Camden Public Landing
Final Report

submitted to:

The Town of Camden

submitted by:

T·Y·LIN INTERNATIONAL

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October 31, 2013

This report is supported in part by financial assistance provided by Coastal Zone Management Act of 1972,
as amended, administered by the
Office of Ocean and Coastal Resource Management,
National Oceanic and Atmospheric Administration.

This report was prepared by T·Y·LIN INTERNATIONAL for
the Town of Camden under award CZM NA12NOS4190084 from the
National Oceanic and Atmospheric Administration,
U.S. Department of Commerce.

The statements, findings, conclusions, and recommendations are those of the author(s) and do not necessarily reflect the views of the National Oceanic and Atmospheric Administration or the Department of Commerce.

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I. EXECUTIVE SUMMARY

The T.Y. Lin International study team ("Study Team") is honored to provide The Town of Camden, Maine (the "Town") with a concept study which explores the best uses and the feasibility/benefits of a reconfigured Public Landing.

The three concepts presented in this report retain the scenic beauty and working waterfront charm that attracts both local residents and visitors to the site, yet recommend strategies to improve both the usability and overall aesthetics of the Public Landing.

The schematic plans presented in this report include three options with varying degrees of parking and open space along with widened boardwalks, a scenic overlook, relocated restrooms with the addition of shower facilities, improved vehicular and pedestrian circulation, the ability to add a bridge to Harbor Park either now or in the future, and increased safety for all users. The variety of spaces conceptualized for the Landing reflect the community's desire to provide locations for users to congregate and relax with hopes that longer stays will result in increased spending within the Town.

Based on the preferences of the Camden community – gathered through a thorough public participation process and in collaboration with a well-engaged Work Group – the collective schematic designs provide a roadmap the Town can construct, perhaps in phases, which reflects these community desires as well as the importance of aesthetics, construction costs, ease of maintenance, and most importantly - safety. This report also provides preliminary recommendations for amenities, permitting, and funding. From the start of the inventory and analysis work to the conclusion of the schematic design, the Study Team has coordinated with the Work Group, project stakeholders, and the Public in general to allow the resulting plan to be bold and visionary in planning, yet be a functional plan that retains all of the

factors that make the Public Landing such a special place. This study is a first step in realizing the potential at the Public Landing. It is organized into the following sections:

- Introduction
- Feasibility Study
- Recommendations
- Appendices (Mapping, Cost Estimates, etc.)

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II. INTRODUCTION

A. Best Uses

The Public Landing currently hosts a mix of retail, working waterfront, tourist and parking uses. It serves both commercial operations (fishing and charter boats) and recreational boating interests (private boat access). It also has a large paved lot that provides both municipal parking and space for seasonal events such as the annual Windjammer Festival. The landing borders Main and Bayview Street retail space along its westerly border as well as a retail development along the southerly border which features restaurants, shops, and a hotel. The landing is also a popular tourist destination providing views of the ocean/harbor, moored schooners, recreational/fishing vessels, and the waterfall/Harbor Park area.

With all of these varied uses competing for the same small parcel of land, the Town of Camden issued a Request for Proposals (RFP) to determine the best uses of, and redevelopment concepts for the Public Landing. The purpose of this study is to balance the needs of the commercial, vendor, and abutting retail operations with needs for parking, events, pedestrian facilities, harbor viewsheds, and open space. This study also provides conceptual layouts for the Public Landing as well as cost estimates for construction and ongoing maintenance, suggested funding sources, economic impact analyses and a description of required permitting needs.

The Best Uses for the Public Landing are outlined in the Purpose and Need statements below. These demonstrate the importance of the project, the benefits resulting from potential improvements, and provide a context for the review of potential impacts. The Statement of Purpose and Need for the Camden Public Landing project is as follows:

1. Purpose: Why Change the Public Landing?

Provide a multi-use, four-season, Public Landing Schematic Plan that serves both local residents, visitors, and commercial interests by conceptualizing revisions to the landing that balance competing uses for space with a functional layout that is also an easily maintained, attractive, and visually interesting experience

a. Balance landside needs (parking, vendor, retail, event) with waterside needs (fisherman access, unloading/loading of commercial and recreational boats, parking associated with fishing/recreational boating/charter boat uses)

b. Include safety as one of the most important considerations during schematic design. This will include safety for pedestrians and workers at the landing, as well as bicyclists and vehicular traffic (railings, gates at access ramps, traffic circulation, separate pedestrian facilities, etc).

> *An updated Public Landing will provide a multi-use, four-season, visually interesting facility that serves both local residents, visitors, and commercial interests while balancing function, maintainability, and aesthetics*

c. Ensure that proposed schematic designs will accommodate all potential user groups, meeting the recommendations of the Americans with Disabilities Act

d. Develop a schematic plan with associated design criteria, construction/maintenance cost estimates, and suggested construction phasing

e. Include features that will enhance the Downtown Economy (improved access, parking, traffic circulation, and pedestrian facilities)

f. Provide a welcoming area for visitors arriving from both land and the harbor

g. Provide space/accommodations for seasonal and special event use

h. Develop a concept for reconstruction that will allow transition over time

i. Minimize impact on private properties and existing land uses

j. Minimize environmental impacts

k. Meet permitting requirements for local, state, and federal agencies

l. Examine the ability to provide amenities at the Landing including but not limited to:

(1) Lighting

(2) Safe accessible surfaces

(3) Seating

(4) Plantings (emphasizing native, non-invasive species that are hardy and appropriate for marine environments with minimal maintenance requirements)

(5) Shade structures

(6) Restrooms and showers

(7) Viewing areas

(8) Food and water

(9) Information about the area

r. Determine the feasibility of providing a pedestrian bridge to connect the Landing to Harbor Park. This evaluation will consider potential positive and negative economic and physical

impacts to local businesses, the existing park, and the configuration of the Landing itself

s. Examine the feasibility of moving existing, overhead utilities underground to improve viewsheds and minimize conflicts with proposed reconfigurations of the Landing site. Minimize impacts to utilities to the extent practicable with the proposed redesign concepts

t. Provide a schematic design that meets the requirements of the Town's Harbor & Waterfront Ordinance as well as State and/or federal requirements as a public waterfront site on a federally maintained harbor.

2. Need: What Can Changes Do for the Town?

a. A redesigned Public Landing that will increase safety and usability for workers, visitors, and local residents whether they are pedestrians, cyclists, or in vehicles.

b. A redesigned Public Landing that will provide best uses - more appropriate space for the working waterfront, municipal parking, retail, and tourist uses without conflicts between the various uses of the space

c. A more Camden-specific, recognizable welcoming area for those arriving from the landside or the waterside

d. Facilities that will encourage visitors to remain in the area longer, thereby providing a potential positive impact on the local economy

B. History: A Maritime Heritage

Camden Harbor's shipbuilding heritage dates back to before the Civil War, with Holly M. Bean's shipyard (the present day site of Wayfarer Marine) being known for building the world's largest five-masted schooner, as well as the first ever six-masted schooner in 1901. Various industries benefited from the Town's coastal location, well protected harbor, and the many opportunities afforded by the Megunticook River.

Research from the Walsh History Center at the Camden Public Library indicates the following:

[1] "A Cruising Guide to the Maine Coast" Taft & Taft, 1991.

- In the early 1900's, the property now occupied by the Public Landing was the site of Camden Anchor-Rockland Machine Co. 2 Later uses included industrial facilities and a coal yard. In 1935 after the buildings on the site were destroyed by fire, owner Mary Louise Bok conversed with the Olmsted Brothers in appreciation of the practical and attractive plans they had developed.
- 1936 - a special insert of the Camden Herald discussed the Town purchasing the land now known as the Public Landing. It indicated that Mrs. Bok agreed to assist with rebuilding the wharves, removing the fire ruins, and landscaping the area.

> *1936 Camden Herald Special Edition: "anything which will make Camden a more beautiful place in which to live will make it a more attractive place to visit."*

- 1937 – Mrs. Bok suggested that if the town would do some seeding to get rid of the bare areas within the Public Landing site, she would agree to plant some trees.
- 1952 – Communications from the Camden Garden Club about recommended plantings at the Landing; specific references made to "center turf area" and "turf space in the middle"
- 1953 –Town Manager Allen Torry communicates with the Olmstead Brothers indicating "large green area cuts the number of parking space considerably". He suggests the green area be smaller or possibly two small islands. Olmstead replies that it should not be reduced because the design was to support a combination of park and parking. He stated "if you reduce the grass area, I think that you will cancel the park effect which the open space with the trees around it would create".

From a review of this history, it is clearly documented that the idea of the Public Landing being something more than a parking lot is not new. People highly visible in Camden's history had a vision of the Public Landing being a mix of park and parking.

In December of 2012 the Town of Camden, Maine distributed an RFP for the "River to Harbor Walk and Public Landing – Design Services" project. The RFP was seeking professional consulting/engineering services for two separate projects:

[2] "Camden Grist Mill Co. Plan of Property at Camden, Surveys of 1912" Map available at Camden Public Library

- Development of conceptual alignments for a riverwalk connecting Shirttail Point Park to Camden Harbor
- Determination of best uses for the Public Landing including conceptual redesign plans

The Town secured funding for the projects, in part, through the Maine Department of Agriculture, Conservation, and Forestry's Maine Coastal Program. This report is for the Public Landing study, which was to review the existing uses at the landing (parking lot, commercial fishermen, daysailers) and determine the best future uses which would incorporate the needs of the commercial operations, public parking, and pedestrian-focused spaces while also focusing on the viewshed / approach to Camden from the harbor. The process was to also study the feasibility of a pedestrian bridge connecting the Public Landing to Harbor Park.

In development of this project, previous studies, reports, and plans as outlined in the RFP were taken into consideration including:

- Camden Downtown Master Plan
- Walkability Workshop
- Camden Downtown Municipal TIF District
- The Future of Camden's Working Waterfront
- Camden Comprehensive Plan
- An Economic Vision for Camden

Two other reports from the 1980s were provided by the Harbor Committee during project development. While they are quite dated and did not directly impact the design, they provided valuable background information and are worth noting:

- Camden Harbor Comprehensive Plan: Present Usage with Recommendations for New Facilities and Usage

❖ Camden Town Marina Preliminary Design and Feasibility Study

A Work Group was formed by the Town to oversee the Public Landing study process. This group was comprised of Camden officials as well as local residents, town committee members, waterfront representatives, and business owners and the Study Group. The following members served on the Work Group during the course of this study:

Camden Riverwalk Work Group Members	
Name	**Affiliation**
Brian Hodges	Camden Development Director Project Manager (Town)
Ray Andresen	Chair of the Camden Parks and Recreation Committee/Resident
Anita Brosius Scott	Camden/Rockport Pathways Committee/Resident
Martin Cates	Select Board Chair/Resident
Staci Coomer	Penobscot Bay Regional Chamber-of-Commerce Executive Director
Pat Finnigan	Camden Town Manager/Resident
Ken Gross	Camden Public Library Complex
Doug Johnson	Chair of the Camden Conservation Commission/Resident
Gene McKeever	Chair of the Harbor Committee/Resident
Steve Pixley	Camden Harbormaster/Resident
Barrie Pribyl	Camden Downtown Business Group Executive Committee
Meg Quijano	CEDAC (Camden Economic Development Advisory Committee); Camden Downtown Business Group Executive Committee/Resident
Rick Seibel	Camden Public Works Director
Stuart Smith	Camden Business/Property Owner (Public Landing)/Resident
Cassie Snyder	Owners' Representative, Knox Mill condominiums/Resident
Beth Ward	Acting Director, Camden Parks and Recreation Department/Resident
Steve Wilson	Camden Codes Enforcement Officer and Planner
Darin Bryant	TYLI Study Team (TY Lin International)
Kathy Kern	TYLI Study Team (TY Lin International)
Sarah Witte	TYLI Study Team (Terrence J. DeWan & Associates)
Dan Bannon	TYLI Study Team (Baker Design Consultants)
Mike Thompson	TYLI Study Team (Penobscot Environmental Consultants, Inc.)

Camden Riverwalk Work Group Alternates	
Name	**Affiliation**
Kathleen Bachus	Camden/Rockport Pathway Committee and Knox Mill Condos/Resident
Robert Davis	Camden/Rockport Pathways Committee/Resident
Flint Decker	Camden Downtown Business Group Executive Committee/Resident
Ben Ellison	Harbor Committee/Resident
Ed Libby	Camden Parks and Recreation Committee and Dam Committee/Resident
Nikki Maounis	Library Complex
Roger Rittmaster	Conservation Commission/Resident

The Town of Camden selected a Study Team comprised of T.Y. Lin International, Terrence J. DeWan and Associates, Baker Design Consultants, Penobscot Environmental Consulting, Inc., Planning Decisions, Inc., and Northeast Civil Solutions, Inc. to conduct this study.

C. Goals of Study: Best Uses

The overall goal of the study is to document the current, and determine best future uses of, the Public Landing parcel and to figure out how the various uses can work together in this space. Specific work tasks, as outlined in the RFP for the project, include:

1. **Existing Conditions:** Evaluation of existing conditions and uses.
2. **Community Input:** Coordination and facilitation of community input (ensuring that significant, careful and sensitive community engagement is incorporated into the recommendations). Includes four Public Forums.

3. **Development of Plans:** Development of a schematic site plan (for the Public Landing) identifying the proposed improvements, and 3D visual renderings depicting the proposed improvements.

Schematic design to be completed in accordance with MDOT Standard Specifications and Locally Administered Project Guidelines, as applicable.

