

**Camden
Riverwalk &
Public Landing**

FORUM #4

September 16, 2013

AGENDA

Thanks for being here tonight!

Welcome

Overview of Project Scope

Public Landing

Riverwalk

Closing

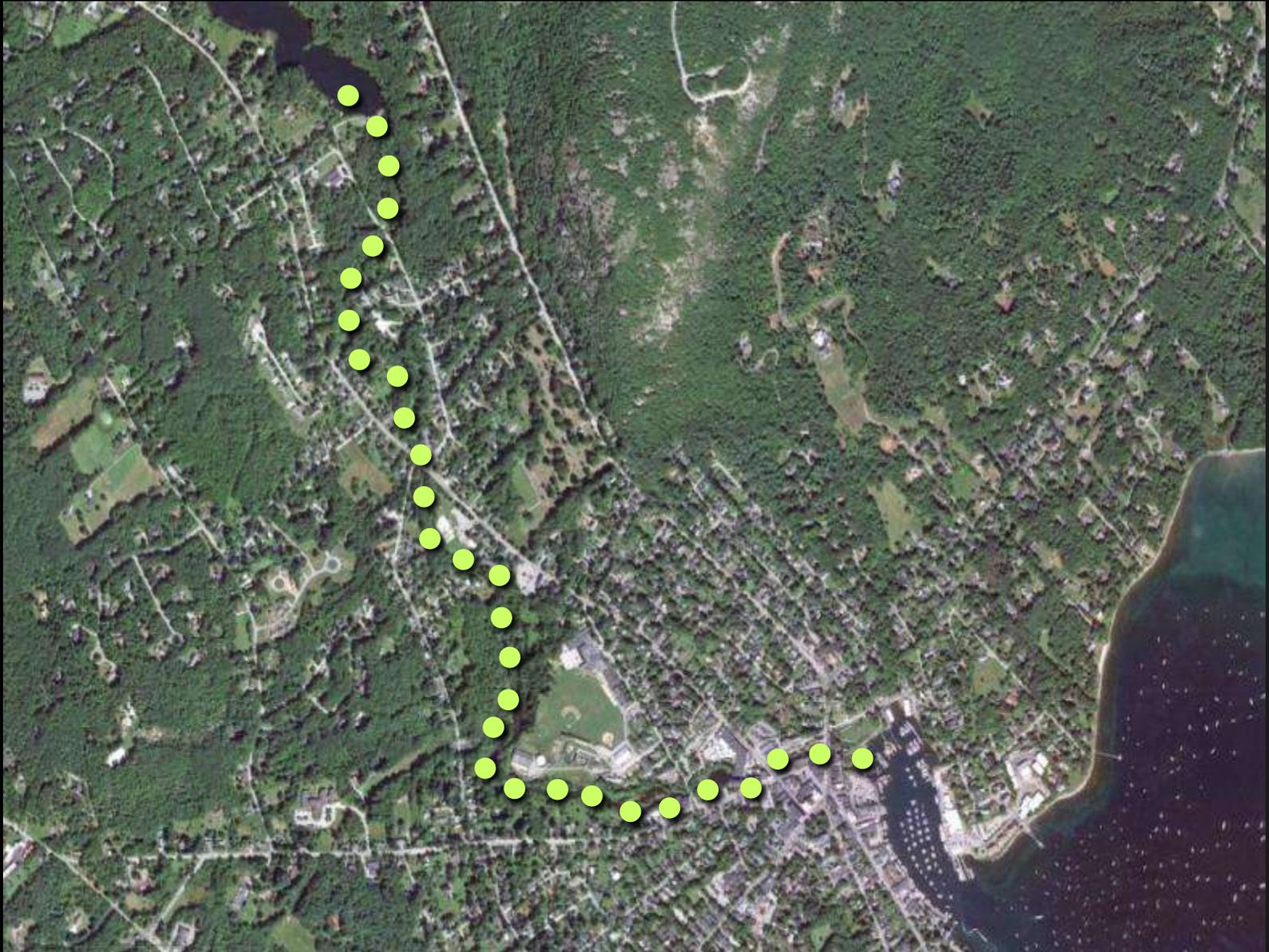
Our Scope & Workplan:

1. Inventory existing conditions and uses, gather data, create base map
2. Community input
3. Schematic Master Plans
4. Assess economic impacts
5. Preliminary cost estimate
6. Implementation Plan: phasing, funding, easements and permits

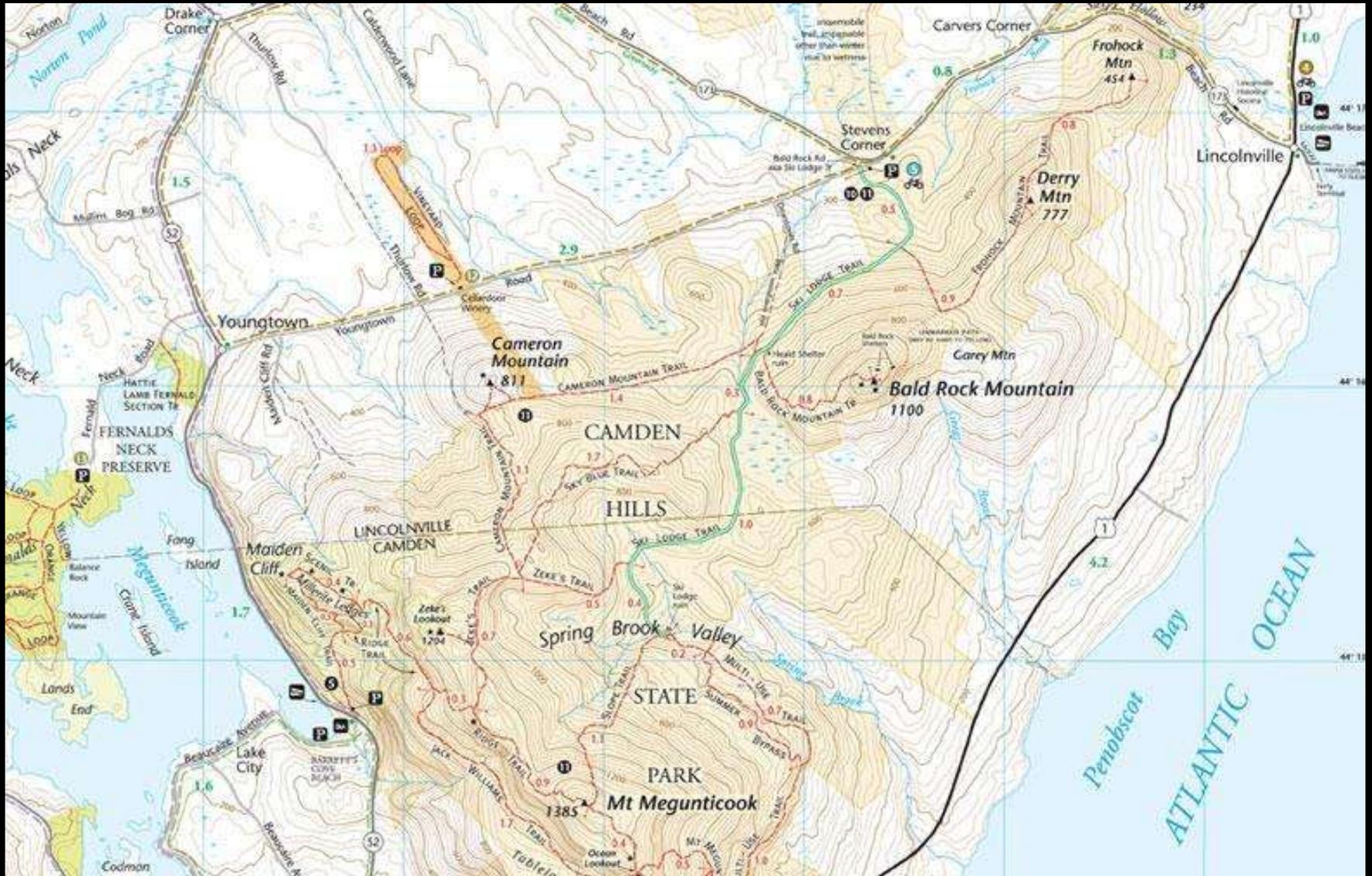
PUBLIC FORUM #3 GOALS:

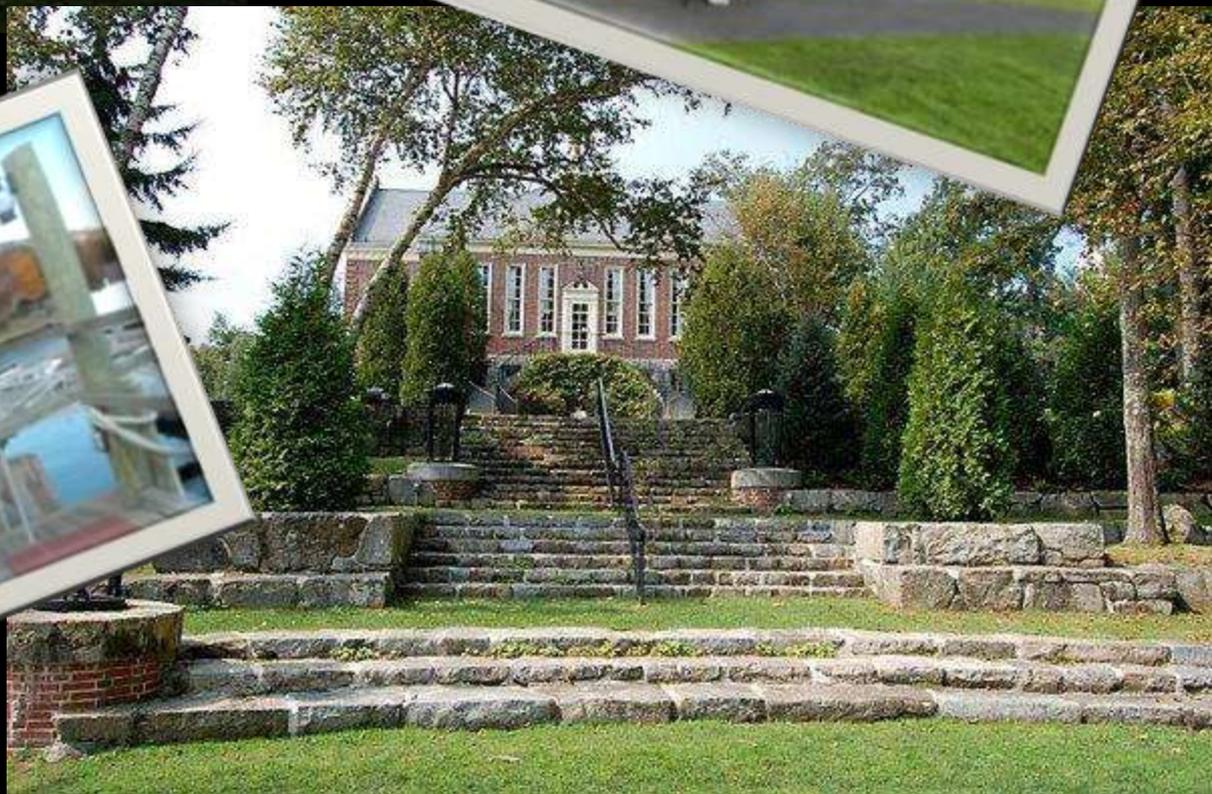
1. Acknowledge work to date (various efforts).
2. Share the vision of the Design Team and Workgroup.
3. Your opportunity to give us feedback on the design options, and also to hear your neighbors.
4. Collective understanding of the next steps.

