

Minutes
Economic Development Committee
June 18, 2019

NOTE: These meetings are now live-streamed, which can be viewed at this link: <http://www.portlandmaine.gov/1695/Economic-Development-Committee> These Minutes provide a record of those in attendance, general discussion taking place, and motions made.

A meeting of the Economic Development Committee (EDC) of the Portland City Council was held on Tuesday, June 18, 2019, at 5:30 p.m. in Room 209 on the second floor of Portland City Hall. Present from the Committee was its Chair Councilor Justin Costa and members Councilors Pious Ali, Nicholas Mavodones, and Councilor Spencer Thibodeau. Present from the City staff were Associate Corporation Counsel Michael Goldman, Economic Development Director Greg Mitchell, Waterfront Coordinator William Needelman, and Senior Executive Assistant Lori Paulette.

Item #1: Review and accept Minutes of previous meeting held on May 21, 2019.

On motion made by Councilor Thibodeau, seconded by Councilor Ali, the Committee voted unanimously to accept the Minutes as presented.

Item #2: Public Hearing and vote to recommend to the City Council proposed amendments to Chapter 8 to add waterfront reporting requirements to the Waterfront Development Growth Area Ordinance.

Chair Costa indicated that this item would amend Chapter 8 for City staff to prepare two waterfront reports, i.e., *State of the Waterfront Report* to be done every 3 to 5 years by the Economic Development Department; and *Significant Waterfront Development Report* to be

done annually by the Planning and Urban Development Department to report on significant waterfront development.

Mr. Needelman then provided the background, noting that the Waterfront Working Group has also reviewed this amendment and endorsed it. The “Waterfront Development Report” would be an annual report prepared by the Planning and Urban Development Department on significant waterfront development, from the east to the west, to be communicated to the Planning Board and City Council. It will help with land use decision making and policy. The second report, “State of the Waterfront Report”, would be prepared every 3 to 5 years by the Economic Development Department, with assistance from qualified economic professionals so that there is something to track and would also help shape policy, budgeting, and applications for outside funding for various projects.

Councilor Thibodeau noted that the flexibility for the State of Waterfront Report being done every 3 to 5 years seemed reasonable, and Mr. Needelman noted that it would be an expense for the City in the range of \$30,000 – funded by the Waterfront TIF.

Chair Costa asked about the Waterfront Working Group status, and Mr. Needelman noted that there would be one more meeting, and then a standing group as needed.

Chair Costa opened the meeting for public comment. There being none, the public comment session was closed.

Councilor Mavodones made a motion to forward this to the City Council for approval; Councilor Thibodeau seconded the motion.

Councilor Thibodeau said that every 3 to 5 years was fine, but perhaps staff, based on then current conditions, may elect 3 years as Councilors are elected for three-years terms.

Councilor Mavodones appreciated the work of staff and the Waterfront Working Group. He indicated he was initially concerned with 3 to 5 years, but there are two reports that work well together.

Chair Costa agreed that this reporting requirement does make sense for staff and the City Council. He then asked for a vote on the motion and it passed unanimously.

Item #3: General Waterfront Working Group (WWG) activity update for discussion to include harbor dredging/CAD Cell, pier berthing capacity, and fisherman parking options.

Mr. Needelman presented the attached Power Point Presentation updating the Committee on the WWG's activities apart from Waterfront Central Zoning amendments, which included Commercial Street, dredging, stormwater projects, and parking among others. He noted that if dredging were done, it would add another 3,000 feet of berthing space, enough for 50-60 good size boats.

Mr. Needelman then described the work being done to plan, design, and permit a CAD cell in Portland Harbor over the past six years. The City has Stantec Engineering under contract to assist in this process, and he anticipated a permit application to be filed within the next year. Then funding the CAD Cell and dredging would need to be undertaken at a cost of approximately \$30 Million working with South Portland, the State, and Federal Government – noting that Senator Collins is well-briefed on this project.

Regarding the Commercial Street study, Mr. Needelman expected to have material to the Waterfront Working Group on July 11th.

The Committee thanked Mr. Needelman for the update.

Chair Costa noted that the July 2 meeting of this Committee has been canceled, so the next regularly scheduled meeting is July 16th.

On motion made by Councilor Thibodeau, seconded by Councilor Mavodones, the Committee voted unanimously to adjourn the meeting at approximately 6:15.

Respectfully, Lori Paulette

Waterfront Working Group

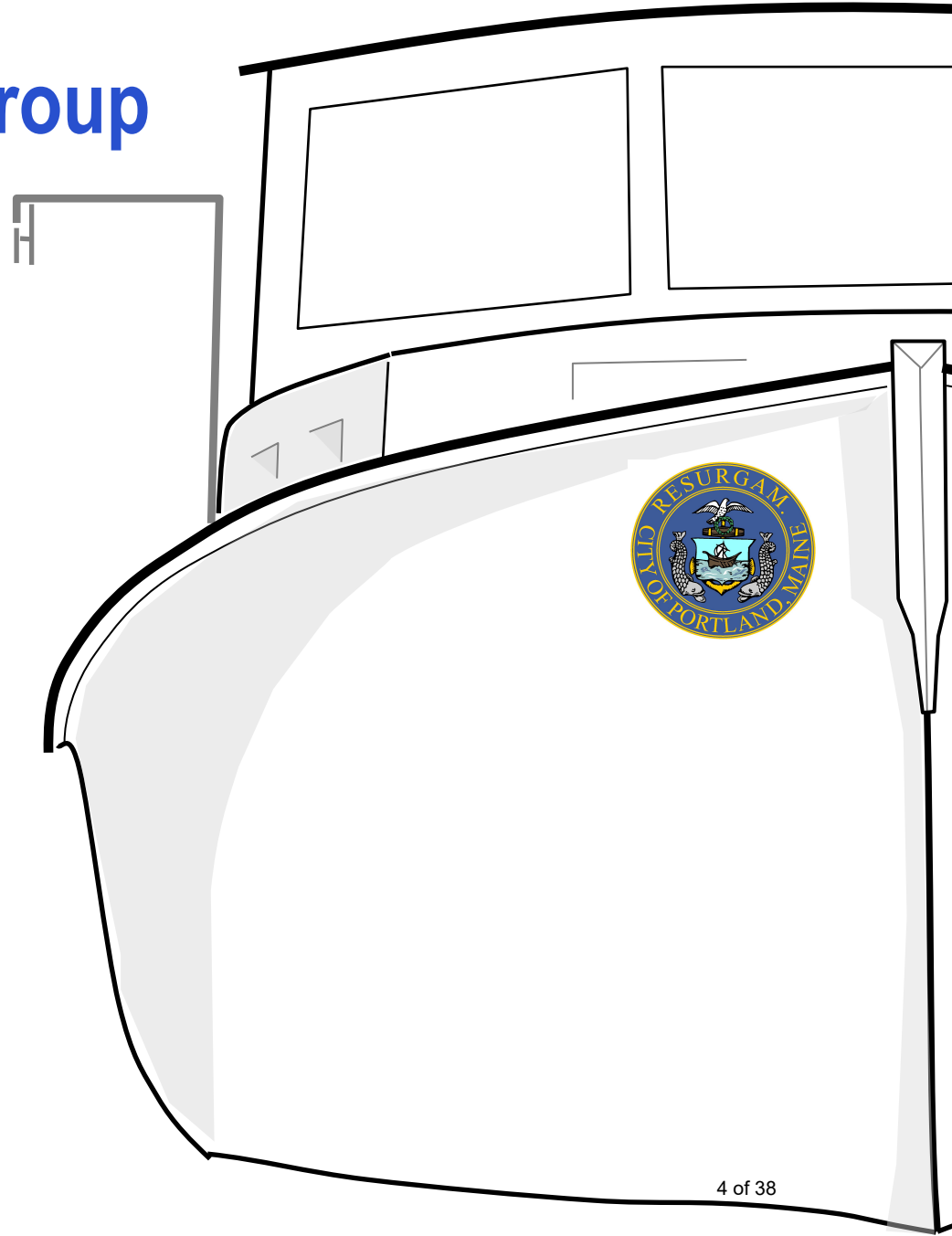
Summary of work to date

Update on Dredging

Presented to the Economic
Development Committee

June 18, 2019

Bill Needelman, Waterfront Coordinator



Waterfront Working Group

Summary of work to date

- **Evaluate** the current physical, functional, and business **conditions** within the Central Waterfront: 2018 WCZ Marine Use Inventory Update. *January 3, 2019*
- Provide recommendations on **early deliverables and areas of general agreement**. *January 17, 2019*
- Make recommendations on prioritization of short-term **Waterfront TIF funding allocations** and recommend structure and process for long-term Waterfront TIF funding decisions. *February 7, 2019*
- Discuss **land use recommendations** on areas of concern. *February 21, 2019*
- Provide formative contribution to the ongoing **Commercial Street Operations and Master Plan** process. *Ongoing*
- Evaluate **berthing and marine access** conditions and recommend potential improvements, as needed. *TBD*