4. **Permitting:** Identification of all State and Local Permitting requirements, including DEP/ACOE permits that will be necessary to for the proposed project to be built.
5. **Economic Impact:** Assessment of economic impact of a redesigned Public Landing compared to the Public Landing in its current state.
6. **Cost Estimate:** Completion of an itemized cost estimate for construction and ongoing maintenance.
7. **Funding Sources:** Inclusion of suggested/recommended funding sources for construction and maintenance.
8. **Coordination with Town:** Coordination with appropriate town departments (e.g., Development, Planning, Harbor, Parks and Recreation, Public Works) to gather background information and attend meetings as necessary.
9. **Easements:** Identify and provide assistance with obtaining easements necessary to ensure project completion. While it is not anticipated that any private property will need to be purchased for the construction of the project, temporary grading easements during construction may be required.
10. **Final Report:** Completion of report for the Public Landing to include existing conditions survey, final schematic design plans, and construction/ongoing maintenance cost estimates.

D. Significance and Benefits: Increased Usability

The Town will realize a number of additional benefits due to the reconfigured Public Landing:

1. **Circulation:** Improved traffic circulation through the Public Landing site offers increased safety for vehicles, pedestrians and cyclists.

Benefits:
With better traffic circulation, increased safety, improved aesthetics and maintained views, the Public Landing will be a more pleasant place for locals and visitors to enjoy.

2. **Pedestrian Facilities:** Dedicated sidewalks, boardwalks, and crosswalks separate pedestrians from vehicular traffic thereby providing increased levels of safety. These facilities also assist in wayfinding, making it easier for visitors to find routes to various destinations in a safe manner.

3. **Parking Configuration:** Parking spaces have been designed to meet current standards, allowing easier and safer entry and egress. Designated spaces are provided for working waterfront uses as well as for business deliveries along the westerly edge of the parcel. Parking spaces have been aligned adjacent to pedestrian facilities where possible to provide safe transition from vehicle to sidewalks.

4. **Views**: A number of parking spaces remain along the boardwalk to continue provision of harbor views from the parked vehicle for those visitors who are either not able to easily walk from the parking space to the boardwalk area or who choose to remain in their vehicle and enjoy the view. The existing boardwalk has been extended in the northwesterly quadrant of the Landing with a viewing overlook to provide an optimum vantage point for views of the waterfall and Harbor Park.

5. **Boardwalk Safety:** The existing boardwalks have been widened to provide additional passing space between pedestrians, and allow more room for wheelchairs, strollers, etc. This widening provides additional maneuvering space around the daysailer ticket tables. Railings have been provided along portions of the boardwalk that are not in working waterfront areas; these railings are an option for the Town – similar to the pedestrian bridge - but are highly recommended for increased pedestrian safety. The boardwalk is also extended up to the waterfall overlook.

6. **Hoist:** To enhance the working waterfront uses of the facility, a stub platform and hoist have been provided along the boardwalk. The hoist will allow fishermen and commercial

users to load traps, gear, and cargo from the boardwalk into their vessels throughout the tide cycle. The proposed hoist location is central to the fishermen floats and the windjammer floats, making it easily accessible to both user groups. The hoist is also located in close proximity to the existing fishermen parking area and the proposed Harbormaster's building location. A small pile-supported stub pier is proposed to

extend the hoist out to the face of the existing fishermen floats. This platform will provide separation between the pedestrian and working waterfront uses of the boardwalk, and prevent swinging of the hoist through/over the path of pedestrians, both contributing to a safe multi-use environment. The proposed stub pier configuration creates a continuous berthing face with the existing floats to allow for easy access to both the boardwalk and floats. Hoists vary greatly in construction, and the final details of the hoist design should be determined with input from the Harbor Committee, Harbormaster, and potential users to determine to optimum configuration and design needs. Two examples are shown below: Fixed Cantilever type hoist (left) in Castine, mast and spar type hoist (right) in Wiscasset.

7. **Open Space:** The concepts provide additional green space and open space for both local residents and visitors to enjoy. Features such as railings and flush surfaces invite more people to safely enjoy and access the site. Plantings, grass, and enhanced pavement materials will improve the aesthetics of the Public Landing and offer spaces to relax at the site. These spaces provide additional seating in the form of benches and picnic tables which

are located near existing and other possible outdoor food vendors. One concept provides shade structures to improve user comfort. These features translate into a pleasant waterfront experience, with visitors staying downtown longer than they would have stayed prior to the reconstruction, as well as creating a place to which people will return. A positive experience provides an economic benefit if the longer and repeat visits result in additional purchases at shops and restaurants. Successful site design strives for a balance between the benefits of amenities versus parking, and explores how the open space – an excellent and memorable Camden harbor experience - offset the lost revenues of each space.

8. **Restrooms/Shower Facilities:** The existing restroom facilities are in poor condition and in need of rehabilitation. Provision of improved restrooms with the addition of showers will benefit visitors arriving by roadway as well as those arriving from the harbor. Study of the demand for restrooms and showers indicates that those visitors who would use the Town's facilities are not by and large the same clientele of the Wayfarer enterprise across the harbor. The intent is to provide for a separate, non-competing customer base. Provision of shower facilities could increase the number and length of recreational boater visits. Longer visits and more overnight visits may result in increased local spending for food, supplies, and other merchandise.

9. **Space for Special Events:** The Landing has been configured to allow for the hosting of existing special events such as the Windjammer Festival, and it may prompt the development of additional events which typically bolster the local economy. Use of a variety of paving materials and grass areas clearly differentiates parking and driving areas from sidewalks and open spaces, yet still provides relatively flat areas for staging special events. The schematic designs also allow for ease of plowing during the winter season.

10. **Lighting:** A variety of pedestrian-scale lighting provides enough light for safety of those using the Landing after dark, but minimizes "light pollution", thereby avoiding interference with night views of the harbor. Lighting upgrades may also encourage increased patronage of those businesses adjacent to the public landing that are open in the evening and year-round. All lights should be energy-efficient (e.g., LED) "cut-off" luminaires.

11. **Welcoming Entrances:** Arched entryways welcome visitors to the Landing area at key locations for those arriving via roadways as well as those arriving by water.

12. **Improved Vehicular and Pedestrian Access to Information Center:** Configuration of vehicular circulation and pedestrian ways through the Landing, as well as strategic locations of short-term parking near the Chamber of Commerce / Information Center make the center easier to locate and enhances the usability of that facility. All of the concepts propose a one-way loop around the parking lot to minimize conflicts and increase pedestrian safety. The aisles are wide enough to allow one vehicle to briefly pull over to drop off a passenger while another vehicle can pass.

13. **Paid Parking:** Creation of paid parking areas on the Landing site could provide revenue for the Town and improve adherence to parking duration limitations. This would allow the parking spaces at the Landing to be used more for their intended purpose rather than for long-term employee parking for nearby businesses. The Town provides sufficient long-term and employee parking at other locations a short distance from the Landing.

14. **Ability to Add Bridge in Future:** The configuration of the Landing will not preclude the construction of a pedestrian bridge connecting the Landing to Harbor Park near the waterfall if the Town elects to add that structure in the future.

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III. FEASIBILITY STUDY: PROCESS AND PRODUCTS

A. Overview of Process

1. Public Meetings

In Camden, the collective wisdom and group process which leads to exciting community vision has been dynamic. Many towns have diverse and often discordant groups and opinions, as does Camden, but few have such extraordinary ability to work towards a future which meets the needs of the entire community. In coordination with the Work Group, the Study Team was able to plan and facilitate public forums for community participation. The community as a whole reviewed the viability of both the Riverwalk and the potential improvements at the Public Landing and affirmed the goals of healthy living, social engagement, and a sense of opportunity that must be embraced.

- **First Public Forum; April 1, 2013:** Held at the Camden/Rockport Middle School, the Team was in town for an entire day and evening for the purpose of listening and gathering critical input regarding the Study Team's concurrent Riverwalk project. In the small discussion groups, stakeholders with many ideas and perspectives contributed to the Team's understanding.

- **Second Public Forum; April 22, 2013:** Held at Celebration Life Family, was primarily organized and held for input on the Public Landing project. There was a wide range of opinions about the Public Landing, from "it works fine" to "it could be much more". There were those who point to the increased parking supply in the surrounding Downtown area and the importance of an attractive welcoming gateway, and those who treasure every paved parking space and access point. Consensus was built around the

topics of making things work, making the design express a rugged Camden spirit, and honoring the heritage of the schooners and logistical needs of the commercial fishing operations.

- **Third Public Forum; June 24, 2013:** Held at the Camden/Rockport Middle School. Preliminary plans for the Riverwalk and Public Landing were presented. The Study Team had arrived at a concept plan which addressed practical questions such as relocation of the Harbor Master's building, removing the current restroom structure to allow for more efficient traffic circulation, and exploring the question of railings and pedestrian areas, but had not yet developed visuals to present these possibilities.

- **Fourth Public Forum; September 16, 2013:** Held at the Camden/Rockport Middle School. Final Schematic Plans for both projects were presented. The Team synthesized the feedback, ideas, and concerns of the Town into a set of three concept plans, with an understanding of phasing and permitting implications, and presented them to the community at a public meeting held at the Middle School. The concept plans are fully described in the Recommendation section below.

For more information on the public forum process, including meeting minutes, can be found on the Town of Camden's website at the following location: http://www.camdenmaine.gov/

2. Other Meetings

In addition to the public meetings, Camden Economic Development Director Brian Hodges organized multiple levels of outreach efforts to all stakeholders including:

- Business Owners abutting the Public Landing property
- Windjammer Festival Representative
- Harbor Committee
- Wastewater Treatment Representative
- Representatives from group which developed previous Pedestrian Bridge Concept (Landing to Harbor Park)
- Public Works Department (maintenance/snowplowing)

B. Inventory

Inventory tasks performed to support this project include the following:

- **Data Collection:** The Study Team reviewed available published studies, maps, and reports relative to the Public Landing, paying particular attention to those addressing the Public Landing, water access, downtown parking, open space, and the proposed pedestrian bridge adjacent to the falls. Reports focusing on the harbor were also reviewed. As the focus of this study was to determine "best uses", it was critical to gather the input of those who regularly use the site. A significant effort was involved in meetings and discussions with Town Staff, members of the public, downtown business owners, and organizations who depend on the Town Landing for a variety of needs. The Team also met with the Town Harbor Committee, the current Harbormaster, one of the Town's former Harbormasters, and had discussions with several fishermen while onsite to develop a basis of understanding of the marine uses at the facility.

- **Soils reports/analysis.** Given the types of improvements being considered, the amount of subsurface information required was minimal. The team identified above ground utilities that would potentially impact the work using a prior survey of the site, combined with observations in the field. The Team also coordinated with the sewer district to gain a better understanding of underground utilities at the site.

- **Environmental Characterization.** The environmental impacts associated with the proposed improvements are minimal, therefore detailed environmental characterization was deemed not necessary for development of schematic designs.

- **Property Ownership.** The Town provided a boundary survey of the site prepared by Gartley & Dorskey which detailed property boundaries and ownership surrounding the site.
- **Base Mapping.** A Base Map was developed for the Public Landing site. Aerial photography provided the base for existing conditions. Parking spaces, traffic patterns, and features onsite were inventoried through photography and field review of site conditions.

C. Design

1. Existing Conditions

a. Landside

Currently, the Public Landing provides a number of functions. The space is primarily a parking lot with the majority of the area covered by pavement. The parking lot is used by commercial fisherman, recreational boaters, employees from downtown businesses, local residents, and visitors. The current configuration provides 94 parking spaces for cars, 5 of which are handicap accessible, and 5 spaces for motorcycles. Currently there is little separation between vehicular and pedestrian spaces. Pedestrians essentially use the same pavement as the vehicles to get from the parking spaces to downtown or the boardwalk, or to traverse from one side of the Landing to the other. The existing vehicular circulation is two-way which adds to the inefficiencies and creates a larger potential for conflict points in the parking area.

Along the easterly edge, and a portion of the northerly edge of the Landing, an existing boardwalk exists which is used for fisherman and recreational boater loading/unloading, and visitors to the harbor. The boardwalk provides benches (which have been provided through a memorial program), planter boxes, and areas for daysailer ticket sales tables. There are also buildings for the Harbormaster's office, the Chamber of Commerce, public restrooms, and a wastewater pumping station. The westerly side of the Landing abuts the back side of Bayview and Main Street businesses, many with secondary

doorways opening onto the landing. The southerly border of the landing abuts a development which houses a hotel, restaurants, and shops. A popular hot dog vendor also uses the southeast corner of the Landing.

Many visitors entering Town end up at the Public Landing for one of their first views of the Harbor, the waterfall, and the downtown commercial district. Local residents also use the landing to park as they shop downtown, or to view the harbor at sunset.

Deliveries for some of the Bayview and Main Street businesses are also made from the Public Landing side of the buildings. The largest special event at the Public Landing is the yearly Windjammer Festival, which is the largest gathering of schooners on the East Coast. This end-of-summer festival draws thousands of visitors from all over the world, as well as sailing vessels from other ports.

b. **Waterside**

From the waterside, the Public Landing serves as the Town's public waterfront, with long-term dockage for licensed commercial fishermen, recreational boaters, and some of the privately-owned fleet of windjammers and daysailers, as well as short-term slips for transient boaters visiting Camden. The docks at the Public Landing also provide dinghy storage for users of pony docks and moorings in the harbor.

There are three distinct float areas (each accessed by gangways from the boardwalk), which separate the various marine uses at the site. The northernmost set of floats

provides 36 slips for fishermen and recreational boaters in a series of finger floats, as well as a large dinghy storage area. Floats along the wall face allow for loading and unloading of cargo, gear, and traps for fishermen. The middle set of floats provides more dinghy space, slips for transient boaters, as well as dockage for three of the Town's six permitted windjammers. The location of the schooner slips front and center on the Public Landing waterfront makes them a primary visual attraction from land or approaching from the harbor. A third small float near the southern end of the boardwalk houses two of the Town's five permitted daysailers, providing access to the vessels near the daysailer ticket sale area.

The finger floats are removed from the water in mid-October, and are currently stored on the Landing site, although there is talk of moving the storage location offsite. Dinghies also must be removed from the site in mid-October, with the exception of those with winter dinghy permits.

Services currently available to boaters at the Public Landing docks include water supply, power pedestals, a pump-out boat, as well as the landside services previously described.

