

**MAINE STATE PIER: Review of the *Design Guidelines for the Eastern Waterfront Master Plan*: March 16, 2007 DRAFT**

<b>CRITERIA #2 <i>Design Guidelines for the Eastern Waterfront Master Plan</i></b>	<b>PROPOSAL RESPONSE</b>	<b>ISSUES/QUESTIONS</b>
<b>A. Streets</b>		
<p>A5. Railroad Right of Way</p> <p>The Commercial Street section drawing includes the Narrow Gauge Rail corridor. In designing an integrated Narrow Gauge Rail corridor, the train should share as much of its width as possible with adjacent compatible uses. The Narrow Gauge right-of-way should be used as both a transportation corridor and a buffer for transportation facilities and the Eastern Prom Trail.</p>	<p>Ocean Properties: The Maine Narrow Gauge Railroad is shown on the plan as extending the MNGRR to Franklin Arterial (page 121 Section 111-10 of the proposal.)</p> <hr/> <p>Olympia Companies: The applicant's narrative notes that the Maine Narrow Gauge Railroad will be accommodated as planned in the current Ocean Gateway project with it's terminus located at the Commercial/Hancock intersection (page 28).</p>	<p>MNGRR would like to extend to Franklin Arterial. Can the Olympia Companies plan accommodate MNGRR to India Street? To Franklin Street?</p>
<p>A6. Underground Utilities</p> <p>Overhead utilities should be avoided within the Eastern Waterfront.</p>	<p>Ocean Properties: The utilities on the Maine State Pier are shown on page 120 Section 111-9 of the proposal.</p> <hr/> <p>Olympia Companies: The applicant's narrative notes that proposed utilities will be underground to the maximum extent possible (page 28).</p>	
<p>A8. Bicycle Safety</p> <p>Bicycles are a key mode of transportation in Portland's transportation system as well as providing important recreation and fitness opportunities. Accommodations for bicycle traffic an safety should be designed into new and reconfigured streets and intersections. Bicycle racks should be installed along public sidewalks where appropriate.</p>	<p>Ocean Properties: The proposal does not address this topic.</p> <hr/> <p>Olympia Companies: The applicant's narrative notes that the proposed development maintains access to the Eastern Promenade trail. The proposal will include bicycle racks at key locations in the park and on the pier (page 28).</p>	

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<b>B. Buildings/Architecture</b>		
Building Description	<p>Ocean Properties: The Ocean Properties proposal includes a hotel along Commercial Street which is six stories high, set back from the street, with surface parking in front. The hotel orients to the water, with a restaurant on the south side and a landscaped green area to the water's edge. The hotel "back of house" uses are shown adjacent to Commercial Street. The building is a contemporary design. The materials will be brick, concrete and glass. A glass covered roof connects to an adjacent parking garage.</p> <p>A parking garage is provided at the corner of Commercial Street and the pier access. It is five stories high, and sheathed predominantly in brick along Commercial Street. The conceptual design shows windows on the street façade. The first floor includes hotel storage space, and retail uses.</p> <p>There is a 5-6 story office building with a brick base and glass curtain wall above. The first floor uses include marine related warehousing, storage, and some retail opportunities.</p> <p>South of the office building is a two story marine freight and terminal building, adjacent to an 80 car surface parking lot.</p> <p>The south end of the pier includes a two story complex of Public Market and a destination restaurant. The Public Market and restaurant are shown with publicly accessible roof top gardens and open space.</p>	