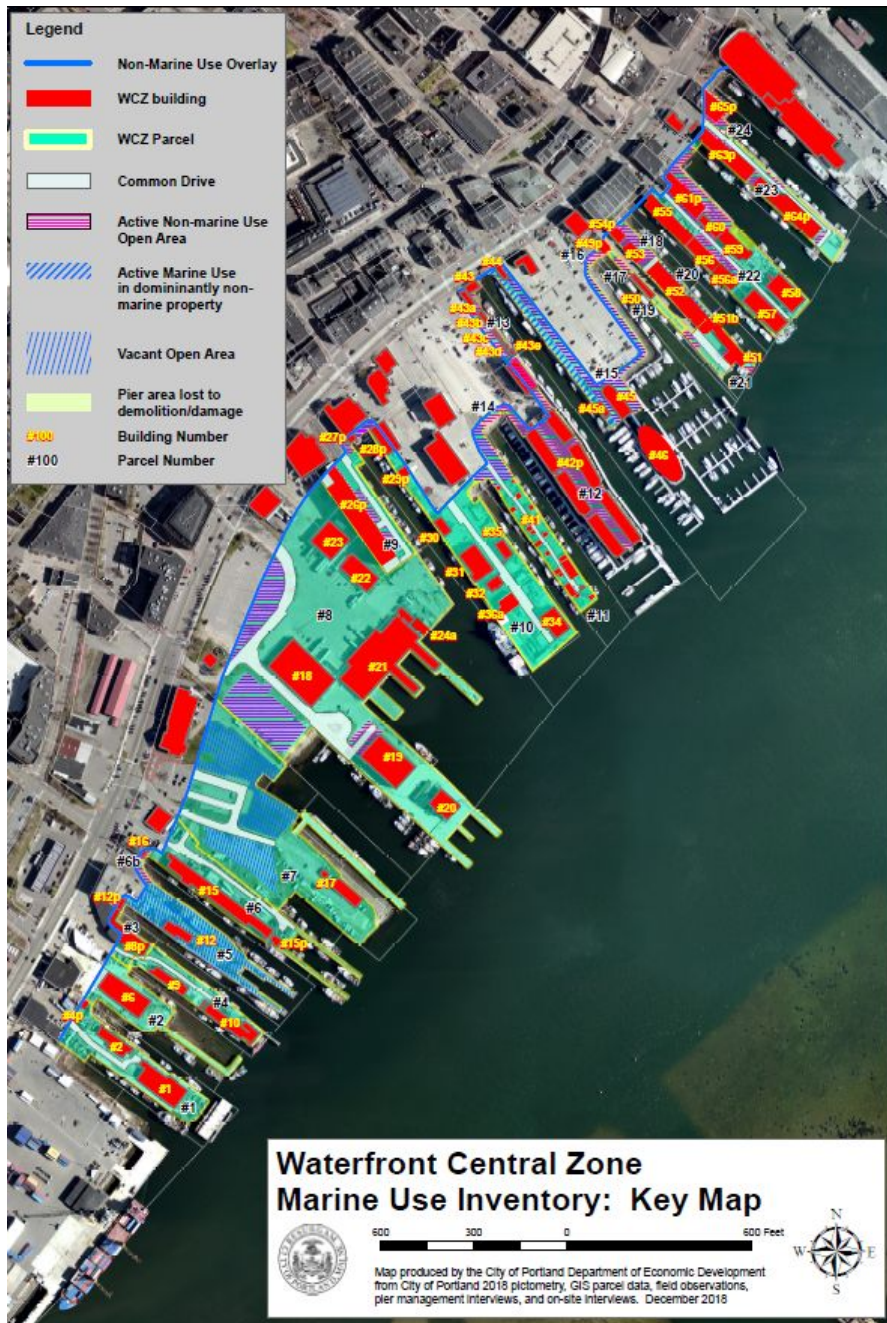
Waterfront Central Zone Marine Use Inventory: 2013-2018



*Report to the City of Portland, Maine
City Council*

Prepared by the Departments of
Economic Development and
Planning and Urban Development
December 2018

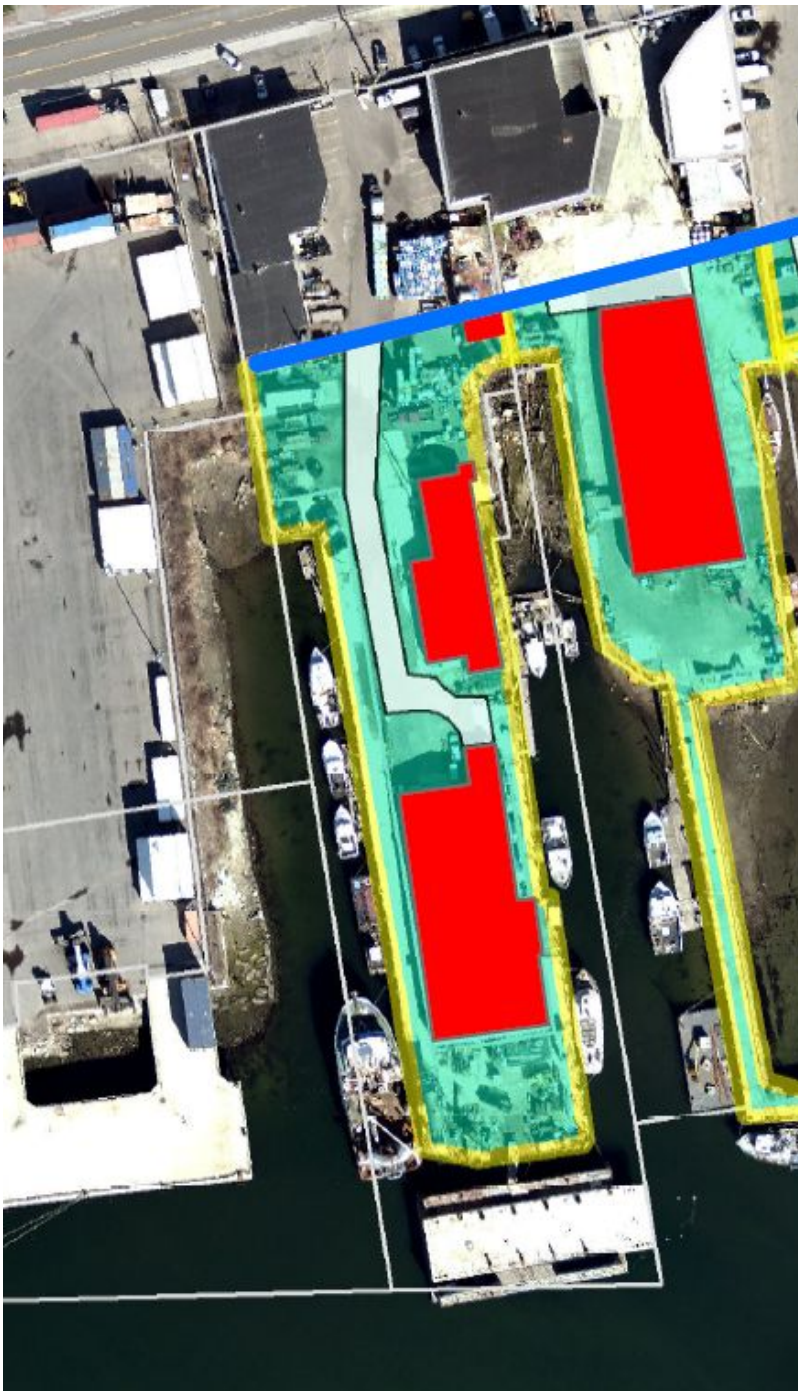




2018 WCZ Inventory

The inventory evaluates the ground floor use of every property and building in the Central Waterfront located outside of the “Non-marine Use Overlay Zone”

