

**Bar Harbor Ferry Terminal  
Leadership Advisory Committee  
October 23, 2017  
Meeting Notes**

**Attending:** Ruth Eveland (Chair), Tom Crikelair, Anna Durand, Scott Hammond, Ted Koffman, Kristy Losquadro, Joe Minutolo, and Heather Sorokin. Also: Elizabeth Swain, Facilitator from POWER Engineers.  
**Not present:** Cornell Knight, Town Manager.

**Audience:** Approx. 20

Meeting called to order at 11:01 a.m.

**1. Remaining Schedule Determined**

10/27/17 10 a.m. – Tendering Subcommittee

10/27/17 2 p.m. – Marine Use Subcommittee

10/30/17 10 a.m. – Leadership Committee Meeting (finalize matrix)

11/14/17 4 – 6 p.m. – Public Meeting

6 – 8 p.m. – Final Leadership Committee meeting (room may change)

**2. Questions/Concerns**

- Alternative weightings were provided by a subcommittee member after last Leadership Committee meeting. Concern was expressed – not the intent to undo the work that has been done.
- Challenging process, with limited time to get work done
- Concern raised about groups doing different descriptions and individual descriptions of categories
- Reminder that we are not scoring the alternatives, but are scoring the impacts
- Change “visibility” to “visual impacts” in the matrix
- Committees should send Elizabeth questions to ask of Bemello Ajamil report author
- Suggestion to test berthing pier at “break-even” level vs. growth level to avoid giving berthing a “mortal blow”

**3. Committee Reports**

a. Other Uses

- Decided it was town’s intent to acquire property for access to water
- Discussed “do nothing” – if the town walks away and lets it go to private ownership
- Viable solution is to purchase land for \$2.5 million but there are also advantages to purchasing for \$3.5 with no strings attached
- Recommend town purchase, even it can’t come up with use right now
- Discussed funding with cruise ship funds. They can be used for preserving waterfront for visitors. Purchase price can be offset from cruise ship funds.
- Out of 8 members, 2 have not attended any meetings and 2 have gone to other committees
- This committee’s work has run its course

b. Pier with Berthing

- Had difficulty with the matrix and some of the definitions.
- On the environmental side, there's been a lot of input and need time to sort through all the information. Reached out to DEP and waiting to hear back.
- Had good conversation with master mariner who drove big ships around the world and knows harbors and harbor operations.
- Hasn't been any ground swell from our committee or public to increase passenger numbers

c. Pier with Tendering

- It's become apparent that tendering will also include a marine use
- Looking at floats vs. tendering pier
- Other components:
  - Security zone = fenced in area for only cruise passengers. Could be combined w/ international ferry.
  - Building to house tourist info
  - Office for customs, homeland security
  - Rest rooms
  - Tram service – loop from ferry terminal to town
  - Covered waiting area

Sent out doodle poll to cruise ship operators with good response

d. Marine Use

- Meeting 10/27 @ 1 p.m. and work should be complete by then
- Trying to be fiscally responsible and keep projects that town can handle on its own
- Some commercial lease streams are being evaluated
- No outstanding issues or questions

#### 4. Public Comment

- Is it possible to submit a comment for the public meeting if one can't attend? Urged committee to emphasize to the Town Council that the community process needs to continue.
- Believes we should buy property for \$3.5 million. Tried to research DOT process as to how they move funds approved by voters. Enviro concerns: we have no baseline for air quality. On Cape Cod, trams have been helpful between Cape Cod National Seashore to Coast Guard station. Urged to look carefully at rates.
- Need to project based on present caps and should have another projection at larger caps.
- Thank you for acknowledging parking solutions program. Linchpin is the transportation plan - no matter what plan is put forward. Think broader about pier and back; consider Mt. Desert St. and Cottage St. as potential loops. Not solving problems by shifting everyone back and forth to same space.

- Environmental impacts: visual, air, noise. Suggests adding water quality impacts – chemical, biological, physical - in place of sedimentation.
- MDOT will not impede flow of traffic on main artery, and not going to want to put street light and stop traffic every ten minutes for bus to come out. Important to find out their process before we go further.

*Response: DOT would not approve traffic light because it impedes traffic but sometimes they do it anyway. No guarantee that they will approve traffic signal. Not simple or easy process but will help us do things safely.*

- Be careful of using passenger cap as that number has no connection to actual number of people who get off the boat.
- Suggests using current levels of visitation instead of passenger caps. Have heard reference to the fact that we could successfully construct berthing pier and generate revenues with current levels of cruise ships visitation. Is this info in any report?

*Response: Needs further research.*

- What would be valuable would be to know if we fill caps as they are currently done. Are the current passenger caps too high based on 50% getting off today? He will research.
- Suggest looking at Comprehensive Plan as legal guide. The environment is the important thing.
- Expressed thanks to the committee and the public for the hard work put into this effort.

## **5. Matrix Weightings**

Recommended changes:

- Financial is most important category and should be higher
- Certainty of payback: add “based on 2017 passenger visits – 180,000” and should have more weight.
- Community and Cultural: Consistency with town planning goals – add in land use ordinance and comprehensive plan
- Community and Culture: for residents
- Change “parks” to Acadia National Park
- Change “ability” to “opportunity”
- Experience for land-based tourists and cruise based passengers should be increased. What’s the point of building it if they don’t want to come?
- Is it important to add into the local economy section a specific weight for nearby properties like College of the Atlantic (COA)?
- Do we want to change overall weightings for visitors in one or both? Do we want to change COA?
- Look at financial viability category and maybe add component for additional economic development
- Finalize weights next week

## **6. Presenting Findings and Recommendation**

- Present four scenarios:
  1. Marine Use
  2. Marine Use with Tendering
  3. Berthing
  4. DOT sells the property. What happens then?
  
- Recommend that the report includes a narrative, the matrix and individual committee reports (as appendices)

## **7. Public Comment Continued**

- The environment is weighted too low on matrix.
  
- Have to make sure this doesn't raise taxes. Relationship between what they get and what they pay for.
  
- Need to remember that the tail should not wag the dog. 95% of tourists are land-based.
  
- It's been stated we are moving 50% of Ocean Properties' business. How does that work? We should not assume that is the correct conclusion.

*Response: Tenders pay to dock at their spaces.*

- Residents feel they have lost their town, especially on cruise ship days when there are clumps of people taking up resources.

Meeting adjourned 1:59 p.m.