Forum #1 was on April 1 this year



Camden's Open Space Legacy...





- Swim
- Boat/Mobile Working
- Boat Dock
- Boat Launch/Hand Carry
- Boat Launch/Tow-out
- Camping
- Climbing
- Chairlift Ropes
- Community Event
- Fishing
- Golfing
- Hiking
- Ice Skating
- Kayaking
- Lighthouse
- Landmark Tower
- Parking
- Swimming
- Playground
- Knot Climbing
- Scenic View
- Skiing/Snow
- Skiing-Cross-country
- Snowmobiling
- Snowshoeing
- Summit
- Tennis
- Tubing
- Viewing/Photography
- Visitor Information
- Walking
- Waterfall

GIS

Geographic Information Systems

Scale: 0.25 0.5 0.75 Miles

Central Mountains Land of Penobscot

Central Mountains Land, Inc. has 12,000 acres of land in the central and western Penobscot County area. The land is primarily forested and is used for timber production. The land is also used for recreational purposes. For more information, visit www.centralmountainsland.com or call 236-9991. Call 1-737-86-Boat for more information. Hours: Monday through Saturday 8:30AM and 5:00PM.

Winnepesaukee State Park

Winnepesaukee State Park is a large park in the town of Rockport, Maine. It features a large lake, a boat launch, and a playground. The park is a great place for outdoor recreation. For more information, visit www.maine.gov or call 236-9991.



Site 52 Boat Ramp (Camden Harbor)

The Camden Harbor Boat Ramp provides easy launching to the lake. The entire area is paved with marked parking. The launch ramp's large concrete launch, construction site only and dock. The ramp has a long wood dock, no fence. Meganticook Lake is great for power boating, water skiing, and tubing. Ice fishing is prohibited on the lake and swimming is prohibited at the boat launch.



Bog Bridge Boat Ramp (Meganticook Lake)

The Meganticook Lake Boat Ramp provides launching access to the lake. The launch area is paved and the launch ramp is a large concrete block construction. The ramp has a long wood dock, no fence. Meganticook Lake is great for power boating, water skiing, and tubing. Ice fishing is prohibited on the lake and swimming is prohibited at the boat launch.



Lead's End (Meganticook Lake)

Meganticook Lake is ideal for a day out on the water. There is a big exploring in many ways. There are many trails, two boat ramps, and canoe edge. The lake is home to Red Eye, loons, Canada geese and many other birds and ducks. Put on one of our public facilities — the State 55 Boat Ramp or the Bog Bridge Boat Ramp on Route 125 — they lead to Lead's End Park, a 148-acre nature preserve parking lot into the middle of the lake. Lead's End has several beautiful, unshaded sunny with scenic lakes to land and leave. There are four of swimming in the cool water spring on the rocks, or looking for waterfowl and birds. There are also many trails and picnic areas available on the lake.

Boat Ramp: From Village Green, proceed north on Route 1

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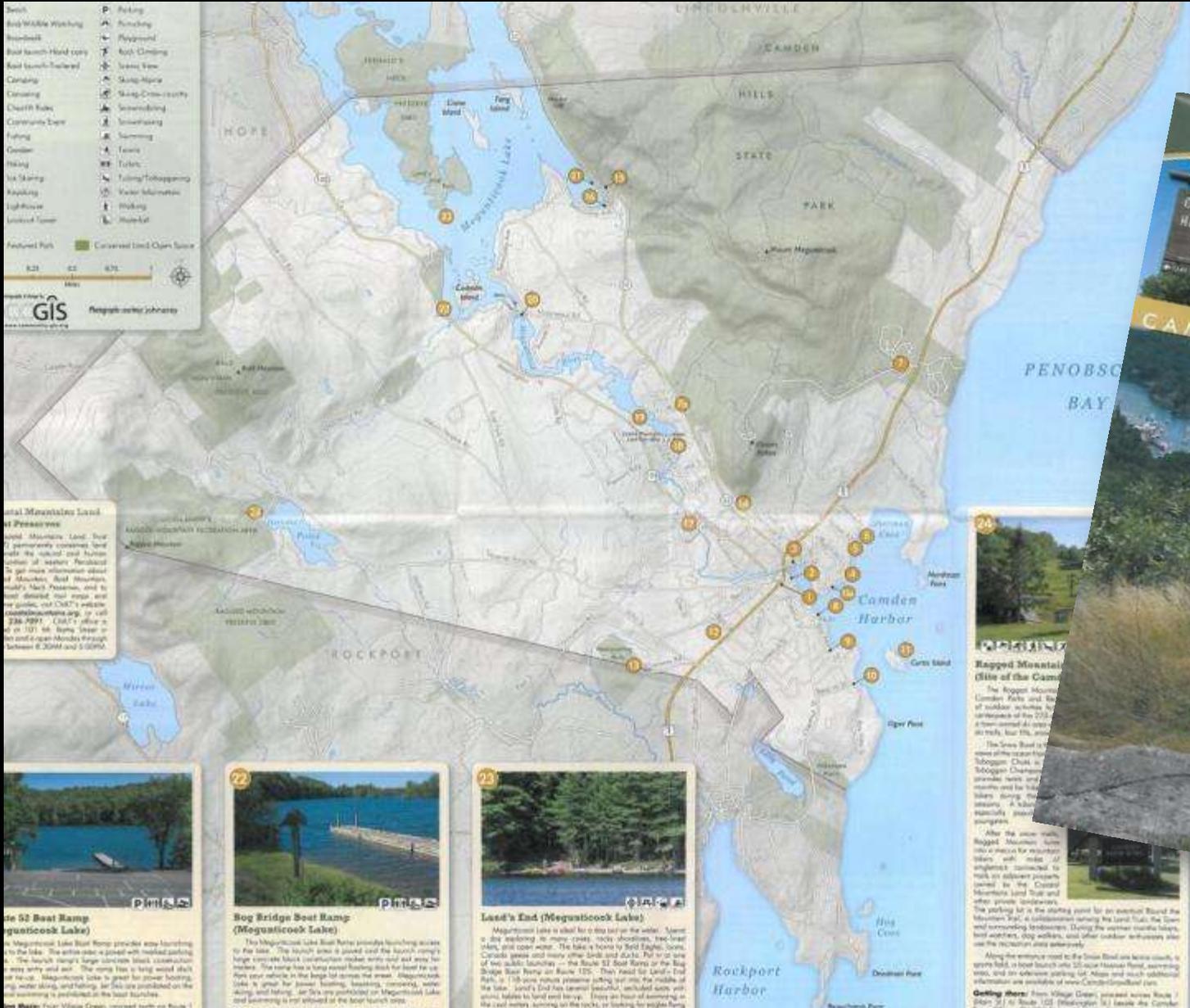
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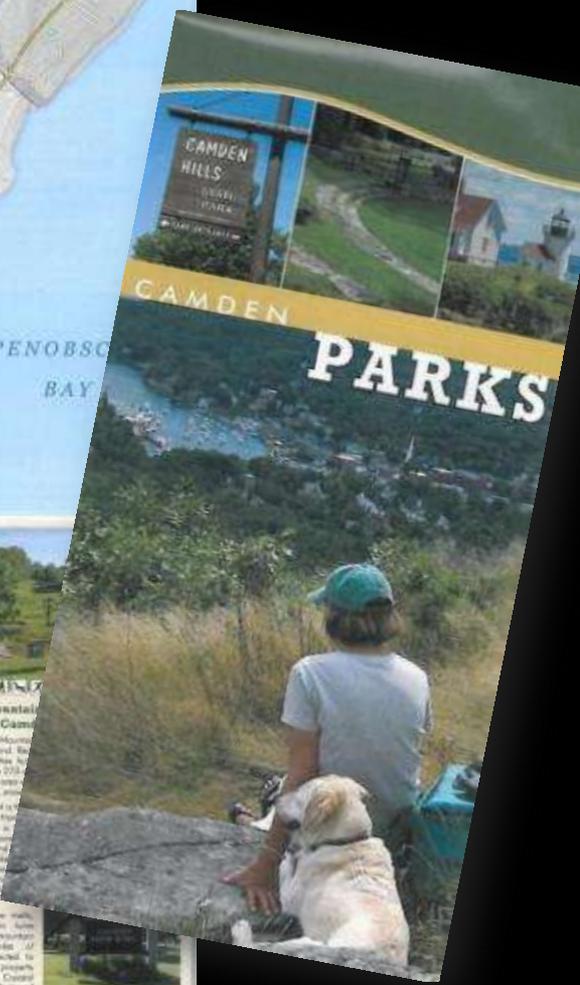
Boat Ramp: From Village Green, proceed north on Route 1



Rugged Mountain State of the Camden Hills

The Rugged Mountain State of the Camden Hills is a beautiful area with scenic views of the ocean and the mountains. The area is home to many trails, including the 2.5-mile trail to the top of the hills. The area is also home to many historic buildings, including the Camden Hills Lighthouse. For more information, visit www.camdenhills.com or call 236-9991.