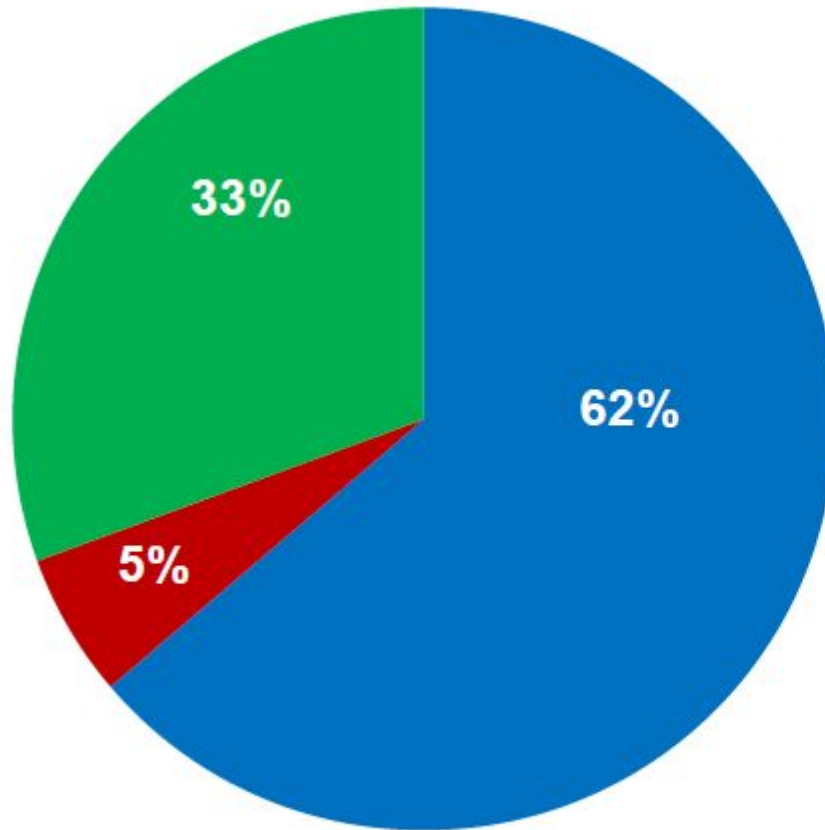




Deakes Wharf:

- +/-775 feet berthing
- 16000 sq ft building
- 35000 sq ft open area
- 100%/100%

