



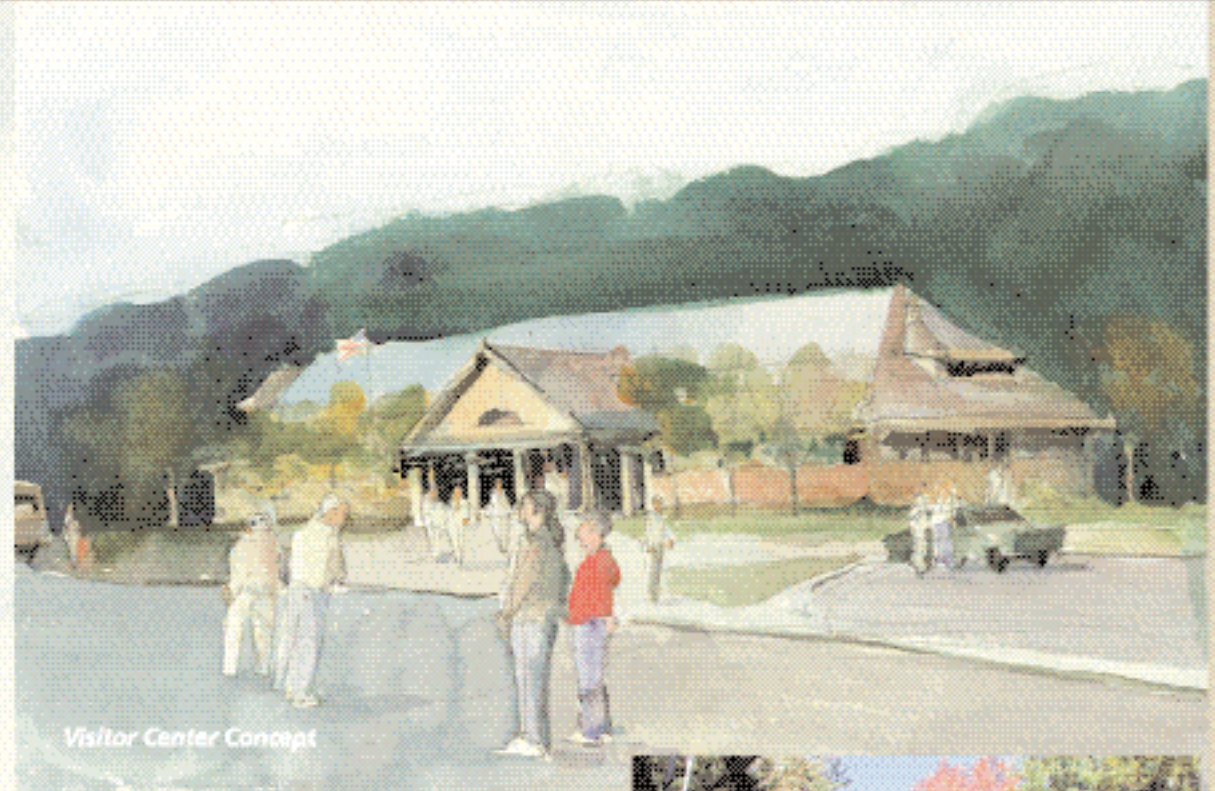
Acadia National Park



Site Plan for Hub

Intermodal Transportation Hub Charette

October 2002



Visitor Center Concept



Cultural - Carriage Roads



Natural - Acadia
Where the Mtns. Meet the Sea

ANDERSON

Workshop Objectives

In 1992 the National Park Service (NPS) adopted the first General Management Plan for Acadia National Park. The plan contains a number of recommendations regarding transportation, development, and visitor use management. For example, the plan recommends that the NPS work with the island communities and others to develop an island-wide transportation system that includes loops through the park. A second recommendation calls for a new visitor center and a third recommendation focuses on the need to create a gateway to Acadia National Park, to instill a "sense of arrival" for park visitors.

