

City Council Workshop

Agenda Item #3

July 11, 2016

Portland Street Pier

At the request of Councilor Morgan, the City Council will be talking about the Portland Street Pier facility located in Ferry Village. The facility started as the location of the ferry service that ran between South Portland and Portland and of recent history the City has annually leased the slips to working waterfront boats. Councilor Morgan would like to discuss enhancing the City's asset and further determining whether this facility would be an appropriate landing for the budding aquaculture industry in Portland Harbor.

Kevin Adams, Parks, Recreation and Waterfront Director, has provided a memo to the Council introducing the facility and looking at what future enhancement would entail and cost.

Sebastian Belle, Director of the Maine Aquaculture Association, has been invited and will share what he sees as opportunities in the aquaculture industry and why now may be the right time to act. Sebastian is recognized as a guru in the aquaculture industry and has worked and spoken to audiences worldwide on the topic.

The City Council adopted 2016 South Portland Economic Development Plan calls for moving towards enhancements to the Portland Street Pier in indirect ways. The Plan's SWOT analysis brought forth the "waterfront amenities and real estate" as a strength, with "growing regional industries" as an opportunity for South Portland. The Plan also calls for a feasibility study to look at food processing centers that would support the region's entrepreneurial activity around food products (in this case, aquaculture focused). Throughout the Economic Development Committee's discussions, the Committee saw this sector as one industry that could have potential opportunities for the City.

The history of ferry service in Ferry Village is well documented, but there is minimal history around the Portland Street Pier facility itself. Throughout the years many locations within the Ferry Village neighborhood were landing points for the many companies providing ferry service to Portland and the islands. To give the City Council an understanding of the Ferry Service, I have included pages from "A History of Cape Elizabeth, Maine" by Bill Jordan.


City Manager

sanctioned by the Massachusetts General Court in 1639. When Cape Elizabeth was set off as a district in 1765 the maintainance of the ferry became a matter of constant concern to the selectman, subject to regulations voted at the town meeting. Until it came within realm of state control the ferryman was granted his franchise by the town and a bond taken to ensure proper service as well as a safe, convenient landing place.

In 1719 John Sawyer had built a large crib-work wharf close by the foot of what is now Sawyer Street. It was here that the ferry landings were made until late in the century. Across the harbor a public landing was maintained at Ferry Point on the east side of Clay Cove. After the Revolutionary War the ferry was operated for many years by Capt. Cary McLellan, a prominent citizen of the town. He made regular crossings to Ingraham's Wharf using an open boat propelled by sail or oar. In 1787 a new landing place was constructed near Sawyer's Wharf, on flats purchased from the estate of Christopher Strout. Also, that same year Capt. McLellan was awarded the ferry franchise for a period of twenty-five years and greatly expanded at his own expense, the facilities of the ferry landing. Eight years later he surrendered his franchise and the town awarded him fifty pounds as compensation for the improvements he had made. He was succeeded by Jonathan Sawyer who held the post until 1800.

In the early decades of the nineteenth century it was customary to grant the ferry franchise each year to the person who offered the highest sum for the privilege. Although the town continued to keep the ferry landing in some semblance of repair very little attention was apparently paid to the service provided by the ferryman. Contemporary comments are extremely critical of the irregular schedules, exorbitant rates, and indifferent comforts provided by those who exploited the ferry franchise. One extremely vocal patron penned a letter to the editor of the *Eastern Argus* in February 1820 in which he noted that "the negligent, irregular, and shameful manner in which the Cape Elizabeth Ferry has been attended for several years past, is a subject of just complaint . . . and a notorious disgrace to the town." He then discoursed at length and in detail on the situation explaining why sweeping reforms were badly needed. Apparently his appeal fell on deaf ears for no change is discernable in the annual recommendations of the selectman, accepted at the town meetings.

When Portland Bridge was opened in 1823 the ferry declined

still further as a convenient mode of transportation. In 1827 James Mariner received the franchise with a bid of eleven dollars. Three years later however, the possibilities of change are discernable when with a bid of \$274 Col. Solomon Cutter obtained the franchise. As was usually the case he hired a ferryman, in this case Alfred Stanford, supplied him with a boat, paid him a salary, and collected the revenue. In this case however, the colonel must have been a far sighted man anticipating the spread of commercial activity to Ferry Village. Just three years before a bid of only \$11.00 had won the ferry franchise. The town also realized the potentialities of urban growth and mercantile expansion for in 1843 a new granite faced retaining wall was constructed at the ferryways by the local masons Jonathan Nichols and Ebenezer Smith.