Camden Harbor is part of a US Army Corps of Engineers Federal Navigation Project, which involves dredging to a 10-ft depth in the inner harbor and a 14-ft in the outer harbor. The Public Landing site is located at the head of the federally maintained harbor, which extends approximately to the middle set of floats. A 35-ft navigation channel has been established along both the east and west sides of the inner harbor, with the goal of providing unobstructed access to the head of the harbor, including the floats at the Public Landing. These features are important considerations in any waterside development or changes in use.

2. Design Criteria

The Study Team and Work Group went through a systematic process to evaluate the advantages and disadvantages of various alternatives for an upgraded Landing. The key Design Criteria were determined to include:

- Safety
- Aesthetics
- Security
- Retaining/Enhancing Existing Views
- Providing Space for Working Waterfront, Parking, and Tourist Uses
- Construction Costs

a. Design References

A number of current references were used in the development of design criteria for the Public Landing reconfiguration, including:

- ***Zoning Ordinance of the Town of Camden, Maine***
  - *Part II, Section 4 Off Street Parking and Loading Standards, 3) Parking Facility Layout and Design: For parking lots with more than 5 spaces, minimum aisle width for 60° to 90° spaces = 24'; non-residential space dimensions = 17' long X 8'-6" wide*

- ***Town of Camden Floodplain Management Ordinance***
  - *Article VI – Development standards. Subsection P. Coastal Floodplains*

- ***FEMA, Flood Insurance Rate Maps, Town of Camden, Maine***
  - *Effective maps (1988) locate the Public Landing site in the AE zone with Base Flood Elevation of 9.3-ft (NAVD88).*
  - *Draft maps (2013) update flood elevations and floodplain locations, Public Landing site is located in the AE zone with BFE of 11.0-ft (NAVD88). Maps are subject to revision prior to adoption.*

- ***Harbor and Waterways Ordinance***
  - *Article III, Section 2. Public Landing Memorial Benches*
  - *Article V*
    - *Section 1. Town Docks, Floats, and Berthing Slips*
    - *Section 2. Fisherman's Floats*

- *Section 3. Commercial Passenger Float and Berthing Slips*
- *Section 4. Finger Floats*

- *Assignment and use of dock space at Public Landing site. Regulations concerning use of landside space on PL, e.g. cargo loading, storage onsite, and parking.*
- *Article VI, Section 1.B.7. "Fender pilings, bollards, railings or other accessory structures which extend above the walkway of a pier or wharf shall be limited to a height of 6 feet above the walkway. Railings shall be substantially open in construction to minimize visual interference from both shore and water"*

❖ ***Americans with Disabilities Act (ADA)***

- *Minimum number of accessible spaces required (3 for facilities with 51* to 75 total spaces, 4 for facilities with 76 to 100 total spaces)
- Slopes/transitions

❖ ***OSHA***

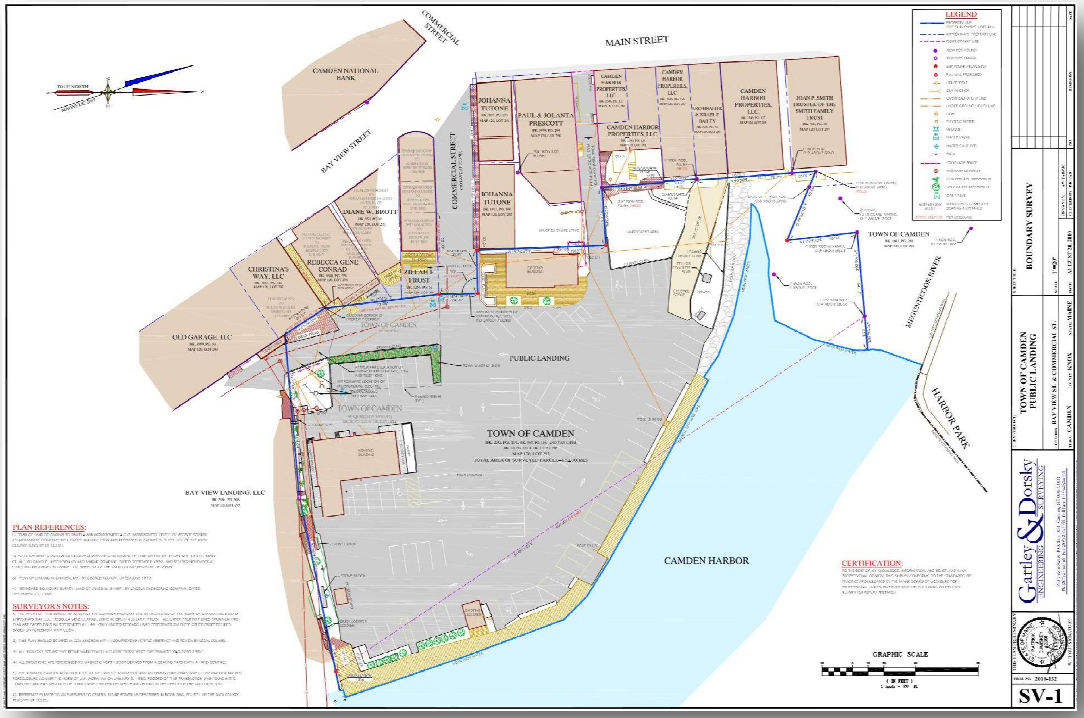
- *Edge protection required where fall is greater than 4-ft or into water, except: at loading platforms or docks, at waterside edges used for cargo handling, on the working sides of work platforms, skids, or similar workspaces, where guardrails are impractical due to machinery requirements or work processes.*

With safety as a primary factor, each alternative was examined for possible vehicular conflicts with pedestrians, appropriate turning radii, and parking space dimensions that would allow for small delivery trucks maneuvers, space for traversing boardwalks, and the need for safety railings.

*The Public Landing **Work Group** represented a wide variety of perspectives and Camden affiliations. With a high level of input around each of the program elements above, and a careful analysis of the Public Landing's many functions (what is working well and what is not) the Team and Work Group were equipped to create a BALANCED SCHEMATIC PLAN. To ensure community support, it was understood that it was critical to honor all of the voices heard in the many meetings and Forums.*

b. **Property Ownership**

All of the recommended improvements at the Public Landing will be constructed on Town property or Right-of-Ways. Portions of the project may require temporary construction easements to blend the proposed infrastructure at the Landing with abutting properties. The property ownership information used for this study was obtained from a plan titled Boundary Survey, Town of Camden Public Landing, August 20, 2010 by Gartley and Dorsky Engineering and Surveying.



c. **Environmental Impacts and Permitting**

Environmentally sensitive issues were defined by Penobscot Environmental Consulting, Inc. Their assessment indicates that the location of the proposed hoist, which is over the water and may require additional pilings, would be subject to State, Federal and possibly local regulations. The schematic design of the hoist area minimizes impacts. Any of the proposed work on the Landing may be subject to local Shoreland Zoning ordinances, however few of the ordinances influence the design. It should be noted that the proposed overlook is a cantilevered design, and would not be subject to the same permit requirements as the hoist platform which requires new pilings, etc.

New construction or substantial improvement of any structures on the Public Landing site will need to meet the requirements of the Town's Floodplain management ordinance for elevation, construction detailing, and use of floodproofing methods and materials. This may include the proposed relocation of the Harbormaster's office on the waterfront.

Any waterside development must consider proximity to the Federal Navigation Project, and the navigation channel. While the proposed hoist platform and overlook area both extend out over the resource, both are located upward of the limits of the federal navigation project and avoid any impacts to these areas.

Proposed Concepts for the Public Landing have been designed to minimize Environmental Impacts

d. **Costs**

It is anticipated that the engineering and construction funding for the project will come from various sources. Funding could come from the local community, grants, or federal/state funding which could require local match. See Section G, Funding Sources for a more in-depth discussion on funding. In addition, the Town will continue to be responsible for management and maintenance activities. To ensure a safe and high quality experience for all users, maintenance activities should be performed routinely and may include such tasks as plowing, trash removal, sweeping, mowing/trimming, cleaning of the stormwater system, and maintaining surfacing materials, signs, lights, etc.

With this in mind, each alternative studied was examined to compare the construction and maintenance costs to their perceived public value and safety. A preliminary opinion of cost was prepared for each of the concepts presented in this report. As the Town uses this cost information for planning purposes, they must be reviewed with inflation and current construction costs in mind, and will have to be re-evaluated as the final design process is completed. See **Appendix B; Cost Estimates**.

e. Aesthetics and Experience

The Landing as viewed by those approaching from the harbor, by those in abutting office, retail, hotel and residential buildings, and by those approaching from downtown roadways, has been conceptualized to provide an improved, positive experience. The following sections of this report contain recommendations for amenities, preservation or enhancement of scenic vistas, upgrading of signing and lighting, and recommendations for moving the overhead utility lines underground. The layout of parking areas, open spaces, and the scenic overlook area were developed to take advantage of existing scenic vistas and maximize the ability of the upgrades to fit into the existing environment. Parking areas, expanded/relocated buildings, shade structures, and landscaping were also sited to minimize any negative aesthetic impacts on existing viewsheds within the area.

3. Evaluation of Alternatives

This study reviewed several alternative layouts for the Public Landing that evolved from the requirements of the initial "Request for Proposals", coordination with the Work Group, meetings with project stakeholders, local research and observations, and from the feedback obtained at the public forums. The following paragraphs generally describe the layouts reviewed and the process that led to the recommended alternatives:

a. Concept Studies

Within the Public Landing study area, there are a number of competing interests as previously outlined in this report. Many concepts were studied which favor some of these interests over others. Public Input ranged from using the Landing for as much parking as possible, to having a Landing with no parking allowed at all. However, the majority of the public response fell somewhere in between these two extremes. Concepts were studied providing a similar level of parking spaces to that which exists at the site today while providing little in the way of enhanced open/non-vehicular space. Other concepts were studied which significantly decreased the available parking, providing only those spaces necessary to support the working waterfront with only a minimal number of public spaces. Other concepts attempted to balance these needs,

providing as many parking spaces as possible while increasing the amount of open space on site.

As a result of the study and feedback process, the following ideas surfaced as desirable entities to include in the Public Landing site plan (see also **Appendix A; Site Analysis plan**):

Feedback From Community for Public Landing	
Retain as many parking spaces as possible	Increase amount of green space/open space
Consider other recently developed parking areas in Town to offset removal of spaces at the Landing	Add welcome areas from both land and harbor sides of the Landing
Maintain views from the Public Landing of the harbor and the waterfall area	Maintain space for deliveries to abutting businesses
Add provisions for cyclists	Clearly designate pedestrian areas
Provide space for special events	Improve Commercial Street and Alleyway
Provide some parking spaces with views (for those unable to walk to the boardwalk/viewing areas)	Move the existing above-ground, aerial utilities underground
Upgrade restrooms, possibly with the addition of showers	Provide low-level lighting (avoid light pollution) with a traditional design
Make the Landing accessible for those with disabilities	Retain the space/location for daysailer ticket sales operations
Upgrade Information Center	Retain space for food vendors
Enhance views by rearranging existing buildings	Provide more shade
Widen and extend the existing boardwalks	Do not make the Landing look like other locations, use materials/designs that fit in with the existing Camden experience
Increase amount of seating	Opposing views both encouraged and strongly discouraged additional of safety railings along the boardwalk
Provide more landscaping	There were many who favored the addition of a pedestrian bridge connecting the Landing with Harbor Park, but there were also many who were strongly against this idea

D. Permitting

Construction of improvements to the Harbor Landing is potentially subject to the regulatory authority of the **U.S. Army Corps of Engineers (Corps)** and the **Maine Department of Environmental Protection (DEP)**, depending upon design of the final improvements and impacts to wetlands and waterbodies. As these improvements are to public infrastructure, review by the Town of Camden under its Zoning Ordinance is not required. The proposed pedestrian bridge over the Megunticook River or Camden Harbor would also be regulated by the Corps and DEP and potentially the Town of Camden.

The Design Team evaluated potential permitting processes for improvements to the Harbor Landing and the potential pedestrian bridge at a planning-level based on available resource mapping and input from Camden's Code Enforcement Officer. The Design Team also consulted with regulatory staff at the Corps and DEP. Moving forward, however, additional site-specific studies – including formal wetland delineations – would be required to permit certain improvements to the Harbor Landing (e.g., potentially improvements to the hoist and/or cantilevered sections of the boardwalk that extend over tidal waters).

Both the Corps and the DEP require use of the same wetland delineation manual, so a single wetland delineation effort meets the requirement of both permitting processes. Wetland delineations normally need to be completed during the growing season, although the accepted delineation season often stretches from April through November. In the case of the Harbor Landing, wetland boundaries will be based on mean annual high water levels and this can be evaluated during any season. Vernal pools are not found in the project area and are not a concern. Wetland delineations must be conducted by qualified wetland scientists, usually employed by a private consulting firm.

- **FEDERAL:** At the federal level, navigable and coastal waters are regulated by the Corps under Section 10 of the Rivers and Harbors Act and relevant information is likely available for permit applications submitted for recent harbor dredging activities. In Maine, many

permit applications are handled in a joint application to the Corps and DEP, depending on the area of impacts. As of 2013, the Corps permitting process is managed under a General Permit for Maine, but a draft region-wide General Permit is currently going through public review. Current Corps requirements should be checked at the time of final project design by calling the Maine Field Office of the Corps (207-623-8367).

- **STATE:** DEP regulates wetland and stream impacts under the Natural Resources Protection Act (NRPA) through a Tiered permitting process that is based on the acreage of wetland impacts and the types of wetlands. Impacts also include improvements that are located over a regulated resource and may include the hoist platform and/or upgrades to the boardwalk. Some projects may also qualify for a simplified permit-by-rule (PBR) process if the impacts are only adjacent to regulated resources and not actually in them. DEP also regulates impacts to Significant Wildlife Habitat (SWH), but as of 2013 no such habitats are known to occur in the vicinity of the Harbor Landing. However, this could change with new information; DEP should be consulted early in the design process for the trail.

