

### 3. PROJECT DESCRIPTION

#### 3.1 Introduction

The proposed project, Fore Points Marina, is located on land associated with the former Portland Company Complex at 58 Fore Street in Portland, ME. There is an existing marina currently at this location and the work being proposed is associated with a larger, phased upland redevelopment project on the entire 58 Fore Street site. The upland redevelopment work has been presented and approved as part of a Master Development Plan by the City of Portland Planning Board in December 2016; additional future Site Plan Applications will be prepared and submitted for the various future phases of that upland redevelopment program. The USGS Figure and Portland Harbor Chart included as attachments show the Project Site situated adjacent to Portland Harbor; bounded by the harbor on the southeast and by Fore Street on the northwest. **Figure 3-1** below shows the general project location.

**Figure 3-1: Fore Points Marina Project Location**



The project will result in an expanded and upgraded marina on the waterfront in Portland associated with a larger redevelopment project for the upland portion of the 58 Fore Street site. Currently, the site has a 69-slip marina which is operated by Portland Yacht Services. The existing marina has approximately 15,885 SF of floating dock, but this number is variable and has fluctuated from year to year. The existing facility is aged, but in generally fair condition. The current marina does not include features that provide protection from winds, waves, or boat wake.

#### 3.2 Project Purpose and Need

The proposed project will result in an expanded and upgraded marina on the waterfront in Portland and will be associated with a larger redevelopment project for the upland portion of the 58 Fore Street site. The marina will capitalize on the popularity of downtown Portland and create a highly desirable waterfront destination for local and visiting boaters that is immediately proximate to downtown attractions.

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A stronger economy and Portland's growing reputation as a tourist destination have contributed to an increase in demand for slips, and the proposed project will address the shortage of berthing space in the City by more than doubling the amount of space for boats at this marina site. Further, the proposed marina will utilize floating wave attenuators that have been specifically sized to provide tranquil, safe, and sustainable berthing conditions at the subject site.

The marina facility has also been designed to attract larger yachts that are currently unable to easily dock in Portland. A dedicated dinghy dock will enable access to the site and Portland for boaters choosing to moor outside the marina. Additionally, state-of-the-art marina utilities will ultimately be provided to ensure that marina users have full access to appropriate shore power, potable water, marine sewer pump-out services, and marine fuel (sewer pump-out services will be provided during a subsequent phase, but piping will be installed as part of this work). The other improvements associated with the marina will serve to provide necessary access, critical marina amenities, and passive recreation opportunities for both the marina and the larger scale redevelopment project. ADA-compliant access will be provided throughout the facility. Parking and other amenities will improve the services at the marina, helping to bring a more modern-day marina complex to the Portland waterfront.

It is noted that the project was the subject of a 2014 United States Fish and Wildlife Service (USFWS) Boating Infrastructure Grant (BIG) Application. In the Spring of 2015, USFWS recognized the merits of the project as it was awarded the maximum amount of grant funding through the BIG program.

### 3.3 Existing Conditions

Photo. Existing Marina



### 3.4 Proposed Project

The project is comprised of the construction, operation, and maintenance of a 141-slip marina expansion and wave attenuation structure on the Fore River/Portland Harbor in Portland, Maine (“the Project”).

The proposed marina consists of approximately 141 dedicated slip spaces with an additional 1,776 linear feet of slip length for the side-tie of boats (this includes dinghy dock space for boats moored outside the marina). The slips can be accessed via two ADA accessible gangways. The marina layout is shown in **Appendix B**.

There will be no boat loading or unloading facilities provided at this marina (e.g. boat ramp, haul out, etc.). The only access provided for boats will be directly via the water to the slips. Other existing facilities in the vicinity may be used for loading or unloading boats from the water. There will be no boat maintenance facilities provided at the marina, but there will be fueling facilities. Many of the boats accessing the marina will be similar in size to the boats that currently use the facility. As noted, there will be capacity to accept larger yachts that cannot utilize the current marina due to lack of existing slip length and utility provisions.