In 1999, the first phase of the Island Explorer transportation system began operation. It consisted of eight, 28 passenger, propane-powered buses operating on six routes that linked campgrounds and motels with key park and island destinations. It was designed to accommodate overnight visitors staying on the island. The system was a resounding success. Phase 2 of the transportation strategy added nine additional propane buses, operating on seven routes, again serving overnight island visitors. In addition, the Hulls Cove visitor center's parking area was redesigned to accommodate limited day use parking, bus stops were developed in the park and at the Village Green in Bar Harbor, and Intelligent Transportation System technology (ITS) infrastructure was deployed. Phase 3 of transportation strategy calls for expanding shuttle services and integrating the system with Maine Department of Transportation (MDOT) car free planning initiatives. The State Strategic Passenger Transportation Plan calls for the creation of intermodal transportation hubs throughout the state. MDOT is interested in developing one of these hubs in the Mount Desert Island region. Specifically, there is interest in possibly including a new park visitor center with the transportation hub, along with parking for day use visitors to Acadia and commuters to Mount Desert Island (MDI), a regional tourism facility, bus maintenance facility, and easy access to alternative transportation modes. In 2000, the park contracted with Tom Crikelair Associates to develop programming needs for facilities associated with a transportation hub, to research potential site locations for this facility and to develop site evaluation criteria. Crikelair completed this research in 2002. The next step was to con-

vene this intermodal transportation hub planning and design workshop to bring the NPS perspective to this process.

This week-long workshop, held at Acadia National Park in October 2002, identified potential and feasible alternatives for development of an inter-modal transportation hub/regional tourism facility, in conjunction with an Acadia National Park visitor center, educational center, seminar center and bus maintenance facility. The purpose of this workshop was to take the first step to reconcile potential site development requirements with program requirements identified during past study efforts. Ten sites with associated evaluation criteria were initially identified during the transportation planning process led by Tom Crikelair Associates. The workshop team visited the sites and worked with participants to refine site selection criteria. For purposes of the workshop site planning exercise, the team selected three sites that were potentially available for purchase that could best accommodate the range of facility program elements under consideration. The team refined facility programs, and created relationship diagrams, floor plans, and conceptual sketches for the proposed buildings. The team then applied site programming



BAR HARBOR VILLAGE GREEN SHUTTLE STOP

criteria and site layout for transit and parking associated with these facilities. As this process of designing an intermodal transportation facility moves forward, environmental analysis in compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) will be completed as part of the evaluation of alternatives.

Workshop Participants

Workshop Team:

National Park Service-Denver Service Center, Acadia National Park Staff, Hancock County Planning Commission (HCPC), and architect/engineer (A/E) consultants Tom Crikelair Associates (TCA - Transportation Planners), Roc Caivano (Architect), and Sam Coplon, Coplon Associates (Landscape Architecture)

Stakeholders:

Bar Harbor Chamber of Commerce, Downeast Transportation, Inc. (Island Explorer), Eastern National, Friends of Acadia, Maine Department of Transportation, Members of the communities of Mount Desert Island and Trenton, Maine



CHARETTE SESSION AT PARK

Workshop Process

1. Data Review and collection of Site Information and mapping

Prior to the workshop, the Denver Service Center (DSC) team reviewed the existing transportation studies prepared by Tom Crikelair Associates. Hancock County Planning Commission provided aerial photography, topographic mapping and soil suitability information for all sites under consideration.

2. Development of Initial Site Program elements (Data from previous studies)

Prior to the workshop the DSC team summarized program requirements identified in the Crikelair report.

3. Regional Transportation Picture and MDOT Vision

The workshop team worked to understand tourism for Downeast Maine, modes of travel to the island and on island and the commuting traffic patterns. MDOT representatives shared their vision for creating an intermodal transportation hub in the Trenton area and opportunities for future ties to outlying communities by transit and rail.

4. Issues Identification

During the workshop, the team and participants identified transportation interface issues with Acadia National Park, and communities of Mount Desert Island, Bangor, Ellsworth, and Trenton. Transportation needs were placed in context of commuters and island/park visitors.