> *Coordination with Local, State and Federal Agencies during final design is required to determine permitting needs at the time of construction.*

- **LOCAL:** The Harbor Landing and proposed bridge are situated in Camden's Shoreland Zone associated with tidal waters. According to Camden's Code Enforcement Officer (CEO), permitting improvements to the Harbor Landing will not require Site Plan Review under the Town's ordinances. Construction of a pedestrian bridge, however, will likely need Town approval. The CEO, therefore, should be consulted early in the design process if seeking to permit a bridge.

E. Cost Estimates

Based on all available data, including an understanding of existing and future land uses, phasing and improvements, we have developed the cost estimates to a schematic level in keeping with the level of design. This level of detail will provide enough information that the Town will be able to prioritize capital expenditures and apply for grants and funding.

(See Appendix B - Cost Estimates)

F. Economic Impact

Factors which may result in a Positive Economic Impact

The Reconfigured Public Landing will create an Enhanced Visitor Experience which may:

- *Promote Longer Stays*
- *Help maintain Camden as a Tourist Destination*
- *Increase the number of boats visiting the public landing*
- *Promote additional Special Events*

The public landing currently serves a variety of functions. While the primary use is as a parking lot, the site also serves as access to the waterfront for both commercial users and recreational boaters. This parking lot is a significant supply of parking for tourists and other visitors to downtown Camden and the waterfront. The boardwalk at the public landing is the primary place where both visitors and residents can easily get to the waterfront to observe activities in the harbor. In addition, the site provides public restrooms for both boaters and visitors, information for tourists, and ticketing for various commercial boating operations. It is also the site for festivals such as Windjammer Days. While the proposed improvement plan retains all of the current uses of the property, a number of those uses will be enhanced. These enhancements will increase the economic benefit of the public landing to the community.

The proposed improvements, including the long-term potential for a cross-harbor pedestrian connection, will enhance visitors' experience of the waterfront and Camden in general. This may result in two positive benefits for the community and local businesses. A more attractive public waterfront may encourage visitors to stay a little longer in Camden resulting in increased spending in local businesses. Improved pedestrian facilities and lighting will encourage additional use of the public landing and adjacent areas in the evening. Second, in the highly competitive market for tourist visits, an attractive, accessible waterfront will help Camden maintain and even enhance its competitive position as a tourist destination. Over the long term, this should create significant additional benefit to the community and local businesses.

However, in the short term, given Camden's current renown and high level of utilization during the tourist season, this impact will be limited.

The improvements to the public landing my may also impact Camden harbor's attractiveness as a transient boater destination. The provision of new restroom facilities and showers as part of the new Chamber of Commerce building should increase the number of boats visiting the public landing. This in turn should result in increased spending in local businesses within walking distance of the landing. One reference which supports this potential positive impact is as follows:

1. Transient Boater Impacts

A number of national boating organizations supported the development of a computer model – the Online Boating Economic Impact Model – by Michigan State University based on industry data and surveys of boaters. This model allows the economic impact of various boating facilities to be calculated based on locally inputted data. The operation of this model has been suspended since the background data is out-of-date due to the change in boating habits as a result of the recession. However, older applications of the model do provide an indication of the impact of transient boaters on the local economy. For example, an impact analysis of a proposed marina (Nanaimo Marina) on the west coast conducted in 2011 using the online model resulting in the following per day estimates of spending by transient boaters staying at the marina (in general terms). The primary difference between power and sail boats is the purchase of fuel.

	Power	Sail
Total spending	$240	$139
- Restaurant	$35 to $50	
- Groceries	$30 to $35	
- Shopping and Recreation	$20 to $22	

The reconstruction of the public landing is intended to create a space that is more flexibly suited to community events and festivals. While the current site is used for the Windjammer Festival, the reconfigured space will enable the area to be used for additional community events with the attendant economic benefits for the community.

While the improvements to the public landing will not create a single major economic benefit to the community, the package of enhancements will create small impacts in a number of areas when aggregated will create a positive economic benefit.

G. Funding Sources

Funding for the proposed improvements at the Public Landing can come from two basic sources, outside grants primarily state and federal programs, and locally generated revenues. This section looks at the potential for funding the improvements through those two sources.

1. Local Funding Approaches

There are a number of ways that the Town can provide funding for some or all of the costs of the proposed improvements:

- General Fund – While funding improvements of this type through the General Fund is not typically the primary approach, it is important that it be included in the range of funding options. While the public landing is currently viewed primarily as a parking lot for tourists that benefits the downtown and waterfront businesses and property owners, the public landing also serves important community functions. It provides water access for fishermen and serves as a community waterfront park. Local residents use the parking lot to visit and observe “their waterfront”. This is an especially valuable role for older residents of the community since the parking lot provides both physical and visual access to the harbor for people with limited mobility. These roles of the public landing make consideration of funding through the general fund reasonable.
- Pay Parking – Parking at the public landing is currently free and available for public use except for the spaces reserved for marine access. The parking lot could be converted to a pay lot in which users are charged for parking during peak periods. The net revenue

from the parking fees would then be used to pay for the cost of the improvements. For example, a fee could be charged for parking in the public landing lot during the summer season during the busy part of the day and be free during the rest of the year and in the early mornings and evenings. To address resident use of the parking, the Town could sell a reduced rate seasonal parking sticker or something of that type. A number of other coastal Maine communities operate municipal parking lots that charge for parking. The Town of Boothbay Harbor operates two municipal parking lots for which it charges a parking fee, one on the waterfront and one in the center of the village near Town Hall while offering time-limited on-street parking. Similarly, the Town of Ogunquit operates a number of pay, municipal parking lots although some are geared toward beach traffic. Most of the existing municipal lots use an attendant system in which a driver pays the attendant for parking. An alternative is the installation of a "pay and display" system in which the driver buys a parking voucher for a certain amount of time from a dispenser and displays it on the dashboard. This funding source appears to have significant potential and should be explored in more detail.

- Special Parking or Assessment District – Maine law allows a municipality to create special districts to fund various types of public improvements. The Town's Zoning Ordinance recognizes the possibility of creating a special parking district in the provisions for waiving the off-street parking requirements. Essentially the special district is a defined geographic area within which the property owners agree to pay a supplemental property tax to pay a portion of the cost of a public improvement or for special purposes. A few Maine cities have created downtown districts that are funded through this type of special assessment district. The City of Burlington, Vermont has a special assessment district that pays for the cost of the parking garage adjacent to the Church Street Mall. Since the improvements to the Public Landing lot will not change the essential use of the property, the potential for this approach is limited unless there is significant interest in the improvements by the property owners in the immediate vicinity of the Public Landing.

2. Outside Funding Sources

Since the essential use of the Public Landing will not change as a result of the proposed improvements, the availability of outside funding is limited. There are a few waterfront related programs that may be able to be used for specific aspects of the project:

- Small Harbors Improvement Program (SHIP) – The Maine Department of Transportation provides grants to municipalities to create or improve facilities that provide public access to tidewater such as wharves, piers, landings, floats, stairwells, hoists, etc. A focus of the program is on funding improvements that create economic activity either for marine-related uses or tourism. The scale of projects is typically small (<$50,000) but combined state and local funding can be as much as $200,000. As of 2013, projects require a 50% local match. Applications for funding in the 2013 funding round that is now in progress must meet the following criteria:

  - The project must improve access to the water for the public, including but not limited to commercial and recreational fishermen and other resource and tourism related industries.
  - The proposed project must be on current or proposed public access facilities. If the project is not on public property, the public must have easement rights for at least 100 years.
  - The project and proposed local match must have local elected official approval before the application deadline to be considered for construction in 2014.

  This program, if available in future years, may be a source of funding for some of the improvements along the waterfront. Projects such as the stub platform and hoist and improvements to the docking system and floats appear to qualify under this program. The Study Team and Work Group recommend that this funding be pursued for the many aspects of the proposed Public Landing plan that qualify for this program. Please see

the following web site for more information:
http://www.maine.gov/mdot/pga/qcp/ship/

- Boating Infrastructure Grants (BIG) – The Maine Department of Transportation administers this program funded by the U.S Department of the Interior that provides grants for up to 75% of the cost for improvements that benefit large (>26 feet transient recreational boats). Improvements can include mooring and docking facilities, power, water and sewage facilities, showers and bathroom facilities, garbage and recycling facilities, pump-out stations, and similar improvements. The costs for the improvements must be pro-rated to reflect the use of the facilities by large, transient boats versus other users. The 2013 funding cycle is currently in progress. If this grant program continues to exist in the future, part of the costs of some improvements such as the rest rooms and showers in the new chamber building and improvements to the docking for transient boats may be able to be funded through this program if the Town can demonstrate that these facilities will benefit transient boaters.

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IV. RECOMMENDATIONS

Based on the results of the Public Forums and other input received during the study process, this study provides three recommended alternative schematic plans for the Public Landing. The three concepts are called **Boardwalk**, **Compass** and **Sails**. They all build upon the same basic components, and each strikes a balance between all of the suggestions received while maintaining a look that is still "Camden". The concepts also work in sequence for versatility and possible phasing of certain areas within the Landing that could convert open areas to parking areas should additional parking be needed in the future, or convert from parking areas to open space should it be determined that other parking areas in Town sufficiently cover the parking needs for the downtown area.

> ***What IS the Camden Look?***
> *"It's natural, rugged, and sturdy."*
> *"Not too fussy or fancy, please."*
> *"We want to be able to see the water."*
> *"Stone, brick, and wood."*
> *"Keep improvements as low-maintenance as possible."*
> *(taken from comments heard at Public Forums)*

A. Proposed Common Features: The Public Landing Transformed

While the three concepts vary in the number of parking spaces and amount of green space, they all share the following (see also **Appendix A; Site Details plan**):

- **Alleyway Improvements**: In order to enhance the existing alleyway to encourage pedestrian traffic from Main Street down to the Landing, include light colored paver surfaces with steps and handrails in steeper areas. The area is too steep to be made ADA compliant, but there is room to include a ramp to accommodate strollers, etc. The goal is to encourage increased use of this point of access to the Landing and to reduce foot traffic on

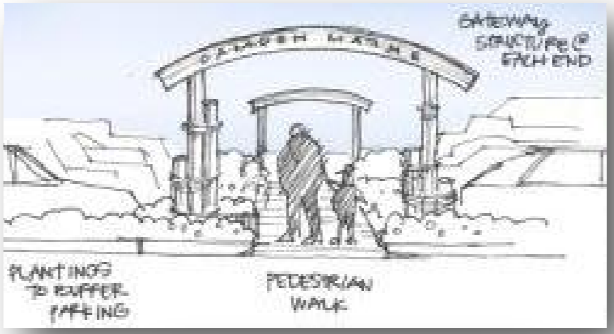
Commercial Street. The possibility of future plantings, window boxes, and lighting will make the area even more inviting.

- **Commercial Street Pedestrian Safety**: Improvements to pedestrian safety on Commercial Street with the construction of narrow flush sidewalks on either side of the street. The existing width is approximately 27 feet, therefore it may not be possible to have raised sidewalks on both sides. Elevations of doorways to shops along the street will also help determine if the sidewalks can be raised above street grade to provide clear delineation, or if a different surface material will be used for this purpose instead

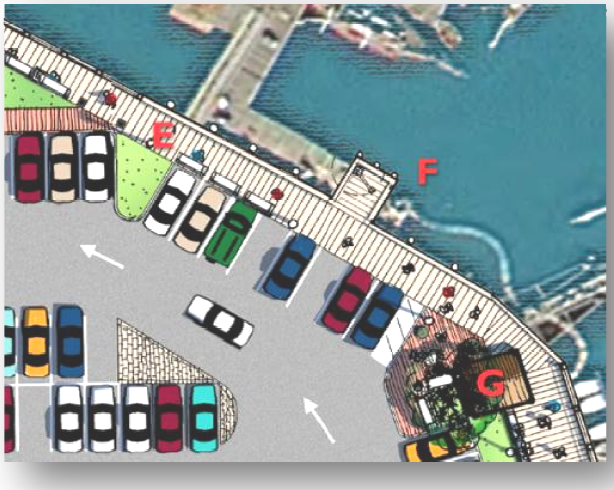
- **Overlook and "Pocket Park":** A cantilevered overlook at the waterfall end of the Landing is a new feature to give people who are drawn to this end of the Landing a picnic and waterfront area with great potential and wonderful views in every direction. It is located at the end of a view line from arrival via either the alley walkway or Commercial Street. The green space adjacent to the Overlook is an ideal location for the Curtis Island Bell and for relocation of the memorial tree.

- **Boardwalk Improvements:** The entire Boardwalk is continuous, 12' minimum width, and will be extended all the way to the waterfall overlook park.

- **Welcome Arches:** Two gateway-type arches have been provided at each end of the surface-level walkway which leads from Commercial Street to the water. These arches are designed to imitate the framework of a boat's hull. This same archway design can also be used to draw people up and down the alleyway, and in other places where it is desirable to direct foot traffic. The archway could become the welcoming and iconic "brand" for the Landing.