Getting there: From Village Green, proceed north on Route 1

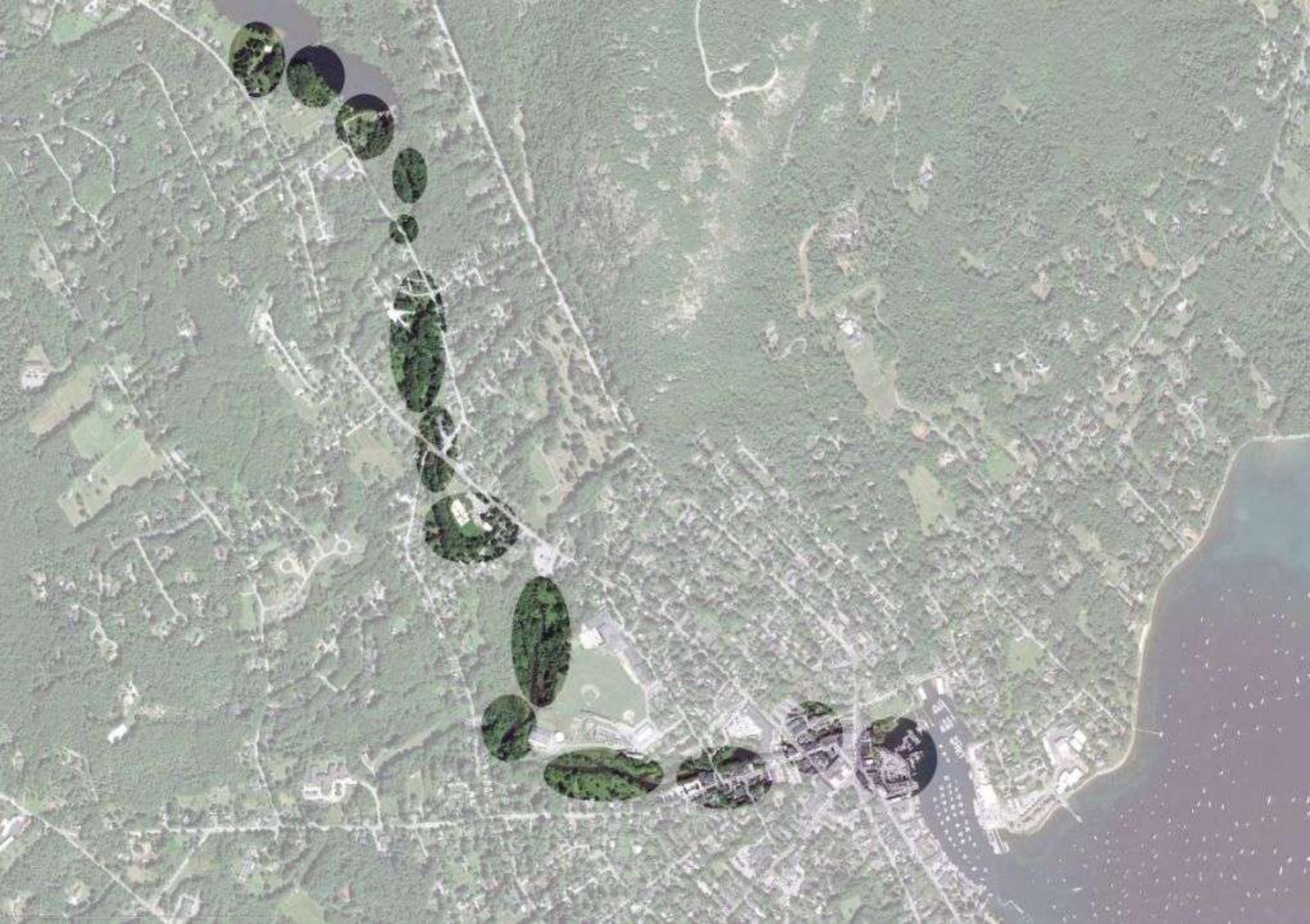


CAMDEN HILLS STATE PARK

CAMDEN PARKS

Forum #2 was on June 24





Community Benefits

- Increase livability
- Places for casual meetings
- Foster community involvement
- Provide accessible recreation
- Connect people and places
- “Eyes on the streets”

Transportation Benefits

- Reduce congestion and parking
- Provide alternative to cars
- Decrease traffic
- Provide alternatives to people who do not drive or own a car

Health Benefits

- Lower the risk of heart disease
- Lower blood pressure
- Reduce high cholesterol
- Help control body weight
- Reduce risk of diabetes

Economic Benefits

- Reduced health care costs
- Maintain independence of elders
...reduces cost of institutional care
- Affordable transportation... reduces household income spent on cars
- Positive effect on visitor stays and spending
- Positive effect on property values

Public Landing: PURPOSE



Waterside

Landside



Working waterfront



Welcoming visitors



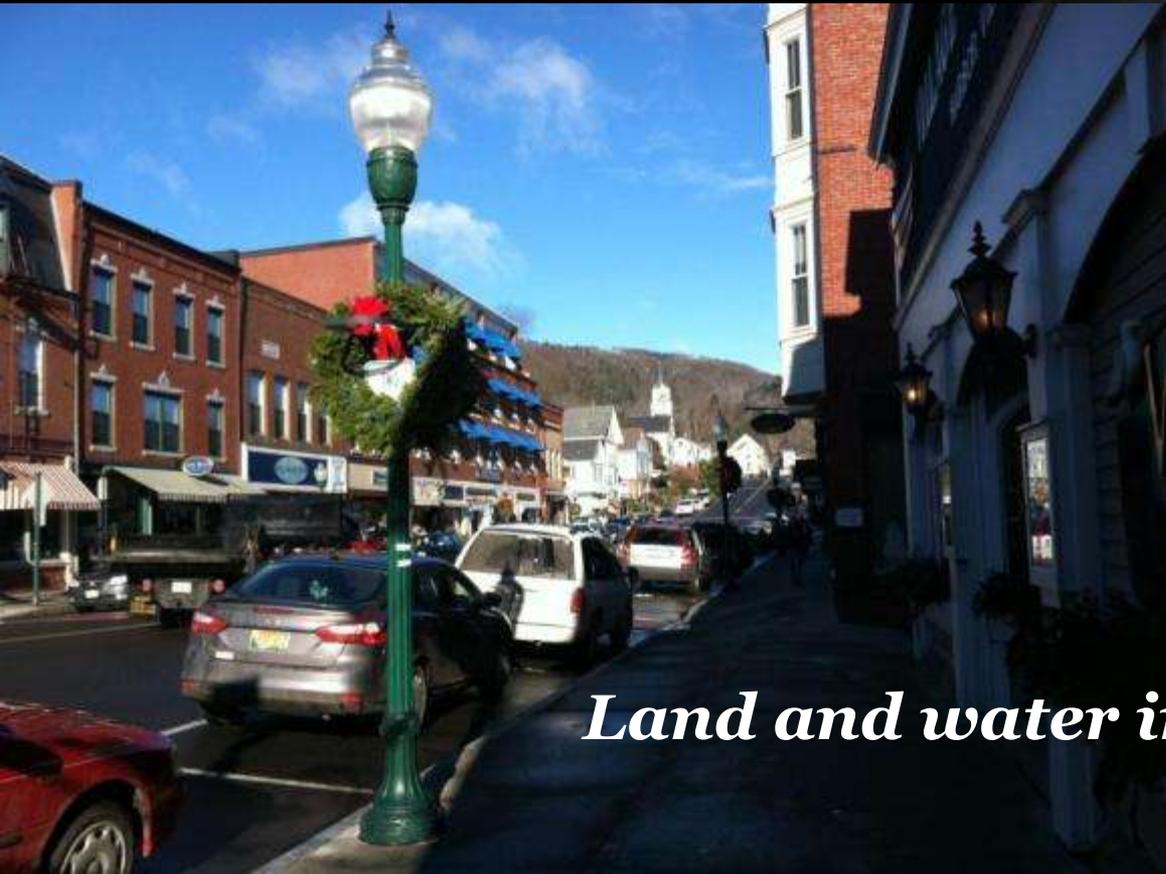
Seasonal Use



Downtown economy

Landside:

Access, parking and circulation...



Land and water interface

Pressure and transition over time



DESIGN GOAL:

Determine the
CURRENT and
the **BEST** uses,
and figure out
how they can
work together...
in this space.



Inventory & Analysis

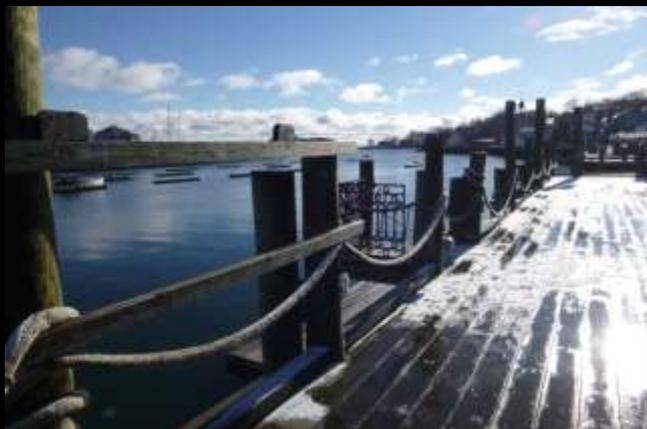
Parking & Circulation



Safety...



Accessibility...



Amenities...

- light
- parking
- safe accessible surfaces
- seating
- shade
- restrooms and showers
- views
- food and water
- information about the area

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

Chamber of Commerce

Parking spaces are available elsewhere in Downtown, however Public Landing is central, accessible, and convenient parking.

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

SITE ANALYSIS

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Design Approach

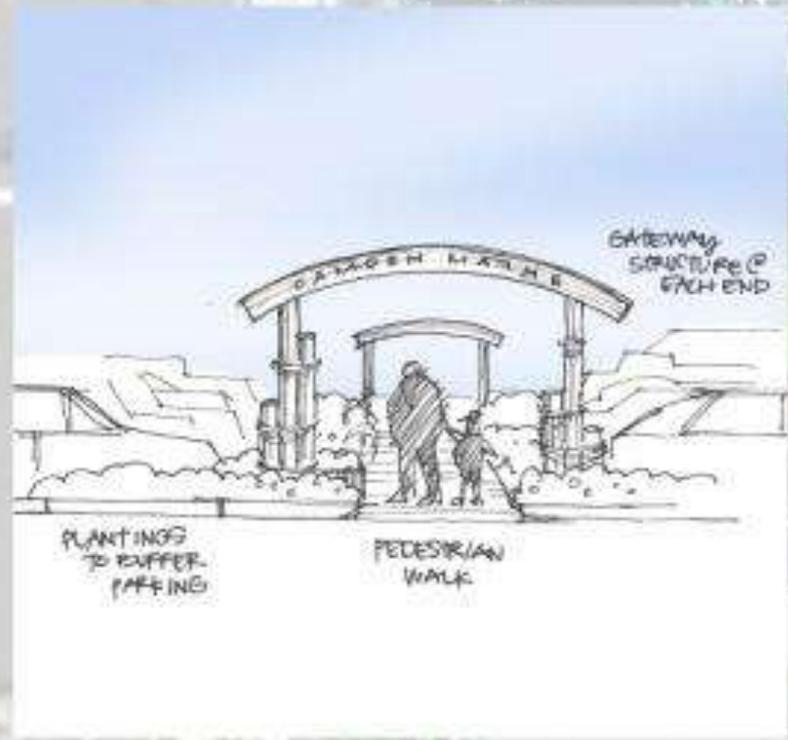
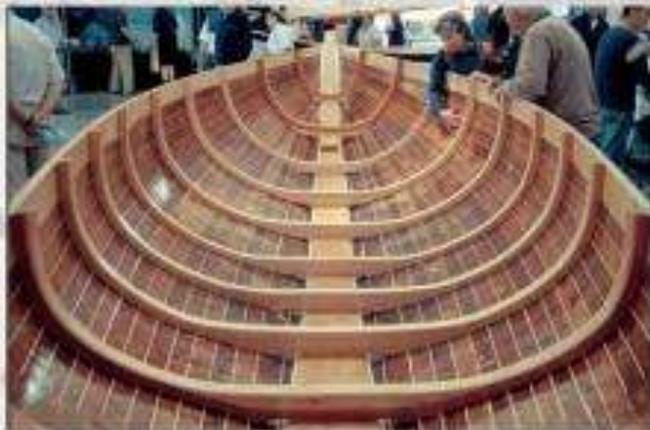
Master Plan for the Camden Public Landing



Site Details

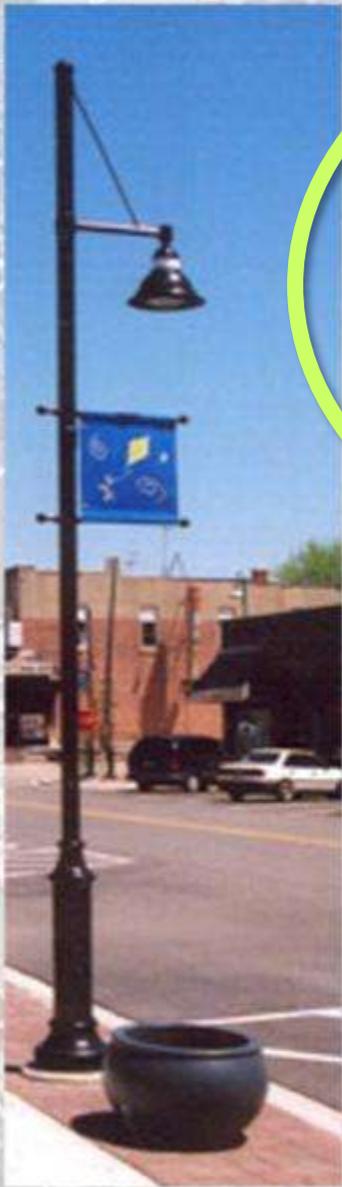
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tld&a
Terrence DeWan
Associates











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 Low granite sitting wall for schooner trips & others
- 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

Green Space: 2,370 sf
 Boardwalk and paver areas: 19,200 sf
 Parking spaces: 85 cars, 4 MC (acc.)