In conjunction with their plans for developing the commercial enterprises they envisioned at Ferry Village the two Portland merchants George W. Turner and James B. Cahoon also initiated a drastic change in the ferry situation. The town had previously returned its responsibility for the ferry to the state. In February of 1847 the state legislature granted a charter to the Portland and Cape Elizabeth Ferry Company whereby they were empowered to operate a ferry for the transportation of passengers, animals, freight, carriages, carts, wagons, etc. The rates were also fixed, hopefully covering all combinations and contingencies. In addition, the hours of service were specifically established, subject to periodic review by the legislature. If the company was derelict in its duty it was liable to a fine of ten dollars for each offense.

The new firm immediately began construction of a new ferryboat close by the ferry landing. On Saturday, 17 June 1848, the 147 ton side-wheel, double-ended steam ferry *Elizabeth* was launched. She was the first such vessel to be employed on the waters of Portland Harbor. Under the command of Captain Noah B. Knight she was immediately put into service running regularly every fifteen minutes, 6:15 a.m. to 8:00 p.m., between the ferry ways and Maine Wharf.

Apparently, the ferry was not as financially successful as had been anticipated. When the partnership of Turner and Cahoon was dissolved, due to the death of Turner, the ferry company was declared bankrupt. In 1852 the town of Cape Elizabeth appropriated \$1500 as a grant, payable in three annual installments, to assist Joseph W. Dyer, Henry Goddard, and Benjamin W. Pickett, in their efforts to keep the *Elizabeth* in

Ferry Service

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service. Two years later the town was authorized by the state legislature to continue this financial aid. Unfortunately the *Elizabeth* was destroyed by fire while tied up at the ferry ways late in 1856.

The following year a new firm was chartered by the state, the Cape Elizabeth Steam Ferry Company, on terms identical to its predecessor. A new ferry, the *Little Eastern*, 32 tons, was built at the Dyer Yard and launched in June of 1857. Somewhat smaller than the *Elizabeth*, she was named *Little Eastern* as a humorous comment on the failure of a Portland business combine to have the city utilized as a Canadian winter port by the gigantic English steamer *Great Eastern*. The new ferry went into service 2 July, 1857 following a schedule similar to that previously used. No major change was effected until 1864 when the side-wheeler *H. H. Day*, 49 tons, also built at the Dyer Yard, replaced her. Financial problems once again became acute and in 1866 the town pledged an annual subsidy of \$200 for the next five years. The following year the state authorized an increase in the rates to further lighten the financial burden. Despite this assistance the company did not prosper and the service deteriorated rapidly. By the spring of 1870 public indignation in the vicinity of Ferry Village was sufficiently inflamed to warrant protest meetings. As the ferry company was now completely unable to continue operations the town was forced to take action. The following year the town borrowed \$4100 to repair the ferry landing to accommodate a new boat operated by Randall, McAllister, and Company of Portland. This new boat was a small fifty-four foot passenger screw steamer, *Josephine Hoey*, that formerly ran between New York City and Governors Island in New York Harbor. She now made regular trips between Custom House Wharf and the ferry landing.

The same year, 1871, John B. Curtis and Capt. Benjamin J. Willard purchased the charter of the now defunct ferry company, changed its name to the Portland and Cape Elizabeth Ferry Company, purchased the *Josephine Hoey* and went into business. Four years later they added the *Mary W. Libby* another small passenger steamer. During the summer months in subsequent years this second steamer was used on a variety of routes in Casco Bay and along the coast.

* In 1879 dissatisfaction with the ferry once again became a heated issue in the northeastern villages of the town. Not only did the service leave much to be desired but the rates were now

considered to be unnecessarily high. The citizens demanded that the rate be reduced to three cents. At first the company agreed to accept this rate but only during off-hours. This did not prove acceptable to the citizens and a protest meeting attended by over two hundred was held 2 October at Ferry Village. Such a vigorous display of united sentiment had its effect and the company agreed to the three cent unlimited fare. The service however continued to be rather poor and despite repeated demands no boat was added to accommodate vehicles, teams, etc. CE S...

