2. PROJECT DESCRIPTION

2.1 PROJECT SITE

The project is located at the Casco Bay Island Transit District (CBITD) Ferry Terminal, hereinafter Casco Bay Lines (CBL), located at 56 Commercial Street on the west side of the Maine State Pier on Portland's Eastern Waterfront at the foot of Franklin Street in Portland, Maine (Site). CBITD is a quasi-municipal, non-profit corporation that serves the residents of the Casco Bay Islands through the transportation of passengers, vehicles and freight (personal and commercial) between the Maine State Pier and the Casco Bay Islands. The Casco Bay municipal ferry terminal is a major intermodal connection for CBITD, METRO (Greater Portland Transit District), RTP (Regional Transportation Program), and local taxi cab companies. The proposed project will result in an expanded and upgraded transit hub that meets the increasing transportation needs of the community. A stronger economy and Portland's growing reputation as a tourist destination have contributed to an increase in ferry ridership to the Casco Bay Islands. Over one million people per year pass through the facility for ferry passage, recreational cruises on traditional sailing vessels, concerts held at the Maine State Pier venue, and to enjoy the view. A USGS site location map is provided in Appendix A.

2.2 PROJECT BACKGROUND

A need for improvements to the existing facility was identified, and a Master Plan was commissioned by CBITD in 2011. In June 2012, CBITD presented a facility master plan for the renovation and expansion of the existing terminal building, associated site work around the modified building, marine infrastructure maintenance, and pedestrian and landscaping improvements. The first phase of the Master Plan, constructed in 2014, included interior renovation of the existing building, the construction of a 3,000 square foot expansion, associated site work, and marine improvements. The 3,000 SF building expansion provided additional space for ticketing offices and passenger waiting area. Improvements to marine structures included replacement of fender piles, repairs to the transfer bridge for the car ferry and replacement of breasting and alignment dolphins for the car ferry slip.

The improvements constructed in 2014 were not comprehensive, and additional deficiencies and gaps in functionality of the facility have been identified and documented in a preliminary design report prepared by Stantec in April 2018. Additional improvements were grouped into three categories: site, building, and marine. The current configuration of the site does not provide clear circulation routes for pedestrians, vehicles, and freight handling. A clear vehicle thru-lane does not exist through the site, and freight drop off and bus and taxi drop off areas are not well defined, which leads to ineffective use of space and traffic congestion. Current pedestrian and passenger access and egress through the site intermixes with freight handling operations and vehicle lanes, causing safety concerns. The ferry terminal building no longer offers enough office space and the existing space lacks flexibility for multiple uses. Additionally, the freight storage area does not meet the growing operational demand.

Marine deficiencies were generally related to maintenance and repair of deteriorating components and operational inefficiencies. Multiple timber piles have heavy section loss, the concrete grade beam is in poor condition, and there is moderate cracking and isolated delamination of the concrete deck surface. In some locations, the functionality of the pier is limited by the current available space and layout. There is inadequate berthing length to accommodate the current vessel fleet, as well as inefficient gate spacing and a deteriorated fender system. The overall serviceability of the gates is restrained by the following deficiencies: limited freight staging area between Gates 4 and 5, no ability to load to upper level of the car ferry at Gate 5, size limit of freight loaded at Gate 3, no sewer pump-out at gates 1 and 2, and limited gate ramp access height.

The property is currently covered under an existing Site Location of Development (SLOD) permit that covers multiple parcels of land. A Site Location of Development Minor Amendment application has been submitted to MEDEP for this project.

2.3 PROPOSED PROJECT

The proposed work associated with Phase II includes a 5,809 square-foot vertical expansion of the existing ferry terminal building, extension of the existing pier, marine infrastructure maintenance and reprogramming, and site circulation, drainage, and landscaping improvements. Approximate locations of proposed improvements are depicted in **Figure 2-1**.