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<p>Building Description continued</p>	<p>Olympia Companies: The office and hotel buildings will be built according to Leadership in Energy and Environmental Design (LEED) standards.</p> <p>Office Building</p> <p>The program calls for a 115,000 s.f. office building with 25,000 s.f. of commercial space on the ground floor, and 3 floors of office space above. The building follows the streetline at Commercial Street, and also orients to Casco Bay Park and the waterfront. The street façade has an alternating pattern of brick masonry piers and glazing on the upper levels, and a pre-cast concrete ground level. The curving façade facing Casco Bay Park is metal and glass. The building has covered pedestrian areas at its east and west ends and a café with outdoor seating (page 13)</p> <hr/> <p>Hotel</p> <p>The hotel will be six stories tall and approximately 150,000 SF (175 rooms and a 10,000 SF of conference and meeting space). The building is sited at the end of Franklin Arterial, and borders the proposed Casco Bay Park and Commercial St. The hotel sets back along the west side adjacent to the CBITD Queuing area to create a covered arcade as well as a new tree-lined pedestrian walk leading to the Maine State Pier which will allow views from the street to the waterfront. The ground floor includes retail which will be oriented to the pedestrian waterfront walk. The lobby will orient to the street, with a “sculptural” glass-encased stairwell facing Commercial Street. Public functions will be located on the first and second floors with orientations west to the harbor and east to the islands. The applicant’s narrative notes that the metal and glass building will be heavily articulated with terraced setbacks, a variety of roof overhangs, projecting glass bays, and minimal floor to floor heights to provide visual interest and maintain a human scale (page 14).</p>	

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<p>Building Description continued</p>	<p>Pier Buildings</p> <p>The buildings proposed for the pier include structures that utilize portions of the existing 1922 freight shed steel framework, as well as four new one story buildings. The applicant’s narrative notes that the intent of the design is to create small scaled, utilitarian forms that evoke images of the sheds and outbuildings common to the waterfront, but which incorporate contemporary elements such as skylights, trellises, and covered walkways. The buildings are arranged to create sheltered courts and walkways in a pedestrian friendly small scaled development pattern.</p>	
<p>B1. Contextual Design</p> <p>New buildings should be designed in response to their context and should be compatible with surrounding neighborhoods...The placement, height, massing, proportion, articulation, and materials of new structures should encourage a vision that supports the idea that the Eastern Waterfront develop into an extension of the surrounding areas while establishing its own identity as a new urban neighborhood.</p>	<p><u>Ocean Properties: This topic is not specifically addressed.</u></p> <p>Olympia Companies: The contextual design of the buildings is described in the applicant’s narrative (page 28-29):</p> <p>Office Building - The office building establishes a street wall of 4 stories which responds to the scale along Commercial Street. The street façade is designed with brick masonry piers and glazing on the upper levels and a pre-cast concrete ground level that relates to the materials of nearby 19th and 20th century structures. The curving façade facing Casco Bay Park has a contemporary aesthetic of metal and glass that integrates with the utilitarian character of the marine industrial structures.</p> <p>Hotel - The metal and glass building will be heavily articulated with terraced setbacks, a variety of roof overhangs and projecting glass bays in order to maintain a human scale. The ground level will include retail uses and lobby. A glass stair tower will front on the new park.</p>	

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<p>Contextual Design continued</p>	<p>Pier- The pier buildings utilize portions of the existing 1922 freight shed steel framework as well as 4 new one story buildings. The intent is to create small scaled, utilitarian forms that evoke images of sheds and outbuildings common to the waterfront.</p>	
<p>B2. Building Composition</p> <p>The combination of design elements will determine the character of new buildings and neighborhoods.</p> <p>B2a. Placement</p> <p>In general, buildings should be placed at the sidewalk with their primary entrances oriented to the street.</p>	<p>Ocean Properties: The proposed hotel is oriented towards the water, with a restaurant on the waterside. The façade along Commercial Street is set back from the street, with surface parking along adjacent to the building along the streetside. The hotel plan shows “back of house” uses which front on Commercial Street. The Commercial Street façade of the parking garage includes hotel storage. A small amount of retail space is shown set back from the street on the west end of the façade. The entrances and storefronts to this space are not fully articulated in the conceptual designs.</p> <hr/> <p>Olympia Companies: The proposed office building is oriented to the sidewalk along Commercial Street. No details are provided as to floorplates, so the orientation of retail spaces and entrances is not known.</p>	
<p>B3. Pedestrian Environment</p> <p>Development along new or existing public streets should foster a walkable and enjoyable pedestrian environment. New development should avoid large expanses of blank walls, should provide frequent street level entries, and should provide sidewalk amenities such as street furniture and lighting that encourage year-round pedestrian use. Buildings sited along Primary Streets should utilize traditional storefront design principles along the ground floor, and provide engaging displays and clear glazing to enhance the pedestrian experience.</p>	<p>Ocean Properties: Hotel is oriented away from Commercial Street, with surface parking along the sidewalk, and back of house facilities at the street edge. The parking garage is noted with hotel storage at the first floor level along Commercial Street. Sidewalks are provided from Commercial Street along the interior of the pier, but not through the proposed on-pier surface parking lot.</p> <hr/> <p>Olympia Companies: Sidewalks are provided from Commercial Street and the Eastern Prom Trail, through proposed Casco Bay Park, along the west side of the hotel, to the south end of the pier and Compass Park. The Compass Park Village at the end of the pier will include 47,000 s.f. devoted to pedestrian access (page 9).</p>	

