

Steering Committee's recommendation:

1. Treat the property in 3 parcels: (1) municipal parking, (2) international ferry, and (3) public waterfront & marina. Aim for implementation of #1 and #2 by the summer of 2019, while developing a multi-year incremental strategy for #3. **The town owns the site now but has not yet signed a lease with BF.**
2. Hire CES, Inc. to identify minimum costs for waterfront demolition and improvements to address visual impacts, to ensure safety, and to provide initial public access to the waterfront. (CES would also participate in developing an incremental waterfront strategy under item #5 below.) **This will take further study by an engineer to see how much of the pier can be saved and at what cost.**
3. Hire a landscape architect to develop a conceptual design for the property that shows how municipal parking and an international ferry terminal will fit on the site, while reserving space for future waterfront development. This conceptual design should include municipal parking for at least 200 cars, and a ferry terminal site plan developed in consultation with Bay Ferries. **Completed last fall. Mr. Coplon will attend the next HC meeting on February 25<sup>th</sup> to review his plan.**
4. Negotiate an agreement with Bay Ferries for the return of international ferry service, with the ferry operator covering the full cost of needed capital improvements, along with annual lease payments. **Pending.**
5. Call upon the Harbor Committee (possibly with an expanded membership) to address future waterfront uses (marina, cruise tendering, local ferry, boat/kayak launch) by developing an incremental implementation strategy and supporting cost model. **Underway by expanded HC.**
6. Call upon the Parking Solutions Task Force to address parking at the ferry terminal site and a supporting parking shuttle service, along with a strategy for cruise ship buses that is coordinated with Acadia National Park's Transportation Plan. This may include hiring a landscape architect to design a strategy for accommodating smaller National Park Service concession buses at or near the town pier. **The Park Transportation plan should be presented this spring. After the parking system has been in use for a few months it would be a good time for a joint meeting of the Parking Solutions Task Force and the Harbor Committee to discuss parking plans for the site.**
7. Ask MDOT to participate financially in the development of the ferry terminal property, including helping with the cost of demolishing old and unsafe waterfront infrastructure. **As the plan starts to take shape exploring funding sources should be explored.**
8. Develop a short-term cost model (1-5 years) that includes financial commitments from Bay Ferries, the participation of MDOT, parking meter revenue, and an increase in cruise ship fees to cover the cost of developing and operating out-of-town parking spaces to replace in-town parking lost due to cruise ship activity. **Part of the HC's tasks.**

Recommendation drafted July 17, 2018 by Steering Committee Members:

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