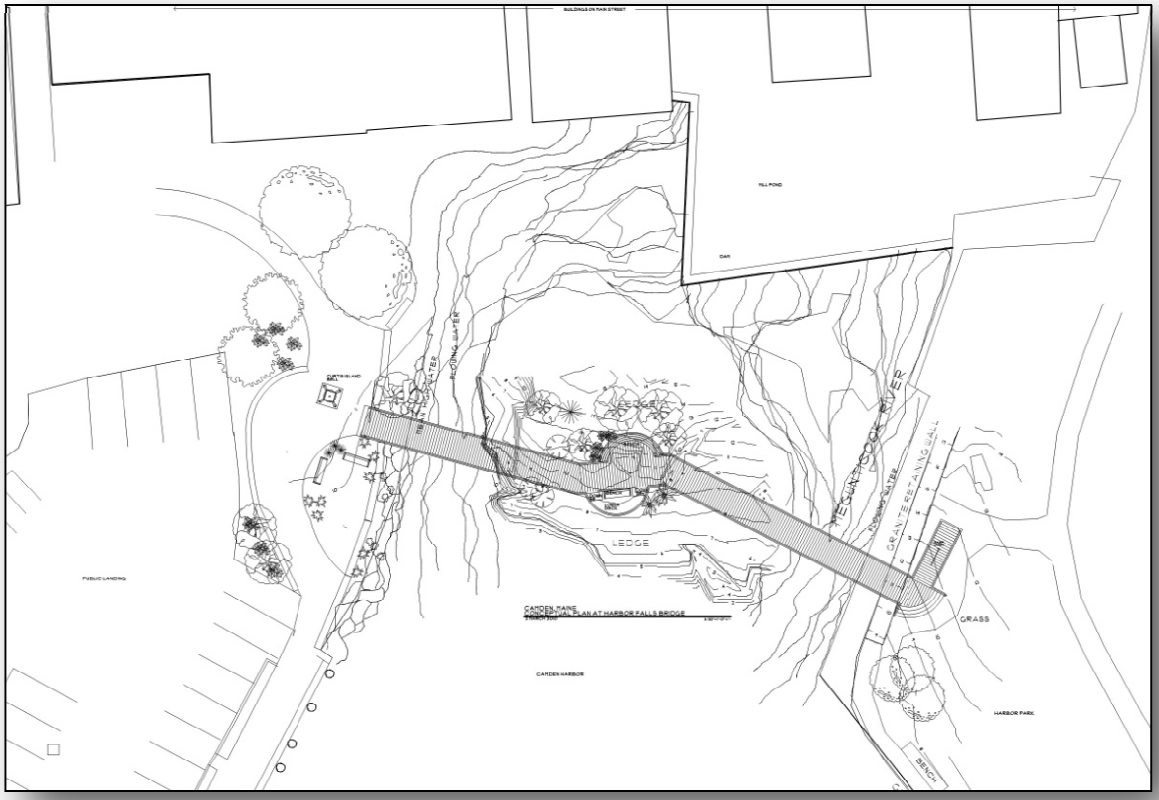


- **Stub Pier and Hoist:** A stub pier will be the location for a new fishermen's hoist. There is room along the boardwalk to site the hoist if the Town decides not to go with this more expensive option. There is no railing indicated in this area because it would interfere with fishing operations.



- **Relocated Harbor Master Building:** the Harbor Master's office has been moved out of the view shed -the new site is near the area dedicated to fishermen and the Town floats for operational efficiency and safety. The relocation of this building was based on discussions with the Harbor Committee and the proposed location still provides the necessary site lines into the harbor and along the docks that are necessary.

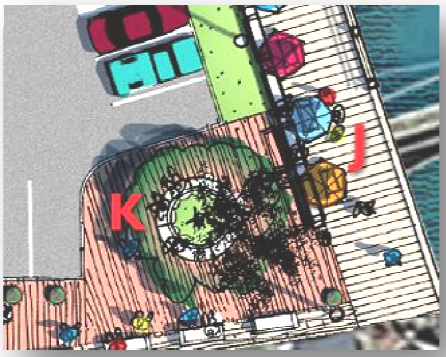
- **Pedestrian Bridge:** An example of a bridge to cross the harbor near the waterfalls has been included. All the design elements stand alone as part of an option to possibly consider in the future (conceptual bridge design provided by Camden Downtown Planning Group).



- **Benches:** The parking areas will be separated from the boardwalk by benches instead of the Rugosa Rose hedges that currently create that barrier. The increased number of benches provides year-round waterside seating as well as a mechanism for donations and memorials. Existing memorial benches will be maintained, or rededications will be held for new, replacement benches. Where the Public Landing currently provides 32 benches and 1 picnic table, and each is well used on a busy summer day, the Schematic Plans include 36 benches, 2 picnic tables, and up to 28 more informal seating.

- **Dog Yard/ Rest Area:** In response to a call from those aware of the needs of pets of transient boaters and tourists, a proposed small dog yard/ rest area has been provided adjacent to the sewage pumping station. Amenities can include doggie bag dispensers and trash receptacles. This small area is intended to provide for folks passing through Camden with pets, and is not a 'dog park' by any means. Fencing can increase the safety of the area but should be explored as a seasonal amenity. Friendly guidelines should be posted, for example requiring that owners stay with their pets, and pick up responsibly. Buffering with evergreen or thick vegetation will be critical for the adjacent activities and businesses, and if the dog rest area is too 'successful' that may indicate the need for another solution.

- **Shade Tree and Seating:** A new seating area consisting of a circular bench with a shade tree in the middle is proposed for the area where the Landing transitions to Sharp's Wharf (similar to the example below).



- **Restrooms:** Demolition of the current public restrooms and reconfiguration (and potentially a small expansion) of the Chamber building to house new bathrooms and showers as well as a Chamber welcome center. The Chamber is looking to relocate their business offices somewhere with combined office space larger than the Landing building offers.

- **Flush Surfaces:** To accommodate winter plowing and provide for greater flexibility in the use of the property for seasonal events, all surfaces will be flush with grade, and no design features are in the path of snow removal and storage. The flush surfaces are intended to provide easy plowing and maintenance, pedestrian accessibility, and flexible areas for event programming.

- **Parking:** Parking spaces at the water edge have been retained so that residents and visitors can enjoy the view from the car, as well as for easy access to the waterfront. It is recommend that Town and Harbor Committee study the parking demand for commercial spaces by taking

counts at various high and low demand times over an extended period. If a few spaces currently being designated for fisherman/daysailer use could be converted to general use (permanently or just seasonally / certain days and times) that would help mitigate the removal of spaces for other uses.

- **Daysailer Ticket Tables:** Ticket sellers' tables are maintained in a widened area of the Boardwalk. The Camden Harbor Ordinance Article VI (REGULATIONS CONCERNING CONSTRUCTION OF PIERS, WHARVES, BREAKWATERS, BULKHEADS, AND LANDFILL) specifies that no pier or wharf shall exceed 12-ft in width. It is unlikely that this provision would apply to the Public Landing boardwalks at the water's edge, but this should be confirmed during final design.

- **Surface Treatments:** Different surface treatments help define areas where cars should and shouldn't park, as do different colored surfaces. The Plans offer choices ranging from real cobblestones, concrete planks, or wood for the pedestrian walkway, and stamped or imprinted surfaces to resemble brick – what the Town chooses will depend on preferences and available funds.

B. Schematic Concepts: Variations on a Theme

Three schematic concepts have been prepared for the Public Landing. Each represents a balance between the needs of a working waterfront, a vibrant downtown business community, recreational boaters and visitors who want to see it all.

In all three concepts, the Harbor Master building is moved to the bend in the board walk for maximum functionality and view over the harbor, while allowing an open view from Commercial Street to the water. Also in all three concepts, the rest room facilities currently attached to the Water Treatment building at the south edge of the parking lot have been relocated to an expanded "Welcome Center" – a combined hospitality, informational and rest room facility on the western edge of the lot. For more details on the similarities between the three concepts, see the previous section.

These concepts are designed to be very flexible in terms of implementation or adaptation to community preferences and programs. The Town can elect to construct one of the three, or a phased approach can be taken to construct the one of the concepts with the intent of

potentially converting it to another concept in the future. For instance, the Town could elect to construct the "Sails" option (green space on one side of the boardwalk axis… with or without the actual sails). Then as the Landing is used and its operations are evaluated, the central portion of the Landing could be converted to the "Boardwalks" option if it is felt that there is not enough parking available in Town, or to the "Compass" option if it appears that even more parking could be removed without adversely impacting the downtown. In addition, it is recommended that construction phasing be carefully analyzed during the final design process to minimize impacts on abutting businesses, those working at the waterfront, and any special events scheduled for the Public Landing area.

1. Boardwalk

Finding a balance: 2370 SF of green space, 19,200 SF of combined paved or boardwalk pedestrian surfaces and 90 parking spaces. (Existing parking: 99 cars.) - The "Boardwalk" concept envisions a surface-level walkway that can be wood, pavement, brick, or stone – which delineates a centered pedestrian walkway leading from Commercial Street to the water. At each end are tall archways which are designed to imitate the framework of a boat's hull. This same archway design can also be used to draw people up and down the alleyway, and in other places where it is desirable to direct foot traffic. The archway would become the "brand" for the Landing. Parking spaces line both sides of this centralized "boardwalk" walkway.

Please see **Appendix A; Concept: Boardwalks** plan for additional information.

2. Sails

Finding a balance: 4,170 SF of green space, 19,200 SF of combined paved or boardwalk pedestrian surfaces and 80 parking spaces. (Existing parking: 99 cars.) - This schematic design uses tensile fabric sails over the centralized green space, located along the pedestrian boardwalk referenced above. Sails would provide covered shaded areas where seating could be provided. Parking spaces line only one side of the centralized "boardwalk" walkway, while the other side provides additional green space in the vicinity of the sails.

Please see **Appendix A; Concept: Sails** plan for additional information.

3. Compass

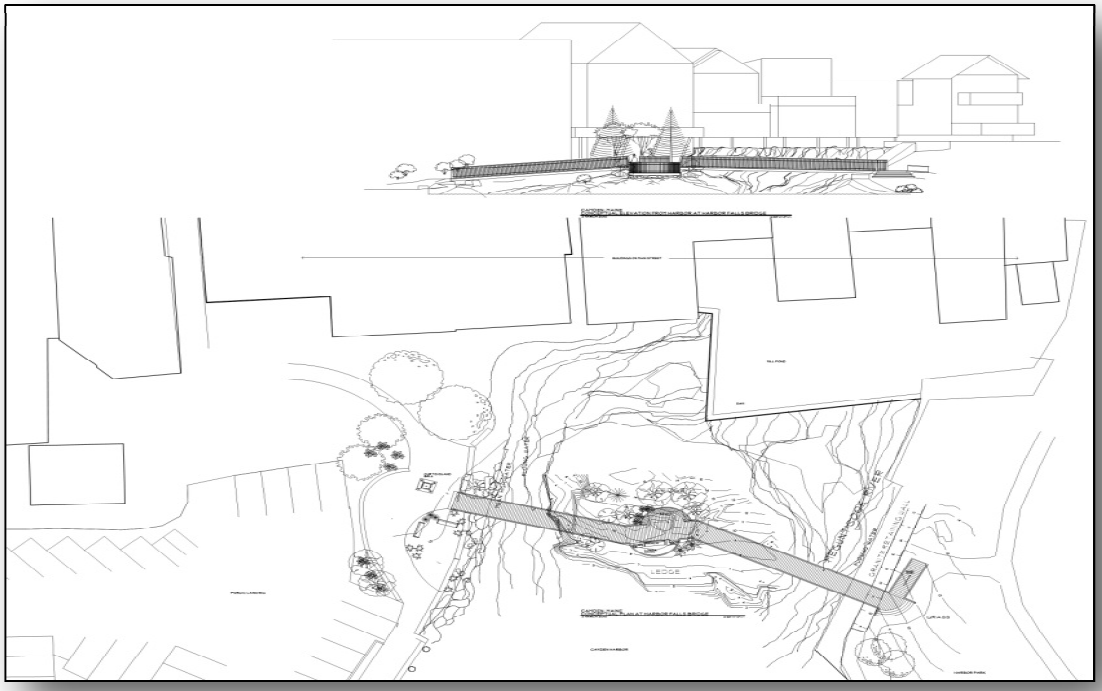
Finding a balance: 6120 SF of green space, 14,400 of combined paved or boardwalk pedestrian surfaces and 68 parking spaces. (Existing parking: 99 cars.) - This schematic design incorporates a compass design inset into green space midway along the pedestrian walkway, with the potential of a kinetic or water feature depending on community decisions and resources. Banners/flags on tall poles surround the area which can be used during events like Schooner Days for vendor spaces or as a location for artists to display their work. Neither side of the centralized walkway provides parking spaces. Instead, both sides of the walkway provide additional green space which is available for special events.

Please see **Appendix A; Concept: Compass** plan for additional information.

C. Optional Features: What's Right for Camden

In addition, there are a number of items that can be included or not included in the initial construction of the Landing, based on Town acceptance or available funding. These options are as follows:

- **Pedestrian Bridge**: As mentioned previously, construction of a pedestrian bridge connecting the Public Landing and Harbor Park has been discussed in Town for a number of years.



There is strong sentiment both for - and against - construction of a bridge in this area.

- Those in favor of the bridge feel that the bridge will provide improved views of the waterfall and harbor, will provide an alternative access to the park from the Landing rather than climbing the hill to Main Street, walking along Main Street and then descending back down the hill into the park. It is thought that this additional amenity may encourage longer stays in Town which would result in additional spending.
- Those opposed to the bridge worry that the alternative access to the park will take existing pedestrians off Main Street resulting in less spending at local businesses. They also point to the fact that the bridge itself could detract from the views of the waterfall, that it is an expensive, unnecessary cost for the town in terms of both initial construction costs and long-term maintenance costs.

A few years ago, the Camden Downtown Planning Group evaluated the feasibility of a pedestrian bridge in this location, and developed the conceptual bridge graphic shown on the previous page. They spoke with several stakeholders including the Windjammers, local fishermen, and the Library Board of Directors to determine local sentiments. They consulted with UMaine to discuss types of decking material that would withstand ice in the winter and mildew in the summer, and cleaning products/ methods/ processes to keep the deck clean from algae for safety and aesthetics. The group developed very preliminary costs for the bridge – approximately $30,000 for design and permitting and $100,000 for construction. As part of this work, they also looked into potential funding sources that could minimize impact to taxpayers. Possibilities included:

- UMaine accepting it as a research project and conducting the design
- Partnering with Weyerhauser or Boise Cascade through introductions made from UMaine – potential discounts on product
- Selling the naming of the bridge
- Memorial plaques on benches along the seating area on the bridge
- Tax Increment Financing (TIF)

The Overlook area included in all three concept plans responds to the desire for views of the waterfalls, and if the community chooses, can provide an abutment for a low-profile bridge to the island in the falls.