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<p>Pedestrian Environment continued</p>	<p>A new trail segment will cross the Ocean Gateway facility and continue west along the waterfront. It will pass through the southerly side of Casco Bay Park, and continue along the edge of Pier 1, Berth 1. When the Ocean Gateway queuing system is utilized, the trail system will be routed around the queue, and will rejoin the primary trail at Casco Bay Park.</p> <hr/> <p>The applicant's narrative indicates that an attempt has been made to mitigate vehicular and pedestrian conflicts that occur within the CBITD facility. The hotel porte-cochere entrance is located directly across from the Casco Bay Garage, so as to reduce the unintended vehicles from driving down the pier.</p>	
<p>B4. Primary Entrances and Service Entrances</p> <p>Primary entrances should open onto public sidewalks along the primary street frontage. Service entrances and loading facilities should be located at the rear or side of structures.</p>	<p>Ocean Properties: The proposed hotel is oriented towards the water, with a restaurant on the waterside. The façade along Commercial Street is set back from the street, with surface parking along adjacent to the building along the streetside. The hotel plan shows "back of house" uses which front on Commercial Street. The Commercial Street facade of the parking garage includes hotel storage. A small amount of retail space is shown set back from the street on the west end of the facade. The entrances and storefronts to this space are not fully articulated in the conceptual designs.</p> <hr/> <p>Olympia Companies: The floor plans of the office are not shown, so the orientation of the entrances can not be assessed. The hotel includes ground floor retail which will be oriented to the pedestrian waterfront walk. The lobby orients to the street (page 14).</p>	
<p>B5. Parking Structures</p> <p>Parking structures should be compatible with adjacent uses and architecture in form, bulk, massing, articulation, and materials. The design of parking structures should create a visually attractive and active pedestrian environment by incorporating retail, commercial, and residential uses along all public streets.</p>	<p>Ocean Properties: The proposed parking garage includes one story of hotel storage along Commercial Street. A retail space is set back from Commercial Street on the first floor.</p> <hr/> <p>Olympia Companies: This proposal does not include a parking garage.</p>	

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<p>B6. Infill and Small Scale Development</p> <p>Infill development should fill open space along existing streets to reestablish street wall continuity.</p>	<p>Ocean Properties: The proposed hotel and parking garage are set back from Commercial Street, with surface parking provided along the street.</p> <hr/> <p>Olympia Companies: The proposed office building is oriented to the street wall along Commercial Street.</p>	
<p>B7. Historic Structures</p> <p>Historically and architecturally significant structures and sites should be inventoried and protected from demolition and carefully rehabilitated in a way that is consistent with their original architectural intent.</p>	<p>Ocean Properties: This proposal does not incorporate any historic structures.</p> <hr/> <p>Olympia Companies: This project proposes to adaptively reuse portions of the 1922 steel framed freight shed at the south end of the pier.</p>	
<p>B9. Marine Development</p> <p>Marine-dependent structures should be allowed to reflect their intended uses through the use of practical materials and straightforward design.</p>	<p>Ocean Properties: The Freight Shed and Terminal Building are identified on page 113 in plan and page 124 in perspective.</p> <hr/> <p>Olympia Companies: The proposed Freight Facility and maritime Museum are located within portions of the rehabilitated Freight Shed (page 7).</p>	
<p><b>C. Open Space and the Public Realm</b></p>		
<p>C1. Public and Private Open Space and Plazas</p> <p>City-owned open space should provide opportunities for public enjoyment and use of the water and add value to public and private development.</p>	<p>Ocean Properties: The proposed development (page 119 Section III-8 and Page 121 Section III-10) indicates that the project will provide public access to a roof top garden on the end of the pier, walking/bike paths around the perimeter which connect to the eastern Promenade Trail, a public fishing spot at the end of the pier, an enhancement of the existing Compass Park, and a surface parking lot on the pier that can be programmed for public events. The applicant's narrative states that the proposal will allow the entire pier to be accessed by the public and will have 73% open space (page 79). The narrative notes that public access of the entire pier will be provided via car, via water vessels, via public transportation, and via connected pedestrian harbor trail and street system (page 82).</p>	<p>Need a clear delineation of public vs. private open space with terms of use. Open space is subject to security requirements.</p>