Concept: BOARDWALKS



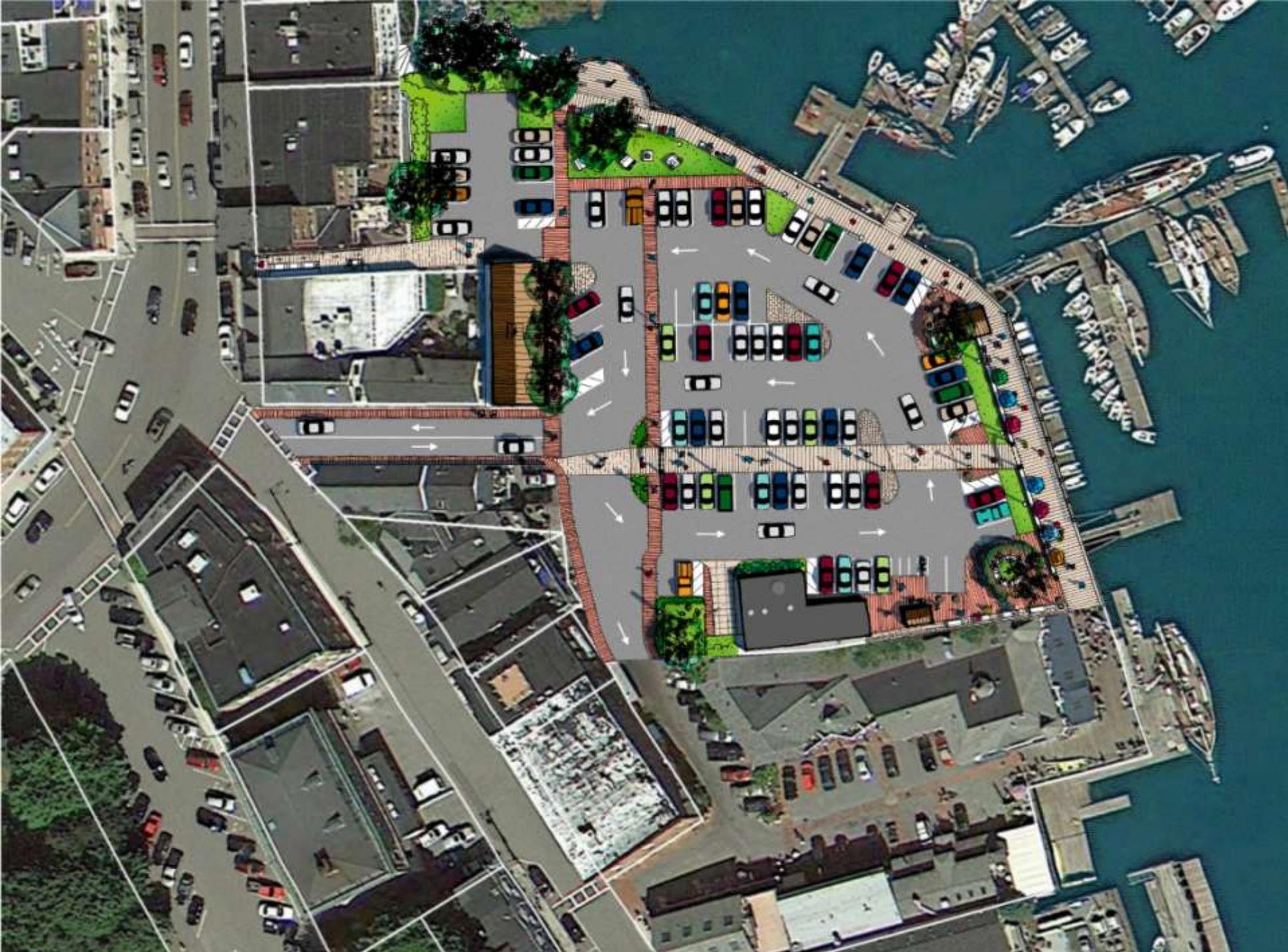
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Alley

