round operations.	4	4	**16**	Some relief from pier and water congestion for fishermen and improved conditions for commercial operators.	3	4	**12**	Same as above	1	4	**4**	Without development, there is no impact. With development there is opportunity for benefit.	2	4	**8**
Opportunities for potential commercially owned boat operators including water taxis and ferries, local and international	Approx. one third of hotel/hotel/inn rooms on MDI are within walking distance of Bar Harbor waterfront and tour boats. Does a tour boat move to Ferry Terminal result in a net gain of 0?	4	4	**16**	Much improved with strategies designed to accommodate all described uses	5	4	**20**	Much improved with strategies designed to accommodate all described uses	5	4	**20**	Same as above	1	4	**4**	Without development, there is no impact. With development there is opportunity for benefit.	2	4	**8**
Availability of parking in town and at the ferry terminal	parking availablility would be improved at the town pier, but transportation plan is again critical.	4	7	**28**	Freeing up 40+ parking spaces in town and adding +/- 100 spaces at terminal is significant improvement.	4	7	**28**	Freeing up 40+ parking spaces in town and adding +/- 100 spaces at terminal is significant improvement.	4	7	**28**	Same as above	1	7	**7**	Without development, there is no impact. With development there is opportunity for benefit.	2	7	**14**
SUBTOTAL			**25**	**86**			**25**	**107**			**25**	**96**			**25**	**25**			**25**	**50**
Category																				
EXPERIENCE FOR CRUISE SHIP PASSENGERS																				
Ease and safety of disembark/embark	Improvement. More handicapped passengers can disembark.	5	2.5	**12.5**	No change. If tendering is accommodated at new facility, could be improvement relative to downtown facility and congestion.	3	2.5	**7.5**	3.6% of passenger injuries are due to tendering. State of the art and ADA-compliant equipment would improve safety features.	4	2.5	**10**	Unknown because buyer is unknown. However, Town does have expectation (with MDOT) that any future buyer of property would responsibly own, develop, and operate property; possible risk if buyer does not meet these expectations	1	2.5	**2.5**	No impact, without development property would not be open to the public	1	2.5	**2.5**
Transportation once on shore	Improvement, less confusing for passengers.	4	2	**8**	One more transportation mode required but more organized than downtown. Potential for water taxis to move passengers.	3	2	**6**	Will be improved if some passengers tender to new facility which will be more structured and organized than existing service, however adding additional layer of transportation to go downtown may be a factor.	4	2	**8**	Same as above	1	2	**2**	No impact, without development property would not be open to the public	1	2	**2**
Opportunity to enjoy town/Park	Mixed, requires transport to downtown for shopping	3	1.5	**4.5**	Increased potential for access to Schoodic, visually consistent waterfront throughout Park viewshed.	3	1.5	**4.5**	Harder to get to town from new facilitly, but improved access to Acadia. Potentially most helpful to those with limited mobility.	3	1.5	**4.5**	Same as above	1	1.5	**1.5**	No impact, without development property would not be open to the public	1	1.5	**1.5**
Opportunity to enjoy ferry terminal property and improved access to Frenchman Bay	Depends on accessibility; small-scale, (personal) water-based recreation and cruse ships don't tend to mix well	3	1.5	**4.5**	Increased recreational opportunities at transportation hub/ferry terminal property.	5	1.5	**7.5**	Improved access	5	1.5	**7.5**	Same as above	1	1.5	**1.5**	No impact, without development property would not be open to the public	1	1.5	**1.5**
SUBTOTAL			**7.5**	**29.5**			**7.5**	**25.5**			**7.5**	**30**			**7.5**	**7.5**			**7.5**	**7.5**
Category																				
EXPERIENCE FOR LAND-BASED TOURISTS																				
Parking	Would need to know how much buses will dominate the property; priority will obviously be for cruise ship passenger transport, not more general island transport	4	2	**8**	Additional spaces in town and at new facility; improved transportation options. Tram and new parking at terminal will be fare free.	4	2	**8**	Additional spaces in town and at new facility; improved transportation options. Tram and new parking at terminal will be fare free.	4	2	**8**	Unknown because buyer is unknown. However, Town does have expectation (with MDOT) that any future buyer of property would responsibly own, develop, and operate property; possible risk if buyer does not meet these expectations	1	2	**2**	No impact, without development property would not be open to the public	1	2	**2**
Opportunity to enjoy ferry terminal property and improved access to Frenchman Bay	Negative: this pier becomes the domain of the cruise ships and their passengers, not other MDI visitors	1	1	**1**	Multiple new recreation and appreciation options.	5	1	**5**	Positive	5	1	**5**	Unknown because buyer is unknown	1	1	**1**	No change to beauty of Frenchman Bay. Potential for enjoyment and access to bay.	1	1	**1**
Opportunity to enjoy town/Park	Diversion of cruise ships relieves congestion downtown. Transportation hub allows better management of Park access	3	2.5	**7.5**	Tram service to town improves experience of downtown; visually consistent throughout park viewshed; better experience on cruise days and increased access to Acadia and Schoodic.	5	2.5	**12.5**	No change in enjoyment of Park for residents but positive improvement for access to Schoodic in ANP. Tram service to town improves experience of downtown; visually consistent throughout park viewshed; better experience on cruise days and increased access to Acadia and Schoodic.	5	2.5	**12.5**	Unknown because buyer is unknown	1	2.5	**2.5**	Does not improve or change current conditions	1	2.5	**2.5**
Increased opportunity for transportation options such as water taxis and ferries including Winter Harbor ferry	Would depend on the design. Increased tariffs may support development of transportation hub	3	2	**6**	Tram, water taxis, Winter Harbor ferry; increased access and parking and possible new driving tours; potential for international ferry.	5	2	**10**	Availability of floats and piers increases transportation options. Tram, water taxis, Winter Harbor ferry; increased access and parking and possible new driving tours; potential for international ferry.	5	2	**10**	Unknown because buyer is unknown	1	2	**2**	No impact. With development, there is potential to help with transportation issues.	1	2	**2**
SUBTOTAL			**7.5**	**22.5**			**7.5**	**35.5**			**7.5**	**35.5**			**7.5**	**7.5**			**7.5**	**7.5**
TOTALS			**100**	**268**			**100**	**422**			**100**	**428.5**			**100**	**144**			**100**	**209**

Rating Scale
Least Desirable for Site Selection = **1**
Not Desirable but Potentially Acceptable for Site Selection = **2**
Acceptable for Site Selection = **3**
Somewhat Desirable for Site Selection = **4**
Most Desirable for Site Selection = **5**

***COMP PLAN: GOAL** 1 Protect the character of Bar Harbor; Policy 1B Comply with State Shoreland Zoning; Policy 1C: Protect natural, scenic and cultural preservation; Policy 1F: Preserve scenic views; Policy 1J Preserve historic resources; Policy 1G, Protect the quality of coastal air; Policy 1L: Develop additional parks and trails; Policy 1N: Preserve important natural resources and open space. GOAL 3: Encourages economic development that has low environmental impact and supports a year-round economy; Policy 3E stress managing tour bus and cruise ship passengers and setting limits on the latter. GOAL 4: Protect the marine resources industry and increase shore access for commercial fisherman and the public. Bar Harbor LUO Section 125-3. Purpose: protecting aquatic life, protecting visual as well as actual access to coastal waters, natural beauty and open space; Section 125-68(B)(6)(d) pier size consistent with surrounding character of area.