In summary, the Study Team has determined that construction of the bridge is feasible; however it is not necessary for a successful Public Landing project. The bridge is essentially an optional part of the plan that could be added should the Town elect to include it in either the initial construction phase, or later on as an addition to the area. The schematics outlined in this report have been conceptually designed to allow the bridge to be added without disruption to the overall plan. In addition, evaluation of the bridge concept developed by others indicates that the bridge could be constructed at an elevation that is low enough that it would not block views from the Public Landing, Harbor Park, or the businesses along Main Street. Although the connection from the Harbor Park up to Main Street may not meet ADA requirements, that section of walkway is an existing condition that is not part of this project (and therefore would not be upgraded as part of this project). This bridge would provide an additional, accessible connection between the Public Landing and Harbor Park which does not exist today. It is recommended that if the bridge is added to the project, the final design of the bridge be conducted with special attention to aesthetics – ensuring that the bridge fits within the natural beauty of the area and that it does not block views from adjacent uses.

- **Safety Railings:** The Study Team recommends that safety railings be added at two locations along the boardwalk. These areas are portions of the boardwalk that are not used for working waterfront activities, and therefore will not interfere with fishing or recreational boating activities. The recommended rail design – maritime posts with minimally visible steel cable railings - is one that minimizes impacts to the views of the harbor and waterfall areas, visually integrates with the waterfront area, and improves waterside safety while not interfering with the working areas of the waterfront at the piers and ramps.

- **Underground Utilities:** The Study Team recommends that the existing, above-ground utilities (utility poles and aerial cables) be moved underground to minimize conflicts between Public Landing uses and the utility poles. Moving the utilities underground will also improve the aesthetics of the Landing itself, the views from the Landing, and those views through the Landing (e.g., from the Bayview/Main Street area toward the harbor). While being a recommended addition to the Public Landing reconstruction, it is recognized that this is a costly task. Therefore, it can be considered an option that the Town can include if funding allows. It should be noted that this option is not one that could be easily added after initial construction; if it is desired, it should be included in the initial construction operations while pavement materials are being rehabilitated.

- **Paid Parking:** - Pay-station parking can be installed to both generate funding for the town and to help control parking time limits. Paid parking is used in other coastal communities without a perceived negative impact on tourist stops. To avoid impacts to local users, the paid parking could be in effect only during certain hours of the day, or could be used on a seasonal basis. See the "Funding" section of this report for more information.

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APPENDICES

APPENDIX A

FIGURES AND MAPS

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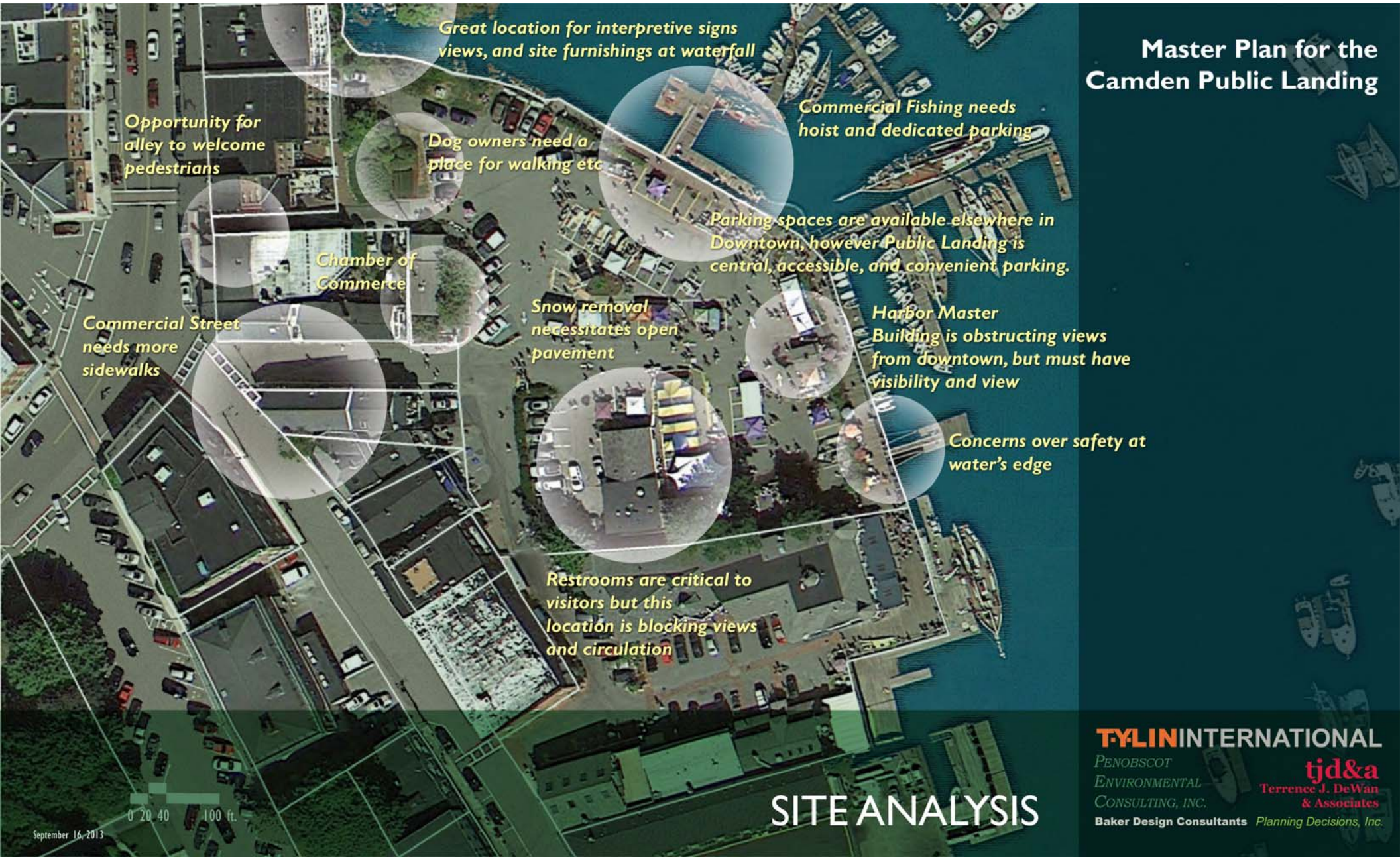
Master Plan for the Camden Public Landing
Great location for interpretive signs views, and site furnishings at waterfall
Opportunity for alley to welcome pedestrians
Dog owners need a place for walking etc
Commercial Fishing needs hoist and dedicated parking
Parking spaces are available elsewhere in Downtown, however Public Landing is central, accessible, and convenient parking.
Chamber of Commerce
Commercial Street needs more sidewalks
Snow removal necessitates open pavement
Harbor Master Building is obstructing views from downtown, but must have visibility and view
Concerns over safety at water's edge
Restrooms are critical to visitors but this location is blocking views and circulation
0 20 40 100 ft.
September 16, 2013
SITE ANALYSIS
T·Y·LIN INTERNATIONAL
Penobscot Environmental Consulting, Inc.
tjd&a Terrence J. DeWan & Associates
Baker Design Consultants
Planning Decisions, Inc.

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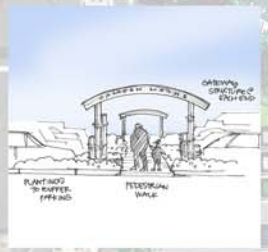
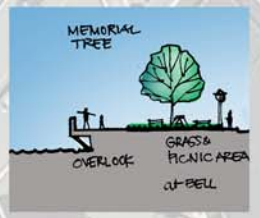
Master Plan for the Camden Public Landing





Site Details

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Baker Design Consultants

Planning Decisions, Inc.

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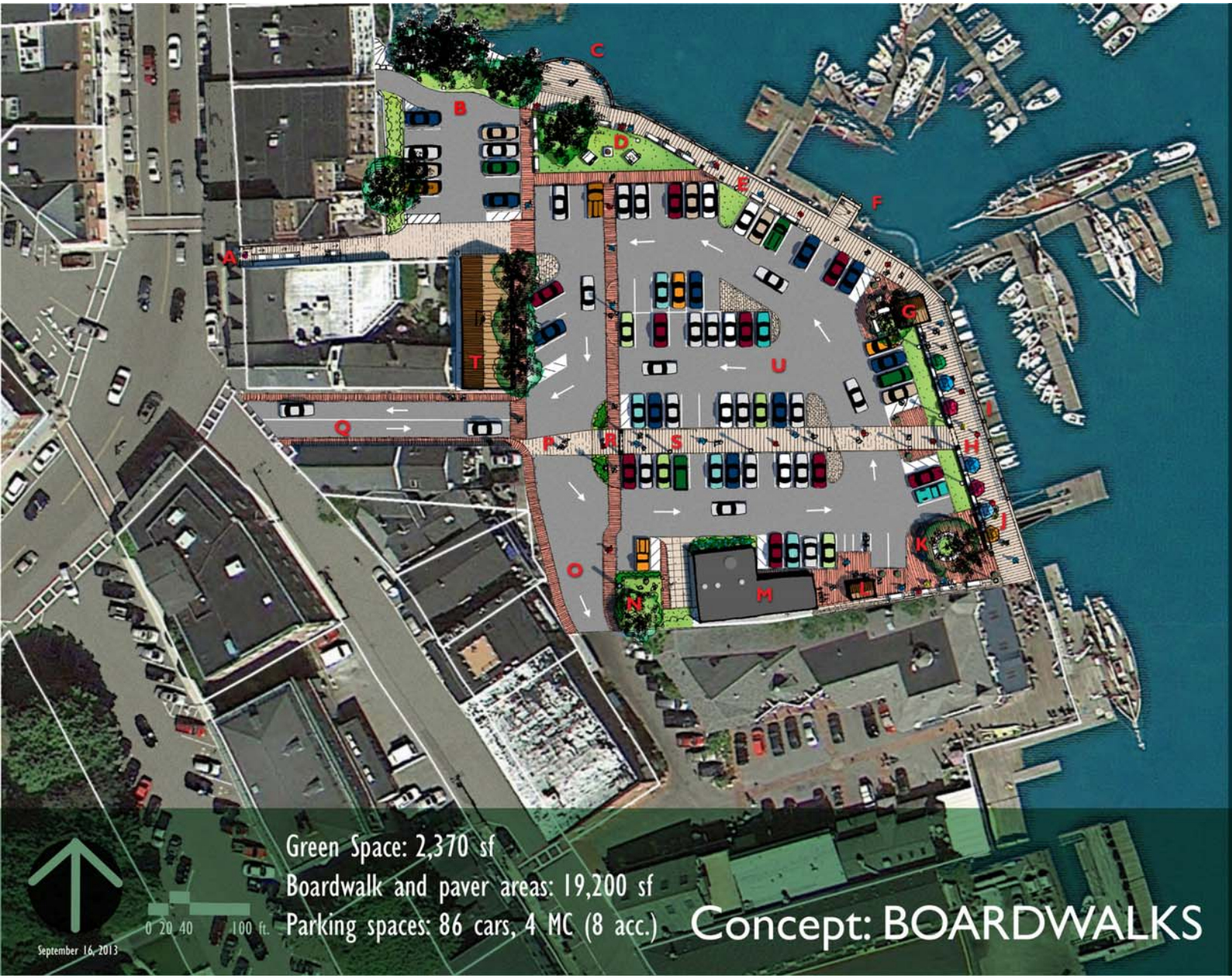

Master Plan for the Camden Public Landing

- **A** Arch entry at top of paver alley, steps, lights. handrails
- **B** Parking and service access near businesses at falls
- **C** Overlook at waterfall, possible future bridge location
- **D** Curtis Island Bell, picnic area, relocated Memorial Tree
- **E** Boardwalk with lights, segments of post&cable railing
- **F** Stub pier & hoist, reserved pkg for comm. fishermen
- **G** Harbor Master building, benches, bike rack
- **H** Arch over entry "Welcome to Camden"
- **I** Widened boardwalk
- **J** Benches along boardwalk for viewing, day trip tables
- **K** Paver area, possible tree with circular bench, bike racks
- **L** Location for food vendors
- **M** Water Treatment facility
- **N** Fenced grass yard for dogs (over underground tanks)
- **O** Flush paver walks and driveway through
- **P** Flush pavers visually connect to boardwalk
- **Q** Commercial St. flush paver sidewalks, handrails
- **R** Arch entry, seasonal lighting and plantings
- **S** Boardwalk 12' wide connects water to downtown
- **T** Welcome Center: tourist info, toilet and shower facilities
- **U** Parking lot with loop circulation, all flush curbs/islands