5. Transportation Vision and Visitor Experience

The team and participants worked together to understand how implementing different transportation options could greatly influence the park visitor experience.

6. Site Planning Considerations, Transit and Parking Requirements

The Denver Service Center team shared planning and design criteria for multi-modal transportation facilities with the workshop participants. Initial requirements for transit, bus parking bays and parking space, and circulation requirements as well as square footage for building components were assessed.

7. Overview of Potential Site Locations

The team visited each of the sites at least twice during the week. Properties were evaluated based on criteria developed in prior transportation studies and amended by the participants. The group conducted an informal ranking of criteria that should receive emphasis during the site evaluation.

8. Potential Development Options, Site Evaluation and Selection

Based on steps one through six, the workshop team developed a range of alternatives to address transportation and visitor services for both on-island and off-island sites. For workshop study purposes the candidate sites were then evaluated against program requirements. Only three of the initial 10 sites under consideration remained in the mix.

9. Design Concepts

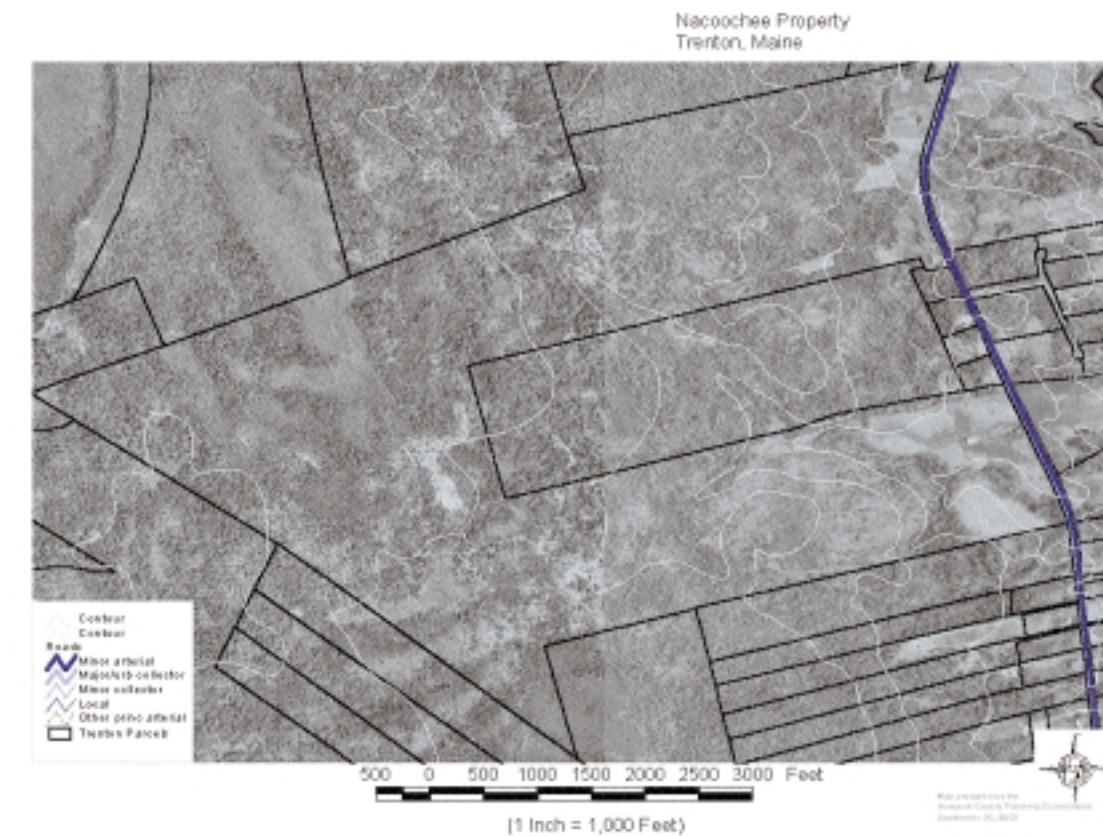
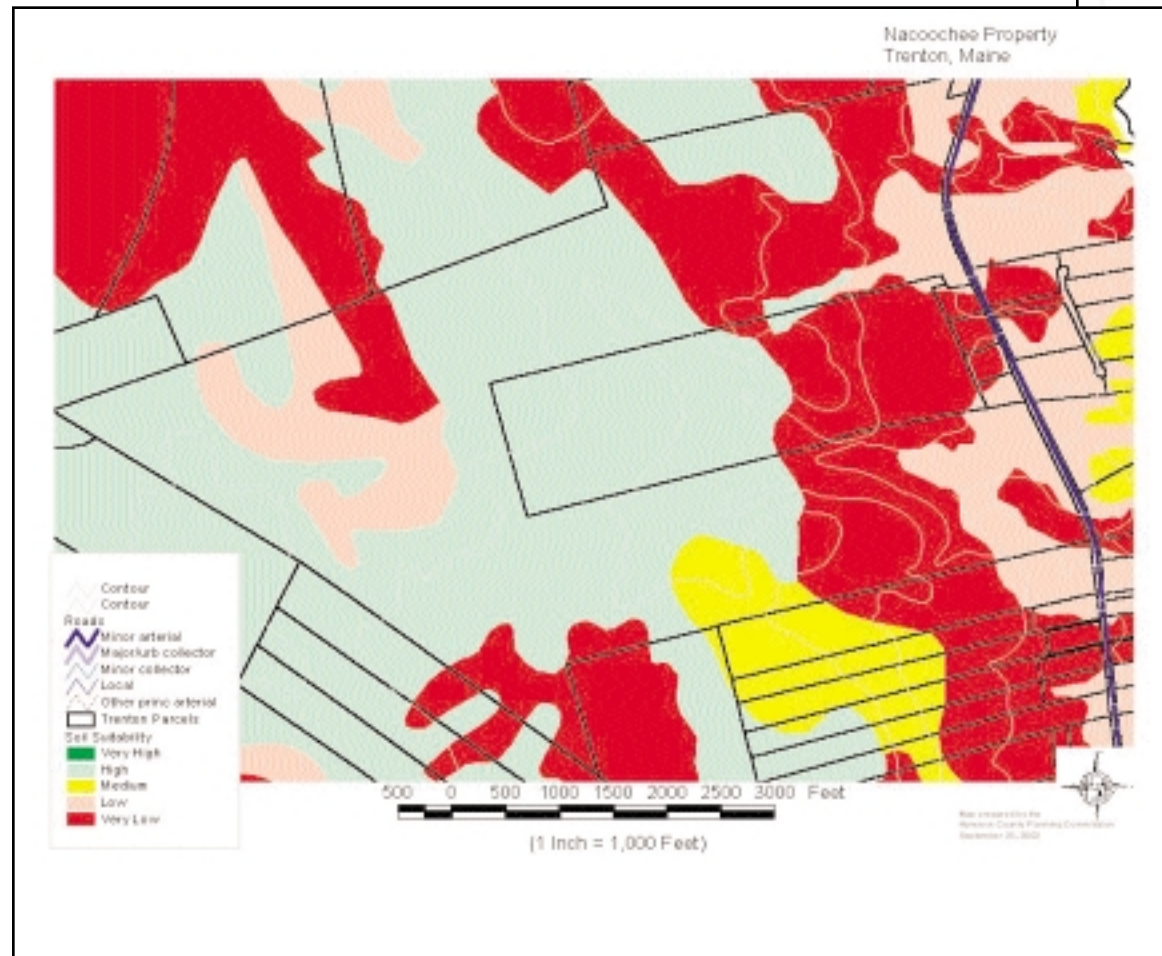
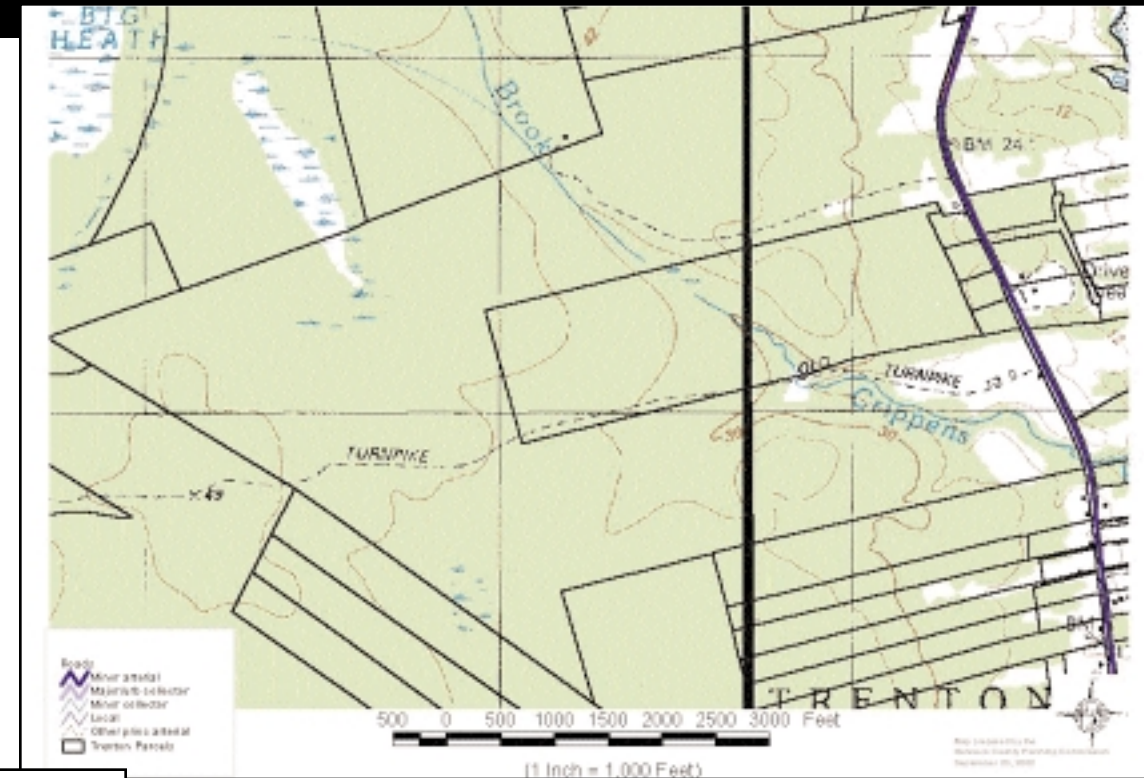
For the three sites under consideration the team developed and illustrated a range of options. The resultant plans on the following pages summarize the workshop products that focus on park, community, and commuter transportation needs and visitor services requirements.