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<p>Public and Private Open Space and Plazas continued</p>	<p>Olympia Companies: The Olympia Properties proposal includes an approximately 2 acre waterfront park at the site and the enhancement of the Compass Park at the south end of the pier with 47,000 sf devoted to pedestrian access. Public open space will also be provided along walkways and the public boardwalk along Pier 1, Berth 1; and at a variety of opportunities for public access to the waterfront (page 9). Furnishings, lighting and other pedestrian amenities, trees and plantings, and multiple opportunities for the incorporation of public art components will be provided (page 29). Durable materials will ensure long term maintainability.</p>	<p>Open space is subject to security requirements.</p>
<p>C1a. Visual Accessibility</p> <p>It is essential that the space should be visible and easily accessible from public areas. Open spaces should be oriented to maximize exposure to the harbor, views and sun.</p>	<p>Ocean Properties: Increased access to pier and uplands around hotel. Rooftop open space developed. Page 119.</p> <hr/> <p>Olympia Companies: The proposal discusses open space access (pages 8-11).</p>	<p>Ramped accessibility to the roof top garden may be a barrier to use.</p>
<p>C1b. Physical Accessibility</p> <p>Open spaces should have direct access from the adjacent streets, sidewalks, and trail, should allow for multiple points of entry, and should provide for universal accessibility. They should also be visually permeable from the sidewalk and trail, allowing passersby to see directly into the space.</p>	<p>Ocean Properties: The proposal includes a rooftop garden on the top of the proposed Public Market. The rooftop garden will be accessed by an exterior ramp (page 128).</p> <hr/> <p>Olympia Companies: The applicant's narrative notes that all of the public spaces created in this development will be accessible to sidewalks, the Eastern Promenade Trail, and parking at Longfellow and CBITD Garages. Multiple forms of transportation will also be easily accessed including the Maine Narrow Gauge Railroad, Metro, CBITD, public boat landings, as well as deep water berthing for cruise ships and other large vessels.</p>	<p>See above.</p>

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<p>C1e. Trees and Plantings</p> <p>Plants used in landscaped areas should be of the highest quality and of sufficient quantity and scale to make a visual impact.</p>	<p>Ocean Properties: The applicant's submittal (page 121 Section III-10) notes that there will be "trees and greenscape wherever possible." A detailed landscaping plan is not provided in the proposal.</p> <hr/> <p>Olympia Companies: The applicant's narrative notes that trees and plantings appropriate to the waterfront environment will enhance the public spaces (page 29). The applicant notes an intent to select landscaping in accordance with LEED standards for shading. A detailed landscaping plan is not provided in the proposal.</p>	
<p>C1f. Amenities</p> <p>Public open space should be provided with adequate amenities, such as trash receptacles, seating, drinking fountains, and public restrooms for use by the general public.</p>	<p>Ocean Properties: This topic is not detailed.</p> <hr/> <p>Olympia Companies: The applicant's narrative notes that the bicycle racks will be provided at key locations in the park and on the pier (page 28). In addition to providing furnishings, lighting and other pedestrian amenities, multiple opportunities will exist for the incorporation of public art components (page 29). Bench seating for up to 150 people will be provided at Casco Bay Park (page 8).</p>	
<p>C1g. Materials</p> <p>Public open spaces and plazas should be built with high quality, durable materials that reflect thoughtful detailing consistent and compatible with the architectural character and historic maritime heritage of the Eastern Waterfront.</p>	<p>Ocean Properties: This topic is not detailed.</p> <hr/> <p>Olympia Companies: The proposal states that durable materials will be used for long-term maintenance (pages 8-11 and page 29).</p>	