Building Information Collected

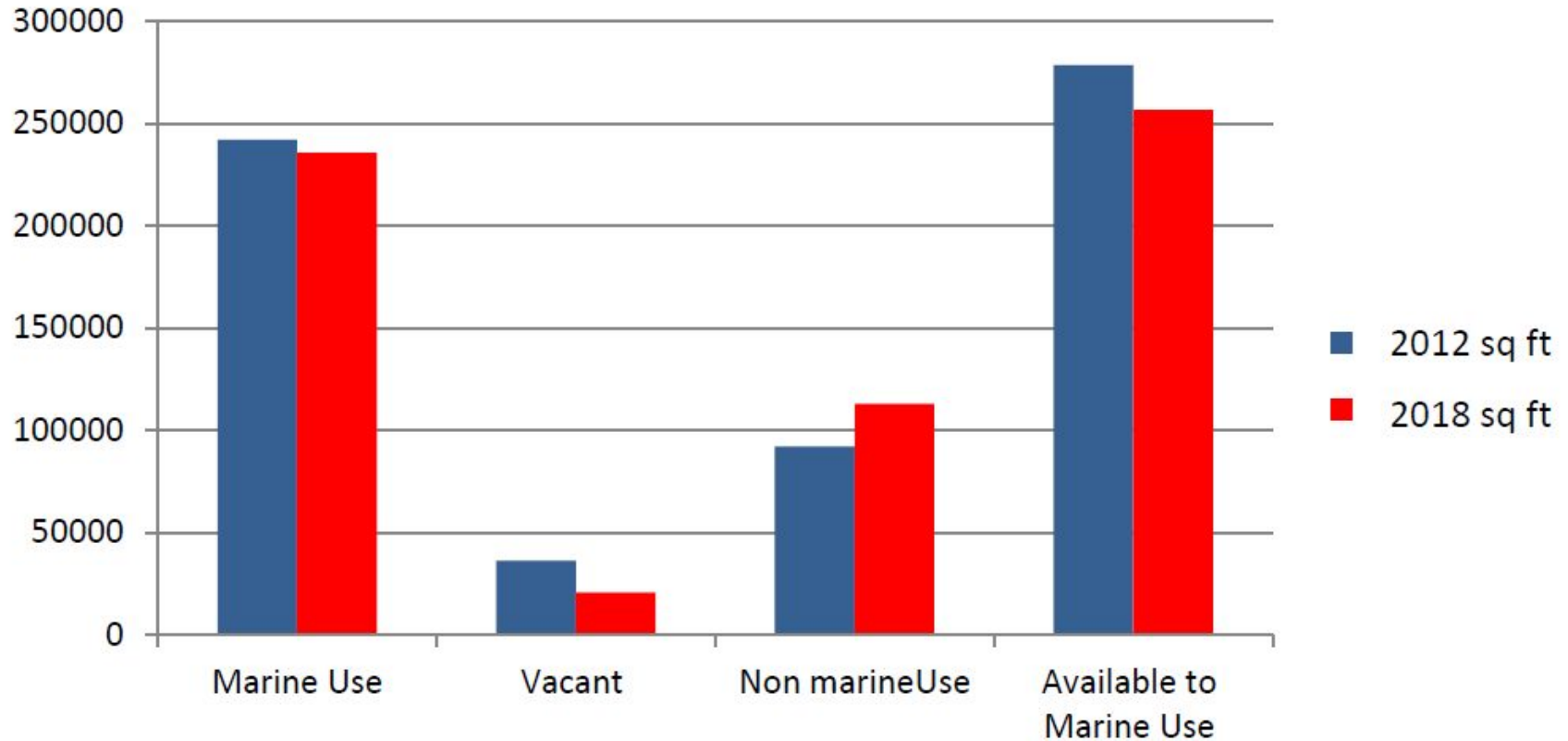


67 % Available to Marine Use
33 % Active Non-Marine Use

- Marine Use
- Vacant
- Non marineUse

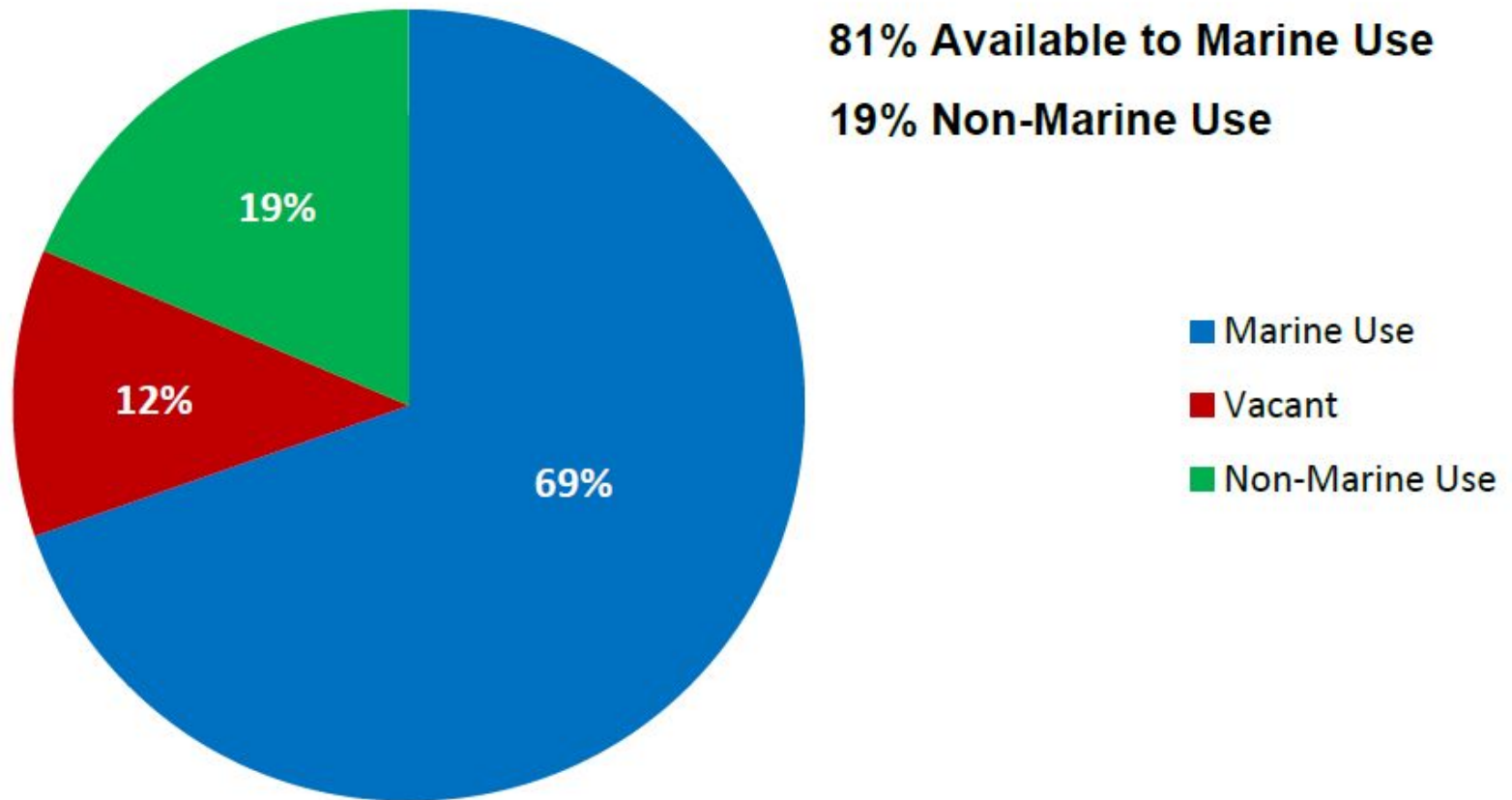
2018 BUILDING USE TOTALS

Building Information: 2012 to 2018



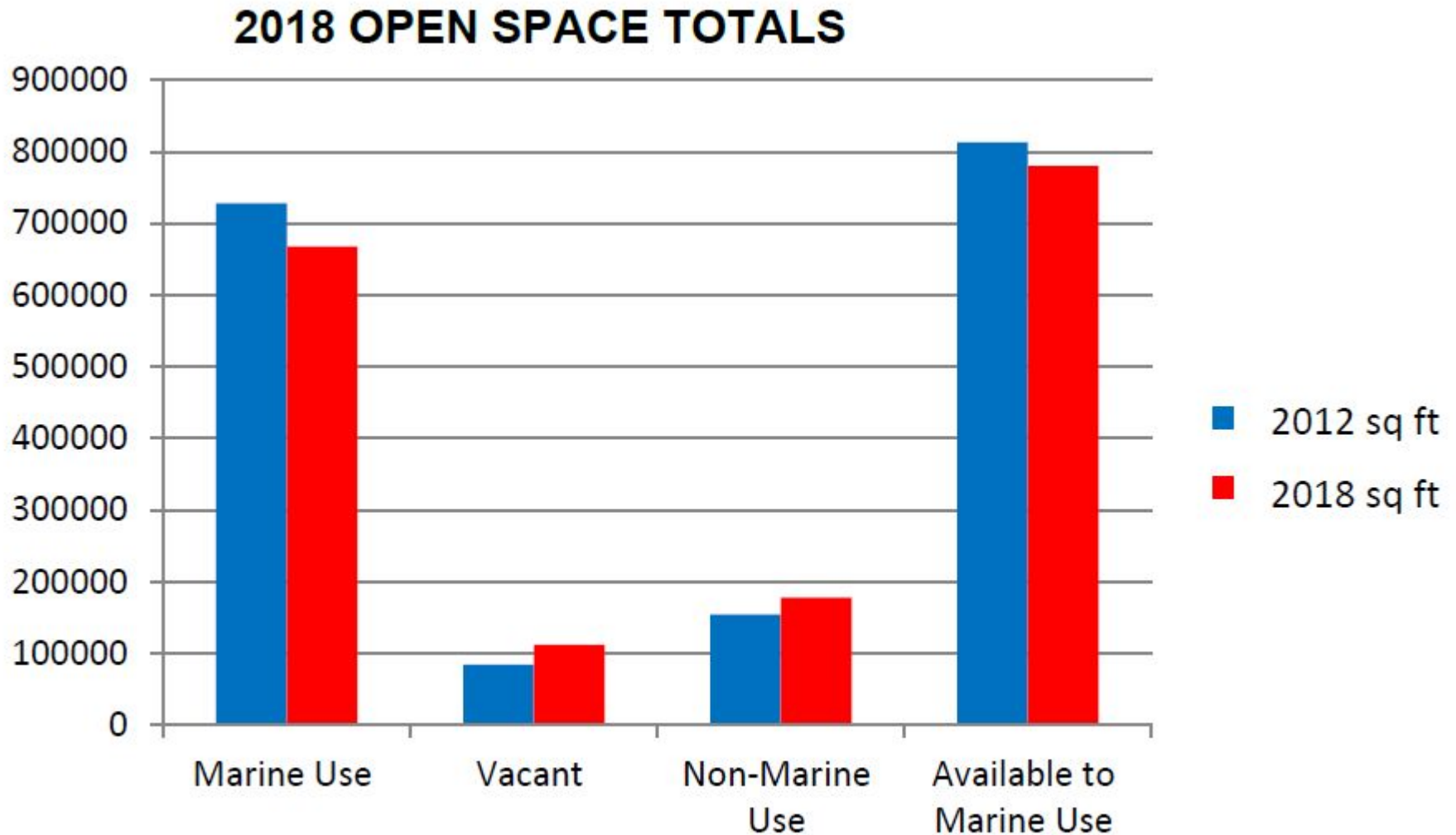
2012 to 2018 1st FLOOR BUILDING SPACE TOTALS

Open Space Information Collected



2018 OPEN SPACE TOTALS

Open Space Information: 2012- to 2018



2012 to 2018 1st OPEN SPACE TOTALS

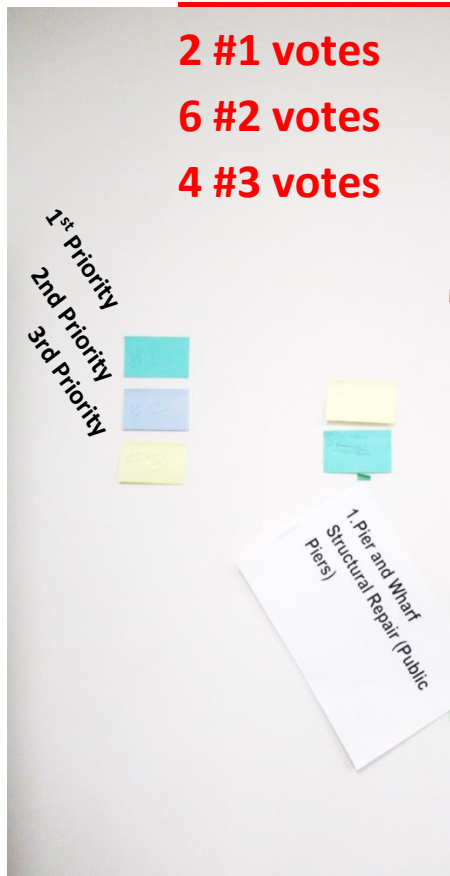
Policy, Zoning, and Recent Development History of the Central Waterfront