Commercial Street





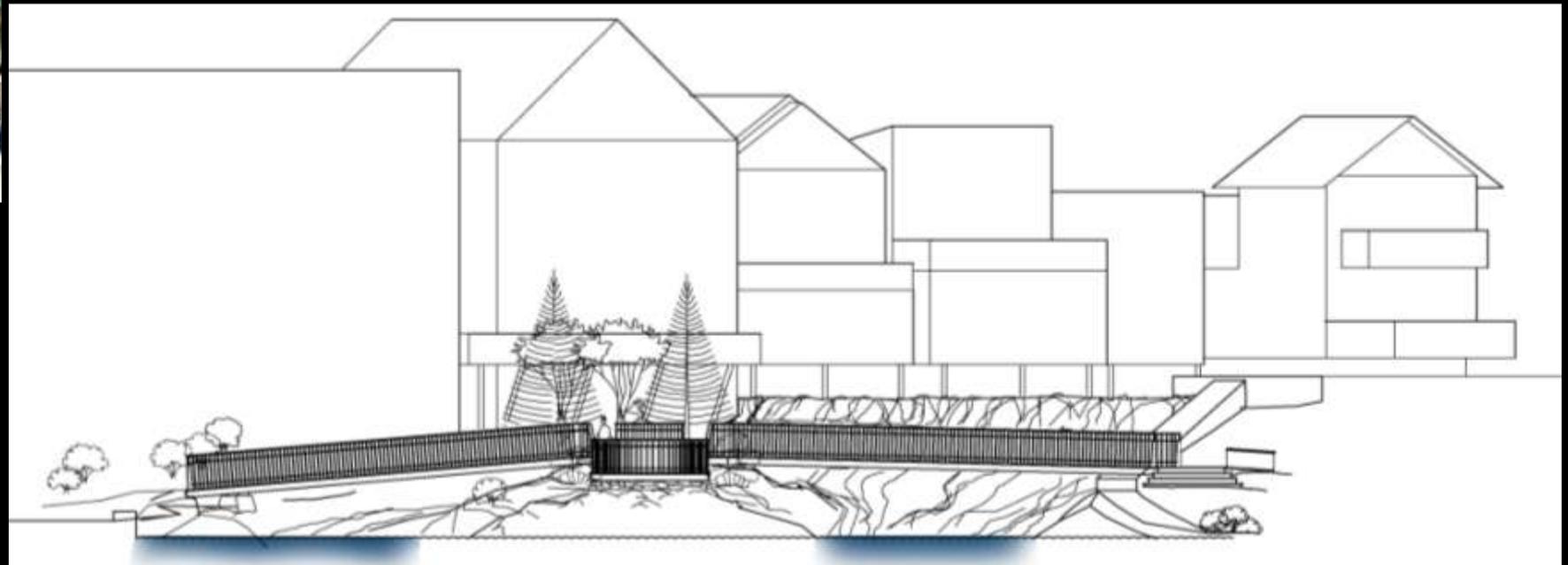
Overlook



*Cable
railings*

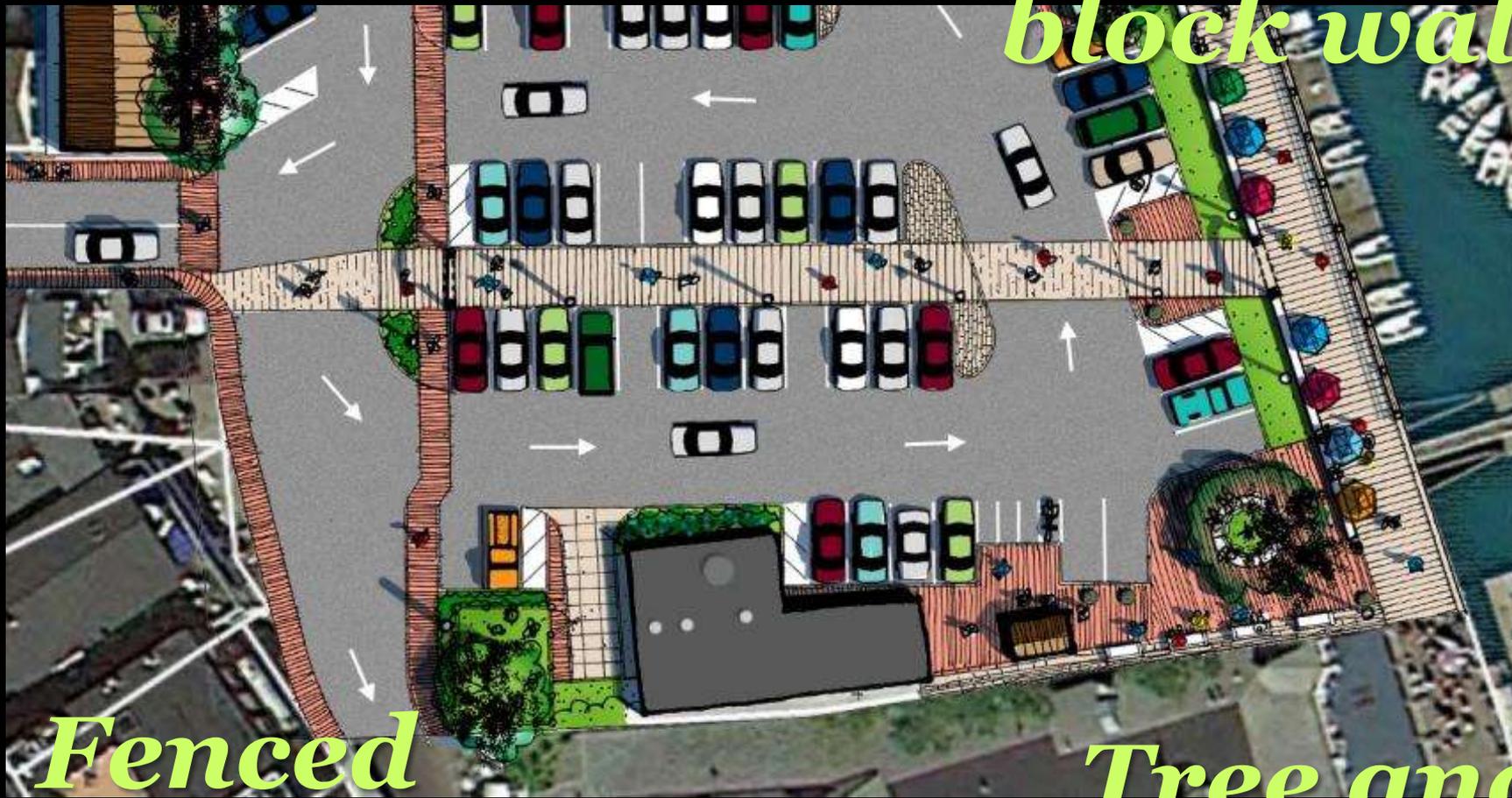


Bridge



Boardwalk

*Granite
block wall*



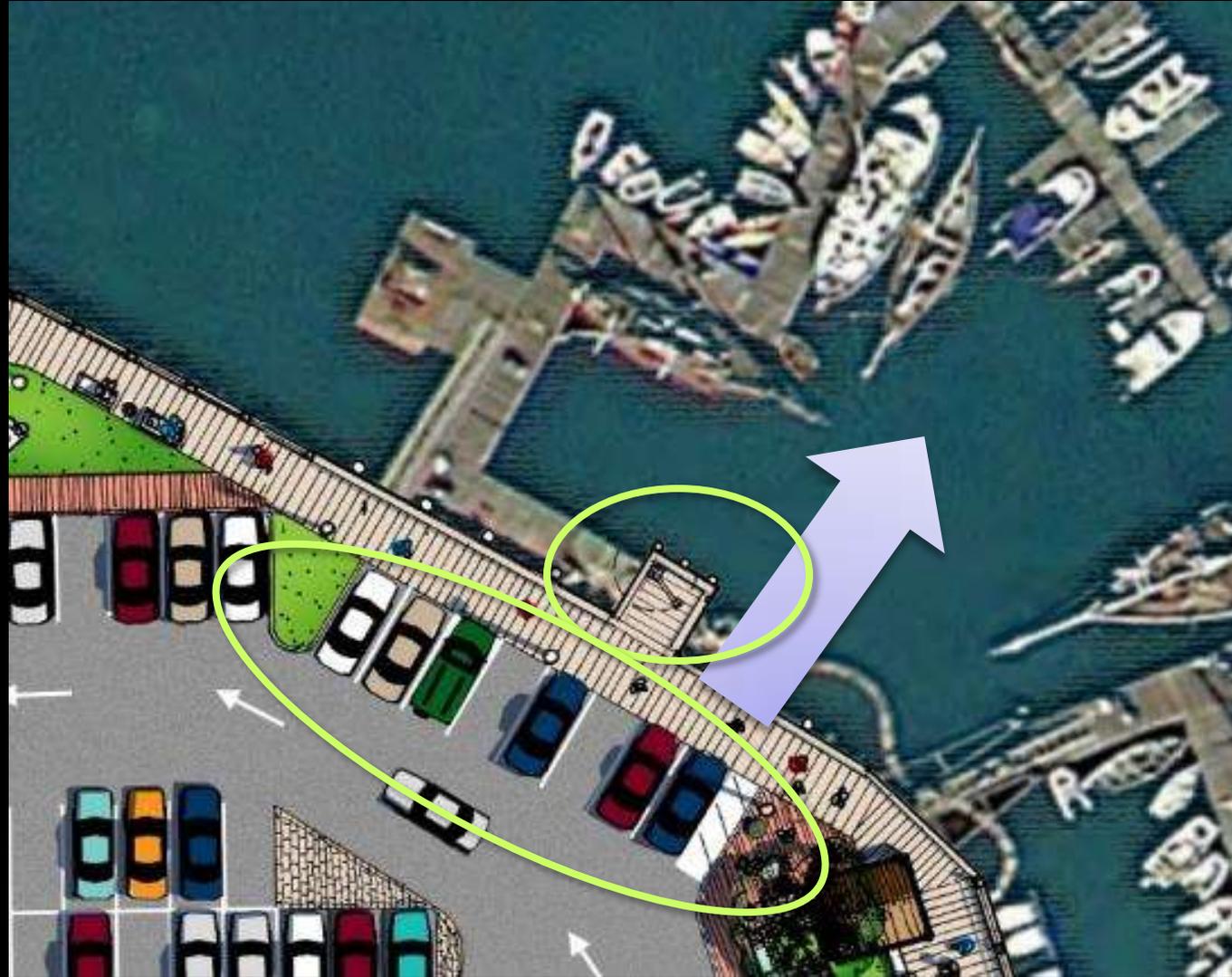
*Fenced
dog yard*

*Tree and
bench*

***Stub
Pier with
hoist***

***Dedicated
parking
spaces****

***Snow
dump***



We recommend that Town/Harbormaster study parking demand for commercial spaces by taking counts at various high and low demand times over an extended period of time. It may be that a few spaces could be converted to general use (either all the time or just within seasons and certain days/times).

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Green Space: 2,370 sf
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Concept: BOARDWALKS

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- 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

Green Space: 4,170 sf
 Boardwalk and paver areas: 19,200 sf
 Parking spaces: 75 cars, 4 MC (7 acc.)

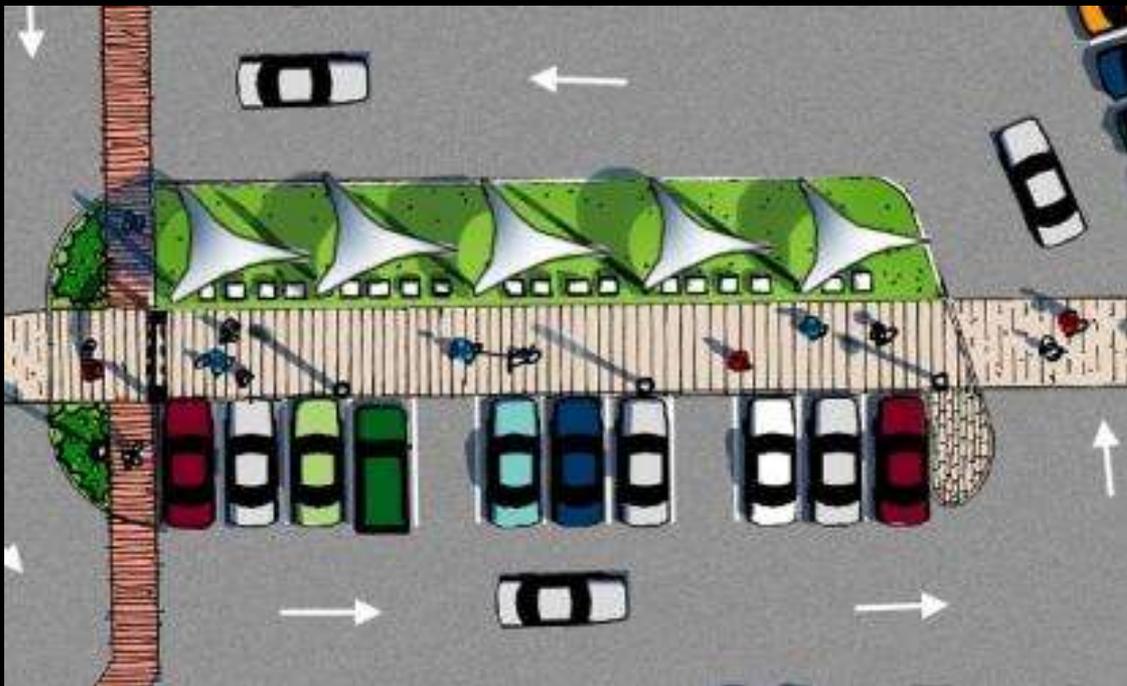
Concept: SAILS

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Sail structures over green space with benches or granite block seating.



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- V Multi-purpose green space and COMPASS feature including granite block sitting walls, flagpoles and focal point (e.g. water feature, kinetic sculpture, or memorial gnomes at center of compass rose).

Green Space: 6,120 sf
 Boardwalk and paver areas: 14,440 sf
 Parking spaces: 63 cars, 4 MC (7 acc.)



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Concept: COMPASS

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PERMITTING POINTS

- **A bridge** stepping over the falls (using the rock ledge) would be easier to permit than a bridge down in the harbor proper)

- **A stub pier and hoist:**

DEP: Individual NRPA permit required*

ACE: OK.

* *“As long as we can demonstrate a need and show that there is no other feasible alternative that would impact the resource to a lesser extent, a permit could be issued.”*

Phasing & Implementation

A vision for the waterfront that is...



Flexible
Versatile
and Phase-able

Economic Impact

PRELIMINARY FINDINGS

Potential for long-term benefit will come from visitors having an enhanced waterfront experience, resulting in people spending more time in Camden during their visit, and more return visits in the future.

Funding Sources

PRELIMINARY RECOMMENDATIONS

Possibility of converting to
SEASONAL “pay & display.”

Revenues from parking Memorial Day to
Labor Day could fund improvements.

(Note Boothbay Harbor, Kennebunkport,
Ogunquit, and others.)

Tax increment financing (TIF) district.

*Clarifying questions
regarding the
Public Landing?*

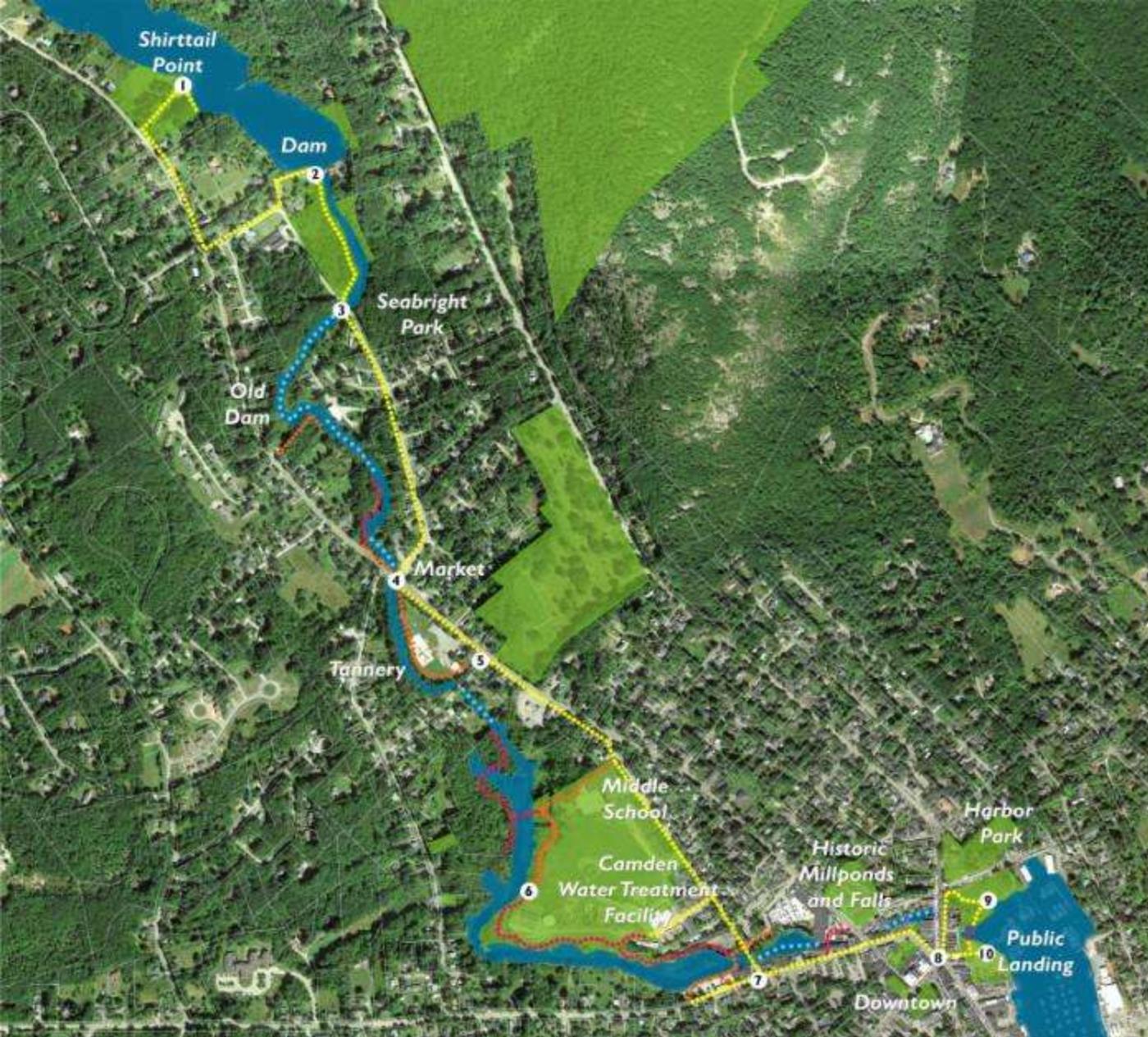
RiverWalk



Camden Riverwalk

LEGEND

- existing route
- proposed short-term
- proposed long range
- additional river frontage



