



**WELCOME**

*Bar Harbor  
Ferry Terminal Property*

**VISIONING SESSION 1**

July 17, 2017

# Agenda

- Start 6:00pm
- Welcome and introduction
- Brief presentation
  - Themes
  - Uses
  - Criteria
- Listening to ideas
- Conclusion 8:00 pm

# Comments

- Please take a comment card
- Please be mindful of time – we want to hear from everyone
  
- Feel free to give us comments in:
  - Person
  - Card
  - Email
- Please send all comments before July 24, 2017
  - [Ferryterminal@bermelloajamil.com](mailto:Ferryterminal@bermelloajamil.com)

# History



- Digby – Saint John service is 175 years old
  - Original operator was Canadian Pacific
- 1949; Canadian Authorities announce that Canada and Nova Scotia would share in a new ferry terminal in Yarmouth with service to a port in Maine
- Bar Harbor lobbied for the designation and began to create enticements
- The Town agreed to pay \$15,000 for the site – (owned by Edward Stotesbury)
- 1953; opposition to the site, but Town Council proceeded
- 1953; Maine Legislature agreed to fund \$1 million for the terminal to be owned by the Maine Port Authority (MPA) and leased to CNR. Town voted to transfer property to MPA

# History

- 1955 – Bluenose christened
- Bar Harbor – Yarmouth service providers
  - CN Marine (later renamed Marine Atlantic) to
  - 1997 – transferred to Bay Ferries, Ltd.
- Lots of design and operational issues – and yet successful
  - Fisheries
  - Passengers
- 1969 – Yarmouth to Portland ferry starts
- 1980 – the original Bluenose replaced with the Jutlandica
- 1998 - *The Cat*
- 2010 – After 55 years, the services end



# Current history

- Sept – Dec 2011 – Phase 1 study aimed at finding a maritime use
  - Will ferry return? – NO unless it is subsidized again
  - What other maritime uses can pay for the facility?
- Government of Canada decides to dispose of the property on the market
- April – August 2012 – Phase 2 study
  - Concluded the project has a sustainable business plan if developed for cruise
  - Town voted to ask MPA to acquire the terminal from Canadian Government
- 2013-2016 – MPA concluded negotiations with Canadian Government to transfer the property to the State
- 2017 – MPA buys the property but decides not to develop and offers to Town
- 2017 – Referendum

# Meetings

## PHASE 1

- Aug 11-14, 2011
  - Workshop 1
  - Meetings
- Oct 27, 2011
  - WebEx Workshop 2
- Nov 18-18, 2011
  - Workshop 3
  - Town Council
- Dec 13, 2011
  - WebEx Presentation 4

## PHASE 2

- April 10 -11, 2012
  - Workshop 5
    - Ownership options
  - Inspections
  - Meeting with Pilots
- April 26 -27, 2012
  - Workshop 6
    - Inspection reports
    - Pier options
  - Presentation to Maine Port Authority
  - Presentation to Town Council
- May 10 -11, 2012
  - Workshop 7
    - Preliminary market study
    - Preliminary site layouts
    - Preliminary pier layouts
  - Meeting with Town Manager
  - Presentation to Cruise Committee
- May 30-31, 2012
  - Workshop 8
    - Revised site plan
    - Revised cost estimates
    - Revised pier plan
  - Public meeting
  - Presentation to stakeholders
    - ANP
    - Hotel owners
    - Chamber of Commerce
    - Tour operators
  - Presentation to Maine Port Authority
- Aug 21, 2012
  - Final Presentation
    - Maine Port Authority
    - Town Council

# Comments received

- Overall favorable responses to plan
- During public input
  - 10 positive
  - 6 neutral (general comments)
  - 2 negatives
- Summary
  - Positives
    - Like to keep the terminal in the public hand
    - Liked the marina and open space
    - Liked moving the ships away from the town
  - Concerns
    - How will the traffic work?
    - How not to increase the peak loads?
  - Negative
    - Do not like increase of tourism

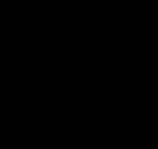
## Issues raised

- Facility should be preserved – marine uses is the most mentioned
- Keep it in the tax base
- Do not impact businesses in Town
- Will the project increase traffic?
  - Congestion
  - Traffic
- What are the visual impacts
- What are the uses that can be placed on site?