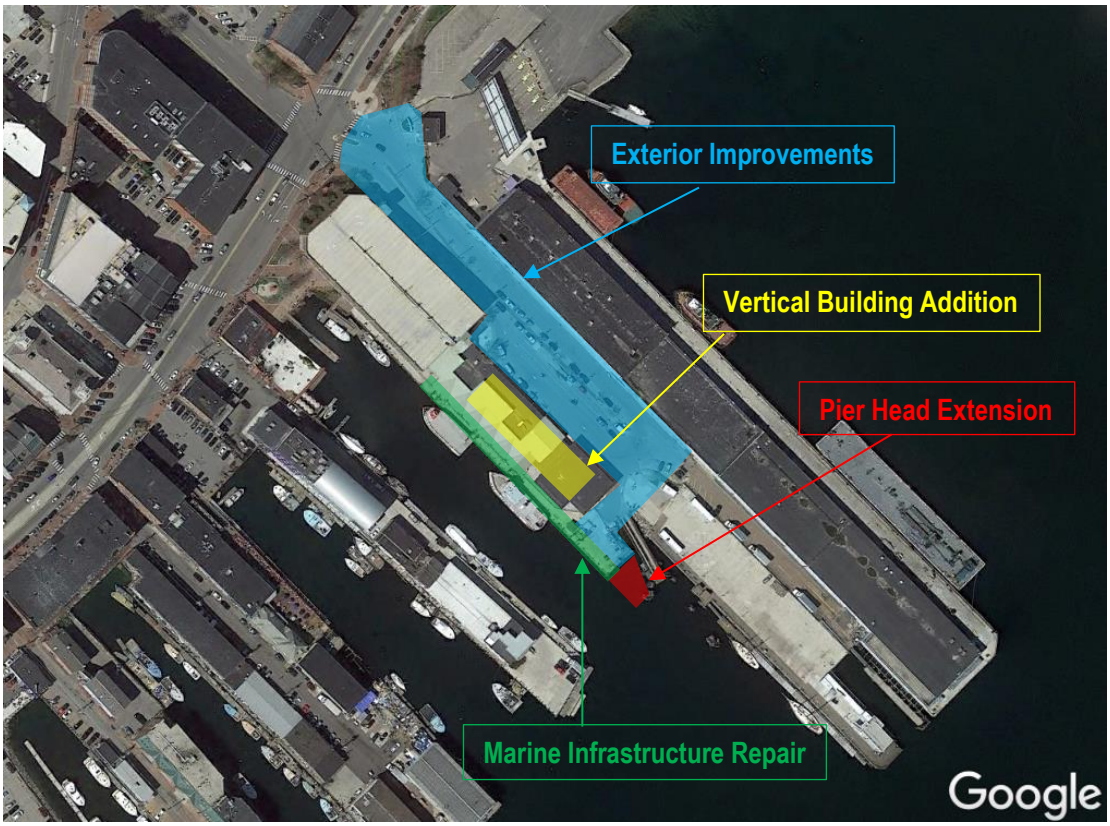

Figure 2-1: Proposed Improvements to the CBITD Ferry Terminal

The project proposes improvements to the existing one-way loop north of the ferry terminal building and parking garage accessed via Commercial Street. The design defines a clear thru lane, two ferry queue lanes, and designated areas for pick-up/drop-off, a metro bus stop, temporary parking, and freight handling. Pedestrians are directed through the site via sidewalks, crosswalks, and painted walkways. Limited surface parking is proposed for CBITD and City of Portland personnel. The 5,809 square-foot vertical expansion of the ferry terminal building will provide additional administrative office, employee, and multi-use space.

The proposed 2,780 square-foot pier expansion includes installation of new Gate 4A and accommodations for a future gangway for loading to the upper deck of ferries docked at Gate 5. The following marine infrastructure improvements are proposed: repair of batter pile connections, replacement of deteriorated timber piles, installation of wraps on of the existing timber piles, replacement or repair of damaged existing wraps, repair of concrete grade beam supports and concrete corbels, repair of cracks in concrete deck overlay and replacement of deteriorated timber decking below, replacement of concrete gate planks at Gates 1, 2 and 3, resurfacing of concrete deck in areas of scaling and delamination, and installation of a deck drain in the concrete apron on the west side waiting room entry.

2.4 LEVEL II SITE PLAN APPLICATION

Due to construction of a building addition with a total floor area of less than 10,000 square feet, construction of structures within the Shoreland Zone, and disturbance of land between one and three acres, the project qualifies for review under the standards for Level II Site Plan Application.

The following report is presented in conformance with the requirements of a Level II Site Plan Application. Appendices are included with the Report in support of various sections. Civil engineering plans showing the proposed project design are included in Appendix B.