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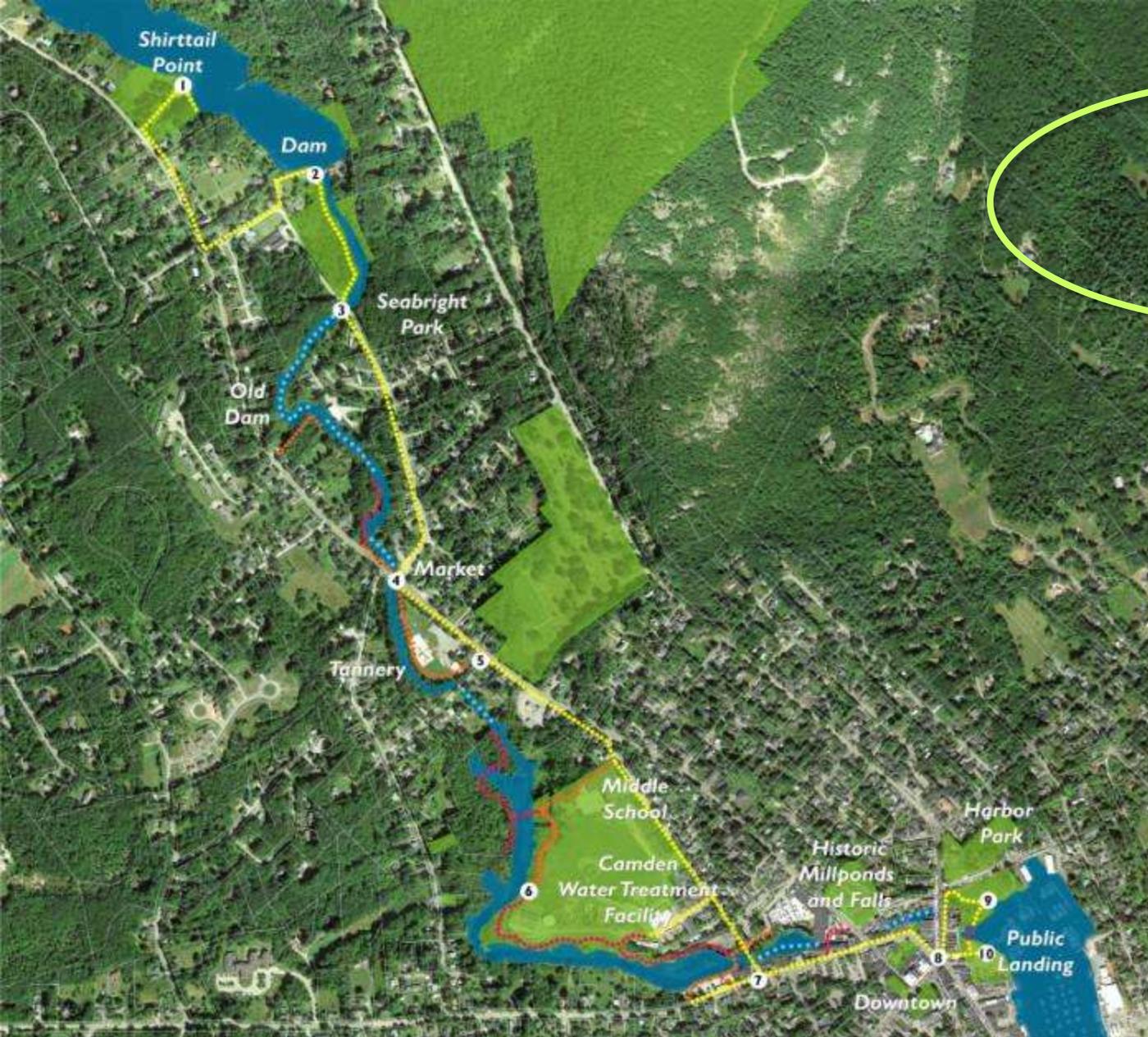
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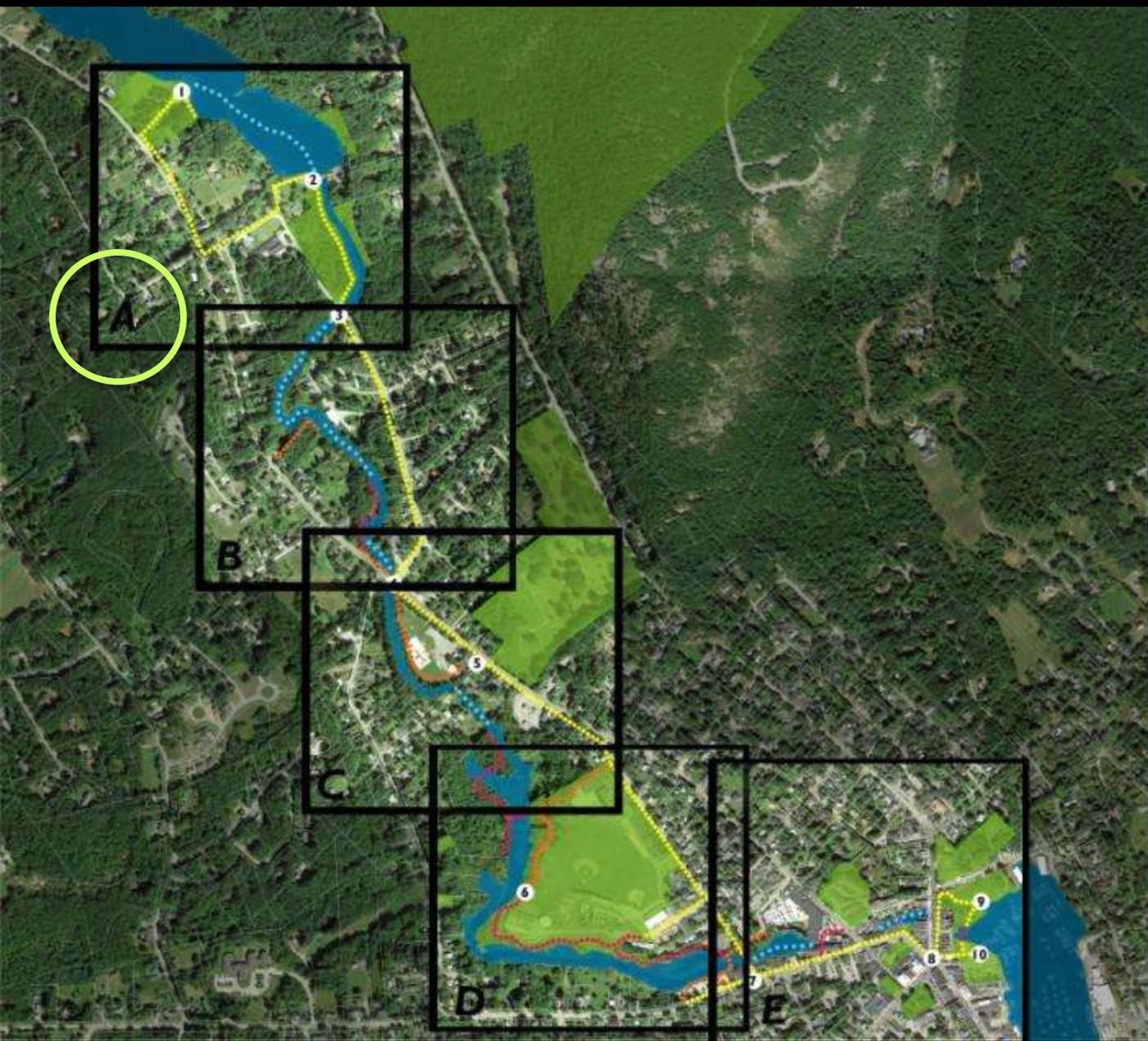
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Camden Riverwalk

LEGEND

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Preliminary Cost Estimate

Location 1 to Location 2

TOTAL 2,200 lf.....

- existing sidewalks 1,210 lf
- proposed sidewalks 570 lf
- existing trail 420 lf, minor repairs for accessibility
- proposed 12" diameter stencils on pavement @ 40' intervals
- 6" diameter signs on trees/poles, @ 40' intervals, as well as at turns and intersections
- proposed amenities: trailhead kiosk, benches, picnic tables, granite block with carved logo at key points

Location 2 to Location 3

TOTAL 965 lf.....