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<p>C2b. Internal/External Interplay</p> <p>Take the "indoors" outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto walkways and plazas and bring the "outdoors" into the building by opening interior spaces (e.g. atriums and skylights) to views and sunshine.</p>	<p>Ocean Properties: There is a covered circulation area.</p> <hr/> <p>Olympia Companies: The proposals indicate that there will be a cafe with outdoor seating in the office building. Building side arcades and covered exterior spaces are proposed throughout.</p>	
<p>C2c. Passageways</p> <p>Open-air pedestrian passageways can be attractive, successful locations for store entries, window displays, and/or restaurant/café seating, and should be integrated with the public sidewalk system.</p>	<p>Ocean Properties: This is not addressed.</p> <hr/> <p>Olympia Companies: The proposal includes covered passageways in relation to the office building and the Compass Park village (pages 8-9).</p>	
<p>C3. Historic Sites</p> <p>Sites of historic interest should be appropriately commemorated and marked with signage and public art. Specific emphasis should be paid to the maritime and transportation heritage of the Eastern Waterfront.</p>	<p>Ocean Properties: This proposal will extend Maine Narrow Gauge Railroad to Franklin Street and provide excursion vessel facilities.</p> <hr/> <p>Olympia Companies: This proposal includes the potential for a maritime history museum (page 9). There is also a description of interpretive and public information stone "totems" (page 10).</p>	
<p>4. Public Art</p> <p>Development in the Eastern Waterfront should integrate artwork into a variety of public and private settings. Additionally, public spaces should be designed to accommodate live performing arts and public assembly.</p>	<p>Ocean Properties: This proposal includes space at Compass Park on the South End of the Pier, and the surface parking lot on the pier, as a potential space to be programmed for outdoor events (page 124).</p> <hr/> <p>Olympia Companies: This proposal includes the opportunity for public art by Maine artists in Casco Bay Park. There is also a description of interpretive and public information stone "totems". Additional elements for artistic expression could include rails, paving and screens (page 10). The proposal also notes the opportunity to utilize the two acre Casco Bay Park for outdoor events (page 10).</p>	

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<p>5. View Protection</p> <p>Portland’s relationship to the water is an important part of its unique character and identity. Key views of the harbor are a community resource to be preserved and protected.</p>	<p>Ocean Prop: Identified view corridors protected. New views created between structures and from proposed rooftop open space. Accessible open space also available from south side of hotel and from southerly end and easterly side of pier (subject to confirmation of access and security restrictions)</p> <hr/> <p>Olympia Companies: The applicant’s narrative notes the following with regard to views:</p> <p>Commercial, Franklin, and India Streets - All views to and from the water are preserved by the shape of the landside office building on Commercial Street. The east face of the proposed office building is pulled up to the India Street R.O.W. line so as to define the view corridor and to allow the pedestrians walking down India Street to have views toward the waterfront. The west face of the proposed office building is pulled away from the Franklin Street R.O.W. line so as to expand the view corridor and to allow the pedestrians walking down Franklin Street to have views toward the waterfront (page 28). The inbound (arrivals) queue for The Cat ferry has been configured and pushed east so as not to obstruct the view corridor down India Street toward the water (page 12).</p> <p>View Corridors on the Pier- Views down the pedestrian spine of the Pier to the Fore River to South Portland are preserved. Perpendicular to this spine, several “view slots” are opened up to provide access and views to islands to the east and the inner harbor to the west (page 12).</p>	<p>Need confirmation that the open areas south of hotel, at the southerly end of pier and easterly edge of pier are available to the public and meet security needs of marine uses.</p> <p>Note: As second site layout option is shown on Page 135 with the Office Building at the Franklin/Pier/Commercial intersection and the parking garage located on the pier across from CBITD terminal. This scenario restricts existing views down the pier from Franklin/Commercial to Compass Park.</p> <hr/> <p>Need confirmation that the open areas at the southerly end of pier and easterly edge of pier meet security needs of marine uses.</p>

