Northeast Harbor Village Center Plan

FINAL REPORT

December 19, 2016

Richardson & Associates
Landscape Architects

CES INC
Engineers • Environmental Scientists • Surveyors

PLANNING DECISIONS
Research & Planning

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EXECUTIVE SUMMARY

Our project team was hired by the Town of Mount Desert to work closely with the Northeast Harbor Village Center Plan Committee to deliver a plan to improve the appearance, functionality, and vitality of Northeast Harbor's Village Center. This diverse collection of professionals consisted of Richardson & Associates, a landscape architecture firm from Saco, Maine, CES, Inc., engineers from Brewer, Maine, and Planning Decisions, Inc. economists from Portland, Maine.

We embarked on an iterative and collaborative design process consisting of numerous advisory committee meetings, workshops, internal design team reviews, and two public meetings. These efforts culminated in this Final Report which includes Site Inventory and Analysis Diagrams, a Final Plan, an Engineering Report, an Economic Report, and Cost Estimates. The purpose of this Final Report is to serve as a foundation or 'Master Plan' for further planning and design development advancements for the Northeast Harbor Village Center.

Prior to our work, community outreach activities were conducted seeking input from a variety of village and town stakeholders regarding the existing conditions of the Village of Northeast Harbor. This study, issued in April 2016, provided insights into the strengths, assets, and issues of the village. Central to the development of our Final Plan was to integrate these findings into a physical plan representation. Additionally, to further our understanding of the opportunities and constraints of the physical village, a series of Site Inventory and Analysis diagrams were developed.

The Final Plan addresses a number of issues while maintaining and enhancing key assets of the village. The plan seeks to maintain the eclectic charm of this small, Maine waterfront village. The strong storefront edge on Main Street is enhanced, turning vacant lots into infill development opportunities. Stronger physical and visual connections have been developed between the village and harbor, key village institutions, and Tracy Road. A pavilion links the Harbor to the village core. Safer, more welcoming planted entrances have been configured at the north and south ends of Main Street. Overall parking quantities have been maintained while dispersing parking over a greater area of the village, capitalizing on improved land use opportunities. A more pedestrian and bicycle friendly village with interwoven, park-like trails increase opportunities for recreation. A commercial-oriented walk improves pedestrian circulation and enhances shopping experiences. A wider, amenity-rich sidewalk along Main Street energizes street life, social gathering, and businesses. A common vocabulary of materials, amenities, lighting, and street trees unify the village. Utilities are improved and relocated below ground improving overall village aesthetics.

Finally, cost estimates have been generated for the design and construction of key elements of the Final Plan. Engineering costs are associated with demolition, roads, sidewalks, and utilities. Landscape costs are associated with grading, drainage, planting, lighting, paving, and street lights, and other amenities.

SITE INVENTORY & ANALYSIS DIAGRAMS

Pedestrian Infrastructure: Observations

- Village has a great pedestrian "scale and texture", but many "broken links" in pedestrian infrastructure system - feels disjointed and incomplete
- Sidewalks narrow in some places and in disrepair, limiting their function
- Lack of consistent curbing and sidewalk material
- Weak edge definition between pedestrian and vehicular areas
- Some crosswalks are not strategically located - results in inefficient circulation patterns & pedestrian safety issues
- Pedestrian amenities (benches, receptacles, shade trees) are lacking

What's here now: Pedestrian Infrastructure Analysis

Links to outside the study area - entrances & exits to Village District

- Route 198 is major vehicular access from mainland and rest of island.
- Main and Summit Streets are major vehicular thoroughfares in the area.
- Harbor and marina are major point of access for those arriving/leaving by boat.
- Secondary streets are major points of access for those coming to/from residential neighborhood areas of NEH peninsula.
- ”Entry threshold” areas are not well-defined for those entering and exiting village.

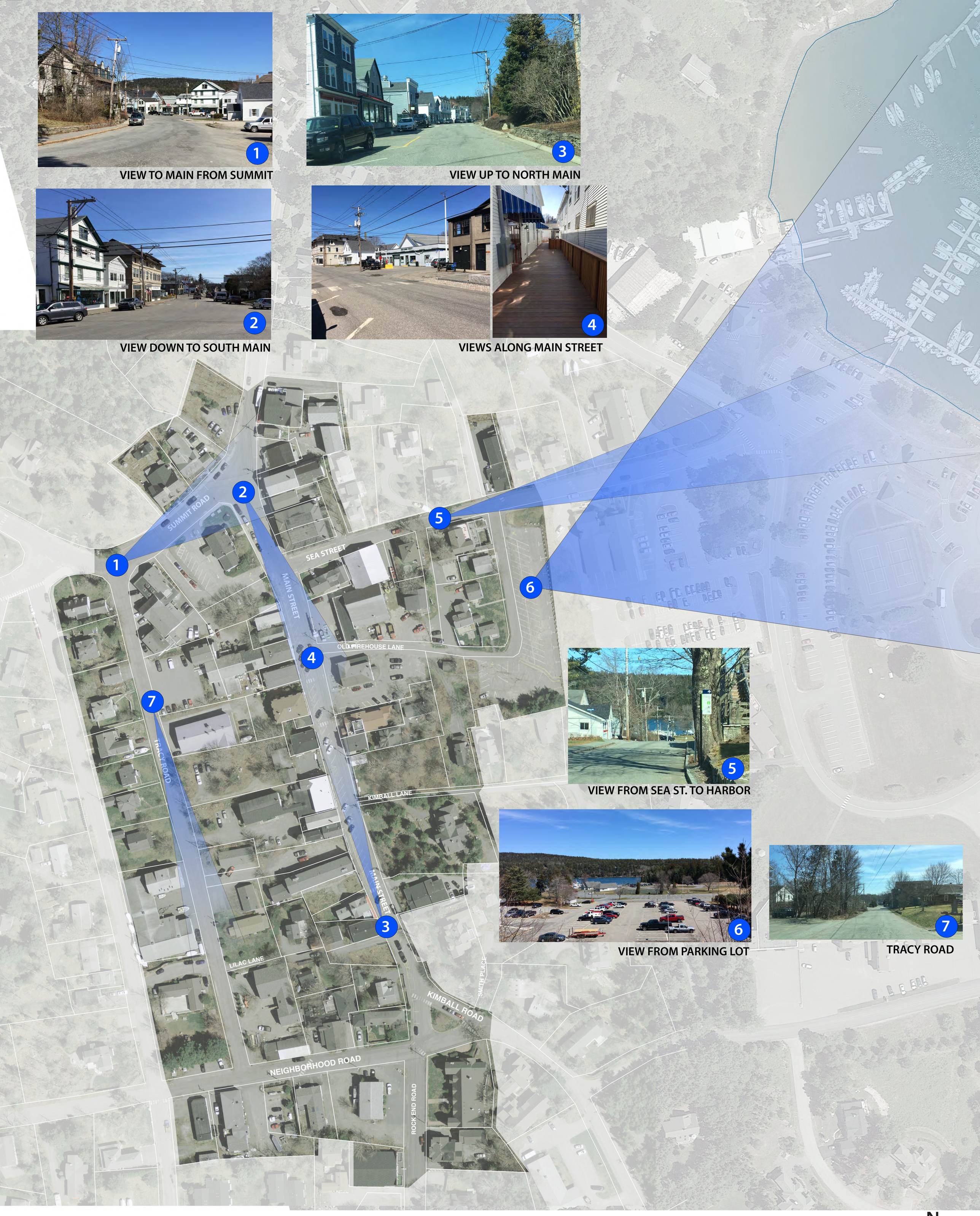
What’s here now: Coming & Going

VIEW TO MAIN FROM SUMMIT

VIEW UP TO NORTH MAIN

VIEW DOWN TO SOUTH MAIN

VIEWS ALONG MAIN STREET



VIEW FROM SEA ST. TO HARBOR

VIEW FROM PARKING LOT

TRACY ROAD

Views and Visual Character - Observations

- Important views up and down Main Street are somewhat narrow, defined by strong building edge and dominated above by overhead utility lines
- Views from Sea Street to the harbor appear about halfway down Sea Street; no visual connection to harbor from Main St/Sea Street intersection.
- Sweeping harbor views from existing parking lot partway down Sea Street, due to raised elevation and openness (few/no trees block view)
- Views down Tracy Road not well-defined; do not feel like “downtown”

N

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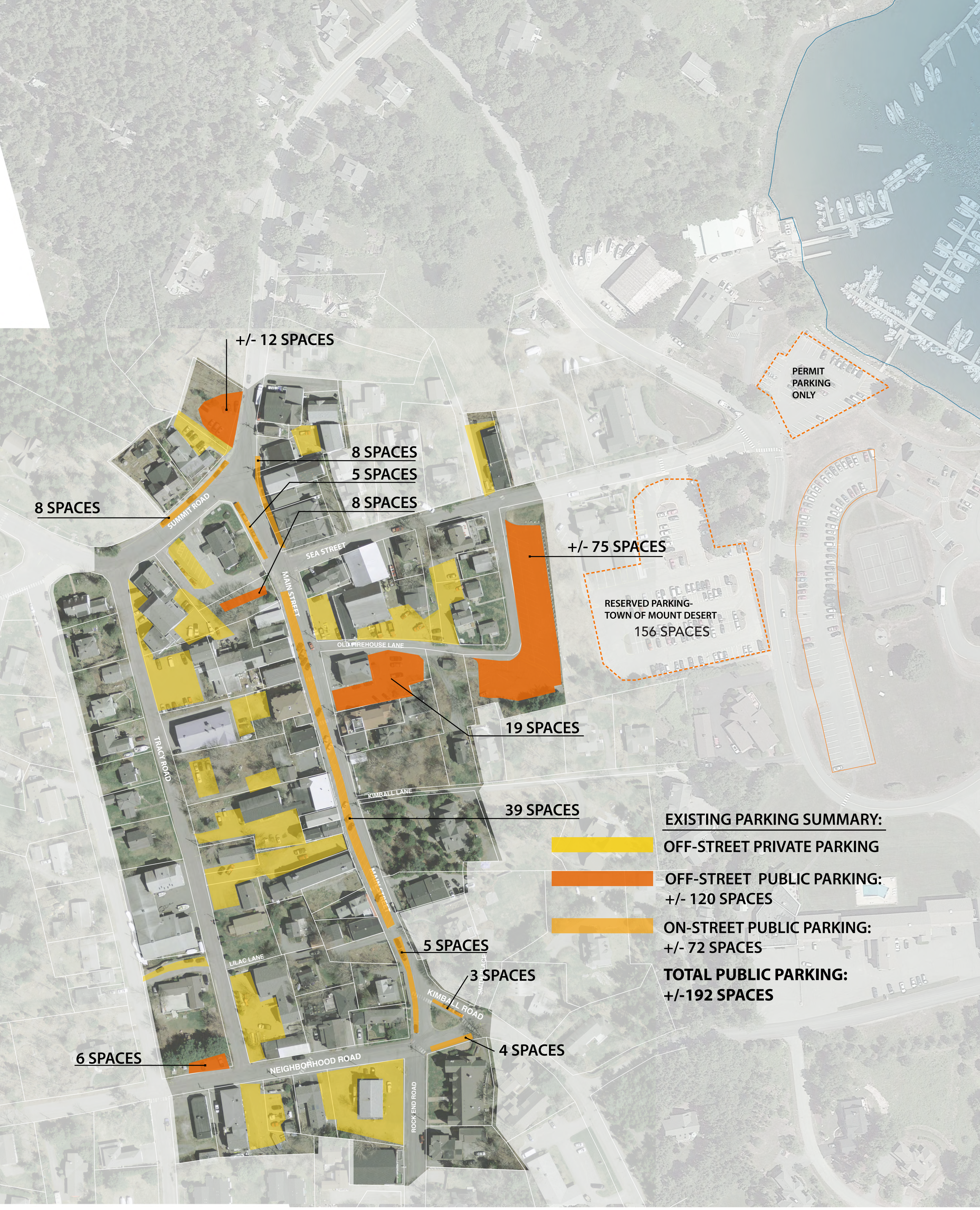
FEET