Allocation of Waterfront TIF Funds

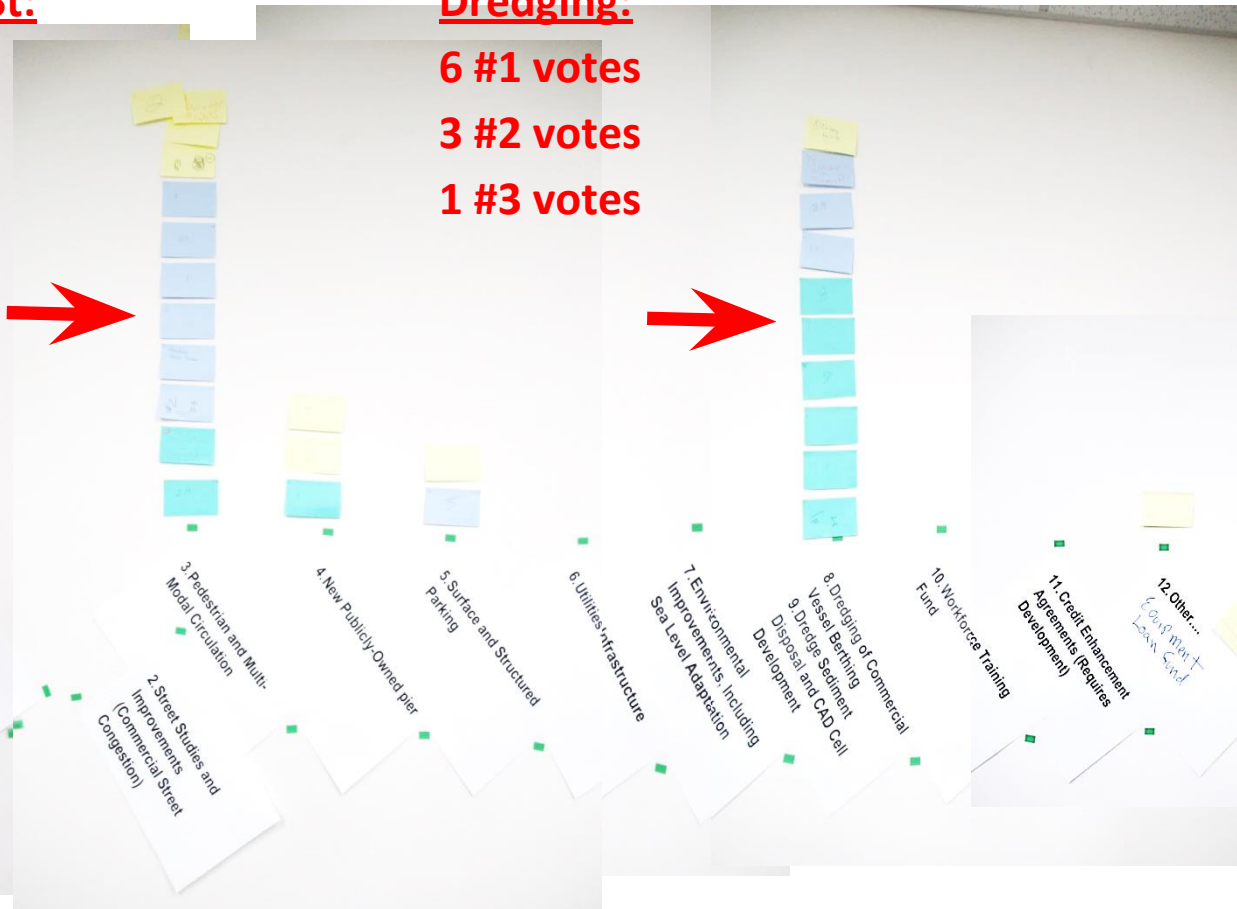
Commercial St:

2 #1 votes
6 #2 votes
4 #3 votes



Dredging:

6 #1 votes
3 #2 votes
1 #3 votes



- Pier and Wharf repair
- Commercial St
- New Public Pier
- New Parking
- Utilities
- Environmental Studies/ Sea Level Rise adaptation
- Dredging and Disposal
- Workforce training
- TIF, CEAs
- Loan Fund
- Truck Staging
- Enhanced Access

Parking Discussion

For Discussion at 4.11.19 Meeting

Waterfront Working Group – Summary of Parking Options for Consideration

Private, Off-Street	Public, Off-Street	Public On-Street
Creation of "water dependent parking" use in Zoning	Prioritize use of existing City parking lots:	Retention of existing unregulated spaces on Commercial Street
Clarifying "Exclusivity" for water dependent use of pier edge in WCZ performance standards	- Angelo's Acre - Portland Fish Pier (needs to be presented and vetted by Fish Pier Authority Board) Fish Pier currently prioritizes marine tenants in "Front Lot" - Off waterfront options (?)	Creation of a Marine Parking Hang Tag system
Improved enforcement of existing or amended WCZ parking restrictions - Document Legal Non-conforming parking on all piers - Terminate use of Illegal Non-conforming spaces by: - Voluntary pier owner action - zoning enforcement action - Create mechanism for reporting illegal use.	Other Option?	<u>Questions:</u> - Who is the target market? Harvesters only? - For use at which street spaces? Hourly regulated? Metered? - Geographic extent? Commercial Street only? Elsewhere?
Identify off-waterfront parking options for marine use. Lessons learned from ongoing "TMA" discussions and potential application to waterfront businesses and harvesters.		Other Option?
Other Option?		

Parking Discussion



Parking Discussion



Parking Discussion



Parking Discussion



Parking Discussion

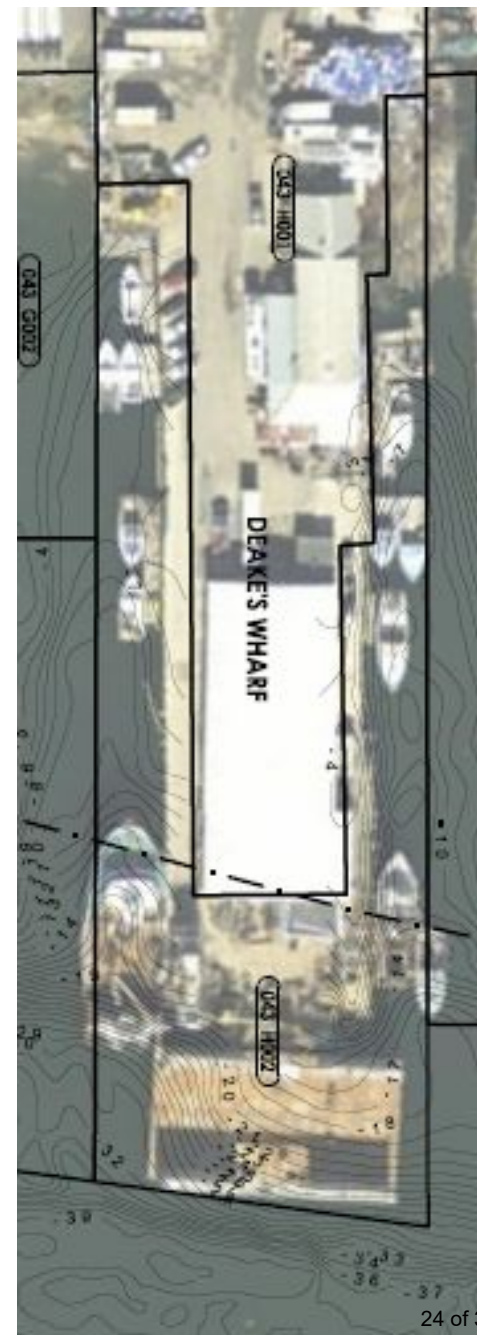
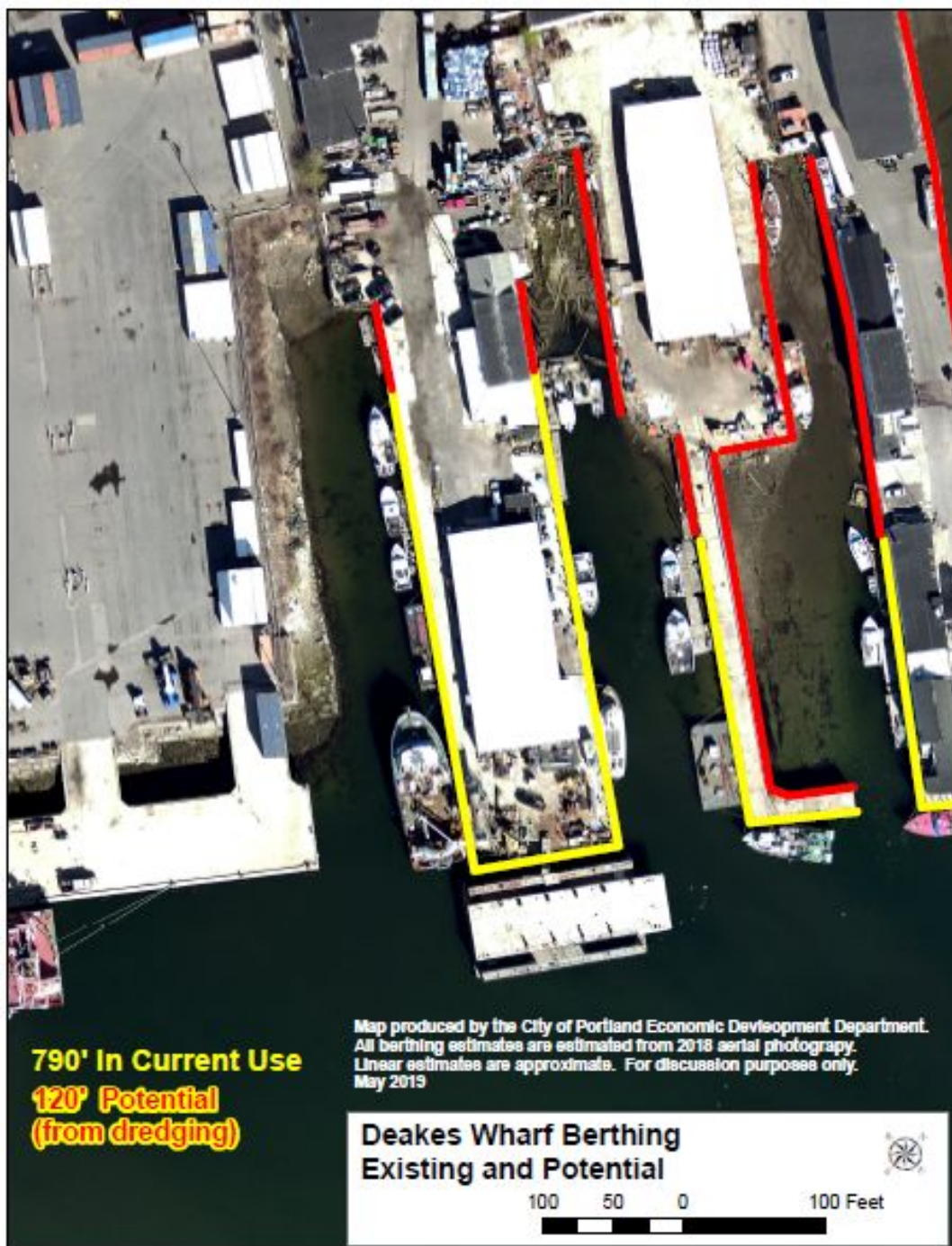