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<p><b>D. Surface Parking and Vehicle Queuing</b></p>		
<p>Purpose</p> <p>Development in the Eastern Waterfront will require construction of areas dedicated to vehicle queuing (for the international ferry operations, and for bus and taxi drop-offs / pick-ups), as well as surface parking lots. The most critical elements to consider in evaluating the design of vehicle queuing and surface parking areas are the impacts on adjacent streets and sidewalks, security, landscaping and buffering, and lighting. The areas devoted to surface parking and vehicle queuing should be minimized as much as possible and visual impact of such areas should be mitigated through buffering and landscaping. Land devoted to surface parking lots should be reduced over time through redevelopment and construction of structured parking facilities. Parking should not develop incrementally on a project-by-project basis but should develop according to a planned build-out of shared parking structures to provide the most efficient utilization of valuable land.</p>	<p>Ocean Properties: The proposal includes a 300 car parking garage at the corner of Commercial Street and the Maine State Pier access drive, 80 space surface parking lot on the Maine State Pier, and 20 spaces of surface parking lot in front of the hotel on Commercial Street. The relocation of vehicle queuing is not addressed.</p> <hr/> <p>Olympia Properties: The applicant's narrative notes that the area within the vicinity of the Ocean Gateway facility has the benefit of multiple parking structures. In addition, the applicant intends to reduce the driving and parking demand through shared use parking models and encouraging alternative modes of transportation. With exception to the short-term on street parking proposed both adjacent to the pier and along the extension of Commercial Street, no new parking is proposed as part of this redevelopment plan.</p> <p>The applicant's narrative notes that an attempt has been made to maximize the efficiency of the ferry queuing area, and configure these areas to reduce their footprints. The queues are screened along the Commercial Street edge and internally buffered by way of landscaping, berms, and fencing. The applicant notes an intent to select landscaping in accordance with LEED standards for shading.</p>	

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<p>D1. Limit Impact</p> <p>Parking lots and vehicle queuing areas should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact the environment or surrounding developments.</p>	<p>Ocean Properties: Surface parking is provided in front of the hotel along Commercial Street, and in the interior of the pier. Ocean Gateway queuing impacts are not provided.</p> <hr/> <p>Olympia Companies: No surface parking is proposed.</p>	<p>The surface parking along the hotel is inconsistent with the development patterns established along Commercial Street. The interior pier parking has a significant impact on the pedestrian character of the pier.</p> <hr/> <p>The detailing and security requirements of vehicle queuing need to be provided, especially along the water's edge.</p>
<p>D1d. Storm Water Management</p> <p>New and reused surface paving utilized for parking and vehicle queuing will shed polluted stormwater into Portland Harbor. Stormwater management should be provided to control and treat stormwater reasonably and effectively. Permeable paving materials, vegetated buffers and infiltration systems should be used wherever possible and practical to reduce the volume and improve the quality of stormwater.</p>	<p>Ocean Properties: This topic is not addressed in the proposal.</p> <hr/> <p>Olympia Companies: The applicant's narrative notes an intent to redevelop the site to LEED standard which will guide the approach to stormwater management. The applicant will look at stormwater reuse applications for the project to reduce runoff volumes, as well as the use of pervious surfaces to encourage infiltration, and other bio-filtration means to improve the quality of runoff.</p>	
<p>D1e. Lighting</p> <p>Lighting for parking and queuing areas should provide adequate illumination for vehicle and pedestrian safety and security while shielding surrounding areas from excessive light trespass and glare.</p>	<p>Ocean Properties: This topic is not addressed in the proposal.</p> <hr/> <p>Olympia Companies: The applicant's narrative notes that the need for operational lighting to maintain the flexibility for the marine uses is different from the lighting requirements by CBP and Coast Guard to ensure vessel and passenger security. The applicant's narrative notes that design team members will need to work hard to achieve a balance with respect to meeting the lighting needs of the project, the City's Technical and Design Standards and Guidelines, and Energy Performance Standards within the LEED Guidelines.</p>	