What’s here now: Views & Visual Character



Vehicular Parking - Observations

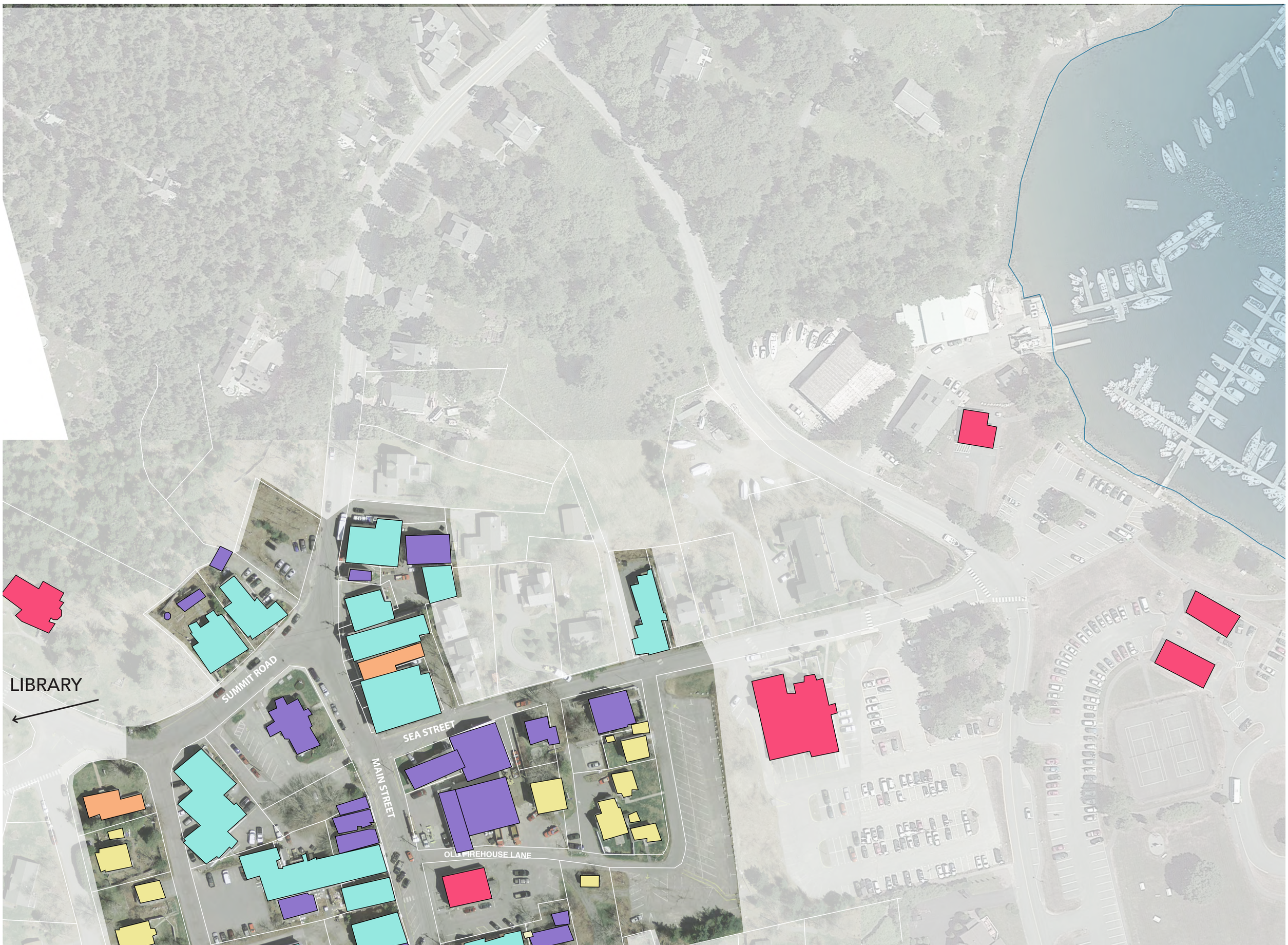
- Mix of public/private, on-street and off-street parking
- Large sea of parking lots down by Marina and harbor
- 45-degree parking on Main Street can be dangerous
- Large public parking lot partway down Sea Street is located in a prime area for potential open space and/or development (great views of harbor, proximity to Main Street businesses)

What's here now: Parking Analysis

Building Massing and Arrangement - Observations

- Main Street has a strong existing building edge - implies importance and announces “you are downtown”
- Buildings throughout are generally of similar scale family - feels cohesive
- Broken building edge on other streets does not command attention and is less “legible” , does not have that “downtown feel”
- Vacant lots do not contribute to vitality in town

What’s here now: Buildings & Vacant Space



Building Uses - Observations

- Main Street is predominantly fronted by commercial buildings - shops, restaurants, offices, etc. with residential units above first floor
- Institutional/Civic buildings such as the Neighborhood House, the Museum, School, etc. are well-distributed and contribute to the village identity
- Lots of residential buildings in close proximity to Main Street, some single-family residential mixed in with dense commercial/institutional areas

What's here now: Buildings - Uses

FINAL PLAN

Final Plan Goals

Improve the overall aesthetics, functionality and vitality of Northeast Harbor Village.

Increase pedestrian opportunities and provide improved areas for casual social gathering.

Provide areas for expanded commercial and residential development by increasing development infill opportunities.

Improve the connection between Main Street and the harbor.

Key

1. Overlook Pavilion
2. Promenade
3. Focal Point / Visual Connector
4. Small Parking Lot (typ)
5. Possible Infill Development (typ)
6. "Green Trail"
7. Improved Streetscape
8. Green buffer between Parking Lot and Road
9. Improved Intersection / Streetscape
10. Surface Material Change at Key Intersection
11. Directory / Improved Outdoor Gathering /Seating
12. One-way Traffic Southbound on Main Street w/ Diagonal Parking on West Side
13. Wider Sidewalk on West Side of Main Street and 3' Wide Sidewalk on East Side
14. Museum / Improved Outdoor Gathering /Seating
15. "Village Walk"
16. One-way Traffic Northbound on Tracy Road w/ Parallel Parking on East side
17. Improved Streetscape
18. Planned Infill Development
19. Improved Streetscape to Library

Final Plan

Final Plan

Priority Area 1A

Improvement Narrative:

In Priority Area 1A, the Final Plan improves the aesthetics in many areas along Main Street, including the northern entrance to the village. While traveling southbound on Route 198 as one approaches the intersection of Main Street and Summit Road, a small parking lot exists. The Final Plan modestly reconfigures this lot to free up space for a planted buffer between Route 198 and the lot.

Summit Road is realigned to "T" up with Main Street, improving the functionality and safety of this important intersection. This re-alignment also frees up space for attractive, native planting welcoming one into the village. The addition of a stop sign on Main Street slows traffic entering the village and promotes an attitude that is more pedestrian-oriented. Similarly, the intersection of Main Street and Neighborhood Road is simplified to form a "T" and is surrounded with atttractive, native plantings.

The intersection of Main Street and Sea Street is located in the 'heart' of the Village Center. The Final Plan elevates the importance of this space with a specialty paving.

The space currently occupied by the directory will be transformed into a small gathering space with specialty paving, built-in seating, and semi-enclosed with native plantings.

The Great Harbor Maritime Museum will continue to be enlivened with a front gathering space including specialty paving, planting, and built-in seating. Vehicle access to the parking area on the south side will be eliminated and replaced with a planting bed and street trees improving aesthetics.

The Final Plan maintains and enhances the unique, eclectic identity of Main Street. The storefront edge on the West side is enhanced with infill development located within current vacant lots while in-town commerce and living opportunities are expanded. Diagonal parking along Main Street is maintained along with one-way traffic southbound.

Overall parking quantities in the Village have been maintained, however, the locations have changed. There is a net reduction in off-street public parking and an increase in on-street public parking when compared to the existing conditions.

A new, narrower curb to curb dimension on Main Street allows for the west sidewalk to widen and for a continuous three foot wide sidewalk to be located on the east side. Along the east side, street lamps will be located providing subtle lighting for safety and ambiance. The widening of the western sidewalk by an average of 2-3' (and, in a select number of locations, wider) provides additional space for a variety of activities and amenities that would otherwise not be possible. Street trees will be strategically located, providing shade and beauty. Benches will offer a variety of social gathering spaces. Striped crosswalks will be delineated at their sidewalk edge with granite posts serving as a clear visual cue for vehicles and pedestrians alike. Bike racks and trash receptacles of an appropriate style fitting the Village will be strategically located. Small cafe tables and chairs may spill into the sidewalk, furthering restaurant opportunities and activating outdoor space. A common and disciplined vocabulary of materials and amenities will help unify the sidewalks and overall village. Holistically, these activities and amenities will enliven and add vitality to the storefront sidewalk experience.

Above ground utilities will be re-located underground and improved , dramatically changing the aesthetics of the village.

Final Plan

Priority Area 1B

Improvement Narrative:

1. In Priority Area 1B, the Final Plan improves the pedestrian link between between Main Street and the Library along Summit Road. Enhanced sidewalks consisting of street trees and street lamps are located on both sides of the road.
Clearly defined crosswalks result in a safer, more pedestrian-friendly village.