- existing trail 965 lf, minor repairs and resurfacing for accessibility
- 6" diameter signs on trees/poles, @ 40' intervals, as well as at turns and intersections
- proposed amenities: trailhead kiosk, benches, granite block with carved logo at key points



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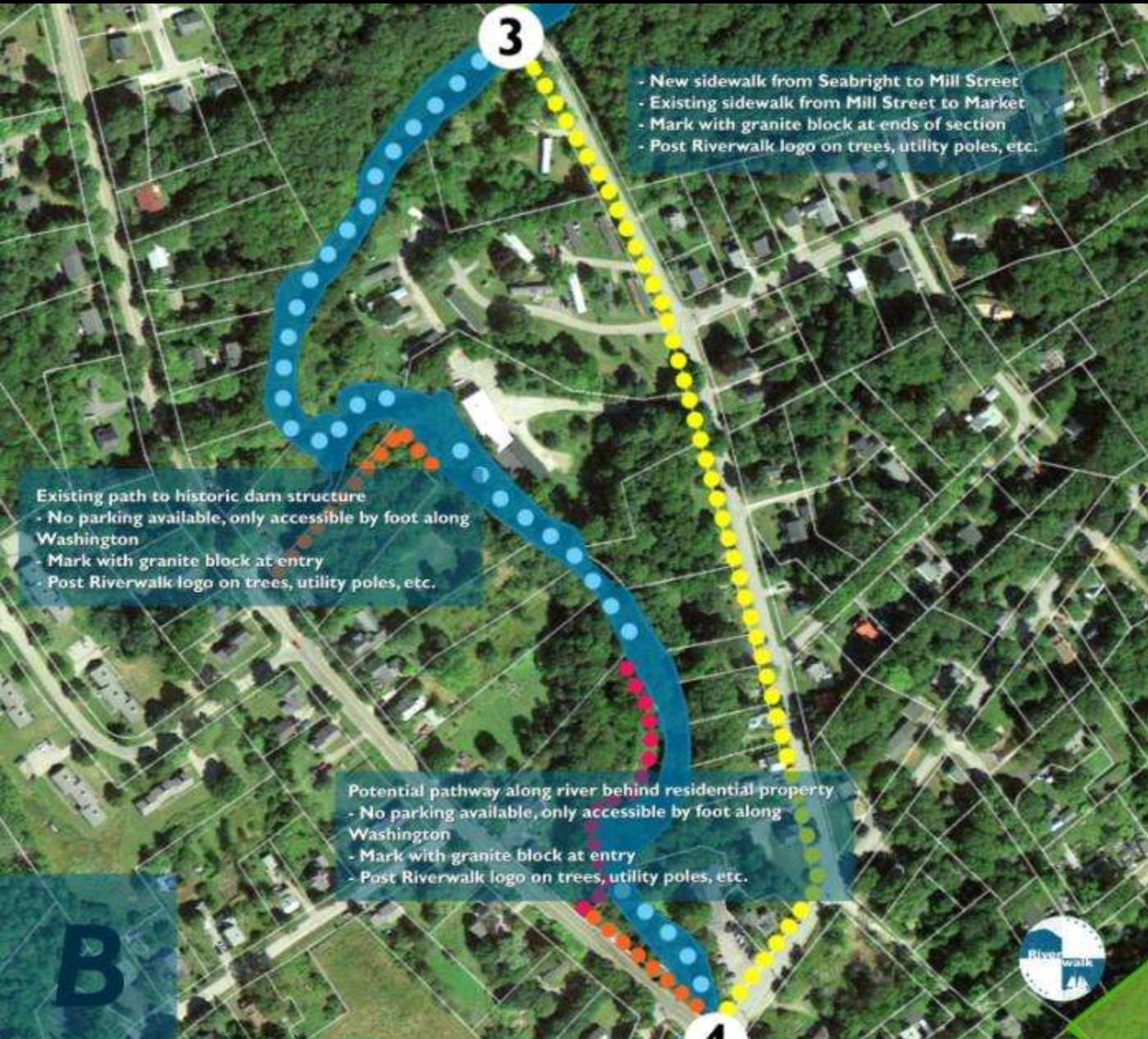
LEGEND

- existing route
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Preliminary Cost Estimate

Location 3 to Location 4

- TOTAL 1890 lf.....
- existing sidewalks 1,300 lf
 - proposed sidewalks 590 lf
 - proposed 12" diameter stencils on pavement @ 40' intervals
 - proposed amenities: granite block with carved logo at key points



- New sidewalk from Seabright to Mill Street
- Existing sidewalk from Mill Street to Market
- Mark with granite block at ends of section
- Post Riverwalk logo on trees, utility poles, etc.

- Existing path to historic dam structure
- No parking available, only accessible by foot along Washington
- Mark with granite block at entry
- Post Riverwalk logo on trees, utility poles, etc.

- Potential pathway along river behind residential property
- No parking available, only accessible by foot along Washington
- Mark with granite block at entry
- Post Riverwalk logo on trees, utility poles, etc.

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Preliminary Cost Estimate

Location 4 to Location 5

- TOTAL 1,123 lf.....
- existing trail 1,123 lf, minor repairs for accessibility
 - proposed 12" diameter stencils on pavement @ 40' intervals
 - proposed amenities: interpretive sign re. history, benches, picnic tables, granite blocks with carved logo at key points

Location 5 to Location 6

- TOTAL 936 lf..... 1
- existing sidewalk 936 lf, minor repairs and new crosswalks for accessibility
 - proposed 12" diameter stencils on pavement @ 40' intervals
 - proposed amenities: granite block with carved logo at intersections or key points



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LEGEND

- existing route
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- proposed long range
- additional river frontage

Preliminary Cost Estimate

Location 6 to Location 7

- TOTAL 3,000 \$
- existing sidewalks along Knowlton: 1,900 \$
 - proposed paved trail segments: 800 \$
 - proposed bridge for future connectivity
 - proposed 12" diameter stencils on pavement @ 40' intervals
 - 6" diameter signs on trees/poles, @ 40' intervals, as well as at turns and intersections
 - proposed amenities: interpretive signs, trailhead kiosk, benches, picnic tables, outdoor lab study site, granite blocks with carved logo at key points



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Preliminary Cost Estimate

Location 7 to Location 8

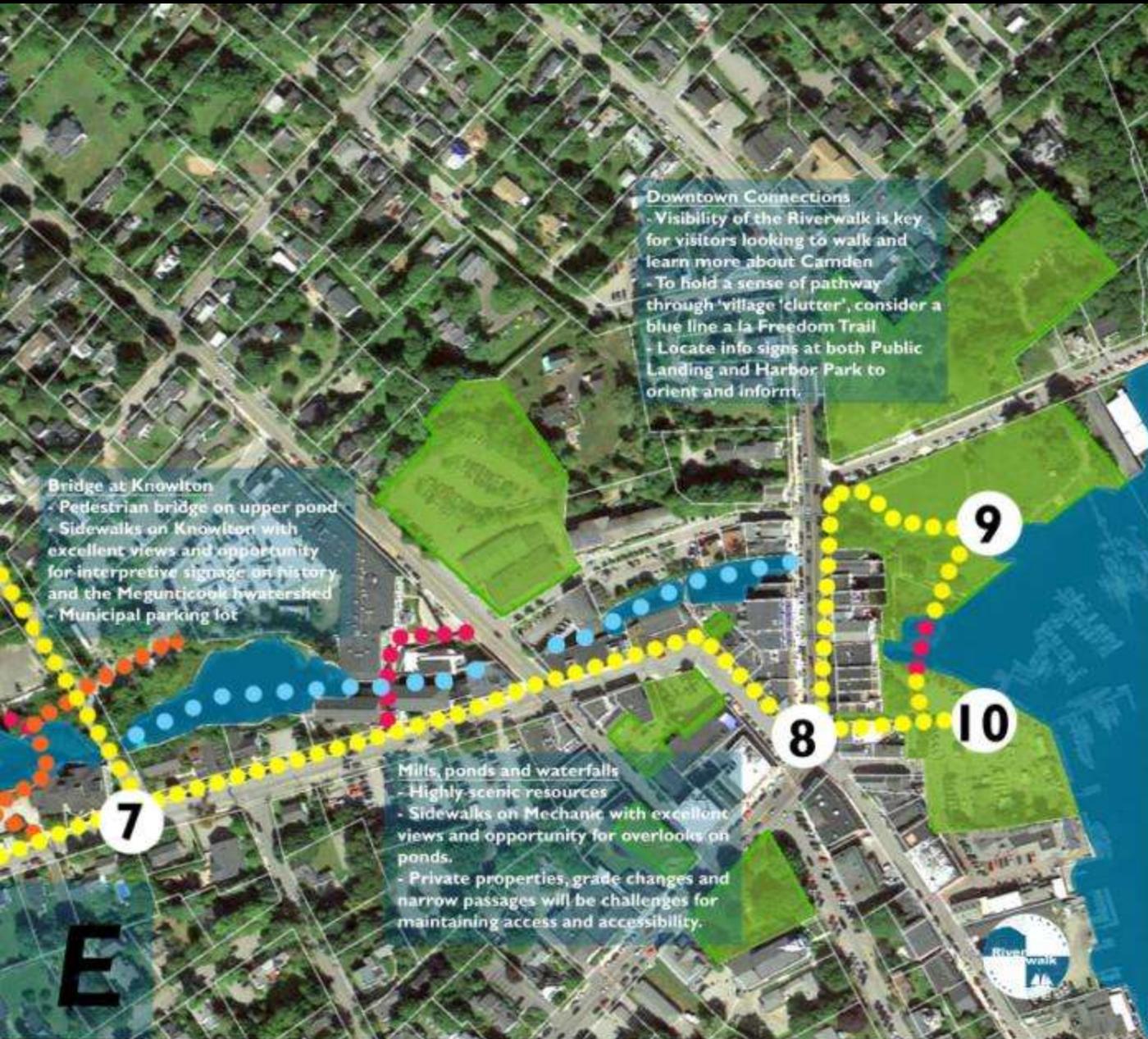
- TOTAL 1,240 lf.....
- existing sidewalks 1,240 lf
 - improvements for crosswalks and accessibility to be included in Downtown project
 - proposed 12" wide "RIVERWALK" blue stripe to guide visitors to waterfalls, ponds, historic features
 - proposed amenities: benches, interpretive signs, granite block with carved logo at key points

Location 8 to Location 9

- TOTAL 790 lf.....
- existing sidewalks 790 lf
 - improvements for crosswalks and accessibility to be included in Downtown project
 - proposed 12" wide "RIVERWALK" blue stripe to guide visitors to waterfalls, ponds, historic features
 - proposed amenities: benches, interpretive signs, granite block with carved logo at key points

Location 8 to Location 10

- TOTAL 300 lf.....
- existing sidewalks 300 lf, to be included in Public Landing improvements
 - proposed amenities: Blue stripe, Riverwalk logo



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& Associates

Various conditions:

- *Wooded areas – new or existing trails*
- *Wet areas*
- *Sidewalks*
- *Downtown*

PERMITTING POINTS

- Avoid wetlands whenever possible (this will be an issue in the area behind the school);
- If trails in wetlands are unavoidable, boardwalks are preferred to fill.

“The agencies are somewhat inclined to allow boardwalk trails where there is a demonstrable public benefit, which would be the case here. The message, then, is consider all options outside of wetlands, but don’t give up if the trail has to go through a wetland.”