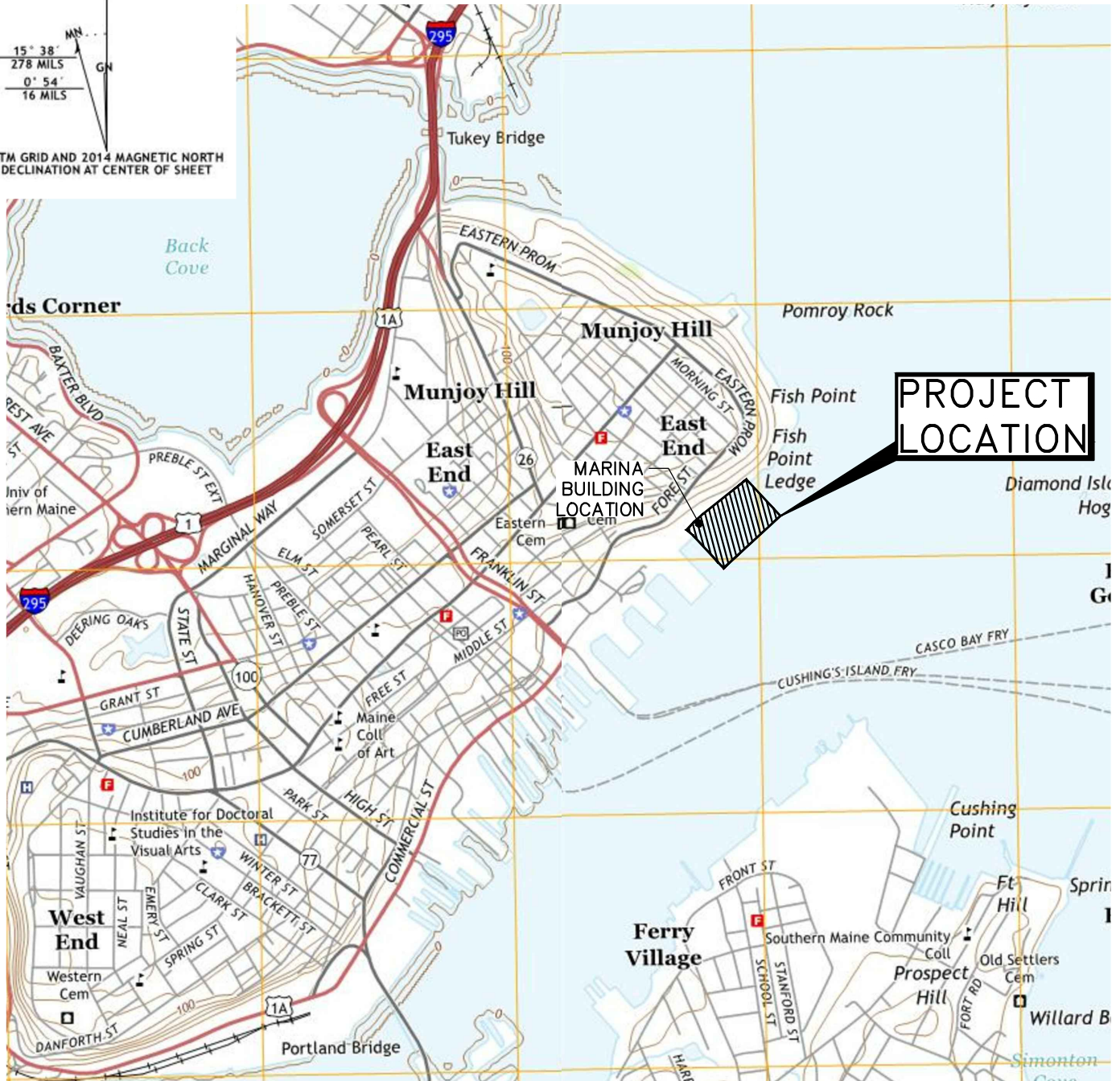
The marina plan calls for repurposing three of the existing marine floating docks and sixteen of the marine floating finger piers. All other infrastructure will be demolished as necessary to accommodate the construction of the new marina. New infrastructure will include additional standard floating dock space, heavy duty floating dock space and floating wave attenuators at the perimeter of the marina. The proposed anchor plan for the marina includes a heavy-duty dock anchor and chain system for the wave attenuators and heavy-duty floating docks, accompanied by a standard dock anchor and chain system for the rest of the floating docks. Details of these attenuator and dock systems and plans showing their locations are located in **Appendix B**.