Thus it was that when the *Cape Elizabeth Sentinel* was born in October 1881 an impassioned issue was already before the people. As the editors were local citizens not connected with the ferry interests they instantly joined the cause for an improvement in this vital form of public transportation. After a great deal of agitation, aided and abetted by the *Sentinel*, a large protest meeting was held at Union Hall in Ferry Village, Saturday evening 31 January, 1885. With Dr. J. W. Lowell as chairman a series of resolutions were adopted after several very partisan speeches. Outstanding among the resolutions were the heartily endorsed sentiments that the "citizens of Ferry Village . . . in public meeting assembled, hereby enter our protest against the present conveyance across Fore River as provided by the Portland and Cape Elizabeth Ferry Company." This was followed by the declaration that "patience has ceased to be a virtue" and that "improved accommodations must be provided . . . earlier in the morning and later in the day." The resolutions were then embodied in a petition to be forwarded to the state legislature. In conjunction with the protests the charter of a new company, to be known as the People's Ferry Company, was read and unanimously endorsed. It is interesting to note that one of the most vocal participants at this meeting was the editor of the *Sentinel* Frederick H. Harford, who in addition was one of the prospective incorporators of the new ferry company.

The People's Ferry Company was duly incorporated by the legislature in March, 1885. At a town meeting held that same month it was voted to lease exclusive rights to the use of the ferry landing for a period of ten years, at an annual rental of one dollar, to this new firm. The incorporators of the People's Ferry Company were Charles A. Tilton, Tristram G. Hutchins, Dr. David A. Kincaid, Aurelius V. Cole, Rotheus M. Cole, Caleb Dyer, Nathan R. Dyer, William Spear, Albert M. Spear, Andrew W. Smart, M. Sanders Small and Frederick H. Harford. On Friday evening 6 March, 1885, a gala celebration was held at

"History of Cape Elizabeth, ME"

Ferry Village with bonfires, artillery salutes, and a torch light parade in honor of the company. Later in the month work was commenced at Bath on a double-ended, side-wheel, steam ferry boat for the line.

This new vessel, the *Cornelia H.*, named for a member of the Spear family, was launched late in May. On her maiden voyage to Portland she proved to be rather hard to manage due to the absence of a keel and her shallow draft. In entering Portland Harbor the ferry collided with two island steamers, the *Express* and the *Gordon*, before reaching her berth at Custom House Wharf. The *Cornelia H.* went into service on Friday 12 June but continued to be somewhat cranky, repeatedly abusing Custom House Wharf and colliding with other steamers. Also, she had a tendency to yaw quite badly under way. One local wit recommended that the company adopt the words "none can tell where fate will bear me" as its motto. However, a heavy keel was shortly added to the vessel eliminating these navigational problems. By this time the Portland and Cape Elizabeth Ferry Company had been absorbed by the Forest City Steamboat Company which continued to operate the *Mary W. Libby*.

One problem that still faced the People's Ferry Company in its desire to provide the best in accommodations and service was the establishment of an adequate landing on the Portland side. With this in mind the firm petitioned the County Commissioners to lay out into the tide waters of Portland Harbor a ferry landing suitable for teams and foot passengers, near the site of the early municipal landing at Ferry Point. This landing had been abandoned in 1847 when the first steam ferry went into service.

The heavy traffic at Custom House Wharf prompted a change in the projected ferry landing and Portland Pier was selected by the petitioners. However, the County Commissioners ruled against the construction of such a landing as an unwarranted expense. Needless to say the battle was again joined and the people of Ferry Village decided to appeal the decision to the Supreme Court of Maine. The hearing opened 30 March, 1886 before three commissioners appointed by the court. After lengthy deliberation a report was submitted by the commissioners urging the court to rule in favor of the People's Ferry Company. The Supreme Court accepted the recommendations of the committee and ordered that a suitable landing be constructed by the city of Portland, at Portland Pier. The following March, 1889, the town of Cape Elizabeth appropriated \$2000 to be used for

By: Bill Jordan

the building of a suitable ferry way at the old landing.

