

**MAINE STATE PIER: SELECTION CRITERIA SUMMARY TABLE: March 15, 2007 DRAFT**

| <b>Minimum Requirements</b>  | <b>PROPOSAL RESPONSE</b>  | <b>ISSUES/QUESTIONS/NOTES</b>  |
|--|---|--|
| 1. Ability to preserve and maximize deep water berthing access, including utility access, coordinated with occasional City needs for use.  | <p>Ocean Properties: New fender piles constructed. Berthing preserved, utilities preserved (page 112).</p> <hr/> <p>Olympia Companies: Berthing preserved, utilities preserved (page 22).</p>   | <p>Does new fendering restrict berth width?</p> <hr/> <p>Will tender float be preserved?</p>   |
| 2. The site plan for the Ocean Gateway project includes a queuing plan for vehicles utilizing the international ferry. Proposals need to discuss ideas and accommodations for queuing impact.      | <p>Ocean Properties: Not detailed (page 116).</p> <hr/> <p>Olympia Companies: Schematic layout provided (page 20).</p>  |  |
| 3. Ability to satisfy regulatory requirements for security, environmental protection, traffic management, and site development. This includes all Federal, State and Local regulations.            | <p>Ocean Properties: Diagramed (page 114).</p> <hr/> <p>Olympia Companies: Described in narrative (page 32-33).</p>   | <p>Need assessment of for traffic feasibility and security issues. Need first floor area by use.</p> <hr/> <p>Need assessment of traffic feasibility (based on an identified parking location,) filled land, and security issues. Does the first floor area of marine use within 100 feet of pier edge meet %50 requirement? Need first floor area by use.</p> |
| 4. Financial ability to undertake the project proposed.  | <p>Ocean Properties: (page 92-96).</p> <hr/> <p>Olympia Companies: (page 34-40).</p>  | <p>See Joe Cuetara memo.</p> <hr/> <p>See Joe Cuetara memo.</p>  |
| 5. Any proposed development of the MSP must include accommodations for the Bay Ferries operation, which requires 2,500 square feet of office space and up to 6,000 square feet of warehouse space. | <p>Ocean Properties: Listed as included (page 82), shown in plan (page 113).</p> <hr/> <p>Olympia Companies: Office use available in proposed building (page 21). No reference found location/size of warehouse space.</p>  | <p>Need clarity on size.</p> <hr/> <p>Need clarity on location/size.</p>   |
| 6. Accommodation for Tug Boat fleet. 500 square feet of office space, and 3,000 square feet of warehouse/storage/shop space.   | <p>Ocean Properties: New pier proposed, to be shared with excursion fleet. Office/warehouse shown in plan (page 117).</p> <hr/> <p>Olympia Companies: Provided status quo berthing. Office use available in proposed building (page 21). No reference found location/size of warehouse space.</p> | <p>Need clarity on the environmental feasibility of new pier (CSO location). Does new pier constrain primary 1000 foot berth?</p> <hr/> <p>Need clarity on location/size.</p>  |

| <b>Minimum Requirements continued</b>   | <b>PROPOSAL RESPONSE</b>   | <b>ISSUES/QUESTIONS/NOTES</b>   |
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| 7. Integration of Casco Bay Island Transit District operations, circulation and expansion potential.          | <p>Ocean Properties: Status quo circulation, 4600 s.f. warehouse east side of pier (page 118).</p> <hr/> <p>Olympia Companies: Expanded vehicle queuing and improved pedestrian circulation. 5000 s.f. warehouse east side of pier (page 19 and page 31).</p>  | <p>Need comment from CBITD.</p> <hr/> <p>Need comment from CBITD.</p>   |
| 8. Preservation and enhancement of public access to the water.  | <p>Ocean Properties: Increased access to pier and uplands around hotel. Rooftop open space developed (page 119).</p> <hr/> <p>Olympia Companies: Signature 2 acre park proposed. Increased access to pier and uplands around office building (pages 8-11).</p> | <p>Need details on lease arrangement for rooftop open space. East side of pier access subject to security requirements.</p> <hr/> <p>East side pier access subject to security requirements. Comment on design?</p> |
| 9. Preservation or relocation of utilities at the Maine State Pier that service the Ocean Gateway facilities. | <p>Ocean Properties: Shown for Maine State pier (page 120). No detail for Ocean Gateway.</p> <hr/> <p>Olympia Companies: Detailed narrative provided on (pages 22-23).</p>   |   |