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<p>2. Shared Use and Partnerships</p> <p>These guidelines encourage public and private parking and vehicle queuing partnerships. Marine related transportation development and nearby mixed-use development plans should be integrated. Shared parking is also strongly encouraged between private adjacent or vertically mixed uses with offsetting peak demand (e.g. offices and residential).</p>	<p>Ocean Properties: Shared use facilities are not proposed.</p> <hr/> <p>Olympia Companies: The applicant provides a parking narrative on pages 32-33. Shared use parking is proposed in existing and proposed garages within the Eastern Waterfront district.</p>	<hr/> <p>Location and availability of parking needs further elaboration to allow review.</p>
<p><b>E. Water's Edge</b></p>		
<p>Purpose</p> <p>The interaction of land activities with harbor activities creates the essential value and character of the Eastern Waterfront district. The challenge for planning the Eastern Waterfront is to preserve the value and marine utility of the water's edge, while stimulating appropriate development throughout the area for the benefit of the general population.</p> <p>The relationship between the water's edge and the adjacent upland is complex and intense. The convergence of transportation systems, downtown commercial activity, residential neighborhood, marine industry, and community recreation resources creates a vital mix of complementary activity concentrated into a compact urban space. The intensive concentration of these uses creates value exceeding the individual parts. The successful accommodation of a diverse mixture of people</p>	<p>Ocean Properties: This proposal includes a fishing pier, Compass Park, and open space in front of the hotel along the water's edge.</p> <hr/> <p>Olympia Companies: The Olympia Properties proposal includes an approximately 2 acre waterfront park at the site. The applicant's narrative notes that the center of the development proposal is the creation of public open space at the water's edge. Public open space will be provided at the park overlooking the water, along walkways and Compass Park on the pier, to the public boardwalk along Pier 1, Berth 1; and at a variety of opportunities for public access to the waterfront. The applicant's narrative notes that in addition to providing high quality furnishings, lighting and other pedestrian amenities, multiple opportunities will exist for the incorporation of public art components.</p>	

<p>and activity through quality design will best maximize the value of the water's edge.</p>		
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<p>E1. Intermodal Transportation</p> <p>The Eastern Waterfront forms a crucial hub for a wide range of transportation modes, including passenger vessels, private boats, emergency vessels, cars, buses, excursion craft (rail, boat, and amphibious vehicle), bicycles, pedestrians, roller-bladers, trucks, etc. The function of this area as an intermodal transportation center must be designed into every building and infrastructure element, to facilitate integration and coordination of the various current and potential future modes of transportation.</p>	<p>Ocean Properties: Possible inter-coastal ferry is proposed. MNGRR extends to Franklin Street.</p> <hr/> <p>Olympia Companies: Pedestrian and Vehicular Traffic is discussed on pages 25-26 of the proposal. The project relies on shared parking and expanded pedestrian accommodations, encouraging non-vehicular modes of travel. The project will incorporate modifications to the intersection of Franklin and Commercial Streets including reduced crossing widths and better channelization.</p>	<p>More details on inter-coastal ferry are requested.</p> <hr/>
<p>E3. Public Access To Water</p> <p>Access should be provided in the most generous and integrated way that is compatible with the function of the maritime activity. Large facilities should present visitation and viewing opportunities as allowed by security requirements. Small facilities should be developed to give access to the water's edge for boating opportunities, education, and fishing opportunities. Security for the marine passenger terminal should be accomplished by careful, subtle, and sensitive design, the use of clever separation, and avoidance of obvious or harsh features.</p>	<p>Ocean Properties: Increased access to pier and uplands around hotel. Rooftop open space developed.</p> <hr/> <p>Olympia Companies: The Casco Bay Park includes broad steps leading to the sea (page 10). Sidewalks are provided from Commercial Street and the Eastern Prom Trail, through Casco Bay Park, along the west side of the hotel, to the south end of the pier and Compass Park. The Compass Park Village at the end of the pier will include 47,000 s.f. devoted to pedestrian access (page 9).</p> <p>A new trail segment will cross the Ocean Gateway facility and continue west along the waterfront. It will pass through the southerly side of Casco Bay Park, and continue along the edge of Pier 1, Berth 1. The slip at the south end of the of the pier will be available for small boats and kayaks (page 9)</p>	<p>Public access is subject to security requirements.</p>