In April construction began at Portland Pier of a satisfactory ferry ship. Before the work had progressed very far a group of dissatisfied Portland taxpayers headed by Neal Dow filed a bill in equity with the Supreme Court seeking an injunction to halt construction. He set forth as his primary objection, that he as a "citizen of said Portland, and an owner of property liable to taxation on account of said highway and ferry landing, is in danger of suffering great wrong and irreparable injury." This request was met with outraged opposition from a wide variety of sources. The city was petitioned to continue with the construction of the ferry landing regardless of Dow's remonstrances. After a lengthy hearing the court ruled against Dow and his supporters thereby clearing the way for completion of the alterations to Portland Pier. Once again the *Sentinel* and its Ferry Village supporters were jubilant hailing if for the final victory it truly represented.

The ferry landing and waiting rooms were completed in October 1889. When completed the ways were 100 feet in length, built of southern pine and supported by trusses, with a maximum rise at low tide of one foot in ten. The owners of Portland Pier were also compensated by the city with a payment of \$15,586 for the damages they sustained. The formal opening of the new ways occurred Monday, 5 November, just in time to replace Portland Bridge, temporarily closed to traffic due to damages to the draw inflicted by a passing schooner. The first team to cross on the ferry was driven by Ira Clay hauling a hogshead of molasses to Ferry Village for Aurelius V. Cole.

Three years later in April of 1892 the *Sentinel* reported with obvious satisfaction that the *Cornelia H.* was carrying an average of sixty teams a day, half of which were double teams in addition to approximately 1,400 passengers. Disaster struck unexpectedly early in the morning Saturday 3 September. Moored at her dock near the landing at Ferry Village the *Cornelia H.* took fire and before help could arrive was a mass of flames. She burned to the water line taking with her much of the ferry landing, waiting room, and part of an adjoining fish market. It was only through the heroic efforts of Portland firemen that the wharf and a nearby schooner were saved. As a temporary measure the steamers *Isis* and *Chebeague* were pressed into service as ferries.

Two months after the fire the People's Ferry Company sold its charter to Charles M. Jones, treasurer of the Brooks Arms

Ferry Landing

and Tool Company. He in turn immediately sold it to George S. Hunt and James P. Baxter of Portland. The new owners began at once to negotiate for the construction of a larger double-ended ferry to replace the late and now lamented *Cornelia H.* Also, the town of Cape Elizabeth at a special meeting held 3 December, 1892, voted to borrow the funds necessary to repair the ferry landing. Shortly thereafter the work thereon was initiated by Nathan Dyer, low bidder on the contract. In March of the following year the New England Shipbuilding Company of Bath completed and on the 23rd launched the new ferry, to be known as the *Elizabeth City*. She was immediately towed to Portland to have her engines, built by the Portland Company, installed. Throughout this period the steamers *Alice* and *Winter Harbor* had served as ferries, with the opposition boats *Josephine Hoey* and *Mary W. Libby* enjoying an improved patronage.

The *Elizabeth City* was completed late in May and on 2 June made a shake-down cruise up the harbor and down among the islands of Casco Bay. She went into regular service Saturday 24 June with loud hosannas from the *Sentinel* and its partisans. This new vessel proved to be such a faithful and dependable public carrier that it easily gathered most of the business. This, in conjunction with a decline in the population of Ferry Village, coupled with advent of the trolley line, ultimately drove the opposition boats off the run. The new owners of the Portland and Cape Elizabeth Ferry Company charter, the Casco Bay Lines, ended their service to Cape Elizabeth on Sunday 7 April, 1895. In return the People's Ferry Company agreed to refrain from any participation in the Casco Bay business. Unfortunately troubled years lay ahead for the *Elizabeth City*, with declining revenue an ever present problem. She was finally withdrawn from service in January 1912 and was sold to a New York firm in June of the following year by her owner James P. Baxter.

The civic awareness of the Cape Elizabeth citizens was embodied in two associations that were very active in this era. At a large and enthusiastic meeting held at Union Hall, Ferry Village, on Saturday the 25th of January, 1890, it was unanimously voted to form a Board of Trade. A total of thirty-five citizens were immediately enrolled as members and they promptly elected Charles A. Tilton, President; Marcus A. Hanna, Edward C. Reynolds, and Andrew J. Cash, Vice Presidents; plus sixteen Directors. The subject of introducing Sebago Lake water into Cape Elizabeth was brought up but bound over for later

consideration. This particular question, despite its innocent connotations, was to be the basis for impassioned debate in the months to come.