The proposed marina will be lit largely via lights that are integrated into marina shore power pedestals. Generally, there will be 1 pedestal provided for every two boat slips. This is the traditional and common approach to provide marina lighting. It provides low-level point-to-point lighting on the docks while minimizing unnecessary/nuisance light pollution that may affect visiting boaters, upland residents, or marine fauna. Additional safety lighting may be provided on the exterior corners of the marina docks/wave attenuators to mark the facility as per United States Coast Guard requirements.

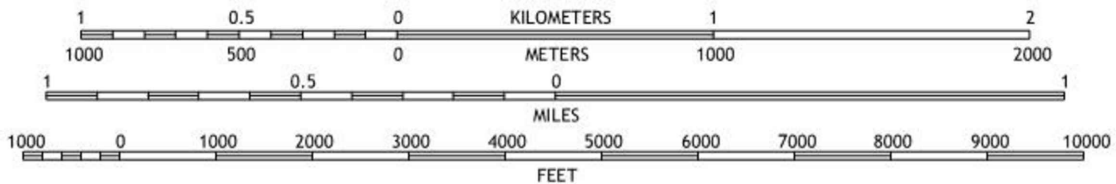
#### Attachments

- USGS Location Map
- Portland Harbor Chart
- July 17, 1986 FEMA FIRM Map

15° 38' MN  
 278 MILS  
 0° 54' GN  
 16 MILS  
 UTM GRID AND 2014 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



SCALE 1:24 000



Produced by the United States Geological Survey  
 North American Datum of 1983 (NAD83)  
 World Geodetic System of 1984 (WGS84). Projection and  
 1 000-meter grid: Universal Transverse Mercator, Zone 19T  
 10 000-foot ticks: Maine Coordinate System of 1983 (west zone)

PORTLAND WEST, ME PORTLAND EAST, ME

2014

2014



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 Portland, Maine 04102  
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COMMITMENT & INTEGRITY DRIVE RESULTS