| <b>CRITERIA #1, Policy Statement</b>   | <b>PROPOSAL RESPONSE</b>   | <b>ISSUES/QUESTIONS/NOTES</b>   |
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| <p><b>1. Preserve Deep Water Access and Marine Utility:</b></p> <p>The Maine State Pier is an anchor of the Portland Waterfront. Functionally, the 1000 foot berth on the easterly pier edge provides an irreplaceable landing for ocean going vessels to access the City of Portland, the State of Maine, and the New England region. In addition to the easterly 1000 foot berth, the pier provides other deep-water berthing facilities that must be reserved for the support of deep-draft vessels. The preservation of the deep water berthing utility and full use of these unique resources are the highest priorities for future re-use or re-development of the Maine State Pier.</p> | <p>Ocean Properties: See Above</p> <hr/> <p>Olympia Companies: See Above</p>   | <p>See Jeff Monroe review material.</p> <hr/> <p>See Jeff Monroe review material.</p>   |
| <p><b>2. Create Economic and Structural Stability for the Pier through Appropriate Mixed Use Development:</b></p> <p>The extraordinarily high cost of marine infrastructure maintenance requires that the City promote the development of uses on the pier that generate revenues to support the facility. As an historic facility that will be needed for generations to come, the City must work to realize stability and longevity for this critical infrastructure. The City should explore finding an appropriate mix of mutually compatible uses to foster sufficient economic activity on the pier to pay for ongoing maintenance and redevelopment costs.</p>                          | <p>Ocean Properties: See outline of proposed uses starting on Page 92.</p> <hr/> <p>Olympia Companies: See narrative statement on Page 24, engineering information under the "Additional Data and Exhibits".</p> | <p>Proposal lacks detail. Please see financial information provided by Joe Cuetara and engineering review by Appledore Engineering.</p> <hr/> <p>Please see financial review provided by Joe Cuetara and engineering review by Appledore Engineering.</p> |

| CRITERIA #1, Policy Statement continued   | PROPOSAL RESPONSE  | ISSUES/QUESTIONS/NOTES  |
|---|--|---|
| 3. Respect and enhance other pier uses.   | See Minimum Requirements above   |   |
| 4. Specific Considerations for a Development Plan for the Maine State Pier<br>"When evaluating and selecting a development partner, the City will look for a proposal that provides as many of the following opportunities as possible:"  |  |   |
| Provides enhanced opportunities for public access to the water through:<br>*Expanded and/or improved facilities for public landings.<br>*Expanded and/or improved open space.   | <p>Ocean Propertoes: No new public landings. Landscape improvements provided to Compass Park. Rooftop gardens provided. Landscaped areas proposed south of hotel. Shown on Pages 119, 124, and 127.</p> <hr/> <p>Olympia Companies: No new public landings. New 2 acre park includes direct access to water. Improvements and programming proposed for Compass Park. Shown on Pages 8-11 and 15.</p> | <p>East side pier access subject to security requirements.</p> <hr/> <p>East side pier access subject to security requirements.</p> |
| Provides supporting facilities for both public and private water-dependent uses.<br>*Expanded and/or improved facilities for emergency vessel berthing.<br>*Preserved or expanded deep water berthing for oceangoing vessels.<br>*Contribution toward or direct construction of expanded deep-water berthing facilities both on or off-site, including but not limited to Ocean Gateway, "Pier #2, Berth 2." (Also known as the "megaberth.") | <p>Ocean Properties: New tug/excursion pier proposed, existing berthing preserved. Fire support quarters offered as leased space (pages 91 and 113).</p> <hr/> <p>Olympia Companies: No new berthing, existing berthing preserved. Requests "rights of first refusal" to develop "Pier #2, Berth 2" at any time in future (page 39).</p>   |   |

| <b>CRITERIA #1, Policy Statement continued</b>  | <b>PROPOSAL RESPONSE</b>  | <b>ISSUES/QUESTIONS/NOTES</b>   |
|---|---|---|
| <p>Creates linkages with sectors of the marine economy and facilities located both on and off Maine State Pier. Note: Restated in Criteria #4 below</p>   | <p>Ocean Properties: Tug and excursion vessel pier and public market proposed, open spaces enhanced. See above.</p> <hr/> <p>Olympia Companies: Small-scale retail space offered, public open space significantly expanded. See above</p>   |   |
| <p><b>4. Spatial Relationships between marine and non-marine</b></p> <p>The use of Maine State Pier in support of commercial marine enterprise requires ground floor space for vehicular and pedestrian circulation areas, pier space dedicated to the handling and supplying of vessels, and security areas. Compatible non-marine uses must be scaled and located around the functional marine necessities of transferring of passengers, goods and materials between the pier and berthed ships.</p> | <p>Ocean Properties: See Jeff Monroe material.</p> <hr/> <p>Olympia Companies: See Jeff Monroe material.</p>  |   |
| <p>• The pier edge and deck adjacent to the pier edges must remain available for anticipated and future marine uses.</p>  | <p>Ocean Properties: See Jeff Monroe material.</p> <hr/> <p>Olympia Companies: See Jeff Monroe material.</p>  |   |
| <p>Non-marine uses should be concentrated on upper floors wherever possible.</p> <p>Circulation areas, for both vehicles and pedestrians, in support of non-marine uses should focus activity to the interior of the pier, away from the seaward edges.</p>   | <p>Ocean Properties: Appears to concentrate marine uses on first floors. Circulation concentrates to the center of pier (pages 113-114).</p> <hr/> <p>Olympia Companies: Marine uses are found on first floors, Circulation concentrates to the interior. See written statement on Pages 24-25.</p> | <p>Are the market and restaurant counted as marine uses?</p> <hr/> <p>Need clarity on total areas by use and % of total first floor w/in 100' of pier edge.</p> |

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