Of equal importance was the Cape Elizabeth Village Improvement Association that was formed early in 1892. They initiated an efficient system of municipal rubbish removal at Ferry Village and began an earnest effort at public beautification of this urban area. At the instigation of this group attractive flower beds and shade trees were added to the grounds adjoining the various schoolhouses.

As has already been pointed out, the citizens did not neglect the social aspects of community life. There were of course various groups, other than the fraternal and church organizations, that catered to special interests. The Ladies Aid Society met regularly at Ferry Village, with two other groups of women, the Samaritans and the Evergreens, meeting at Ferry Village and Point Village respectively. The two latter societies were instrumental in rescuing Mount Pleasant Cemetery from a condition equally as deplorable as that which now exists in the Eastern and Western Cemeteries of Portland. It was through their efforts that the Mount Pleasant Cemetery Association was incorporated as a legal entity in 1874.

Prominent among the social groups with a specialized appeal, were the Cape Elizabeth Gun Club and the Cape Elizabeth Wheelmen. The members of the first named organization were known among the "gunnin" enthusiasts for their marksmanship. The latter club, pursuing a non-violent kind of recreation, certainly must have been made up of individuals gifted with uncommon stamina. A fairly rugged constitution was a prerequisite when one ventured forth on the unpaved highways, in the bone-shattering velocipedes of that era.

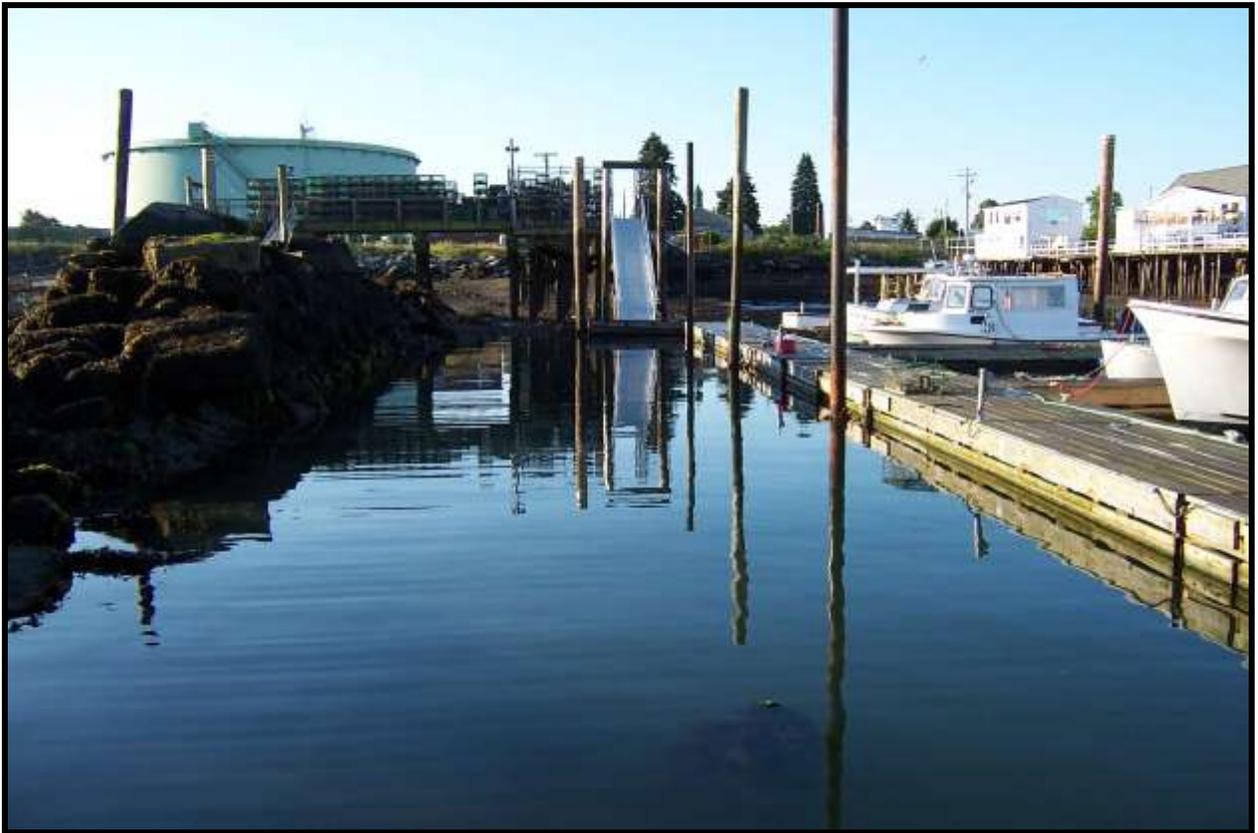
It is estimated that in a two year period 1885 to 1887, the Ferry Village area experienced more general expansion and real estate development than in the previous fifteen years. This sudden growth was the result of a gradual increase in population throughout the whole town. Consonant with this growth was a change in the postal system. The first move in this direction was the establishment of a post office at Bowery Beach in 1876. The settlement at Point Village was also warranted as large enough to need postal facilities. As a consequence, a post office was opened Monday, 26 May, 1884, coinciding with a change in the name of the village, and officially designated as Willard. The two post offices at Ferry Village and the Cape Elizabeth Ferry were