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<p>The marine passenger terminal should allow for safe observation of visiting vessels when in operation and should provide for reasonable casual visitation when the facility is not engaged in active loading/offloading functions. Convenient and attractive alternative routes through or around the facility should be provided for the general public and passersby when security and safety dictate that certain areas be cordoned off from the public. Whenever and wherever reasonable, the facility should accommodate safe pier-side pedestrian access and recreational fishing opportunities.</p>	<p>The applicant’s narrative indicates that an attempt has been made to mitigate vehicular and pedestrian conflicts that occur within the CBITD facility. The hotel porte-cochere entrance is located directly across from the Casco Bay Garage, so as to reduce the unintended vehicles from driving down the pier (page ____).</p>	
<p>E4. Non-Automotive Travel Opportunities</p> <p>The Ocean Gateway facility should be a model of multi-modal transportation. Pedestrians, bicyclists, car-free vacationers, transit users, and other non-car travelers should be provided with first quality access to the facility and accommodation for their transportation needs.</p>	<p>Ocean Properties: New ferry service proposed. MNGRR track re-established to Franklin Street.</p> <hr/> <p>Olympia Companies: Ocean Gateway operations and CBITD queuing expansion proposed.</p>	<p>Details on ferry service not provided</p>
<p>E5. Recreation and Excursion Integration</p> <p>Recreation and excursion access to the Eastern Waterfront area should be fully integrated into the buildings and infrastructure. Facilities should be oriented toward intermodal activities and carefully executed so that they do not develop a carnival-like atmosphere that could detract from the quality of life of residents.</p>	<p>Ocean Properties: New tug/excursion fleet pier proposed.</p> <hr/> <p>Olympia Companies: New "Casco Bay Park" and "Compass Park Village" will significantly alter the use and activity level around in the area of marine transportation uses.</p>	<p>Need details as to program and management of excursion activities as related to Ocean Gateway/tug and other transportation activities.</p> <hr/> <p>Programming and management of these uses would need to be specifically designed to minimized negative impacts on surrounding neighborhood and marine uses.</p>

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<p>E6. Amenity Design</p> <p>Design details for such features as lighting, paving, bollards, benches, pavilions, or other amenities should be carefully selected to reflect the maritime heritage and current maritime use of the area. Such features should be coordinated as much as possible between public and private improvements. The quality and durability of these amenities should be of the highest standards, and of timeless aesthetic character to withstand many years of use.</p>	<p>Ocean Properties: Not detailed.</p> <hr/> <p>Olympia Companies: Park amenities described on Page 10.</p>	
<p>E7. Lighting</p> <p>Lighting at the water's edge is highly visible and sensitive to reflective glare off the water. Lighting for all areas, including the marine passenger terminal facility and private security lighting, should be as unobtrusive as possible, and meet all City Technical Standards for intensity, glare, and spillover. Special attention should be paid to avoid navigational hazards created by excessive glare in the harbor.</p>	<p>Ocean Properties: Not detailed.</p> <hr/> <p>Olympia Companies: See Lighting statement, Page 38.</p>	
<p>E8. Visual Access</p> <p>Shallow water marine uses east of Pier 2 should provide visual interest to passersby. Fencing for security and safety should be coated chain-link where more ornamental materials would be inappropriate for use. Such fencing should be no higher or more extensive than needed to provide general safety or security needs.</p>	<p>Ocean Properties: Not detailed.</p> <hr/> <p>Olympia Companies: Queuing area proposed east of Pier 2 adjacent to water.</p>	<hr/> <p>Need details.</p>

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<p>E9. View Protection</p> <p>Views to the water should be preserved from critical public vantage points. Private views to the water should be respected where possible. Massing and placement of buildings should be designed to minimize impacts on water views and retain value for upland development potential.</p>	<p>Ocean Properties:</p> <hr/> <p>Olympia Companies:</p>	<p>See Design Guidelines Open Space Section, C5, above. Page 15</p> <hr/> <p>See Design Guidelines Open Space Section, C5, above. Page 15</p>
<p>E10. Parking</p> <p>Parking that is not directly marine-related should not be located along the water's edge.</p>	<p>Ocean Properties: This proposal provides parking for 80 vehicles on the Maine State Pier. A 300 car parking garage is provided at the end of the pier, on the land.</p> <hr/> <p>Olympia Companies: Parking is proposed to be provided off site.</p>	<p>The Criteria states that parking that is not marine-related, should not be located at the waters edge.</p> <hr/> <p>The location and availability of parking needs to be further detailed.</p>