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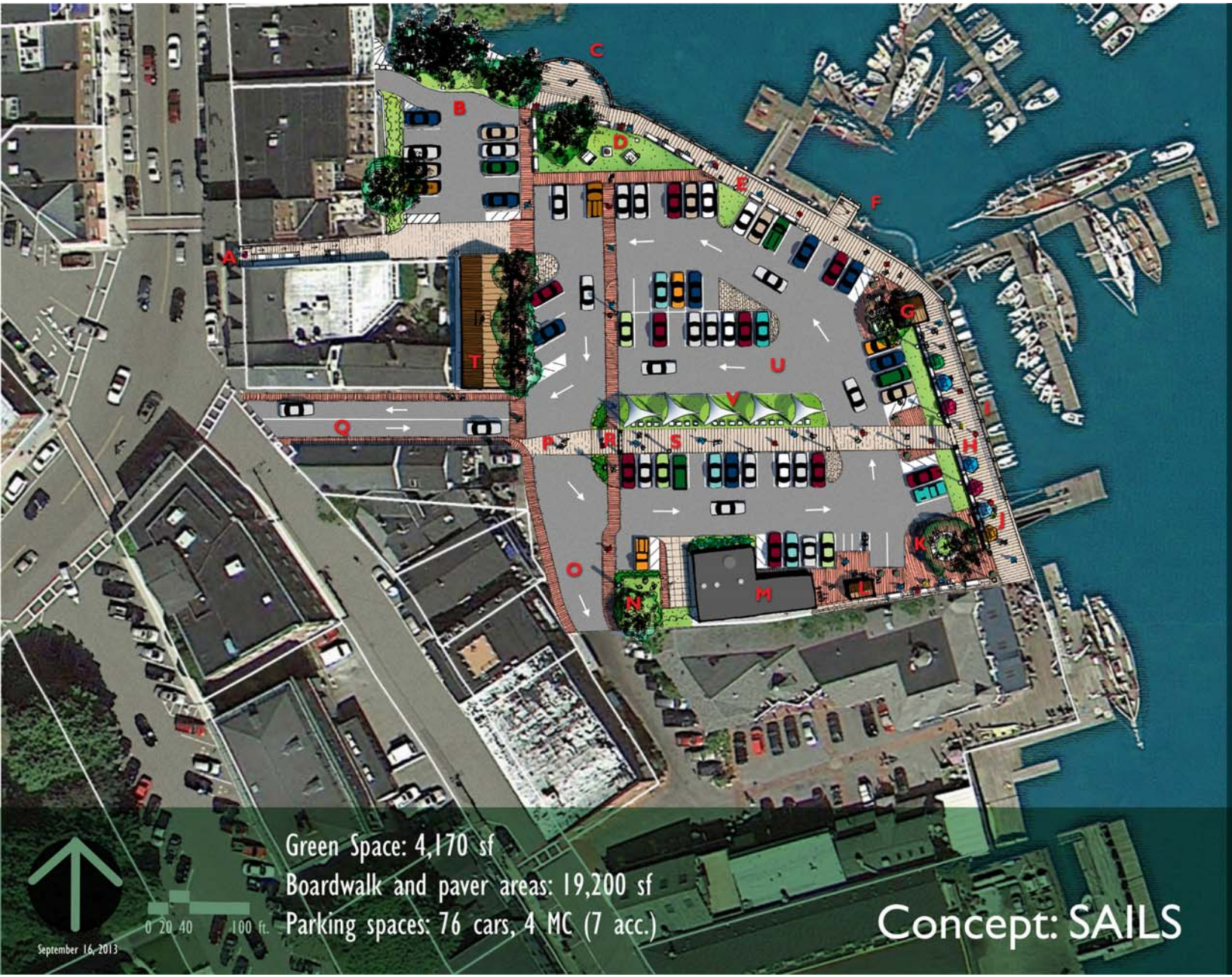

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- **T** Welcome Center: tourist info, toilet and shower facilities
- **U** Parking lot with loop circulation, all flush curbs/islands
- **V** Multi-purpose green space and SAILS feature including granite block sitting walls, and flagpoles along boardwalk

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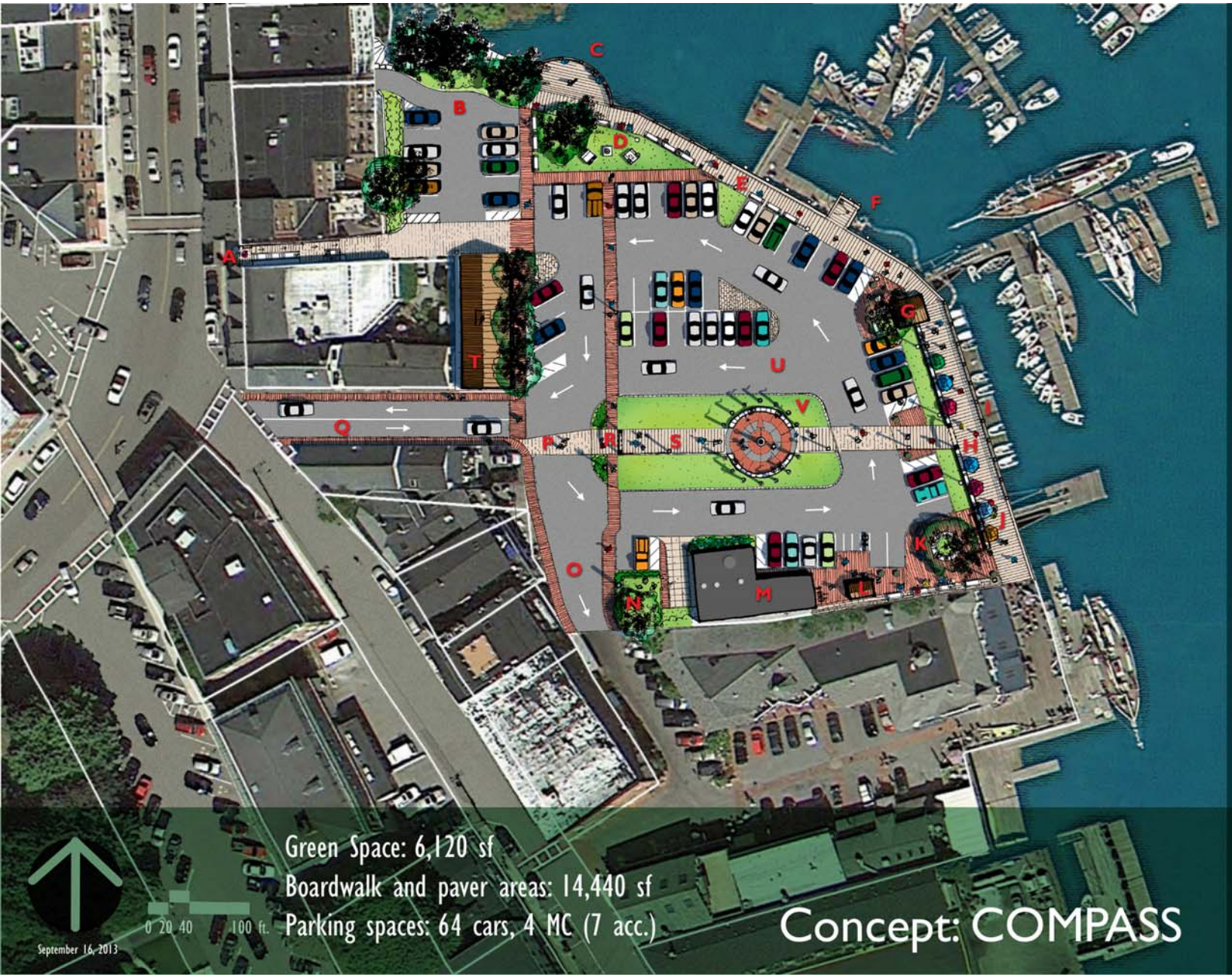

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- **T** Welcome Center: tourist info, toilet and shower facilities
- **U** Parking lot with loop circulation, all flush curbs/islands
- **V** Multi-purpose green space and COMPASSS feature including granite block sitting walls, flagpoles and focal point (e.g. water feature, kinetic sculpture, or memorial gnomen at center of compass rose).

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APPENDIX B

COST ESTIMATES

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PRELIMINARY COST ESTIMATE

Camden Public Landing

October 31, 2013

SCHEMATIC PLAN: BOARDWALK

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
201.12	SELECTIVE CLEARING AND THINNING	LS	1	$500.00	$500.00
201.23	REMOVING SINGLE TREE TOP ONLY	EA	5	$700.00	$3,500.00
202.01	REMOVING STRUCTURES AND OBSTRUCTIONS	LS	1	$10,000.00	$10,000.00
203.20	COMMON EXCAVATION	CY	660	$20.00	$13,200.00
203.25	GRANULAR BORROW	CY	50	$30.00	$1,500.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	530	$31.00	$16,430.00
403.210	HOT MIX ASPHALT - 9.5 MM NOMINAL MAX. SIZE, SURFACE	TON	320	$111.00	$35,520.00
403.213	HOT MIX ASPHALT - 12.5 MM NOMINAL MAX. SIZE, BASE	TON	97	$124.00	$12,082.56
502.22	RETAINING WALL AT NW PARKING AREA	LS	1	$19,000.00	$19,000.00
507.81	METAL HANDRAIL ALONG ALLEY	LF	55	$100.00	$5,500.00
507.82	STEPS AND RAILING ALONG ALLEY	LS	1	$9,000.00	$9,000.00
525.35	GRANITE BOLLARD	EA	2	$500.00	$1,000.00
525.38	GRANITE CURB STOP	EA	90	$140.00	$12,600.00
525.40	18" GRANITE BLOCK, SAWN TOP AND BOTTOM, SPLIT FACE ALL 4 SIDES	EA	0	$135.00	$0.00
528.50	TIMBER BOARDWALK WIDENING - 12 FT	SF	2448	$15.00	$36,720.00
528.51	TIMBER BOARDWALK WIDENING - 16 FT	SF	1888	$15.00	$28,320.00
528.52	TIMBER BOARDWALK - NEW 12 FT WIDE STRUCTURE	SF	703	$15.00	$10,545.00
528.53	TIMBER BOARDWALK THRU PARKING LOT	SF	1820	$18.00	$32,760.00
528.54	CANTILEVERED PEDESTRIAN OVERLOOK	LS	1	$100,000.00	$100,000.00
528.55	HOIST AND STUB PIER	LS	1	$20,000.00	$20,000.00
528.56	12"W X 12"H WOOD ARCHWAY	EA	3	$5,000.00	$15,000.00
528.57	CIRCULAR WOOD BENCH (12' DIA)	LS	1	$4,000.00	$4,000.00
603.175	18" RCP CLASS III	LF	150	$105.00	$15,750.00
604.072	CATCH BASIN TYPE A1-C	EA	1	$3,200.00	$3,200.00
604.16	ALTER CATCH BASIN TO MANHOLE	EA	2	$1,450.00	$2,900.00
604.18	ADJUST MANHOLE OR CB TO GRADE	EA	2	$775.00	$1,550.00
607.44	ALUMINUM FENCE	LF	100	$58.00	$5,800.00
608.081	REINFORCED CONCRETE DRIVE	SY	56	$145.00	$8,120.00
608.15	BRICK PAVER	SF	7342	$10.00	$73,420.00
608.20	COBBLE PAVER	SF	1780	$15.00	$26,700.00
608.22	FLUSH COBBLE BORDER	SF	0	$15.00	$0.00
608.241	PRECAST CONCRETE PAVER	SF	2810	$7.50	$21,075.00
608.25	GRANITE PAVER COMPASS	SF	0	$18.00	$0.00
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	88	$73.00	$6,424.00
609.11	VERTICAL CURB TYPE 1	LF	114	$34.00	$3,876.00
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	LF	43	$50.00	$2,150.00
615.07	LOAM	CY	85	$58.00	$4,903.38
616.08	SODDING	SY	719	$4.00	$2,875.56
619.1201	MULCH	UN	1	$40.00	$40.00
619.1301	BARK MULCH	LS	3	$57.00	$157.28
620.000	GROUND COVER - DAY LILIES AND LOW PLANTINGS (E.G., HYDRANGEA)	LS	1	$500.00	$500.00
621.297	LARGE DECIDUOUS TREE (4-4.5") GROUP A	EA	5	$600.00	$3,000.00
621.298	RELOCATE MEMORIAL TREE	LS	1	$500.00	$500.00
621.8	ESTABLISHMENT PERIOD (1 YR)	LS	1	$1,000.00	$1,000.00
626.341	FOUNDATION BASES FOR NEW LIGHT POLES	EA	16	$1,000.00	$16,000.00
627.75	W OR Y PAVEMENT AND CURB MARKING	LS	1	$3,000.00	$3,000.00
629.05	HAND LABOR - STRAIGHT TIME	MH	10	$40.00	$400.00
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	10	$145.00	$1,450.00
631.172	TRUCK, LARGE (INCLUDING OPERATOR)	HR	10	$85.00	$850.00
631.20	STUMP CHIPPER RENTAL (INCL OPERATOR)	HR	4	$167.00	$668.00
631.32	CULVERT CLEANER (INCL OPERATOR)	HR	4	$245.00	$980.00
634.2101	L1A LIGHT POLE - 12 FT HIGH	EA	16	$3,500.00	$56,000.00
634.2103	LUMINAIRES MOUNTED ON LIGHT STANDARDS	EA	16	$2,300.00	$36,800.00
634.25	FLAGPOLE WITH SEASONAL BANNER	EA	0	$2,500.00	$0.00
639.19	FIELD OFFICE TYPE B	EA	1	$6,300.00	$6,300.00
641.12	BENCH	EA	32	$1,000.00	$32,000.00
641.13	CURVED BENCH	EA	4	$1,250.00	$5,000.00
641.34	TRASH RECEPTACLE	EA	7	$575.00	$4,025.00
641.93	DOG WASTE STATION	EA	1	$500.00	$500.00
641.94	DOG FOUNTAIN	EA	1	$1,150.00	$1,150.00
641.95	SAIL STRUCTURE	EA	0	$3,500.00	$0.00
641.891	RELOCATE HARBOR MASTER BLDG	EA	1	$5,000.00	$5,000.00
641.892	REMOVE EXISTING BATHROOMS STRUCTURE	LS	1	$2,000.00	$2,000.00
641.893	WWTP BUILDING MODIFICATIONS	LS	1	$3,000.00	$3,000.00
641.894	CHAMBER OF COMMERCE - BATHROOM MODIFICATIONS	SF	600	$250.00	$150,000.00
645.103	WOOD PICNIC TABLE - RECTANGULAR 8'	EA	2	$800.00	$1,600.00
645.510	SPECIAL SIGNING	LS	1	$3,000.00	$3,000.00
652.31	TYPE I BARRICADE	EA	15	$92.00	$1,380.00
652.33	DRUM	EA	15	$55.00	$825.00
652.34	CONE	EA	30	$21.00	$630.00
652.35	CONSTRUCTION SIGNS	SF	300	$16.00	$4,800.00
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	260	$115.00	$29,900.00
652.38	FLAGGERS	HR	50	$23.50	$1,175.00
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1	$5,000.00	$5,000.00
841.03	DIGITAL PAY STATION	EA	2	$13,000.00	$26,000.00
890.07	BIKE RACK	EA	2	$1,190.00	$2,380.00
659.10	MOBILIZATION	LS	1	$77,835.00	$77,835.00
					$1,050,266.78
				15% Contingency	$157,540.02
				Subtotal	$1,207,806.79
				12% Design & Permitting	$144,936.82
				10% Constr Eng & Inspection	$120,780.68
					$1,473,524.29
				SAY	**$1,475,000**