2. Similarly, sidewalks with street trees and street lamps along Neighborhood Road bridge the pedestrian experience between Main Street and Tracy Road.

Final Plan

Priority Area 1C

Improvement Narrative:

In Priority Area 1C, the Final Plan promotes a greener, interconnected, pedestrian-oriented village center.

1. A proposed mid-block development would include a pedestrian connection between Main Street and Tracy Road.

2. A vacant lot further down the block that spans between Main Street and Tracy Road is transformed into a park-like 'Village Trail' between Main Street and Tracy Road and the nearby school. Steps and walls mitigate a grade change adjacent to the Main Street sidewalk. Path lights, benches, native plantings, and opportunities for public art enhance this green linkage. The 'Village Trail', interrupted by Main Street, continues through to the 'Harbor Trail' on the east side of the village center.

Final Plan

Priority Area 2

Improvement Narrative:

In Priority Area 2, the Final Plan addresses the weak physical and visual link between the Village Center and the harbor below in several ways.

Streetscape improvements on Sea Street, which include street trees and street lamps, strengthen the most important link between the Village Center and the marina and harbor below.

By eliminating the 'mega' public parking lot in favor of smaller, dispersed parking lots, valuable land becomes available in which to utilize better land use opportunities. Infill developments take advantage of the views to the harbor and grow the village in the direction of a key asset of the village, the Harbor.

A 'signature' pavilion, links the 'Harbor Trail' and pathways to Main Street.

A promenade, along the edge of the bluff, offers expansive views to the harbor and mountains beyond. In addition, it links the pavilion on one end with a sculptural focal point on the other end next to Sea Street.

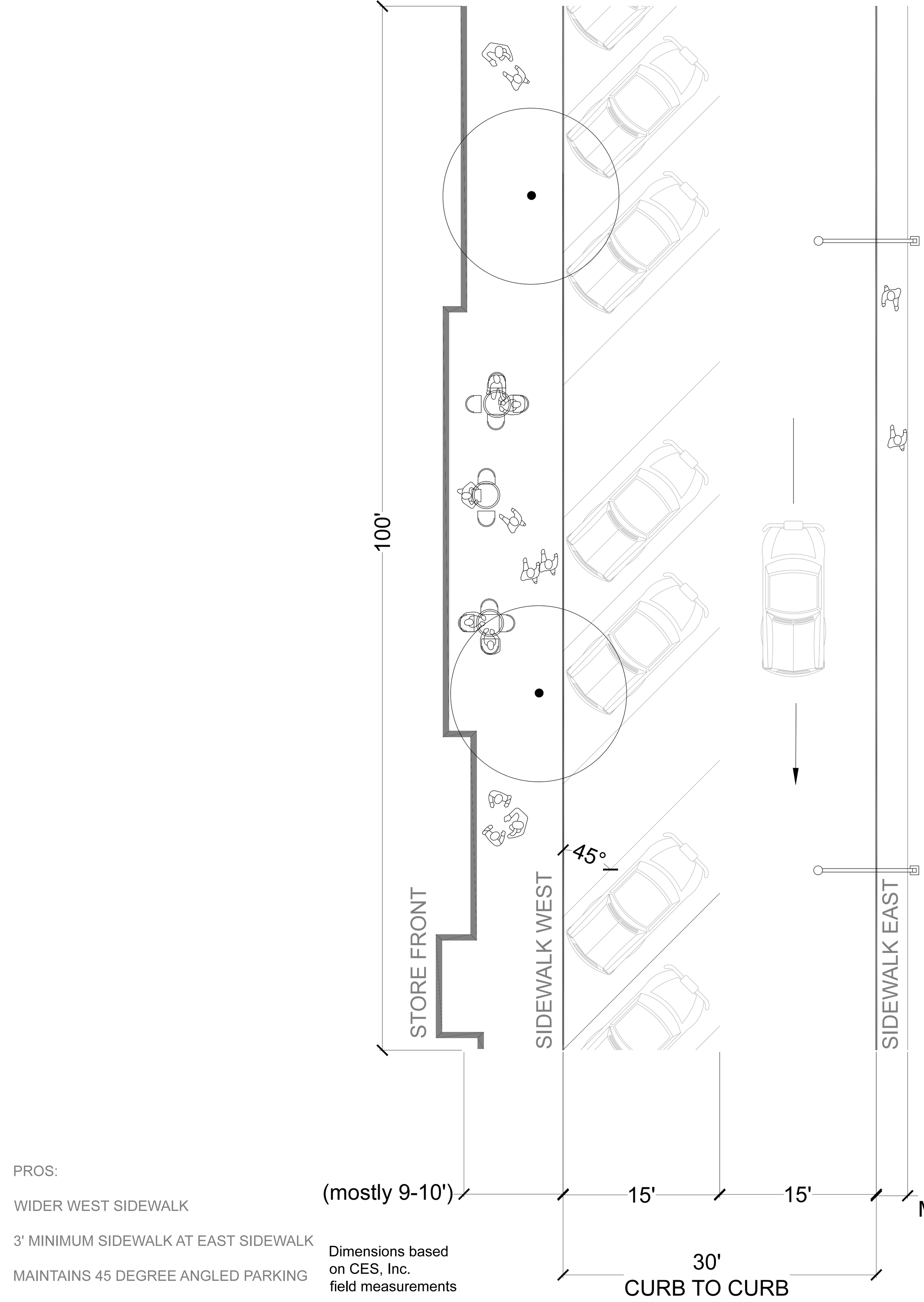
A 'Village Walk', lined with existing shops and new development infill, bolsters the commercial opportunities of the Village Center, and links the new Pavilion with Main Street.

Final Plan

Priority Area 3

Improvement Narrative:

In Priority Area 3, the Final Plan provides a pedestrian link and parallel parking along Tracy Road. A three foot wide sidewalk is located on the east side of the road. Street trees and street lamps enliven the sidewalk. Parallel parking contributes to a more evenly dispersed public parking layout in the village. To accomodate parking needs, there will be a one-way northbound traffic lane.



PROS:

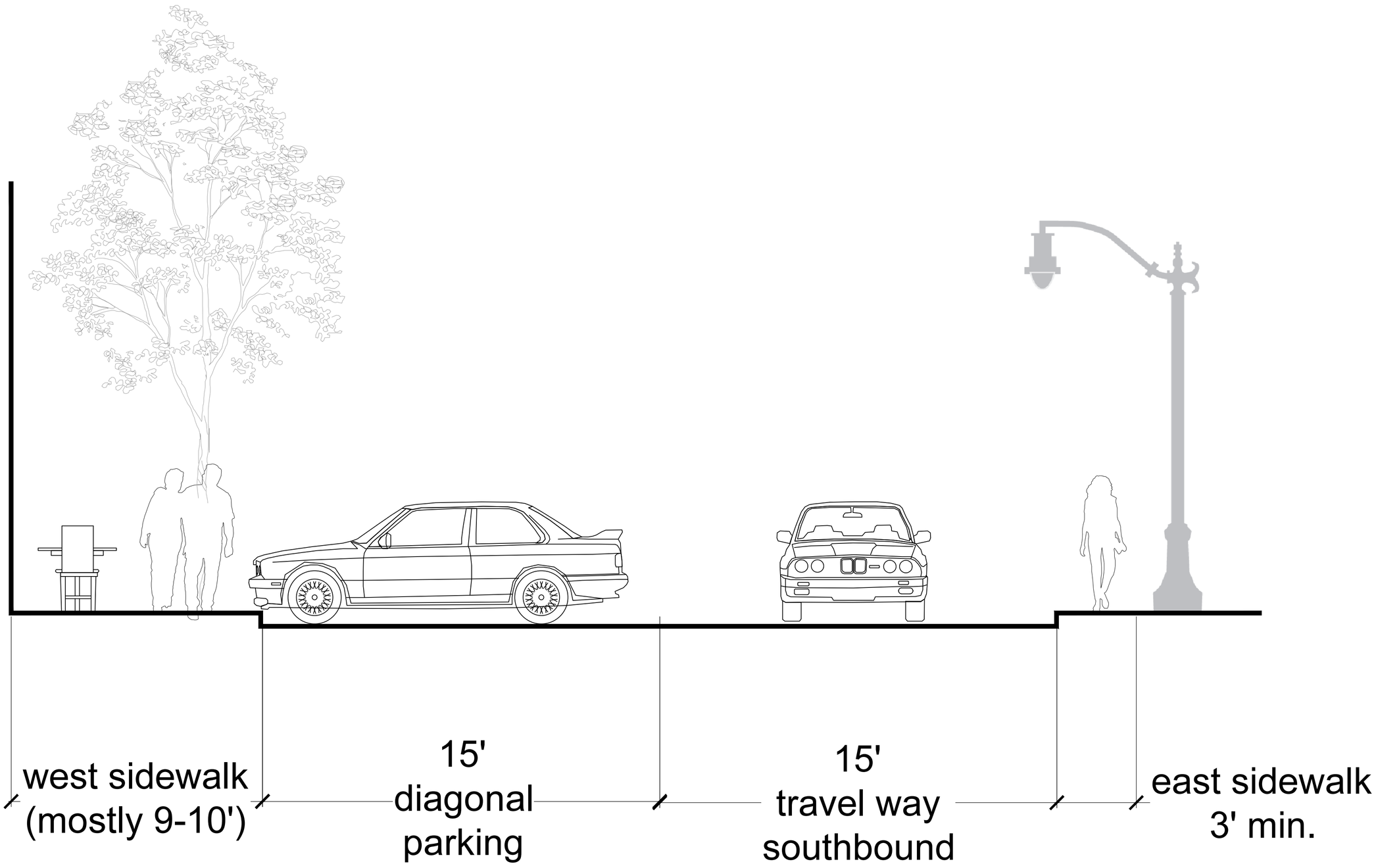
WIDER WEST SIDEWALK

3' MINIMUM SIDEWALK AT EAST SIDEWALK

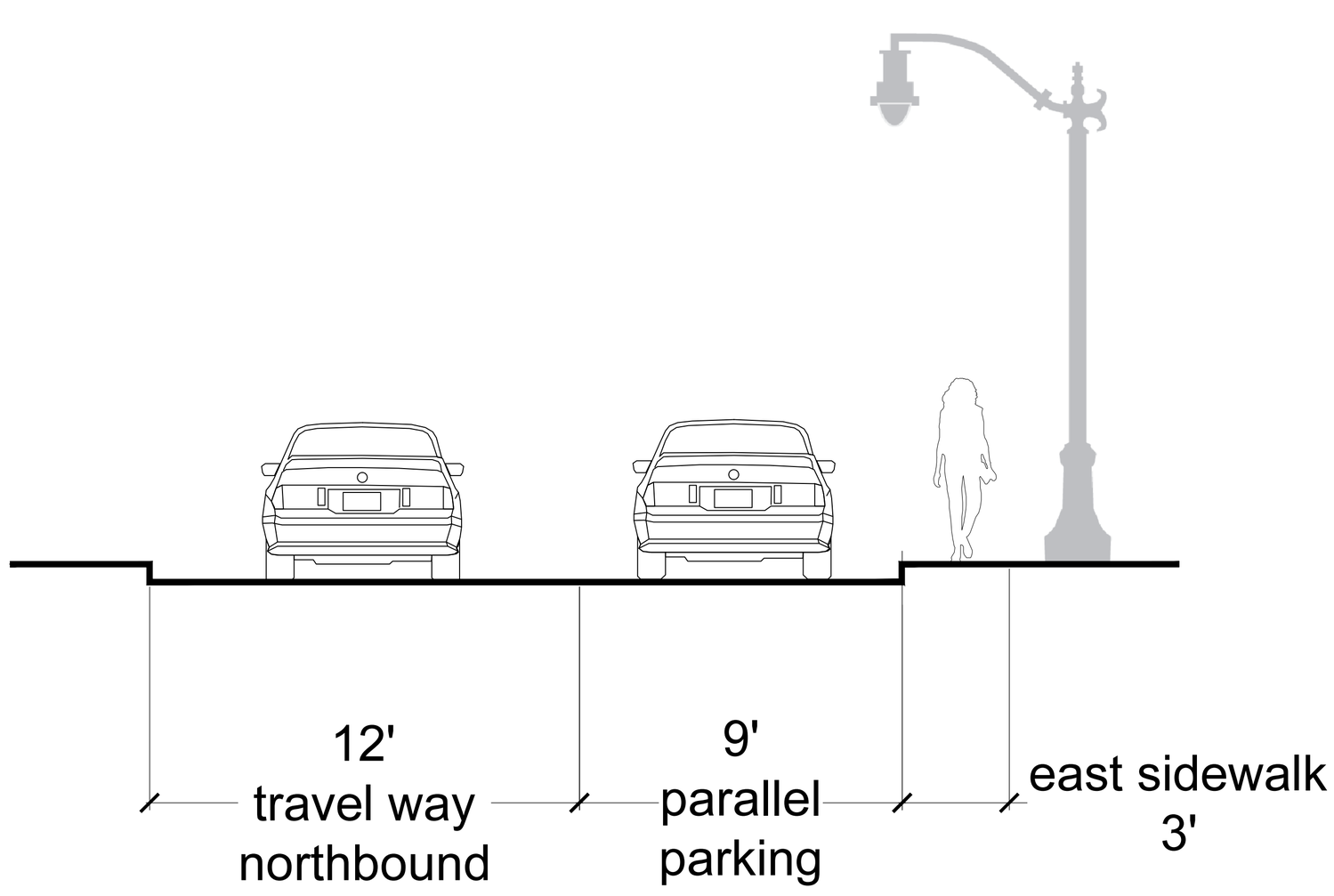
MAINTAINS 45 DEGREE ANGLED PARKING

Dimensions based
on CES, Inc.
field measurements

MAIN STREET PROTOTYPICAL PLAN ENLARGEMENT



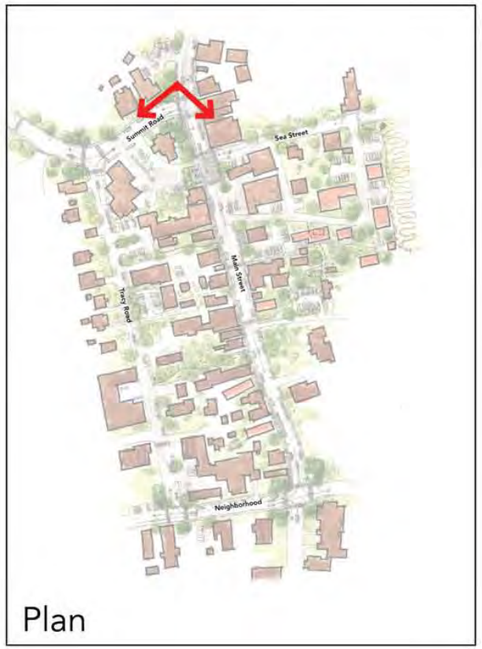
MAIN STREET



TRACY ROAD

Dimensions based on CES, Inc. field measurements

PROTOTYPICAL STREET SECTIONS



Plan

Illustrative Sketch

Existing Conditions - Photograph

View looking south from north entrance of Village

Plan

Illustrative Sketch

Existing Conditions
- Photograph

View looking east from Main Street down 'Village Walk'

ENGINEERING REPORT

EXISTING CONDITIONS

SIDEWALKS

On Main Street, a paved sidewalk exists on the west side extending from approximately the Bank Property, southerly to the intersection with Neighborhood Road. This sidewalk is the main pedestrian route for the Main Street business area. There is a small amount of sidewalk section on the east side but is limited to the intersection area between Summit Road and Sea Street as well as a short section south of the Museum in front of two shop buildings. The east side of Main Street is characterized with very open curb cuts and roadway intersections. This existing condition does not provide a pedestrian friendly situation and the majority of the access to the east side of the street is provided by utilizing cross walks from the west side.

Examination of the sidewalks indicated they range in width from five to seven feet and are defined by a six-inch granite block curb along the edge of the roadway. The paved surface was found to be in generally good condition with no significant deterioration or tripping hazards along the length. There was evidence of sectional repairs in some locations possibly due to problem areas or utility repairs.

We did examine the interface of the sidewalks with the existing buildings and discussed the conditions with a few shop owners. Many of the existing buildings directly abut the sidewalk and have at-grade entrances. In several locations we noted that pavement build-up had raised the surface of the sidewalk slightly higher than some of the existing entrances resulting in a tripping hazard going in and out the door. This has also reportedly cause stormwater to run under the doors at times. Another building had pavement build-up onto the wood shingles of the structure and the owner was concerned that this will cause damage over time.

Any future reconstruction of the sidewalks should consider the existing building entrances and foundations to provide effective access and eliminate any potential adverse effects on the structural components of the buildings. This may require lowering the existing sidewalk surface in some locations.

The existing granite block curbing was found to be in good condition. Granite curbing is one of the most desirable curbs due to its durability. Some of the stones had settled slightly and some were chipped up, possibly from winter plowing and vehicle impacts, but still maintained their shape and lines. This curbing is still serviceable and it would be recommended that it be reused in the reconstruction plans. Additional sections may however be required depending on the final parking and access layout. It would be expected this would provide a cost savings as compared to new curbing installation.

Currently there are no sidewalks on either side of Tracy Road. This area contains a mixture of residential properties and businesses which do not currently generate or attract significant pedestrian traffic. Property landscaping extends generally to the edge of the existing travel ways in most areas. It was also noted that several of the businesses on the east side had significant open paved curb cuts which would have an adverse effect on the lines of a sidewalk, especially on the east side of the street.

ROADWAYS

In general, the paved surface of both Main Street and Tracy Road were found to be in fair to good condition, with Tracy Road exhibiting possibly the newer paved surface. Main Street did not have any major problem areas, but did had pavement cracks, loss of surface layer, and settlement in a few locations. Evidence of other repairs and patching was also noted. No pavement thickness was investigated or history of paving installation was investigated and it is anticipated the pavement consists of an approximately 4” total layer. No evidence of roadway gravel subgrade was noted and the Main Street roadway appears to be stable.

Tracy Road showed better surface pavement conditions and may be the result of new pavement or due to less impact by traffic conditions. Minor cracking was noted in several locations but did not appear to be problematic at this time.

PARKING

Existing parking on Main Street consists of approximately 12 parallel spaces located on the east and west sides in the immediate Summit Road/Main Street intersection area. Moving south from Sea Street, parking includes approximately thirty-nine 45° angle spaces located on west side of the street directly abutting the sidewalk. Near the intersection with Neighborhood Road an additional five parallel spaces are provided on the west side. No spaces are currently located on the east side, south of Sea Street.

Observations of actual use of the existing spaces indicated that vehicles can generally enter and exit without any major issues. It was noted that many vehicles run the front tires up to the curb line. This results in overhang of the front of the vehicle over the sidewalk. This reduces the effective width of the sidewalk and pedestrians are required to walk around the front of the vehicles in some areas. Use of the angle parking by large vehicles and vehicles equipped with bike packs, etc. on the back results in greater intrusion into the travel lane. This results in through-traffic swerving around the end of these vehicles.

STREET LIGHTING

Street lighting on both Main Street and Tracy Road is provided by standard high pressure sodium pole mounted street lights. The existing spacing, especially on Main Street, is wide. These type of street lights are generally associated with residential streets. The high mounting height spreads light over a large area. In the case of Main Street, it appears that ambient light from the buildings provides the majority of security and safety lighting. In Village business areas, similar to Main Street, it is more common to see lower mounted lights which provide more intense lighting of pedestrian walkways. This also results in lights spaced at closer intervals.

Tracy Road has utility pole mounted lights similar to Main Street. The current lack of sidewalks and significant pedestrian traffic does not warrant excessive lighting. If the conditions are changed in the future, consideration should be made to provide more intense lighting for security and safety purposes.

FINDINGS / RECOMMENDATIONS

As part of the planning for the Northeast Harbor Village Center Plan, public utility upgrades and repairs in the project area must be considered. The main focus of the plan has been roadways, sidewalks, and landscaping improvements. After consideration of several plan options, a Final Plan was developed. Based on this plan, a general assessment of public utility improvements has been prepared. Since the Final Plan includes reconstruction of several roadways within the Village Center it is important to make any needed repairs or improvements to public utilities during this construction process. This will reduce the possibility of disturbance to newly reconstructed roadways, sidewalks, and landscaped areas in the future.

The following represents a brief assessment of the sewer, water, storm drainage, and electric/phone/cable services in the study area.

PUBLIC SEWER SYSTEM

The existing sewer system generally consists of two sections in the project area. The first is a gravity system running down Summit road and then down Sea Street. This runs into an existing pump station near the water front and is pumped back up the hill to the treatment plant. The second system includes a gravity flow system located on private property between Main Street and Tracy Road. The majority of Village developed lots have services tied to this system. Both of the described systems were constructed around 1988 and included new concrete manholes and PVC pipe components.

At this time no major issues are known to exist with this system; however, additional investigations would need to be completed to verify the function and condition of individual service lines. It is also recommended to identify any areas which may be developed in the future and provide sewer disposal service lines, if they do not currently exist.

PUBLIC WATER SERVICE

The public water service consists of main service lines running within the Main Street, Sea Street, Summit Road, Tracy Road, and Neighborhood Road right of way. Individual service laterals and fire hydrants run off this main trunk line.