Camden Riverwalk



Site Details

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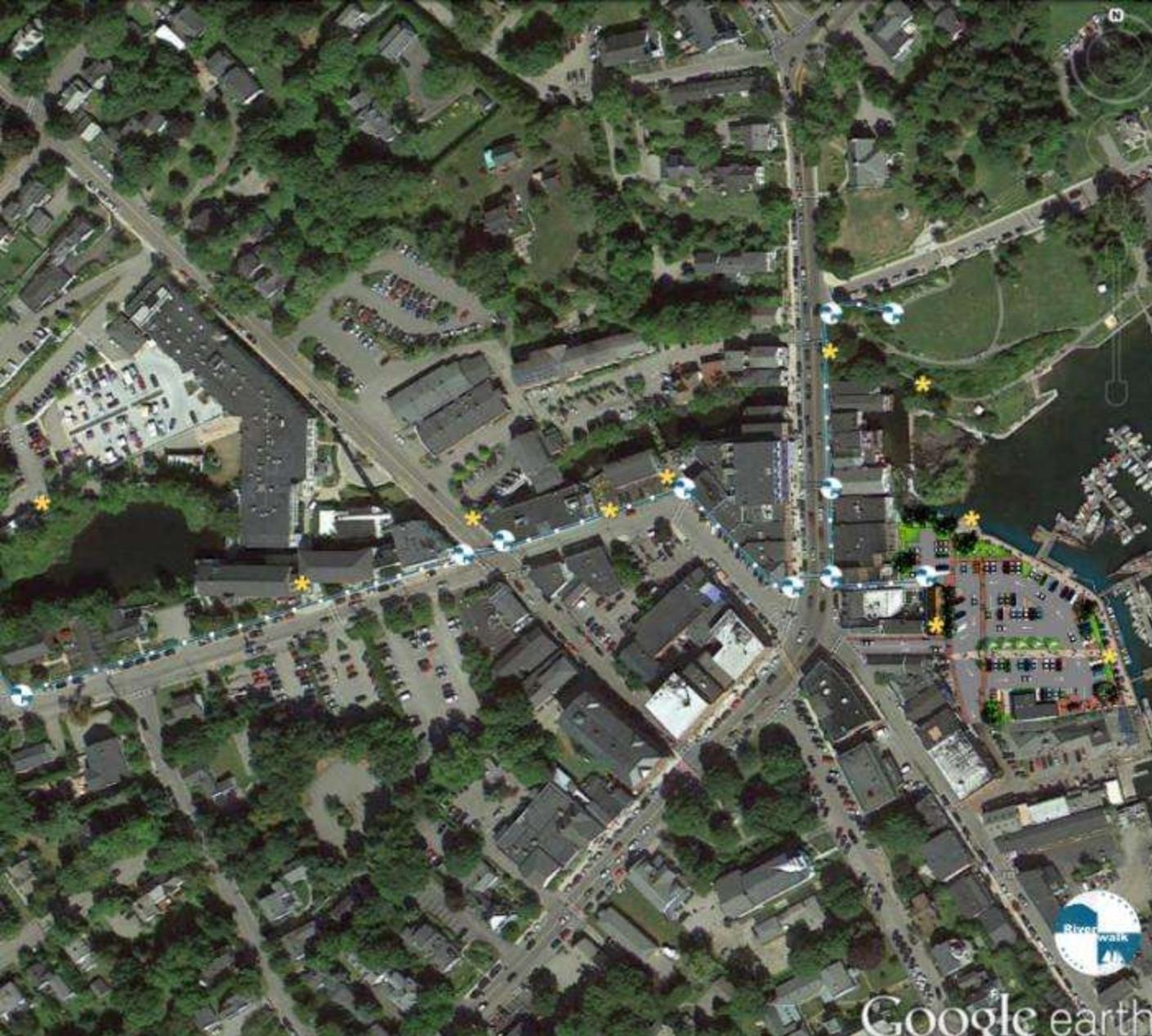


Camden Riverwalk

LEGEND

-  Blue stripe with logo
-  Logo on granite block, or granite or bronze disk in pavement
-  Views and places of interest / potential expansion of trail system as access becomes available

Interpretive and Visitor Info signs to be developed with C-R Historical Society and CDBG.



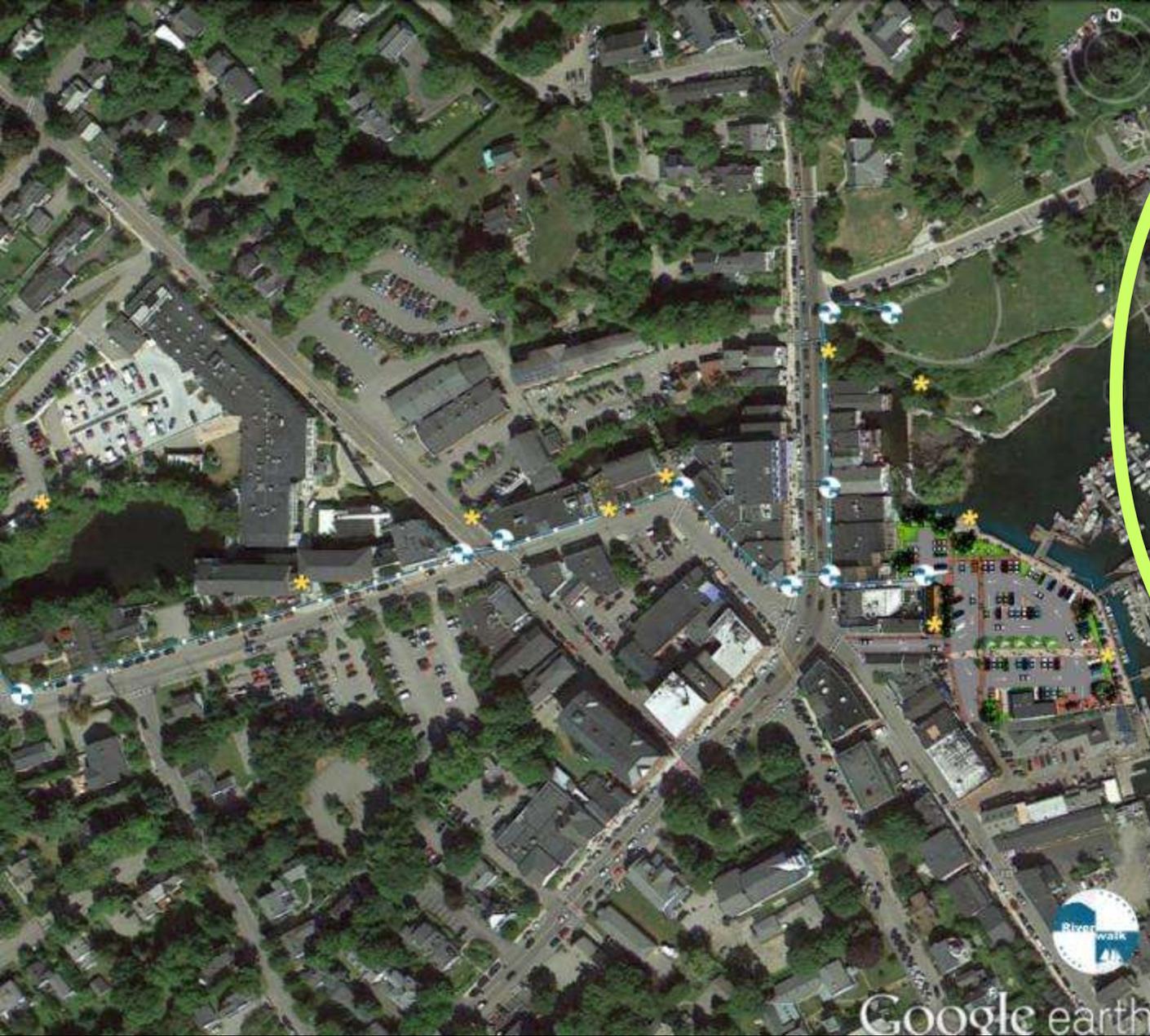
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Google earth



Camden Riverwalk

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Google earth

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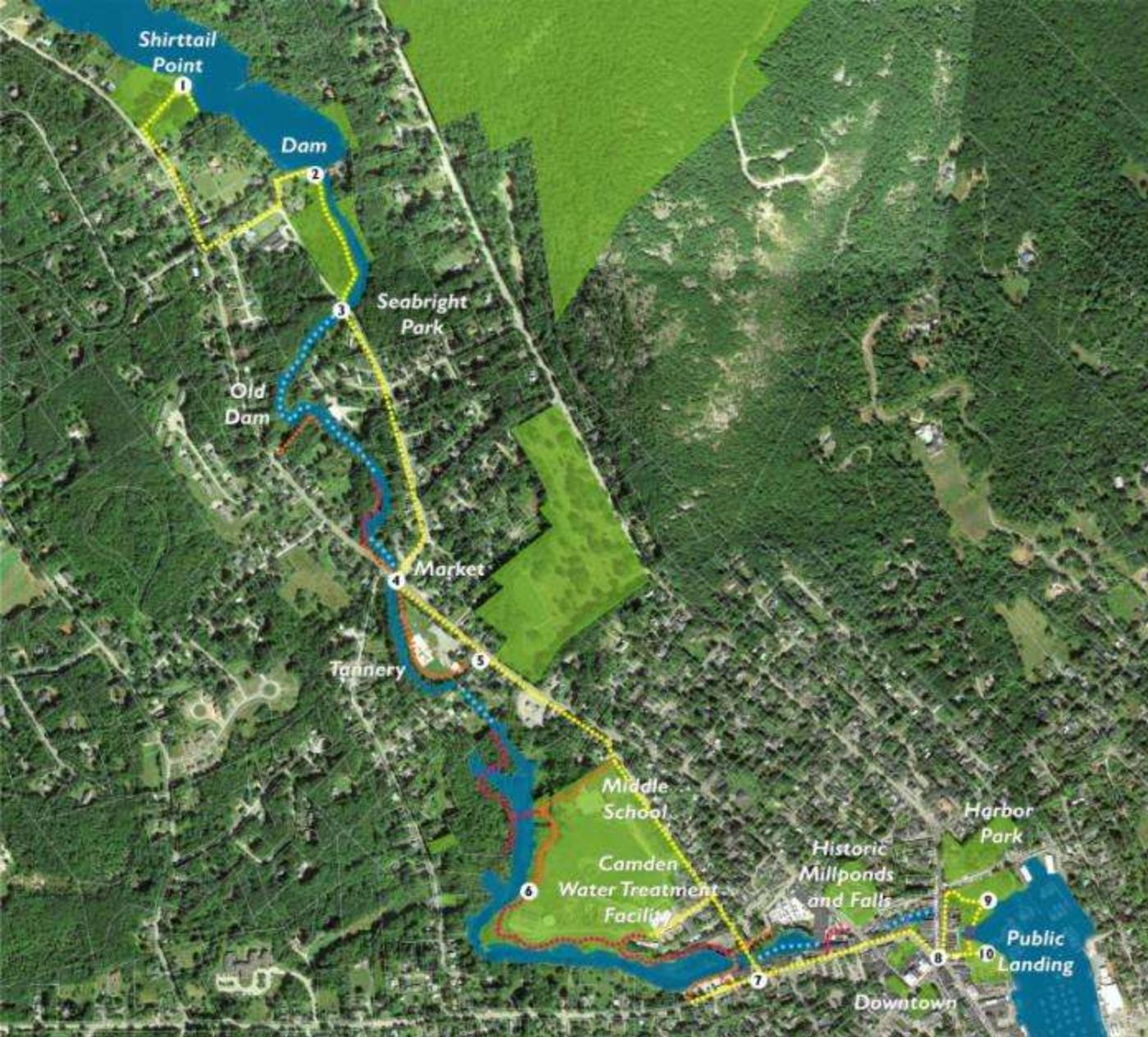
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Camden Riverwalk

LEGEND

- existing route
- proposed short-term
- proposed long range
- additional river frontage



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Economic Impact

PRELIMINARY FINDINGS

Character of the trail: the more special it is the better.

Trail users typically generate spending on food, beverages, etc.

Similar trails (Stowe VT) have extended visitor stays .5 – 1.0 day, resulting in increased local spending on food, lodging, gifts, and incidentals.

Implementation

PRELIMINARY RECOMMENDATIONS

- MDOT Safe Routes to School
- EXPLOREMaine
- Land and Water Conservation Fund - DOC
- Land for Maine's Future (access, easements)
- Maine Conservation Corps
- Designation as an
 “Active Community Environment” Team
- Tax incentives for trail easements, limit on liability, and support from CMLT for easements.

*Clarifying questions
regarding the
RiverWalk?*