Ferry Landing

Sebago

Improvements and Expansion
at the
Portland Street Pier Facility
City of South Portland, Maine

July 11, 2016



City of South Portland, Maine
Portland Street Pier (Waterfront) Write-Up
July 11, 2016

Kevin Adams – Director of Parks, Recreation, and Waterfront

Portland Street Pier is a municipal pier operated as a seasonal enterprise account in Ferry Village. The pier has 15 boat slips available on an annual lease basis to small, commercial fishing vessels, typically shellfish boats. The slips are available from mid April until early November at a rate of \$1250.00 per summer. On occasion, the director allows owners of small fishing skiffs to lease an unused section of the floating docks at a reduced seasonal rate.

In March each year, the Director of Parks, Recreation, and Waterfront or his designee notifies the pier slip tenants of the renewal process, and requires them to submit information to validate their eligibility to return. Once the tenants are approved to return for the season, they give the department a check or cash for the slip fees. The department designee photocopies their check or cash, signs the photocopy, and gives it to them as their receipt.

Some tenants in difficult financial times do not pay the entire slip fee at once. The same process is followed for incremental payments.

A wood frame building on the pier is available for lease (vacant as of May 31, 2016.) The available lease was announced through the RFP process and one bidder responded. During the process the department found some believed to be structural deficiencies and is currently investigating cost estimates and viability of remediating the issues, prior to working on a lease agreement with this bidder.

Revenue

Year	# of Slips Rented	Total Revenue
2014	13.5	\$26075
2015	11	\$22775
2016	11 less 1 month of building rental	\$20527

3/22/2010

Portland Street Pier - Submerged Lands



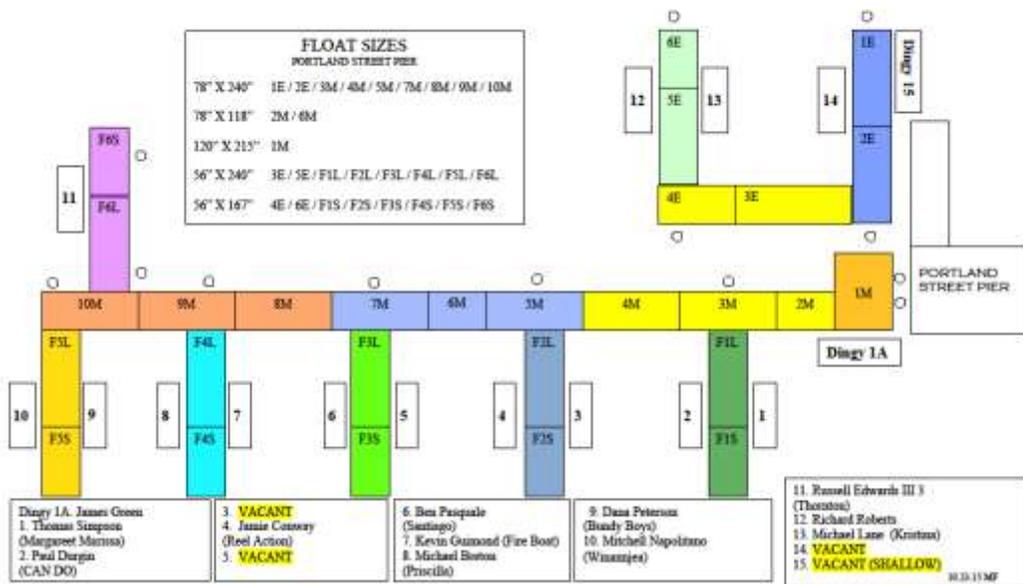
Property ID 006*0000*005A
Address 0 PORTLAND ST
Owner SOUTH PORTLAND



Map For Reference Only
Not a Legal Document

The City of South Portland makes no claims and no warranties, concerning the validity, expressed or implied, of the accuracy of the GIS data presented on this map.