Stormwater



Dredging and Berthing





**+/-26%
loss
to
sedimentation**



11,790' In Current Use
3,087' Potential
(from dredging)

WCZ Commerical Berthing
Existing and Potential

Pier and Wharf Dredging and Disposal

EPA Brownfields Grant: Portland Harbor Commission

MDOT CAD Cell Planning: City of Portland



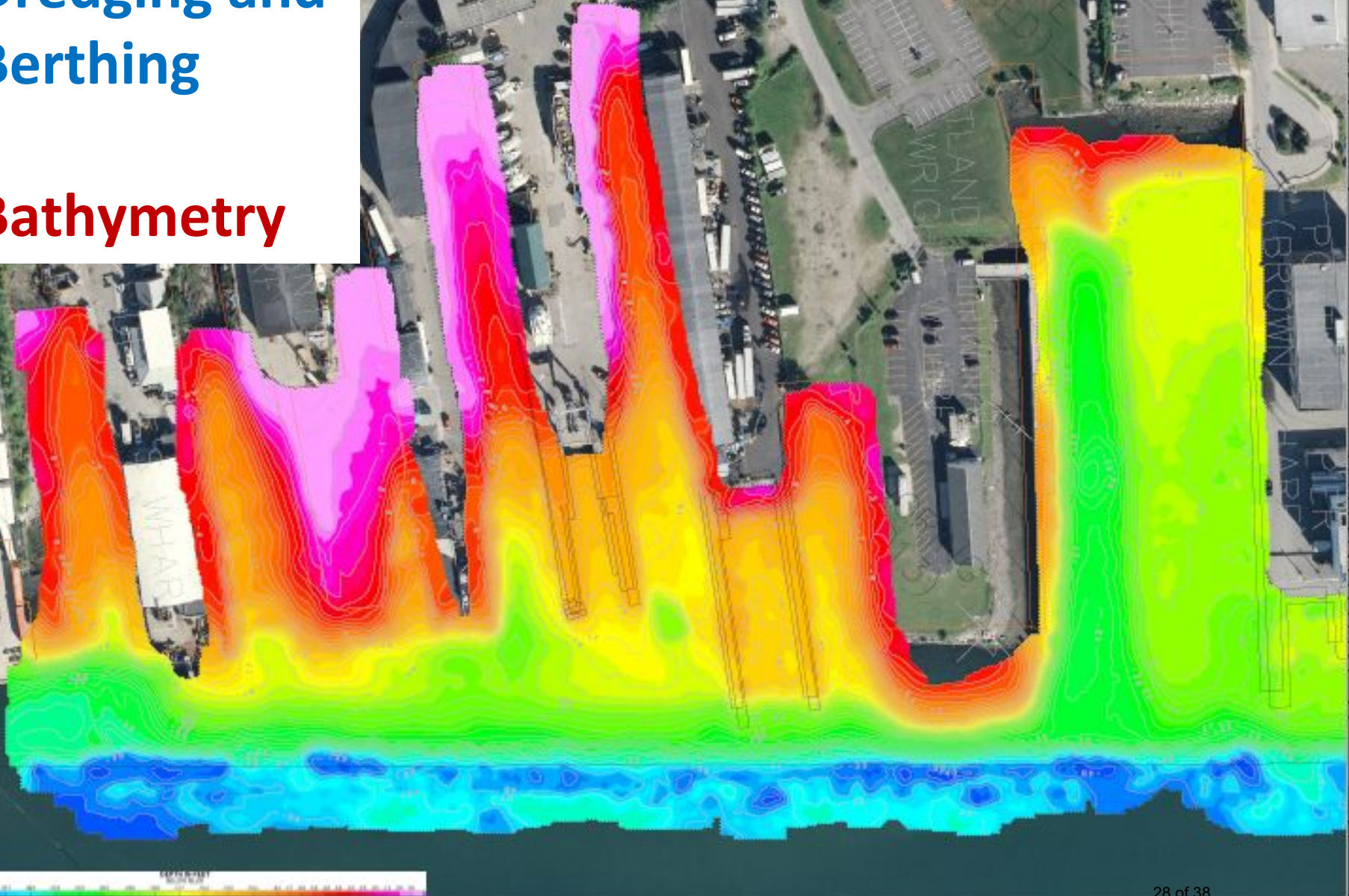
Dredging and Berthing

Field work



Dredging and Berthing

Bathymetry

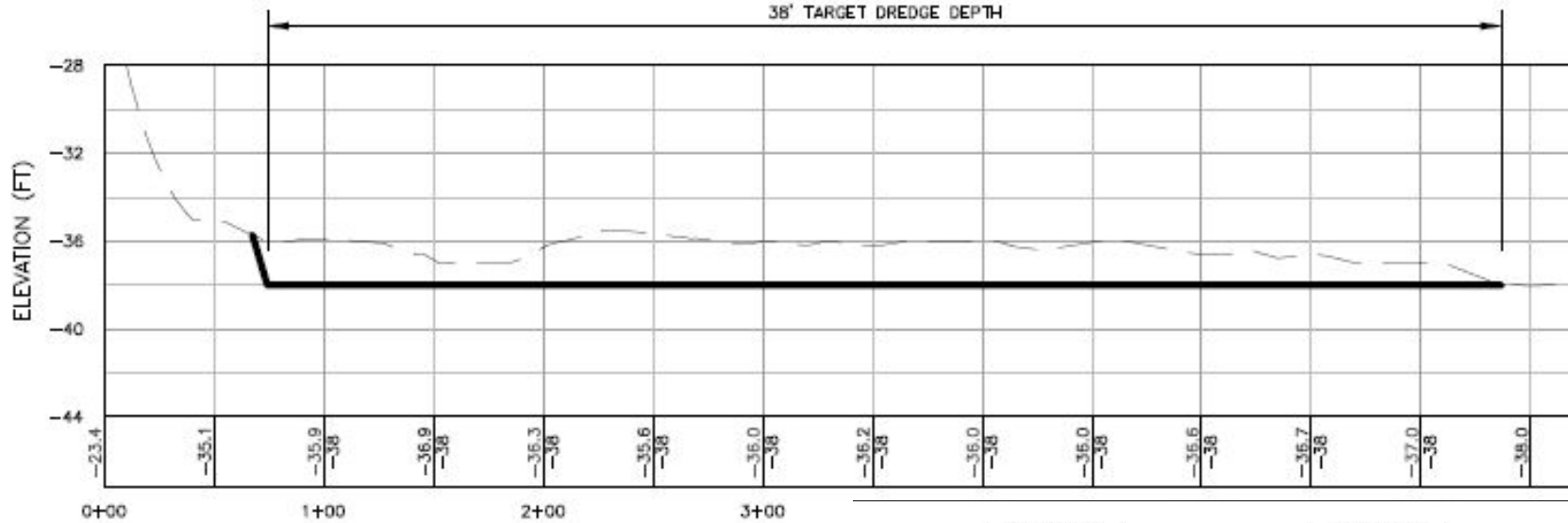
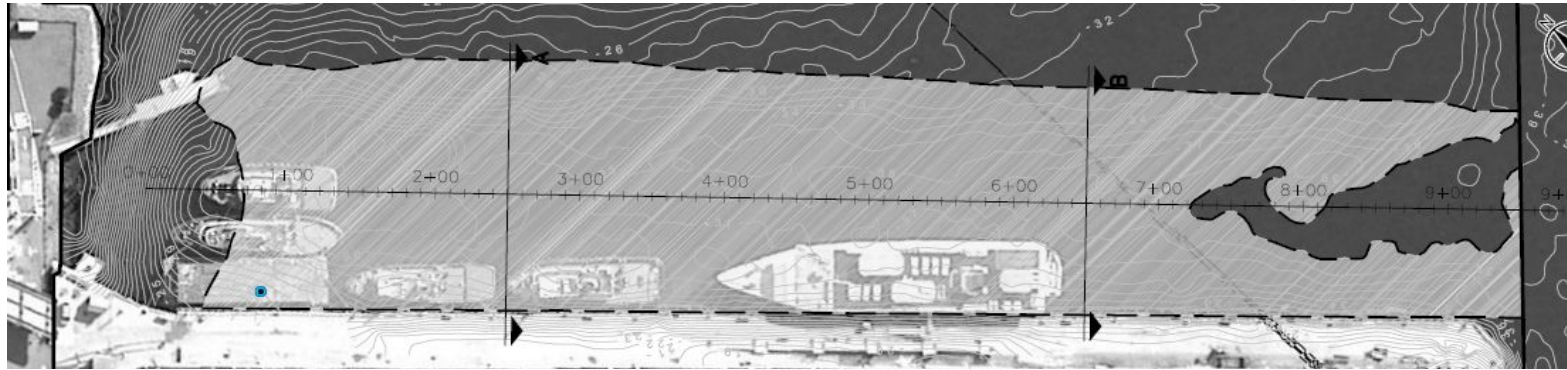