# Current situation

- Property is sitting vacant
- The State of Maine DOT has acquire the property
  - Willing to sell to the Town
- Significant deferred maintenance liabilities
- Annual operating costs

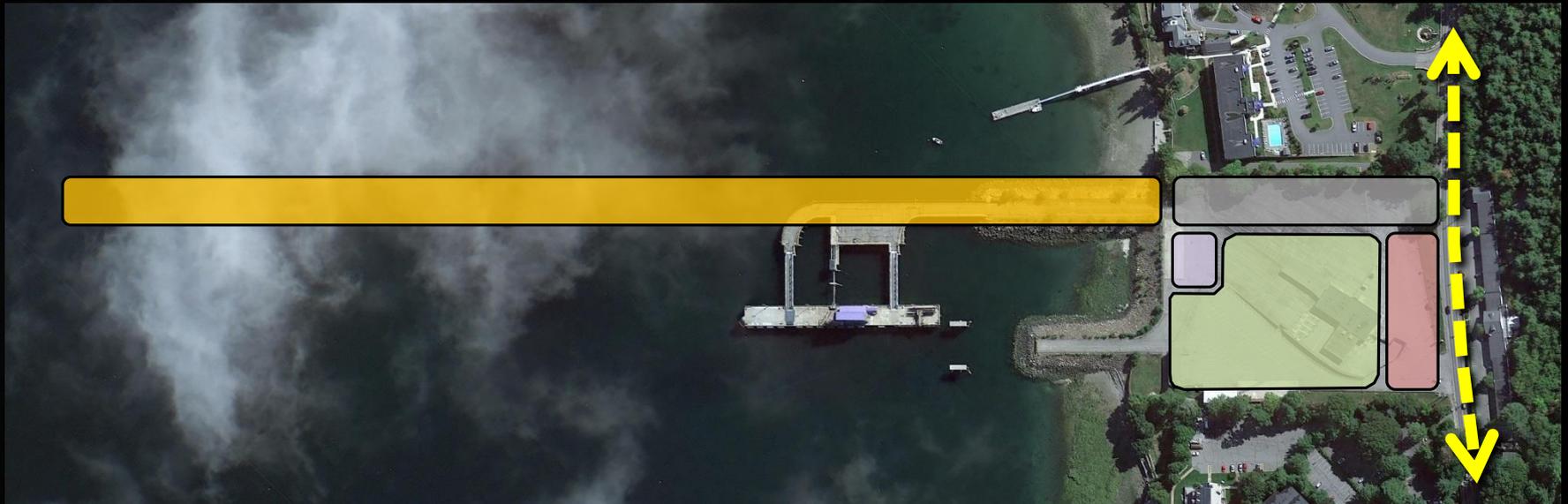




# DEVELOPMENT THEMES OR VISIONS

# A – Cruise with pier

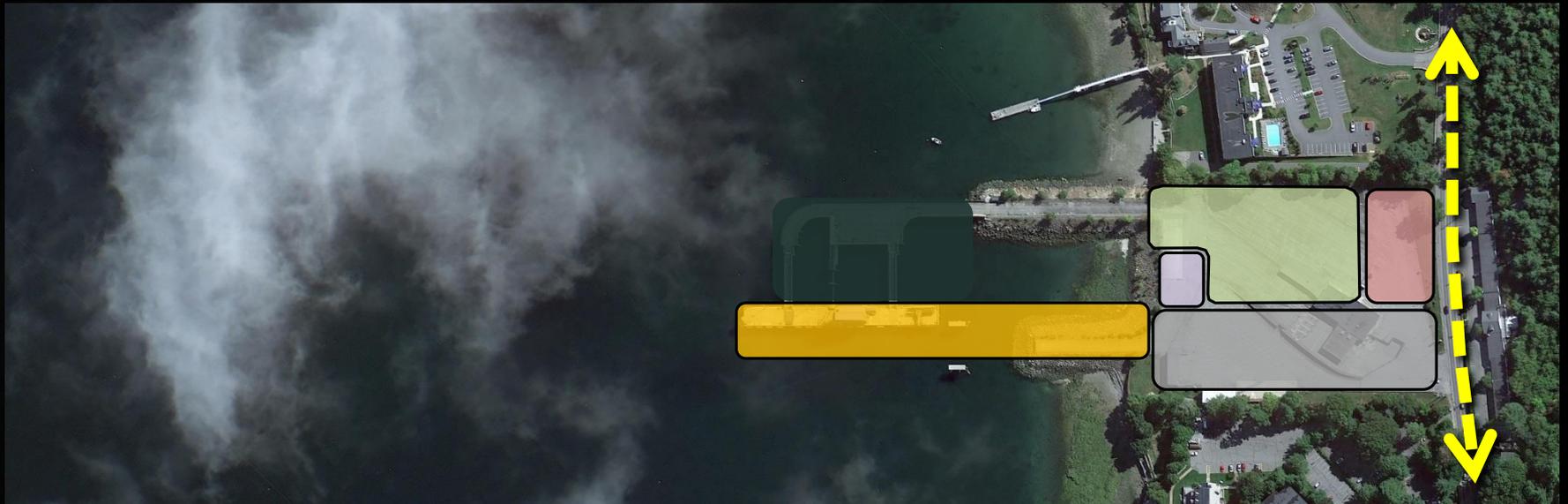
- Pier
- Tour/Transport Operations
- Visitor Center
- CBP Facilities





# B – Cruise without Pier

- Tender Pier
- Tour/Transport center
- Visitor Center
- CBP Facilities



# C – Maritime without Cruise



- Local Ferries
- Marina
- Fishing



# D – Commercial development



- Hotel
- Retail
- Restaurant
- Market



# E – Tourism centered



- Arrival Center
- Visitor Parking
- Transport Center
- Charter Boats
- Parking Ferries / Boats
- Event



# F – Open space and recreation



- Active



# F – Open space and recreation



- Active
- Passive



# G – Community Centered



- Open Space
- Cultural
- Educational
- Recreational Facilities
- Remote Parking
- Event





## EVALUATION CRITERIA

- I. Compatibility with surrounding uses
- II. Compatibility with current zoning
- III. Strategic fit into Mount Desert Island
- IV. Desirability of use
- V. Financially self supporting
- VI. Financially subsidized
- VII. Meets Maritime criteria per State requirements
- VIII. Positive economic impact
- IX. Compatibility with surrounding areas
- X. Environmental impact
- XI. Relationship and compatibility with National Park
- XII. Visual impact
- XIII. Impact on quality of life
- XIV. Community control
- XV. Risk assessment



## THEMES

- A - Cruise with Pier
- B - Cruise without Pier
- C - Maritime without Cruise
- D - Commercial Development
- E - Tourism Based
- F - Open Space
- G - Community Centered

## USES

1. Pier
2. Tour/Transport
3. Operations
4. Visitor Center
5. CBP Facilities
6. Tender Pier
7. Hotel
8. Retail
9. Restaurant
10. Market
11. Arrival Center
12. Visitor Parking
13. Transport Center
14. Charter Boats
15. Parking
16. Ferries/Boats
17. Event
18. Recreational Facilities
19. Passive Open Space
20. Active Open Space
21. Cultural
22. Educational
23. Remote Parking
24. Boat Ramp

## CRITERIA

- I. Compatibility with surrounding uses
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