USGS LOCATION MAP

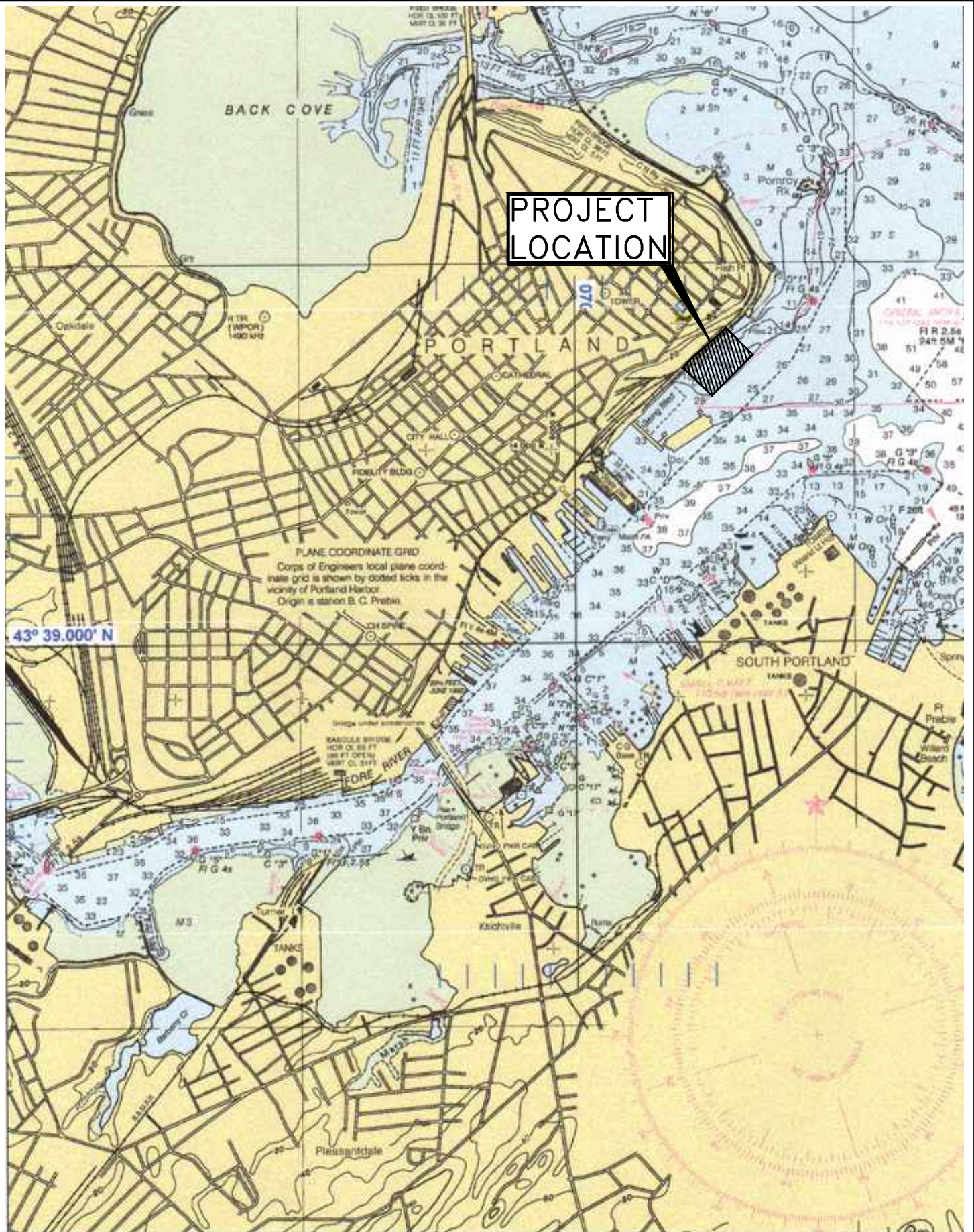
DESIGNED BY: N/A  
 DRAWN BY: BCM  
 CHECKED BY: DAS  
 227007.03 USGS MARINA.DWG

CPB2, LLC  
 PORTLAND, MAINE 04102

MARINA NRPA PERMIT

JOB NO: 227007.50  
 DATE: MARCH 2017  
 SCALE: 1"=2000'

USGS



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COMMITMENT & INTEGRITY DRIVE RESULTS