Dredging and Berthing

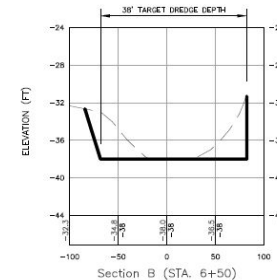
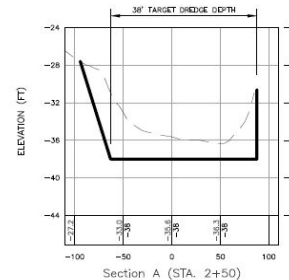
Assessment and Documentation



29 Property Owners and Over 60 dredge areas



**Dredging and
Berthing
Design**



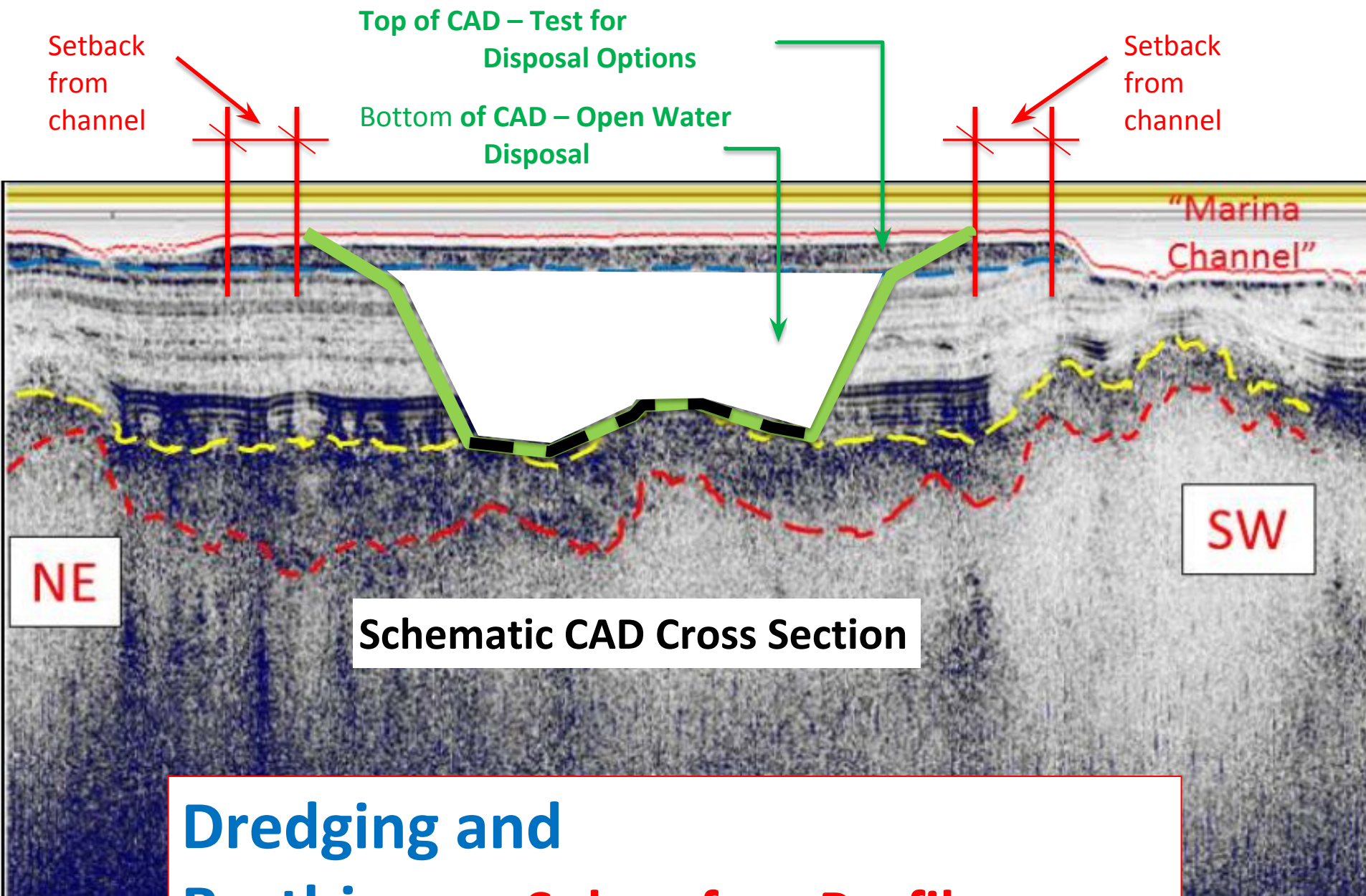
SECTION(S) - MAINE STATE PIER

Dredging and Berthing Sediment Disposal



Dredging and Berthing Sediment Disposal



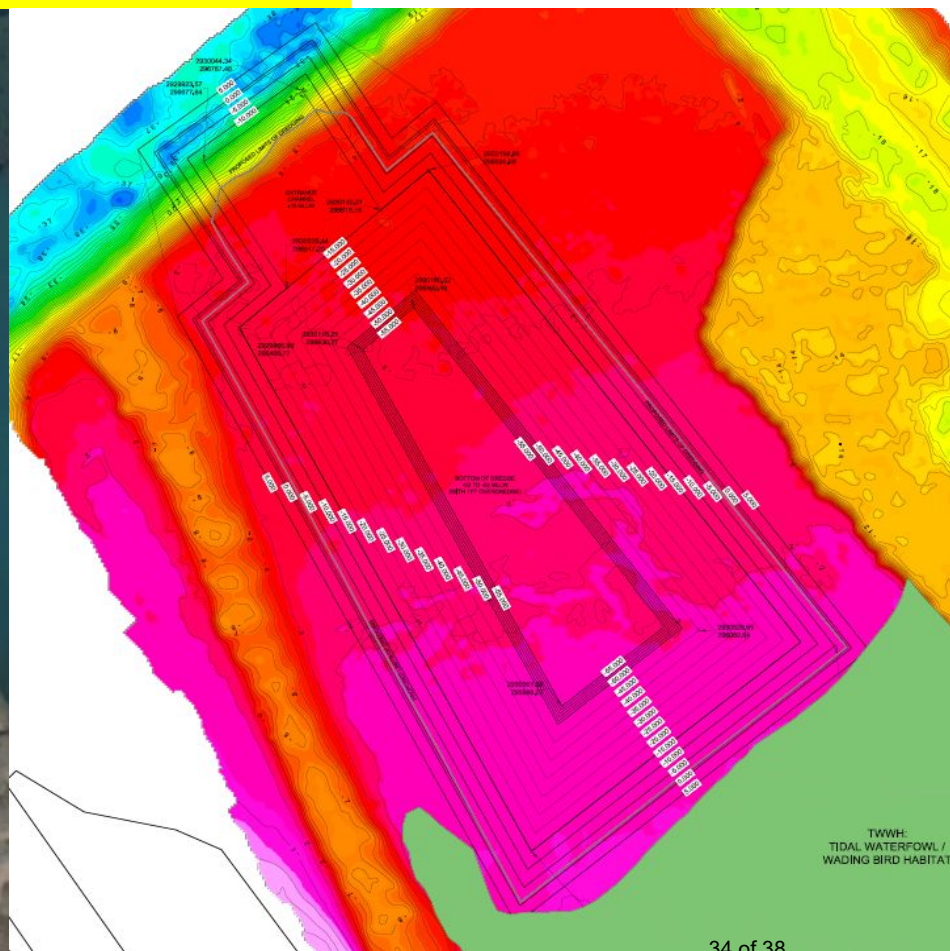
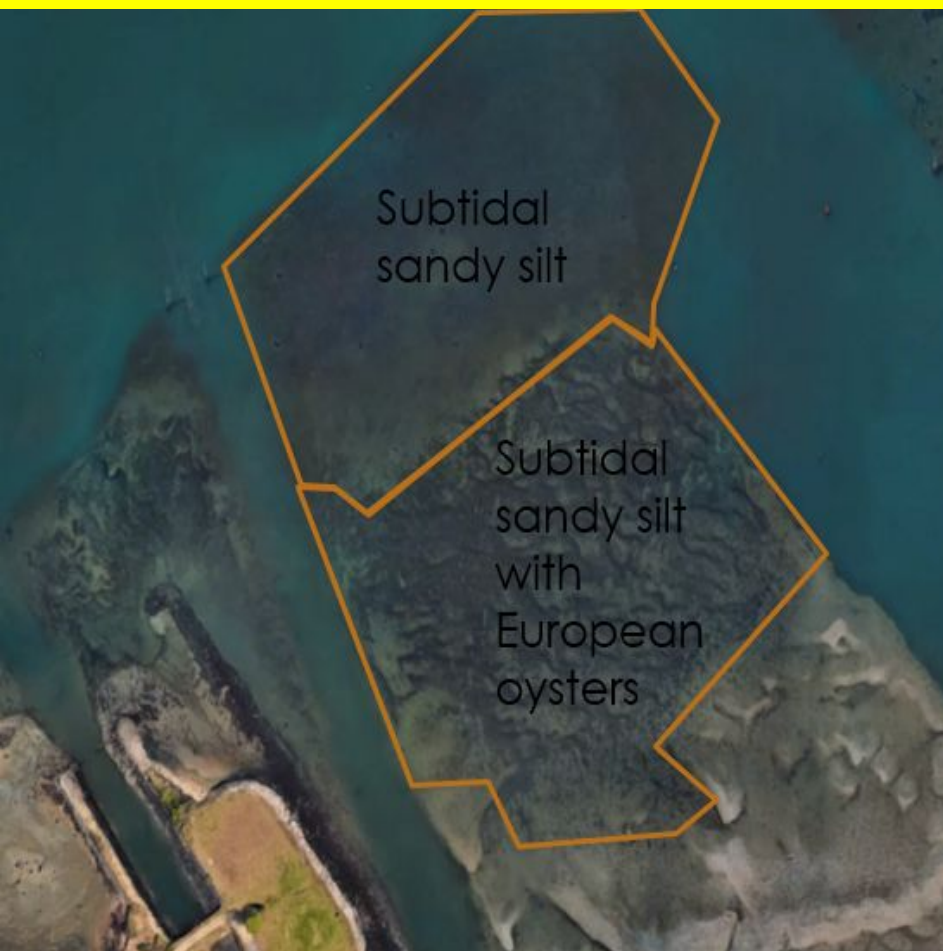


**Dredging and
Berthing**

Subsurface Profile

Confined Aquatic Disposal - CAD

**-49 MLLW (with 1FT OD to
-50MLLW) : 278,810 Cubic Yard
Capacity**