The main line is in excess of 50 years old and is known to have had several problems with deteriorated pipes and leaks over the last several years. It has also been suggested that flow volumes and pressures may be variable at times.

During the planning of improvements to the Village roadway systems it would be suggested that the main water line be replaced with new properly sized main lines throughout the Village improvement area. This would also include new service lines and individual curb stops (Valves) as needed. It is additionally recommended that water service be provided to any areas which may be developed in the future that currently do not have service.

The proposed roadway improvements will also require the relocation of existing fire hydrants. The plan should include coordination with the Fire Department and Public Works Department to ensure new hydrant locations provide required access and are located where they will not be damaged.

ROADWAY STORM DRAINAGE SYSTEM

The existing storm water drainage system includes a series of catch basins and drainage piping within the project area roadway system.

The first includes the northern portion of Main Street, Summit Road, and Sea Street. This system collects in a catch basin at the intersection of Main and Sea Streets and then flows down to the marina area. The second includes the southern portion of Main Street and the Neighborhood Road intersection. This system collects in this area and flows southerly down Rock End Road. The third includes Tracy Road and the intersection with Neighborhood Road. This system collects at the intersection and flows westerly down Neighborhood Road.

The proposed roadway improvement plan includes reconstruction of the majority of the roadway systems within the study area. This reconstruction will result in disturbance to the majority of the existing roadway storm drainage system flow patterns. An assessment of the future storm flow conditions will need to be completed to determine flow paths and required collection areas. At that time catch basin and storm drainage conveyance piping can be designed to properly convey anticipated flows. At this time, it is anticipated the improvement plan would include a new storm drainage system consisting of new catch basins and storm drain piping.

PUBLIC ELECTRIC AND UTILITY SERVICE

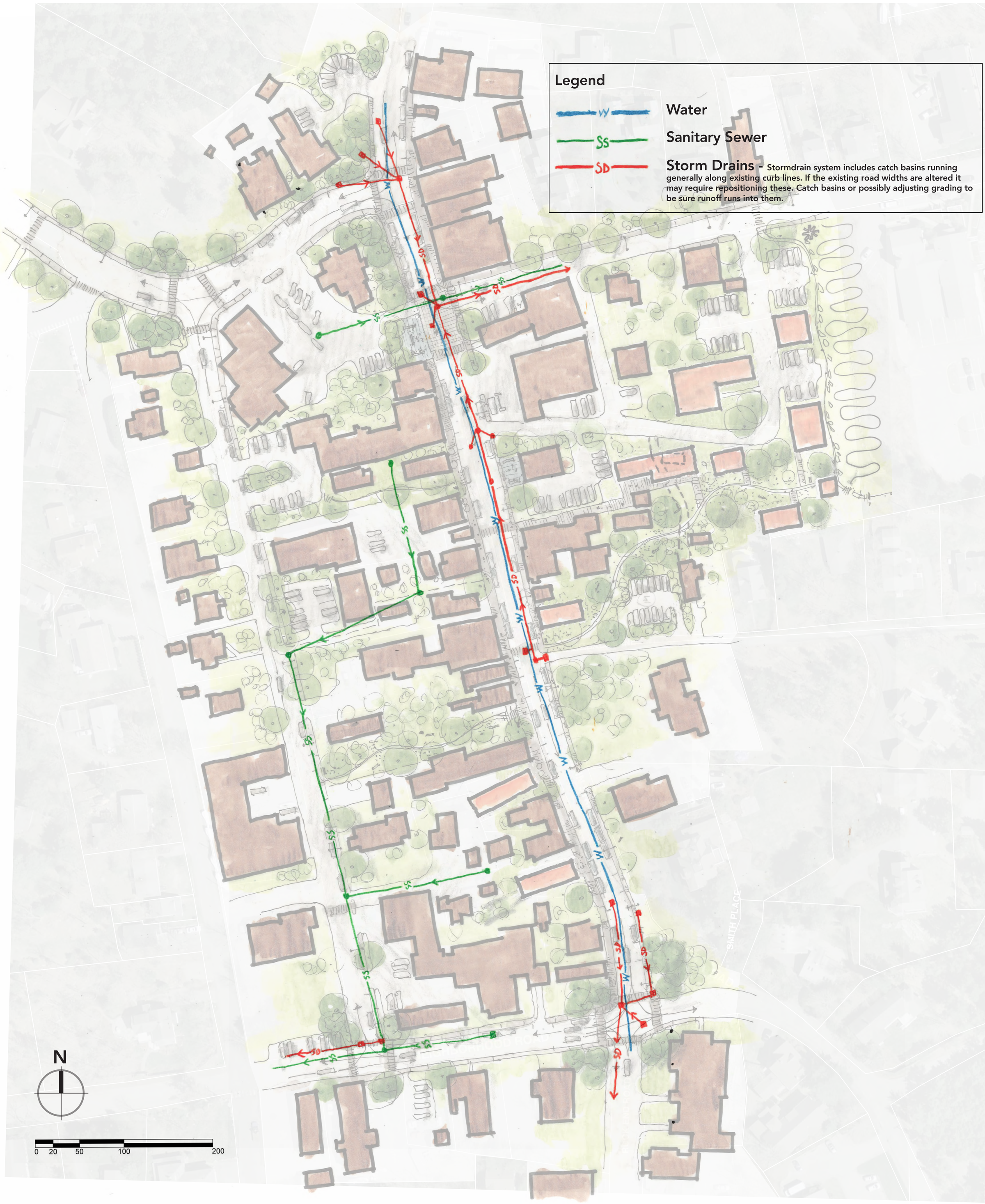
Public electric and utility service in the study area is currently provided by overhead service lines to developed properties.

The conversion to underground service would require the cooperation of all property owners in the Village area. Since converting to underground main lines will also require converting all existing building entrances to underground service.

This will require the installation of several individual and combined pad mounted transformers throughout the Village area. With the existing density of the Village it may be a challenge to establish service to all existing structures. With the limited area available within the roadway system, and existing developed lots, it is expected that several easements would be required on private properties to install service lines and transformers.

Installation of underground utilities can however be targeted to specific locations. It may be recommended that specific areas be identified that would be the most desirable for underground service and a plan developed to determine the cost and complexity of the installation. This could include only one street or even sections of streets.

As noted, the existing utility service is provided by overhead lines and poles. If this existing system is to remain, several of the existing utility poles will need to be relocated with the proposed roadway reconstruction. Currently many poles are on the edge of travel ways or in sidewalks. With the reconfiguration of the roadway it is expected that several of these poles will conflict with planned improvements.



Existing Utilities scale: 1”=50’-0”

ENGINEERING REPORT

UTILITIES

	Existing	Considered Recommendation
1. Municipal Sewer System	◆ Consists of two main collection lines ◆ Constructed approximately 1988	◆ Possible upgrades to sections ◆ Establish service laterals to potential development areas or lots if they do not currently exist
2. Municipal Water Supply System	◆ Consists of an old system of pipes and valves ◆ Has had historic issues with flow leaks ◆ Runs down travel ways of streets (generally)	◆ Upgrade main line and services within project area ◆ Establish service laterals to potential development areas or lots if they do not currently exist
3. Municipal Storm Drainage System	◆ Consists of a series of catch basins and collection piping throughout roadway systems	◆ Adjust existing system to maximize inflow and collection ◆ Add additional catch basins and collection as necessary
4. Public Electric and Utility Service	◆ Consists of pole mounted overhead system throughout	◆ Provide provisions and planning for future underground service throughout project area

PROJECT AREA CONDITIONS

	Existing	Considered Recommendation
1. Sidewalks	◆ Main sidewalk is on west side (Main Street) ◆ East sidewalk is only small sections broken up by large curb cuts (Main Street) ◆ No sidewalk on Tracy Road	◆ Reconstruct and regrade sidewalks to provide effective drainage and connection to buildings ◆ Establish sidewalk on east side of Main Street to greatest extent possible ◆ Provide connecting cross walks in safe and strategic locations ◆ Reuse existing granite curbing to greatest extent possible
2. Roadways	◆ Pavement is in fair to good condition ◆ Surface drainage is fair	◆ Reconstruct and regrade to provide desired dimensional limits ◆ Improve stormwater drainage collection ◆ Clearly identify parking and travel ways ◆ Improve intersections and curb cuts wherever possible
3. Parking	◆ 45° parking on west side of Main Street ◆ No identified parking on Tracy Road	◆ Establish parking according to plans
4. Street Lighting	◆ Consists of typical pole mounted street lights ◆ Coverage is not good in some locations resulting in “dark” areas for pedestrians	◆ Establish more effective lighting in existing and proposed pedestrian areas

ECONOMIC REPORT

A. The Self-Reinforcing Rural Village Problem

Like small, rural villages all across Maine, Northeast Harbor is at a crossroads. It must confront the long, slow decline of an activity that has long provided an economic base for its community. Unlike most such villages in Maine, where the problem derives from the loss of jobs in some mill whose sales have been undermined by the globalization of industrial production, Northeast Harbor faces a problem that is demographic rather than industrial.

Established "as a prestigious summer refuge " around the turn of the 20th century by "some of the nation's wealthiest families,"[1] Northeast Harbor's economy grew to serve the needs of this seasonal population, a demand for local goods and services that encompassed both seasonal and certain year-round needs and thus provided the basis for a smaller but nonetheless substantial year-round population.

Over the years, however, the nature of the community's seasonal population has changed in two fundamental ways. First, as ownership of the original large "cottages" has passed into the hands of a larger number of descendent families, individual visits have become shorter and the party-size of the visitors has become smaller. As a result, the person-days of seasonal occupancy has declined and, with them, the on-going demand for locally provided goods and services. Second, many of the descendents and their friends—wanting to continue their visits in more modern surroundings—have built new homes, many in locations farther from the village center than the original "cottages" that welcomed them. This demand has, naturally, driven up housing prices in and around the village.

This double whammy of decreasing demand for local goods and services over a full season and higher housing prices has, in turn, produced three additional self-reinforcing effects. First, many formerly year-round residents moved out of the village (and often off the island), thus further diminishing the demand for locally provided goods and services. Second, the increasing concentration of sales in the peak summer season led many businesses to change their operational model to one based on summer in Northeast Harbor and the rest of the year somewhere else. Third, all of these changes reduced incentives for the owners of commercial property to winterize and otherwise maintain their properties.

The combined result of these self-reinforcing problems is what unites so many small Maine villages. Whether their economic base be a formerly prosperous industrial mill or a formerly season-long community of part-time residents, the resulting challenge is the same—find a new economic base or face the inevitable decline of year round population and deterioration of physical buildings and infrastructure.