12 of the 15 slips are currently used. Slip #7 is used by the South Portland Fire Boat.

Slips #3 and #5 are both not rented for this season. They are both good slips and could accommodate almost any boat within size specifications.

Slips #14 and Dingy #15 have not been rented for a very long time. Location is not depth friendly.

Challenges at the Pier

Expenditures -

FY 2016 budget the department spent over \$21,000.00 in construction and maintenance costs. Mainly for repairing and replacing planks in the main decking, repairing damaged floats, and metal ramp replacement on East side. Staff has indicated that the floats are an every year fix and replace item.

A storm in 2014 damaged 3 Pilings which needed to be replaced in Spring of 2015. 3 pilings cost \$10,000.00 to be installed at that time. We are concerned about 2 pilings right now that are worn.

Manpower to install and uninstall and haul floats to storage. Parks with help from SPFD takes 2 days to install or remove and store what we currently have.

Parking –

We currently have space for 4 – 6 vehicles. All other parking for the Pier is on Front St, where parking is only permitted on 1 side of the street.

Float Storage –

We currently store floats at the Boat Ramp Parking Lot at Bug Light Park. There is no indoor storage. The floats are stored from November to April or May, depending on the season opening date

Security –

Right now the Tenants have policed themselves. They have keys to a locked gate. There is no “marina manager” or department staff member who can be at the site all day to make sure everything is secure or that the tenant’s needs are being met. An emergency situation would be an issue. Our Tenants have reported they often come back after dark and find unwanted people hanging around the pier. SPPD are aware and patrolling at night more regularly.

Structural Issues –

We have very recently had a sink hole on the side of the road across from the small parking area. We are concerned about another area of washout even closer to the decking and building. We currently have an estimate to repair the current sink hole at \$4480.00. This is to keep it from getting out of hand, and not fix anything structural underneath the pier.

We are concerned about the wooden sea wall under the pier and the underside of the pier itself and are looking to get that examined in the next couple of weeks.



The Building on the Pier –

There is a building for rent on the Pier. It is a 3 season building as water needs to be shut off for the winter. We have recently discovered that the soffit on the back side (water side) of the building has some structural damage in which Pigeons are nesting in there. This is a tough fix as the only way to get at that side of the building is with an extension ladder or scaffolding but this can only be done at low tide, and there is no easy way to get that equipment to the area. We are still trying to get a plan together on this.

Again we need to investigate the underside of the pier, where the building sits, to make sure it is still structurally sound before renting this and having any heavy equipment in the building.

Photographs

Looking north straight down Portland Street from Front Street. Pier is dead ahead.
Small gray building is on city property.
Property on left behind chain link fence is Lot 6-6. Property on right behind chain link fence is Lot 6-4.
Both of these properties are owned by Portland Pipe Line Corporation



A closer look at the city building at the head of the pier.
It is currently vacant. Some of the area on the right has been fenced in by the tenant to store equipment trailers and a work boat.



Looking northeast toward the pier.
Note abutting property to the left of the gray building is Portland Pipe Line Pier One.



Looking southeast from the water toward the slips on the west side.
Portland Pipe Line Pier One is on the far left with storage tanks 1 and 2 in the background on Lot 6-4.



Sunset Marina (west abutter) on the left and Portland Pipe Line Pier One (east abutter) on right.



Looking southeast toward the pier from outermost float on the west side.
Portland Pipe Line Corporation Tank 2 (Lot 6-4) in the background.
Sunset Marina office building is on far right (Lot 6-7C)



Portland Street Pier Expansion

The Harbor Master has confirmed that we have available space to extend the Pier straight out from the end of the last current float. A Google Earth search allowed us to do a measurement of 350 ft from the end of PSP to a parallel point at the end of Sunset Marina pier. We also believe we could, with proper conditions (dredging), extend the East side of the pier.