PORTLAND HARBOR CHART

DESIGNED BY: N/A  
 DRAWN BY: BCM

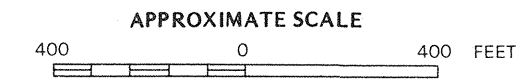
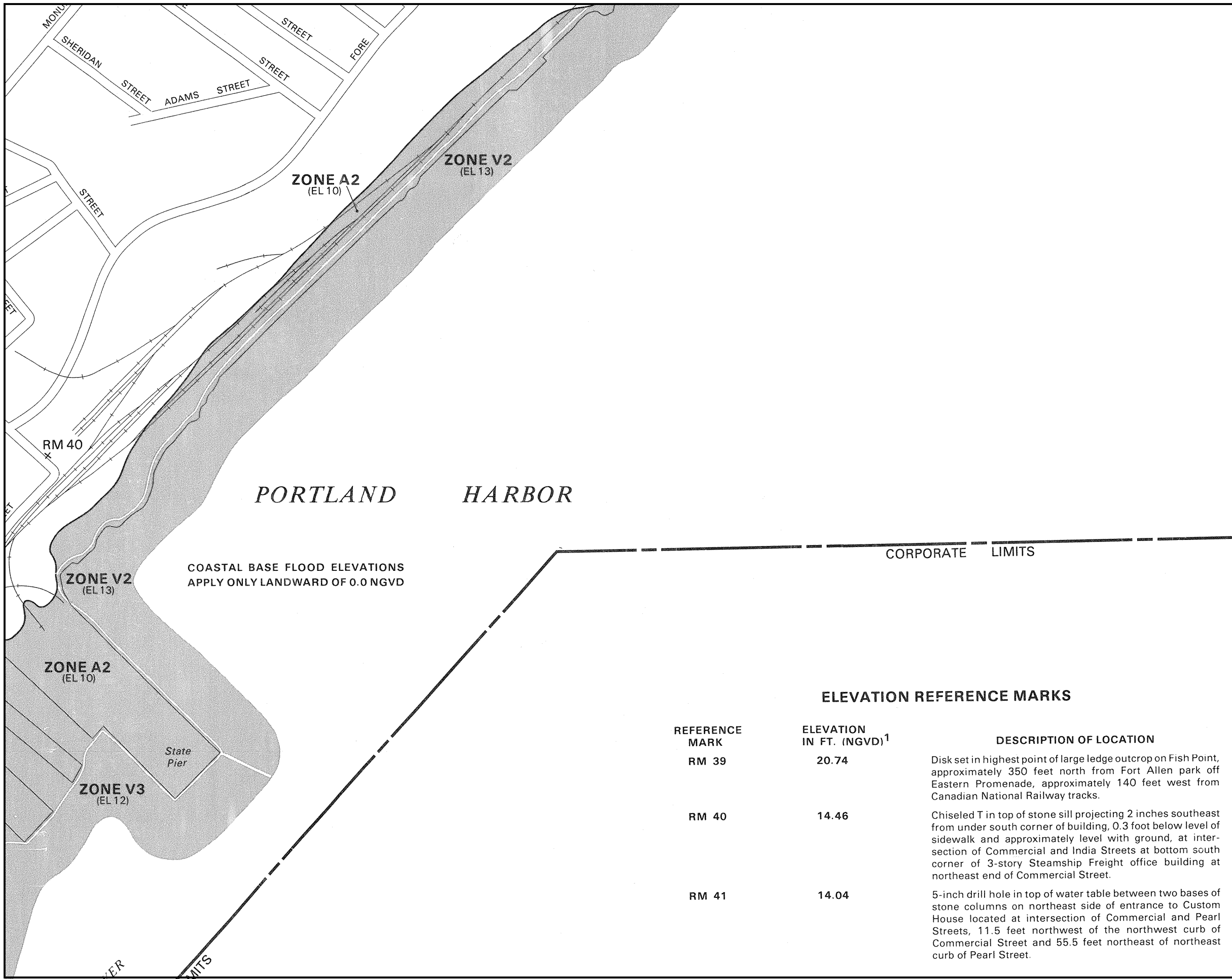
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CHART



**NATIONAL FLOOD INSURANCE PROGRAM**

**FIRM  
FLOOD INSURANCE RATE MAP**

**CITY OF  
PORTLAND, MAINE  
CUMBERLAND COUNTY**

**PANEL 14 OF 17**  
(SEE MAP INDEX FOR PANELS NOT PRINTED)

**COMMUNITY-PANEL NUMBER**  
**230051 0014 B**

**EFFECTIVE DATE:**  
**JULY 17, 1986**



**Federal Emergency Management Agency**

**ELEVATION REFERENCE MARKS**

REFERENCE MARK	ELEVATION IN FT. (NGVD) <sup>1</sup>	DESCRIPTION OF LOCATION
RM 39	20.74	Disk set in highest point of large ledge outcrop on Fish Point, approximately 350 feet north from Fort Allen park off Eastern Promenade, approximately 140 feet west from Canadian National Railway tracks.
RM 40	14.46	Chiseled T in top of stone sill projecting 2 inches southeast from under south corner of building, 0.3 foot below level of sidewalk and approximately level with ground, at intersection of Commercial and India Streets at bottom south corner of 3-story Steamship Freight office building at northeast end of Commercial Street.
RM 41	14.04	5-inch drill hole in top of water table between two bases of stone columns on northeast side of entrance to Custom House located at intersection of Commercial and Pearl Streets, 11.5 feet northwest of the northwest curb of Commercial Street and 55.5 feet northeast of northeast curb of Pearl Street.

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)