[1] Urban Land Institute *Revitalizing Northeast Harbor as a Year Round Community, A Technical Assistance Panel Report,* July 16, 2012, p. 6.

B. Cultivating a New Economic Base for Northeast Harbor

The economic development challenge to Northeast Harbor is to find a season-expanding economic activity that does not endanger its existing base. The village today has a strong summer seasonal economy. Taxable retail sales in 2015 in Mount Desert totaled $34 million, and their growth since 2010 was 25%, nearly as much as the 29% growth in Bar Harbor. And, while the summer (July, August, September) quarter accounted for 61% of those sales, that seasonal concentration had barely risen from the 60% concentration in 2010.

To break the vicious cycle of high housing prices leading to smaller year round (or even shoulder season) population described above, Northeast Harbor needs to provide more affordable housing. Given the relative scarcity and high price of land near the village, meeting this need with traditional "affordable" projects and Northeast Harbor resources alone is problematic. However, the affordable housing problem is even more acute in Bar Harbor. In addition, Bar Harbor, as the center for most of the island's largest employers (The Jackson Laboratory, College of the Atlantic, MDI Biological Lab, MDI Hospital, Acadia National Park and all the major hotels) faces the greatest need for finding places for employees to live, particularly those whose seasonal or short term residency-type jobs favor rentals over purchases).

The major competitive opportunity for Northeast Harbor, therefore, is to develop an affordable housing complex developed in conjunction with both the Town of Bar Harbor and MDI's major employers. The characteristics of such a complex would be:

1. a variety of housing types—studio and dormitory-type shared apartments, multi-person townhouses and single family homes—within walking distance of the village;
2. a 24-hour, on-demand, taxi/van transportation service available to all the island's major employment locations;
3. high-speed internet connectivity to all units and to common spaces;
4. a shared, education/training facility dedicated to state-of-the-art training sessions, seminars, workshops, employer-school collaborations, art and music displays/performances and sponsored meetings. Such a facility (space, room design, technological fit-out) is best envisioned by comparison to Cloudport recently opened in Portland (https://cloudportme.com/). The functions served by such a facility might temporarily be met by a combination of the Library and Neighborhood House that already exist in the village. However, since the function of this facility is to support new demand generated by new inhabitants and existing and new businesses, its function would soon come into conflict with existing community uses for the already existing buildings. The very purpose of the new facility is to be fully utilized by new activities generated by new members of the community, both residents and employers. Indeed, scheduling and coordinating events will be a major task of the owner/operator of such a facility.

Because of the very limited amount of land available for affordable housing, it may be wise to locate component #4, the community center facility, apart from the housing components, perhaps on the parcel near the large marina parking facility. This separate location may facilitate public funding for this portion of the investment.

The greatest constraint to economic development everywhere in Maine is the identification, recruitment, cultivation and retention of even partially qualified employees. This is evident in the trend spreading among many major employers to raise the minimum wage and to provide both introductory and ongoing training for even the most entry-level positions. It is also evident in the expanding efforts by both professional and educational organizations to provide finer-grained credentialing—the so-called merit badge system—for building resumes.

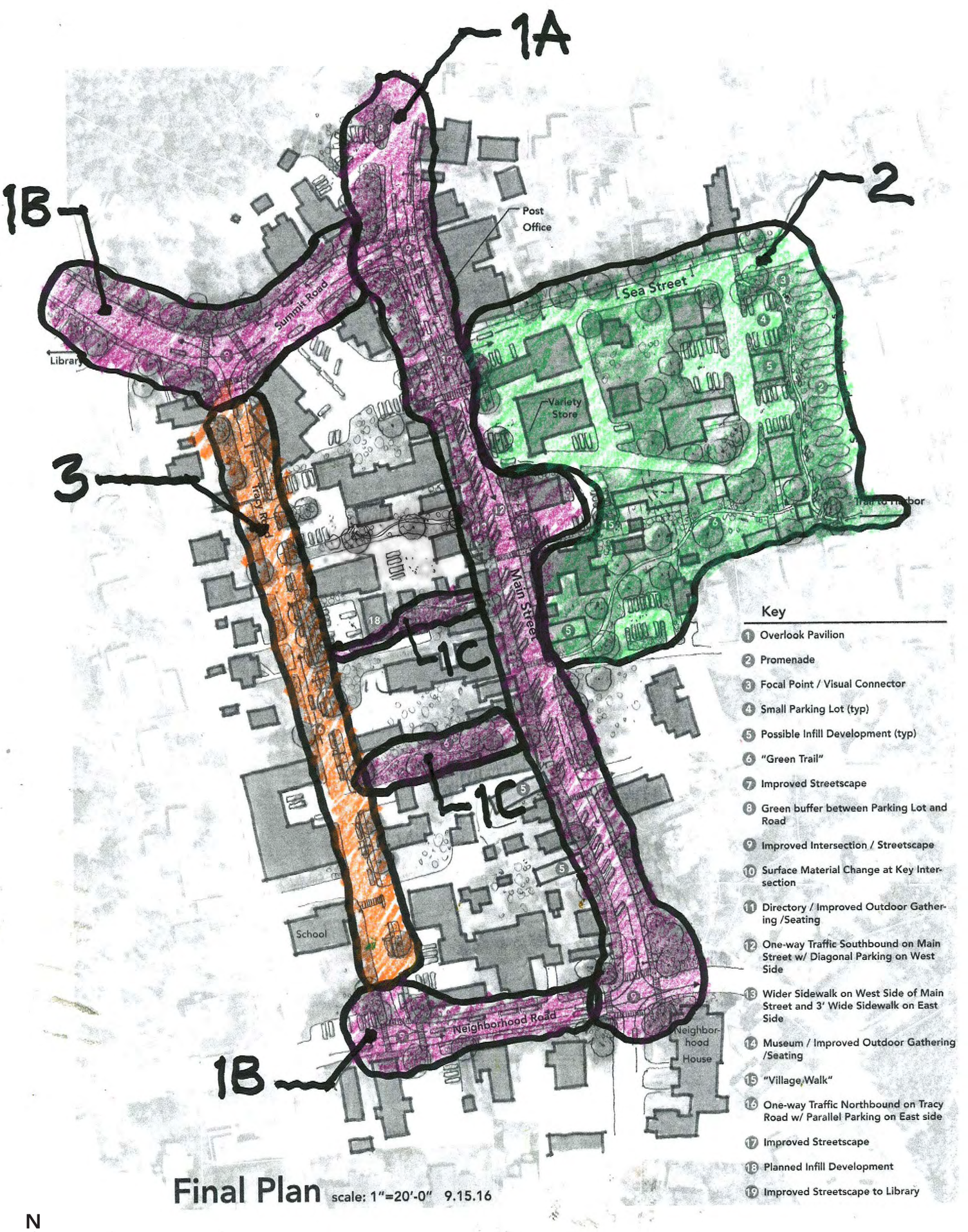
This state—even national—trend coupled with Northeast Harbor's already world-class reputation as a vacation destination presents the village with an opportunity to add to its existing economic base without impinging on its continued prosperity. In its 2012 report cited above, the Urban Land Institute's first recommendation was to "make Northeast Harbor a beehive of activity."[2] And the first activity cited as an example of this beehive was a collaboration between the Northeast Harbor Elementary School and the College of the Atlantic.

To complete this investment at a scale likely to succeed will require careful collaboration—within the Harbor's existing economic development and affordable housing constituencies, with at least the Town of Bar Harbor (and perhaps other villages within Mount Desert), with the island's major employers and with Northeast Harbor's philanthropic community. The key to exploiting this opportunity is "go big, or don't go at all." The reason why trying to rehabilitate existing buildings one at a time is so difficult is because the whole is greater than the sum of its parts. Any one part alone is too small to reach the critical tipping point, but all parts combined will solve multiple problems.

Successfully exploiting this opportunity will depend largely on treating the project as an integrated whole operated under the direction of an overseeing Board of Directors. Someone must take responsibility for collaborating with island businesses to identify the types of housing and training needed. Someone will have to be responsible for recruiting and scheduling users for the community center—a facilities manager. Someone will have to be responsible for fund-raising and financial management. All of these challenges speak to the need for Northeast Harbor to establish some sort of economic development corporation to make this initiative (or any other that may emerge) its own and to give it a sense of legitimacy and urgency in the village.

[2] *Ibid,* p. 16.

COST ESTIMATES



Area Diagram for Cost Estimates

Assumptions:

The following assumptions were made in developing the engineering cost estimates provided in this report:

1.) Existing roadway reconstruction includes grinding of existing roadway surface, regrading and repaving. The anticipated grinding of the existing paved surface included grinding the entire existing pavement cross-section down to the base gravel. This would allow regrading to final design elevations. Excess material will be removed from the site as needed. No significant base gravel replacement was included.

2.) New roadways in area A and proposed parking lot construction did include base gravel and geotextile fabric installation.

3.) Existing granite curbing will be saved and reset.

4.) All new curbing will be granite.

5.) Water main and service lines within Main Street will be removed and replaced with new conduits throughout. We have contacted the Mount Desert Water District (Paul Slack) to review the conceptual project. He has indicated that he feels there is sufficient water supply in the Main Street lines. The lines are circa 1933 and he would be interested in considering replacing them with the project, but that would depend on cost. These lines are not on an active list for replacement. We have included replacement costs based on the size of the existing lines and services if upgrades to the system are required.

6.) All sidewalks to be asphalt with reset or new granite curbing.

7.) The estimate for underground utilities includes only the Main Street corridor. This includes main lines, service lines, transformers, etc. for approximately 30 buildings along the Main Street corridor. Since, at this time, no construction plans have been developed, a sketch plan was prepared showing potential installation of underground utility lines (Electric, Phone, and Data/Cable). This included underground lines extending from a drop on an existing utility pole on the north side of Summit Road and extending to an existing utility pole near the intersection of Main Street and Neighborhood Road. From this main line, service lines were extending onto private properties to the East and West of the street. These service lines extended to a pad mounted transformer that would be sized to provide multiple individual services as much as possible. This installation will require the cooperation of all land owners involved and could result in some cost to these individuals from change in service from overhead to underground at their electrical entrances. We have discussed this installation with the utility companies and received general construction installation details. None of the companies could provide specific cost information without a detailed plan for the installation. As such, the estimate is only an anticipated cost. To deveop an accurate estimate significant planning and design would need to be completed.

8.) More refined materials for sidewalks and key pedestrian crossings are feasible at additional cost.