OPTIONAL BID ITEMS

OPT 1	Boardwalk Railing	LF	270	$180.00	$48,600.00
OPT 2	Pedestrian Bridge @ Waterfall	LS	1	$190,000.00	$190,000.00
OPT 3	Undergrounding of Overhead Utilities	LS	1	$275,000.00	$275,000.00
					$513,600.00

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PRELIMINARY COST ESTIMATE

Camden Public Landing

October 31, 2013

SCHEMATIC PLAN: SAILS

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
201.12	SELECTIVE CLEARING AND THINNING	LS	1	$500.00	$500.00
201.23	REMOVING SINGLE TREE TOP ONLY	EA	5	$700.00	$3,500.00
202.01	REMOVING STRUCTURES AND OBSTRUCTIONS	LS	1	$10,000.00	$10,000.00
203.20	COMMON EXCAVATION	CY	740	$20.00	$14,800.00
203.25	GRANULAR BORROW	CY	50	$30.00	$1,500.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	530	$31.00	$16,430.00
403.210	HOT MIX ASPHALT - 9.5 MM NOMINAL MAX. SIZE, SURFACE	TON	305	$111.00	$33,855.00
403.213	HOT MIX ASPHALT - 12.5 MM NOMINAL MAX. SIZE, BASE	TON	97	$124.00	$12,082.56
502.22	RETAINING WALL AT NW PARKING AREA	LS	1	$19,000.00	$19,000.00
507.81	METAL HANDRAIL ALONG ALLEY	LF	55	$100.00	$5,500.00
507.82	STEPS AND RAILING ALONG ALLEY	LS	1	$9,000.00	$9,000.00
525.35	GRANITE BOLLARD	EA	2	$500.00	$1,000.00
525.38	GRANITE CURB STOP	EA	76	$140.00	$10,640.00
525.40	18" GRANITE BLOCK, SAWN TOP AND BOTTOM, SPLIT FACE ALL 4 SIDES	EA	18	$135.00	$2,430.00
528.50	TIMBER BOARDWALK WIDENING - 12 FT	SF	2448	$15.00	$36,720.00
528.51	TIMBER BOARDWALK WIDENING - 16 FT	SF	1888	$15.00	$28,320.00
528.52	TIMBER BOARDWALK - NEW 12 FT WIDE STRUCTURE	SF	703	$15.00	$10,545.00
528.53	TIMBER BOARDWALK THRU PARKING LOT	SF	1820	$18.00	$32,760.00
528.54	CANTILEVERED PEDESTRIAN OVERLOOK	LS	1	$100,000.00	$100,000.00
528.55	HOIST AND STUB PIER	LS	1	$20,000.00	$20,000.00
528.56	12"W X 12"H WOOD ARCHWAY	EA	3	$5,000.00	$15,000.00
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608.081	REINFORCED CONCRETE DRIVE	SY	56	$145.00	$8,120.00
608.15	BRICK PAVER	SF	7342	$10.00	$73,420.00
608.20	COBBLE PAVER	SF	1610	$15.00	$24,150.00
608.22	FLUSH COBBLE BORDER	SF	42	$15.00	$630.00
608.241	PRECAST CONCRETE PAVER	SF	2810	$7.50	$21,075.00
608.25	GRANITE PAVER COMPASS	SF	0	$18.00	$0.00
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	88	$73.00	$6,424.00
609.11	VERTICAL CURB TYPE 1	LF	82	$34.00	$2,788.00
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	LF	36	$50.00	$1,800.00
615.07	LOAM	CY	107	$58.00	$6,179.38
616.08	SODDING	SY	919	$4.00	$3,675.56
619.1201	MULCH	UN	1	$40.00	$40.00
619.1301	BARK MULCH	LS	3	$57.00	$157.28
620.000	GROUND COVER - DAY LILIES AND LOW PLANTINGS (E.G., HYDRANGEA)	LS	1	$500.00	$500.00
621.297	LARGE DECIDUOUS TREE (4-4.5") GROUP A	EA	5	$600.00	$3,000.00
621.298	RELOCATE MEMORIAL TREE	LS	1	$500.00	$500.00
621.8	ESTABLISHMENT PERIOD (1 YR)	LS	1	$1,000.00	$1,000.00
626.341	FOUNDATION BASES FOR NEW LIGHT POLES	EA	16	$1,000.00	$16,000.00
627.75	W OR Y PAVEMENT AND CURB MARKING	LS	1	$3,000.00	$3,000.00
629.05	HAND LABOR - STRAIGHT TIME	MH	10	$40.00	$400.00
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	10	$145.00	$1,450.00
631.172	TRUCK, LARGE (INCLUDING OPERATOR)	HR	10	$85.00	$850.00
631.20	STUMP CHIPPER RENTAL (INCL OPERATOR)	HR	4	$167.00	$668.00
631.32	CULVERT CLEANER (INCL OPERATOR)	HR	4	$245.00	$980.00
634.2101	L1A LIGHT POLE - 12 FT HIGH	EA	16	$3,500.00	$56,000.00
634.2103	LUMINAIRES MOUNTED ON LIGHT STANDARDS	EA	16	$2,300.00	$36,800.00
634.25	FLAGPOLE WITH SEASONAL BANNER	EA	0	$2,500.00	$0.00
639.19	FIELD OFFICE TYPE B	EA	1	$6,300.00	$6,300.00
641.12	BENCH	EA	32	$1,000.00	$32,000.00
641.13	CURVED BENCH	EA	4	$1,250.00	$5,000.00
641.34	TRASH RECEPTACLE	EA	7	$575.00	$4,025.00
641.93	DOG WASTE STATION	EA	1	$500.00	$500.00
641.94	DOG FOUNTAIN	EA	1	$1,150.00	$1,150.00
641.95	SAIL STRUCTURE	EA	5	$7,500.00	$37,500.00
641.891	RELOCATE HARBOR MASTER BLDG	EA	1	$5,000.00	$5,000.00
641.892	REMOVE EXISTING BATHROOMS STRUCTURE	LS	1	$2,000.00	$2,000.00
641.893	WWTP BUILDING MODIFICATIONS	LS	1	$3,000.00	$3,000.00
641.894	CHAMBER OF COMMERCE - BATHROOM MODIFICATIONS	SF	600	$250.00	$150,000.00
645.103	WOOD PICNIC TABLE - RECTANGULAR 8'	EA	2	$800.00	$1,600.00
645.510	SPECIAL SIGNING	LS	1	$3,000.00	$3,000.00
652.31	TYPE I BARRICADE	EA	15	$92.00	$1,380.00
652.33	DRUM	EA	15	$55.00	$825.00
652.34	CONE	EA	30	$21.00	$630.00
652.35	CONSTRUCTION SIGNS	SF	300	$16.00	$4,800.00
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	260	$115.00	$29,900.00
652.38	FLAGGERS	HR	50	$23.50	$1,175.00
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1	$5,000.00	$5,000.00
841.03	DIGITAL PAY STATION	EA	2	$13,000.00	$26,000.00
890.07	BIKE RACK	EA	2	$1,190.00	$2,380.00
659.10	MOBILIZATION	LS	1	$80,764.00	$80,764.00
					$1,089,818.78
				15% Contingency	$163,472.82
				Subtotal	$1,253,291.59
				12% Design & Permitting	$150,394.99
				10% Constr Eng & Inspection	$125,329.16
					$1,529,015.75
				SAY	**$1,530,000**

OPTIONAL BID ITEMS

OPT 1	Boardwalk Railing	LF	270	$180.00	$48,600.00
OPT 2	Pedestrian Bridge @ Waterfall	LS	1	$190,000.00	$190,000.00
OPT 3	Undergrounding of Overhead Utilities	LS	1	$275,000.00	$275,000.00
					$513,600.00

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PRELIMINARY COST ESTIMATE

Camden Public Landing

October 31, 2013

SCHEMATIC PLAN: COMPASS

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
201.12	SELECTIVE CLEARING AND THINNING	LS	1	$500.00	$500.00
201.23	REMOVING SINGLE TREE TOP ONLY	EA	5	$700.00	$3,500.00
202.01	REMOVING STRUCTURES AND OBSTRUCTIONS	LS	1	$10,000.00	$10,000.00
203.20	COMMON EXCAVATION	CY	820	$20.00	$16,400.00
203.25	GRANULAR BORROW	CY	50	$30.00	$1,500.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	530	$31.00	$16,430.00
403.210	HOT MIX ASPHALT - 9.5 MM NOMINAL MAX. SIZE, SURFACE	TON	290	$111.00	$32,190.00
403.213	HOT MIX ASPHALT - 12.5 MM NOMINAL MAX. SIZE, BASE	TON	97	$124.00	$12,082.56
502.22	RETAINING WALL AT NW PARKING AREA	LS	1	$19,000.00	$19,000.00
507.81	METAL HANDRAIL ALONG ALLEY	LF	55	$100.00	$5,500.00
507.82	STEPS AND RAILING ALONG ALLEY	LS	1	$9,000.00	$9,000.00
525.35	GRANITE BOLLARD	EA	2	$500.00	$1,000.00
525.38	GRANITE CURB STOP	EA	64	$140.00	$8,960.00
525.40	18" GRANITE BLOCK, SAWN TOP AND BOTTOM, SPLIT FACE ALL 4 SIDES	EA	28	$135.00	$3,780.00
528.50	TIMBER BOARDWALK WIDENING - 12 FT	SF	2448	$15.00	$36,720.00
528.51	TIMBER BOARDWALK WIDENING - 16 FT	SF	1888	$15.00	$28,320.00
528.52	TIMBER BOARDWALK - NEW 12 FT WIDE STRUCTURE	SF	703	$15.00	$10,545.00
528.53	TIMBER BOARDWALK THRU PARKING LOT	SF	1820	$18.00	$32,760.00
528.54	CANTILEVERED PEDESTRIAN OVERLOOK	LS	1	$100,000.00	$100,000.00
528.55	HOIST AND STUB PIER	LS	1	$20,000.00	$20,000.00
528.56	12"W X 12"H WOOD ARCHWAY	EA	3	$5,000.00	$15,000.00
528.57	CIRCULAR WOOD BENCH (12' DIA)	LS	1	$4,000.00	$4,000.00
603.175	18" RCP CLASS III	LF	150	$105.00	$15,750.00
604.072	CATCH BASIN TYPE A1-C	EA	1	$3,200.00	$3,200.00
604.16	ALTER CATCH BASIN TO MANHOLE	EA	2	$1,450.00	$2,900.00
604.18	ADJUST MANHOLE OR CB TO GRADE	EA	2	$775.00	$1,550.00
607.44	ALUMINUM FENCE	LF	100	$58.00	$5,800.00
608.081	REINFORCED CONCRETE DRIVE	SY	56	$145.00	$8,120.00
608.15	BRICK PAVER	SF	7342	$10.00	$73,420.00
608.20	COBBLE PAVER	SF	1480	$15.00	$22,200.00
608.22	FLUSH COBBLE BORDER	SF	86	$15.00	$1,287.00
608.241	PRECAST CONCRETE PAVER	SF	2810	$7.50	$21,075.00
608.25	GRANITE PAVER COMPASS	SF	1256	$18.00	$22,608.00
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	88	$73.00	$6,424.00
609.11	VERTICAL CURB TYPE 1	LF	57	$34.00	$1,938.00
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	LF	22	$50.00	$1,100.00
615.07	LOAM	CY	121	$58.00	$7,011.62
616.08	SODDING	SY	1100	$4.00	$4,400.00
619.1201	MULCH	UN	1	$40.00	$40.00
619.1301	BARK MULCH	LS	3	$57.00	$157.28
620.000	GROUND COVER - DAY LILIES AND LOW PLANTINGS (E.G., HYDRANGEA)	LS	1	$500.00	$500.00
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634.2103	LUMINAIRES MOUNTED ON LIGHT STANDARDS	EA	16	$2,300.00	$36,800.00
634.25	FLAGPOLE WITH SEASONAL BANNER	EA	14	$2,500.00	$35,000.00
639.19	FIELD OFFICE TYPE B	EA	1	$6,300.00	$6,300.00
641.12	BENCH	EA	32	$1,000.00	$32,000.00
641.13	CURVED BENCH	EA	4	$1,250.00	$5,000.00
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641.891	RELOCATE HARBOR MASTER BLDG	EA	1	$5,000.00	$5,000.00
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841.03	DIGITAL PAY STATION	EA	2	$13,000.00	$26,000.00
890.07	BIKE RACK	EA	2	$1,190.00	$2,380.00
659.10	MOBILIZATION	LS	1	$82,239.00	$82,239.00
					$1,109,720.46
				15% Contingency	$166,458.07
				Subtotal	$1,276,178.53
				12% Design & Permitting	$153,141.42
				10% Constr Eng & Inspection	$127,617.85
					$1,556,937.80
				SAY	**$1,560,000**

	OPTIONAL BID ITEMS				
OPT 1	Boardwalk Railing	LF	270	$180.00	$48,600.00
OPT 2	Pedestrian Bridge @ Waterfall	LS	1	$190,000.00	$190,000.00
OPT 3	Undergrounding of Overhead Utilities	LS	1	$275,000.00	$275,000.00
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