Dredging and Berthing Costs and Funding



200,000 to 278,000 cubic yards of material

Dredge Costs \$15,000,000

CAD Costs \$15,000,000

Funding Sources (assumed)

Municipal funds (Portland and South Portland)

Tipping Fees – Private and public

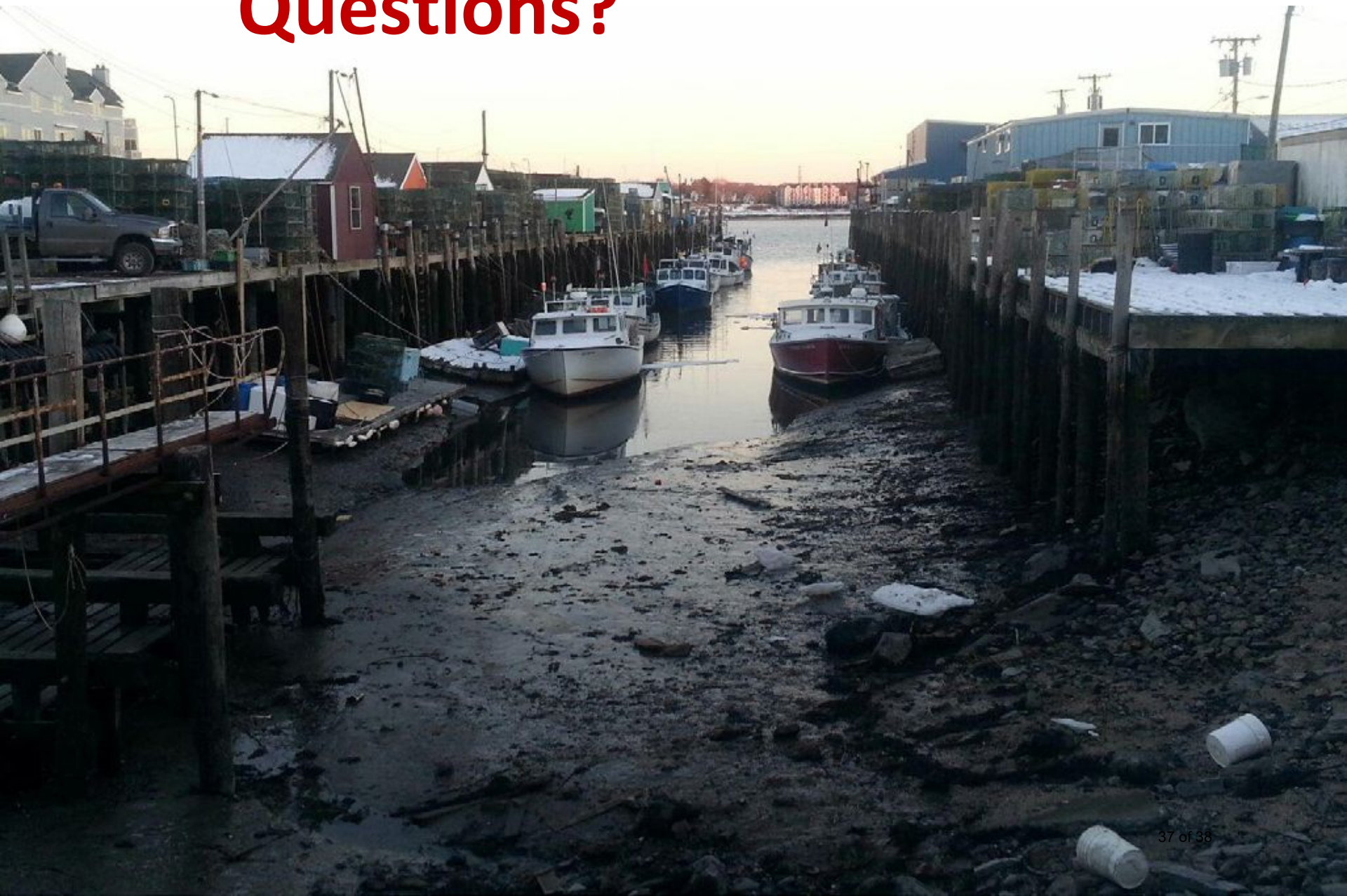
State Transportation Bond Funds

Federal “BUILD” grand (TIGER)

Next Steps

- Present to the South Portland City Council
- Secure funding for permitting the CAD
- Conduct testing of CAD site
- Legislation for Transportation Bond appropriation
- Permitting for CAD site and for pier dredges
- Application for 2020 BUILD Grant

Questions?





ME 31946