ESTIMATED OVERALL PROJECT COST

		Construction Costs	Design Fees (Low End)	Design Fees (High End)
Area 1A - Main Street		$1,572,893.75	$193,204.63	**$274,758.67**
Area 1B - Summit Road & Neighborhood Roads		$348,650.00	$32,075.80	**$60,142.13**
Area 1C - Park Connectors		$156,687.50	$14,415.25	**$27,028.59**
Area 2 - Sea Street and South		$670,093.75	$61,648.63	**$115,591.17**
Area 3 - Tracy Road		$343,830.00	$31,632.36	**$59,310.68**
	PROJECTED SUBTOTAL	$3,092,155.00		
	15% CONTINGENCY	$463,823.25		
	TOTAL	$3,555,978.25	$332,976.66	$536,831.24

Revised December 19, 2016

Northeast Harbor

ENGINEERING Cost Estimate

CES, Inc.

December 19, 2016

Estimated Costs: Engineering

		Construction Costs	Design Fees (Low End)	Design Fees (High End)
Area 1A - Main Street		$508,875.00	$46,816.50	**$87,780.94**
Area 1A - Main Street Underground Utilities		$559,800.00	$100,000.00 *	**$100,000.00 ***
Area 1B - Summit Road		$103,650.00	$9,535.80	**$17,879.63**
Area 1B - Neighborhood Road		$95,425.00	$8,779.10	**$16,460.81**
Area 2 - Existing Parking Lot Reconstruction		$192,400.00	$17,700.80	**$33,189.00**
Area 3 - Tracy Road		$205,355.00	$18,892.66	**$35,423.74**
	PROJECTED SUBTOTAL	$1,665,505.00		
	15% CONTINGENCY	$249,825.75		
	TOTAL	$1,915,330.75	$201,724.86	$290,734.11

* These fees include design, administrative and legal costs and are estimates only. Actual cost could be more depnding on Emera Maine requirements.

Northeast Harbor

ENGINEERING Cost Estimate

Richardson & Associates, Landscape Architects
December 19, 2016

Area 1A - Main Street

Item	Unit	Unit Cost	Quantity	Allowance	Construction Cost	Notes
ROADWAY RECONSTRUCTION	LF	$217.50	1,150		$250,125.00	
10' ASPHALT SIDEWALK	LF	$50.00	750		$37,500.00	
4' ASPHALT SIDEWALK	LF	$35.00	680		$17,000.00	
RE-SET EXISTING GRANITE CURBING	LF	$25.00	*930*		$23,250.00	
NEW GRANITE CURBS	LF	$50.00	*500*		$25,000.00	
NEW 8" WATER MAIN	LF	$90.00	1,000		$90,000.00	
RE-SET EXISTING FIRE HYDRANTS	EA	$2,500.00	3		$7,500.00	
NEW WATER SERVICE LINES AND VALVES	EA	$1,200.00	*30*		$36,000.00	
RE-SET EXISTING CATCH BASINS	EA	$500.00	*15*		$7,500.00	
NEW 4' DIA. CATCH BASIN	EA	$2,500.00	6		$15,000.00	

PROJECTED SUBTOTAL	$508,875.00
15% CONTINGENCY	$76,331.25
TOTAL	$585,206.25

	Design Fees	Design Fees
	Low End (8%)	High End (15%)
TOTAL	$46,816.50	$87,780.94

Northeast Harbor

ENGINEERING Cost Estimate

Richardson & Associates, Landscape Architects

December 19, 2016

Area 1A - Main Street Underground Utilities

Item	Unit	Unit Cost	Quantity	Allowance	Construction Cost	Notes
MAIN ELECTRICAL LINES	LS		1		$123,500.00	
SERVICE ELECTRICAL LINES	LS		1		$122,450.00	
MAIN TELEPHONE LINES	LS		1		$88,000.00	
SERVICE TELEPHONE LINES	LS		1		$94,150.00	
MAIN CABLE/DATA LINES	LS		1		$56,500.00	
SERVICE CABLE/DATA LINES	LS		1		$75,200.00	
			PROJECTED SUBTOTAL		**$559,800.00**	
			15% CONTINGENCY		**$83,970.00**	
			SUB-TOTAL		**$643,770.00**	

Engineering/ Design/ Legal/ Administrative Cost	
	$100,000.00
TOTAL	**$743,770.00**

Northeast Harbor

ENGINEERING Cost Estimate

CES, Inc.

December 19,2016

Area 1B - Summit Road

Item	Unit	Unit Cost	Quantity	Allowance	Construction Cost	Notes
ROADWAY RECONSTRUCTION	LF	$217.50	280		$60,900.00	
4' ASPHALT SIDEWALK	LF	$25.00	550		$13,750.00	
NEW GRANITE CURBS	LF	$50.00	*550*		$27,500.00	
RE-SET EXISTING CATCH BASINS	EA	$500.00	*3*		$1,500.00	

PROJECTED SUBTOTAL	**$103,650.00**
15% CONTINGENCY	**$15,547.50**
TOTAL	**$119,197.50**

	Design Fees	Design Fees
	Low End (8%)	High End (15%)
TOTAL	**$9,535.80**	**$17,879.63**

Area 1B - Neighborhood Road

Item	Unit	Unit Cost	Quantity	Allowance	Construction Cost	Notes
ROADWAY RECONSTRUCTION	LF	$170.50	350		$59,675.00	
4' ASPHALT SIDEWALK	LF	$25.00	450		$11,250.00	
NEW GRANITE CURBS	LF	$50.00	*450*		$22,500.00	
RE-SET EXISTING CATCH BASINS	EA	$500.00	*4*		$2,000.00	

PROJECTED SUBTOTAL	**$95,425.00**
15% CONTINGENCY	**$14,313.75**
TOTAL	**$109,738.75**

	Design Fees	Design Fees
	Low End (8%)	High End (15%)
TOTAL	**$8,779.10**	**$16,460.81**

Northeast Harbor

ENGINEERING Cost Estimate

CES, Inc.

December 19, 2016

Area 2 - Existing Parking Lot Reconstruction

Item	Unit	Unit Cost	Quantity	Allowance	Construction Cost	Notes
DEMOLITION	LS	$30,000.00	1		$30,000.00	
24' ROADWAY CONSTRUCTION	LF	$150.00	550		$82,500.00	
PARKING LOT CONSTRUCTION (3 AREAS)	LF	$5.00	*8,000*		$40,000.00	
NEW 6" SEWER MAIN	EA	$75.00	*180*		$13,500.00	
NEW 4" SEWER SERVICE LATERALS	LF	$45.00	160		$7,200.00	
NEW 6" WATER MAIN	LF	$60.00	200		$12,000.00	
NEW WATER SERVICE AND VALVES	LF	$1,200.00	*6*		$7,200.00	

PROJECTED SUBTOTAL	$192,400.00
15% CONTINGENCY	$28,860.00
TOTAL	$221,260.00

	Design Fees	Design Fees
	Low End (8%)	High End (15%)
TOTAL	$17,700.80	$33,189.00

Northeast Harbor

ENGINEERING Cost Estimate

CES, Inc.

December 19, 2016

Area 3 - Tracy Road

Item	Unit	Unit Cost	Quantity	Allowance	Construction Cost	Notes
ROADWAY RECONSTRUCTION	LF	$170.50	810		$138,105.00	
4' ASPHALT SIDEWALKS	LF	$25.00	630		$15,750.00	
NEW GRANITE CURBING	LF	$50.00	*630*		$31,500.00	
STORMWATER CONTROL IMPROVEMENTS	LS	$20,000.00	*1*		$20,000.00	

PROJECTED SUBTOTAL	$205,355.00
15% CONTINGENCY	$30,803.25
TOTAL	$236,158.25

	Design Fees Low End (8%)	Design Fees High End (15%)
TOTAL	$18,892.66	$35,423.74

Northeast Harbor

LANDSCAPE Cost Estimate Summary

Richardson & Associates, Landscape Architects

December 19, 2016

Estimated Costs : Landscape

	Construction Costs	Design Fees (Low End)	Design Fees (High End)
Area 1A - Main Street	$504,218.75	$46,388.13	**$86,977.73**
Area 1B - Summit & Neighborhood Roads	$149,575.00	$13,760.90	**$25,801.69**
Area 1C - Park Connectors	$156,687.50	$14,415.25	**$27,028.59**
Area 2 - Sea Street and South	$477,693.75	$43,947.83	**$82,402.17**
Area 3 - Tracy Road	$138,475.00	$12,739.70	**$23,886.94**
PROJECTED SUBTOTAL	$1,426,650.00		
15% CONTINGENCY	$213,997.50		
TOTAL	$1,640,647.50	$131,251.80	$246,097.13

Revised December 19, 2016

Northeast Harbor

LANDSCAPE Cost Estimate

Richardson & Associates, Landscape Architects

December 19, 2016

Area 1A - Main Street

Item	Unit	Unit Cost	Quantity	Allowance	Construction Cost	Notes
LANDSCAPE DEMOLITION & GENERAL SITE PREPARATIONS						
	LS			$25,000.00	$25,000.00	SILT FENCE / EROSION CONTROL, TREE PROTECTIONS, TREE REMOVALS INCLUDED
			SUBTOTAL		***$25,000.00***	
EARTHWORK, GRADING, AND DRAINAGE SYSTEMS						
	LS			$50,000.00	$50,000.00	
			SUBTOTAL		***$50,000.00***	
PAVING						
GRANITE PAVING AT DIRECTORY	SF	$40.00	875		$35,000.00	
GRANITE PAVING IN FRONT OF MUSEUM	SF	$40.00	600		$24,000.00	
GRANITE PAVING AT MAIN ST AND SEA ST INTERSECTION	SF	$40.00	3,200		$128,000.00	
			SUBTOTAL		***$187,000.00***	
PLANTING						
STREET TREES	EA	$2,700.00	30		$81,000.00	INCLUDES TREE PIT AND GRATE
PLANT BED TREES	EA	$750.00	20		$15,000.00	
SHRUBS/PERENNIALS/GROUNDCOVERS	SF	$5.00	7275		$36,375.00	
			SUBTOTAL		***$132,375.00***	
IRRIGATION						
	LS			$20,000.00	$20,000.00	STREET TREES AND KEY GREEN SPACES
			SUBTOTAL		***$20,000.00***	
LAWNS						
FINE GRADING, & SEEDING	SF	$1.25	7,275		$9,093.75	
			SUBTOTAL		***$9,093.75***	
SITE ACCESSORIES						
BENCHES	EA	$1,200.00	12		$14,400.00	
BIKE RACK	EA	$750.00	6		$4,500.00	
TRASH RECEPTACLE	EA	$750.00	6		$4,500.00	
STREET LIGHTS	EA	$2,800.00	12		$33,600.00	
SIGNS	EA	$750.00	5		$3,750.00	
PAVILION LIGHTING	EA	$500.00	10		$5,000.00	
GRANITE POSTS (CROSS-WALK DELINEATORS)	EA	$500.00	30		$15,000.00	
			SUBTOTAL		***$80,750.00***	
ITEMS NOT INCLUDED						
BUILDINGS						
LAND ACQUISITIONS ASSUME PROPERTY/OWNERSHIP TRANSFER						