BOARD OF HARBOR COMMISSIONERS PORT OF PORTLAND, MAINE

2008 HARBOR COMMISSIONERS' LINES

The Board of Harbor Commissioners has established new Commissioners' lines for the Port of Portland pursuant to Private and Special Laws 1981, chapter 98, Section 4. No permanent marine structures may be extended seaward of the Commissioners' lines, which includes the berthing of vessels on such structures. The 2008 lines, as described below, shall supersede all previous Commissioners' lines. The lines shall become effective July 1, 2008.

The 2008 Commissioners' line shall be set at an equidistant buffer of 50 feet landward from the federal channel lines for Portland Harbor as established by the US Army Corps of Engineers in the plots titled *Portland Harbor, Portland, Maine, Conditions Survey* dated November 10, 2005. Digital copies of the federal channel lines are available from the US Army Corps of Engineers.

The following existing marine structures highlighted in yellow are grandfathered for purposes of nonconformance with the 2008 lines. Said structures 50 feet or less from the federal channel line shall not be altered in any manner that would result in further extension beyond the 2008 lines.

Existing Marine Structure	Current Distance From Federal Channel (feet)
PORTLAND	
Merrill's Marine Terminal	101.25
Ricker Wharf	
• West Wharf	75
• East Wharf	20.63
Portland Gas and Light	150
International Marine Terminal	71.25
Deakes Wharf	123.75
Sturdivant Wharf	142.50
Holyoke Wharf	161.25

Berlin Mills	157.50
Hobson's Wharf	61.88
Wright Wharf	146.25
Portland Fish Exchange	341.25
Browns Wharf	78.75
Union Wharf	142.50
Widgery Wharf	157.50
Chandlers Wharf	0
Dimillos	
• West floats	86.25
Existing Marine Structure	Current Distance From Federal Channel (feet)
• East floats	30
• DiMillo's Wave attenuation structure	16.88
Portland Pier	330
Customs House Wharf	341.25
Maine Wharf	390
Maine State Pier	0
SOUTH PORTLAND	
Sprague	
• Outer face	37.5
• Downstream face	30
• Outer face	78.75
• Outer face	180
Mobil	45
Global	33.75
Turners Island	378.75
Citgo	326.25
Centerboard YC	716.25
Aspasia	
• Phase I floats	93.75
• Phase II floats	94.00
Sunset Marina	120
SP Town Landing	708.75
Portland Pipe line Pier #1	11.25
Gulf	221.25
Portland Pipeline #2	532.50

Cost Estimates (very rough)

Pilings = \$3500 per Piling Staff Estimate based on recent costs

Commercial Grade Docks & Floats = \$35 per sq. ft = \$5600 per float
per Custom Float Services Inc

To build straight toward the Harbor Line

8 Pilings = \$28,000

20 Floats = \$112,000

If we add to the East Side as well additional

8 Pilings = \$28,000

20 Floats = \$112,000

Total Costs

16 Pilings = \$56,000

40 Floats = \$224,000

This does not include hardware, maintenance, and staff manpower.

40 more Slips to Rent @ \$1250.00 per slip = \$50,000.00 per year

Under this scenario there could be potential for slips on both sides of one stretch of pier, which could almost double the amount of slips and revenue. However that would also add to the cost for more Pilings, and Finger Floats.

It was very recently suggested that it may be more beneficial to construct a more permanent structure (concrete) to withstand rough weather and seas. Cost estimates TBD.

Summary

There is definite potential for an addition to the Portland St. Pier. An addition could bring more waterfront business to the community and help with the economic growth of the fishing and shellfish industries in South Portland.

Any expansion will come with a cost attached to it. There is potential for grants and programs to help offset costs of the expansion.

There will also be challenges that will need to be addressed prior to, during, and after any expansion to the facility.

Any expansion of Portland St. Pier needs to include **Dredging** and renovations and upgrades to the challenges, mentioned previously.

This would include

- New Security System with swipe cards, surveillance cameras, Budgeted staff to monitor and maintain the facility.
- Increased Parking Facilities
- A study of the structure of the current Pier and upgrades to keep it structurally safe
- The building on the Pier has potential to be a cold storage facility as it once was. It will need upgrades to pull that off. Another option is to eliminate the building which may open space for parking.
- Adequate storage of Floats.

This would come at a significant added cost, and we are unsure that our department would be able to keep up with the facility from a maintenance and security standpoint.