PROJECTED SUBTOTAL	**$504,218.75**
15% CONTINGENCY	**$75,632.81**
TOTAL	**$579,851.56**

	Design Fees	Design Fees
	Low End (8%)	High End (15%)
TOTAL	**$46,388.13**	**$86,977.73**

Revised December 19, 2016

Northeast Harbor

LANDSCAPE Cost Estimate

Richardson & Associates, Landscape Architects

December 19, 2016

Area 1B - Summit & Neighborhood Roads

Item	Unit	Unit Cost	Quantity	Allowance	Cost	Notes
LANDSCAPE DEMOLITION & GENERAL SITE PREPARATIONS						
	LS			$12,500.00	$12,500.00	SILT FENCE / EROSION CONTROL, TREE PROTECTIONS, TREE REMOVALS INCLUDED
			SUBTOTAL		***$12,500.00***	
EARTHWORK, GRADING, AND DRAINAGE SYSTEMS						
	LS			$25,000.00	$25,000.00	
			SUBTOTAL		***$25,000.00***	
PLANTING						
STREET TREES	EA	$1,500.00	10		$15,000.00	
PLANT BED TREES	EA	$750.00	6		$4,500.00	
SHRUBS/PERENNIALS/GROUNDCOVERS	SF	$5.00	8300		$41,500.00	
			SUBTOTAL		***$61,000.00***	
IRRIGATION						
	LS			$10,000.00	$10,000.00	STREET TREES AND KEY GREEN SPACES
			SUBTOTAL		***$10,000.00***	
LAWNS						
FINE GRADING, & SEEDING	SF	$1.25	2,500		**$3,125.00**	
			SUBTOTAL		***$3,125.00***	
SITE ACCESSORIES						
BENCHES	EA	$1,200.00	4		$4,800.00	
BIKE RACK	EA	$750.00	2		$1,500.00	
TRASH RECEPTACLE	EA	$750.00	3		$2,250.00	
STREET LIGHTS	EA	$2,800.00	8		$22,400.00	
GRANITE POSTS (CROSS-WALK DELINEATORS)	EA	$500.00	14		$7,000.00	
			SUBTOTAL		***$37,950.00***	
ITEMS NOT INCLUDED						
BUILDINGS						
LAND ACQUISITIONS ASSUME PROPERTY/OWNERSHIP TRANSFER						

PROJECTED SUBTOTAL	**$149,575.00**
15% CONTINGENCY	**$22,436.25**
TOTAL	**$172,011.25**

	Design Fees	Design Fees
	Low End (8%)	High End (15%)
TOTAL	**$13,760.90**	**$25,801.69**

Northeast Harbor

LANDSCAPE Cost Estimate

Richardson & Associates, Landscape Architects

December 19, 2016

Area 1C - Park Connectors

Item	Unit	Unit Cost	Quantity	Allowance	Cost	Notes
LANDSCAPE DEMOLITION & GENERAL SITE PREPARATIONS						
	LS			$10,000.00	$10,000.00	SILT FENCE / EROSION CONTROL, TREE PROTECTIONS, TREE REMOVALS INCLUDED
			SUBTOTAL		***$10,000.00***	
EARTHWORK, GRADING, AND DRAINAGE SYSTEMS						
	LS			$20,000.00	$20,000.00	
			SUBTOTAL		***$20,000.00***	
PAVING						
ROUGH BROOM FINISH CONCRETE PATHS	SF	$9.00	1,500		$13,500.00	
			SUBTOTAL		***$13,500.00***	
WALLS / STEPS						
WALLS / STEPS	LS			$20,000.00	$20,000.00	
			SUBTOTAL		***$20,000.00***	
PLANTING						
PLANT BED TREES	EA	$750.00	15		$11,250.00	
SHRUBS/PERENNIALS/GROUNDCOVERS	SF	$5.00	6750		$33,750.00	
			SUBTOTAL		***$45,000.00***	
IRRIGATION						
	LS			$8,000.00	$8,000.00	STREET TREES AND KEY GREEN SPACES
			SUBTOTAL		***$8,000.00***	
LAWNS						
FINE GRADING, & SEEDING	SF	$1.25	5,750		**$7,187.50**	
			SUBTOTAL		***$7,187.50***	
SITE ACCESSORIES						
BENCHES	EA	$1,200.00	5		$6,000.00	
BIKE RACK	EA	$750.00	2		$1,500.00	
TRASH RECEPTACLE	EA	$750.00	3		$2,250.00	
PATH LIGHTS	EA	$500.00	18		$9,000.00	
GRANITE POSTS (CROSS-WALK DELINEATORS)	EA	$500.00	14		$7,000.00	
SIGNS	EA	$750.00	3		$2,250.00	
KIOSK	EA	$5,000.00	1		$5,000.00	
			SUBTOTAL		***$33,000.00***	

ITEMS NOT INCLUDED

BUILDINGS

LAND ACQUISITIONS ASSUME PROPERTY/OWNERSHIP TRANSFER

PROJECTED SUBTOTAL	**$156,687.50**
15% CONTINGENCY	**$23,503.13**
TOTAL	**$180,190.63**

	Design Fees	Design Fees
	Low End (8%)	High End (15%)
TOTAL	**$14,415.25**	**$27,028.59**

Northeast Harbor

LANDSCAPE Cost Estimate

Richardson & Associates, Landscape Architects

December 19, 2016

Area 2 - Sea Street and South

Item	Unit	Unit Cost	Quantity	Allowance	Cost	Notes
LANDSCAPE DEMOLITION & GENERAL SITE PREPARATIONS						
	LS			$25,000.00	$25,000.00	SILT FENCE / EROSION CONTROL, TREE PROTECTIONS, TREE REMOVALS INCLUDED
			SUBTOTAL		***$25,000.00***	
EARTHWORK, GRADING, AND DRAINAGE SYSTEMS						
	LS			$50,000.00	$50,000.00	
			SUBTOTAL		***$50,000.00***	
STRUCTURES						
PAVILION	LS			$55,000.00	**$55,000.00**	
			SUBTOTAL		***$55,000.00***	
PAVING						
ROUGH BROOM FINISH CONCRETE PATHS	SF	$9.00	3,800		$34,200.00	"PROMENADE" 6' WIDE," VILLAGE TRAIL" 5' WIDE
GRANITE PAVING UNDER PAVILION	SF	$40.00	400		$16,000.00	
GRANITE PAVING "VILLAGE WALK"	SF	$40.00	2,720		$108,800.00	
			SUBTOTAL		***$159,000.00***	
PLANTING						
STREET TREES	EA	$1,500.00	8		$12,000.00	
PLANT BED TREES	EA	$750.00	20		$15,000.00	
SHRUBS/PERENNIALS/GROUNDCOVERS	SF	$5.00	8925		$44,625.00	
			SUBTOTAL		***$71,625.00***	
IRRIGATION						
	LS			$30,000.00	$30,000.00	STREET TREES AND KEY GREEN SPACES
			SUBTOTAL		***$30,000.00***	
LAWNS						
FINE GRADING, & SEEDING	SF	$1.25	26,775		$33,468.75	
			SUBTOTAL		***$33,468.75***	
SITE ACCESSORIES						
BENCHES	EA	$1,200.00	8		$9,600.00	
BIKE RACK	EA	$750.00	3		$2,250.00	
TRASH RECEPTACLE	EA	$750.00	4		$3,000.00	
STREET LIGHTS	EA	$2,800.00	5		$14,000.00	
PATH LIGHTS	EA	$500.00	23		$11,500.00	
GRANITE POSTS (CROSS-WALK DELINEATORS)	EA	$500.00	2		$1,000.00	
SIGNS	EA	$750.00	3		$2,250.00	
			SUBTOTAL		***$43,600.00***	
TRAIL IMPROVEMENTS TO MARINA						
	LS			$10,000.00	$10,000.00	
			SUBTOTAL		***$10,000.00***	
ITEMS NOT INCLUDED						
BUILDINGS						
LAND ACQUISITIONS ASSUME PROPERTY/OWNERSHIP TRANSFER						

PROJECTED SUBTOTAL	**$477,693.75**
15% CONTINGENCY	**$71,654.06**
TOTAL	**$549,347.81**

	Design Fees Low End (8%)	Design Fees High End (15%)
TOTAL	**$43,947.83**	**$82,402.17**

Northeast Harbor

LANDSCAPE Cost Estimate
Richardson & Associates, Landscape Architects
December 19, 2016

Area 3 - Tracy Road

Item	Unit	Unit Cost	Quantity	Allowance	Cost	Notes
LANDSCAPE DEMOLITION & GENERAL SITE PREPARATIONS						
	LS			$25,000.00	$25,000.00	SILT FENCE / EROSION CONTROL, TREE PROTECTIONS, TREE REMOVALS INCLUDED
			SUBTOTAL		***$25,000.00***	
EARTHWORK, GRADING, AND DRAINAGE SYSTEMS						
	LS			$25,000.00	$25,000.00	
			SUBTOTAL		***$25,000.00***	
PLANTING						
STREET TREES	EA	$1,500.00	18		$27,000.00	
PLANT BED TREES	EA	$750.00	6		$4,500.00	
SHRUBS/PERENNIALS/GROUNDCOVERS	SF	$5.00	2500		$12,500.00	
			SUBTOTAL		***$44,000.00***	
IRRIGATION						
	LS			$10,000.00	$10,000.00	
			SUBTOTAL		***$10,000.00***	
LAWNS						
FINE GRADING, & SEEDING	SF	$1.25	2,500		$3,125.00	
			SUBTOTAL		***$3,125.00***	
SITE ACCESSORIES						
BENCHES	EA	$1,200.00	2		$2,400.00	
BIKE RACK	EA	$750.00	2		$1,500.00	
TRASH RECEPTACLE	EA	$750.00	3		$2,250.00	
STREET LIGHTS	EA	$2,800.00	9		$25,200.00	
			SUBTOTAL		***$31,350.00***	
ITEMS NOT INCLUDED						
BUILDINGS						
LAND ACQUISITIONS ASSUME PROPERTY/OWNERSHIP TRANSFER						

PROJECTED SUBTOTAL	**$138,475.00**
15% CONTINGENCY	**$20,771.25**
TOTAL	**$159,246.25**

	Design Fees	Design Fees
	Low End (8%)	High End (15%)
TOTAL	**$12,739.70**	**$23,886.94**