Data Review

Up until the workshop, much work was directed at understanding transportation issues and developing initial program requirements for the intermodal transportation hub, regional tourist information center, Acadia National Park Visitor Center, Education Center/Seminar facility, and a bus maintenance facility. When the workshop team listed all the program elements mentioned in the Crikelair report for the above mentioned facilities the square footage requirements were in excess of 40,000 SF. The next logical step in this process would be to refine the program by evaluating program wants versus needs with workshop participants. Then the team would take the refined program and apply it to some of the potential sites to evolve scaled site plans and building footprints. The resulting plans and sketches would enable park staff and representatives from local communities, county, state and federal agencies to visualize the project options.

The workshop team was tasked with both site selection and preparation of initial design concepts, given four days time. The team was tasked by park management to consider both on-island and off-island facilities. (Typically this type of process takes months, if not years, to complete and is associated with appropriate environmental review and public involvement. This level of effort is anticipated for the project to move forward.)

SAMPLES OF SITE DATA PROVIDED BY HANCOCK COUNTY PLANNING COMMISSION



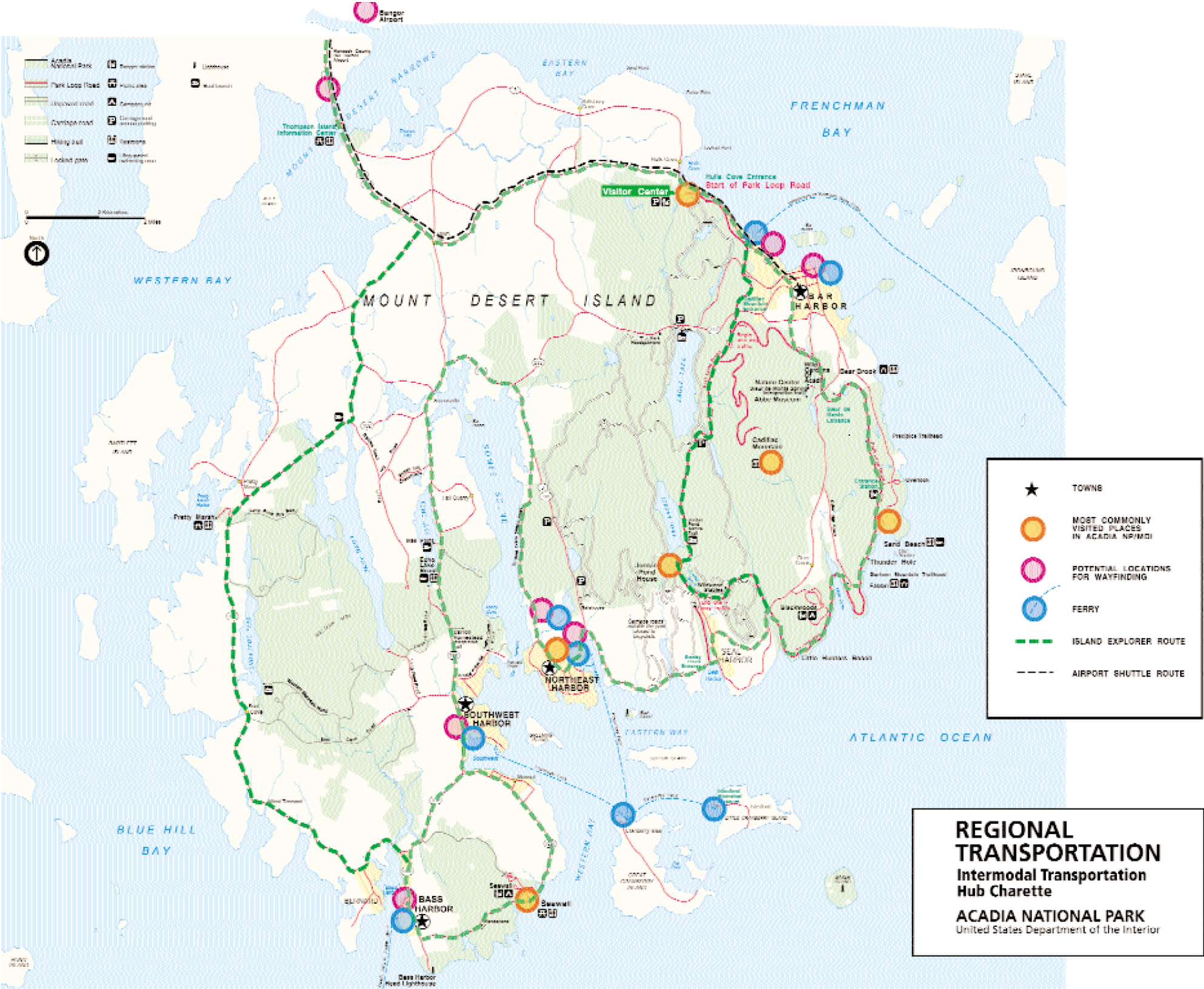
Downeast and Acadia Regional Transportation

Downeast

Acadia National Park, located principally on Mount Desert Island (MDI), is part of an area known as “Downeast” Maine, marketed by Downeast and Acadia Regional Tourism (DART). It is an area beginning on the eastern side of the Penobscot River and extending northeastward to Eastport. It encompasses Washington and Hancock counties, and includes maritime communities, inland forests and lakes.

Regional Transportation

Visitors to MDI use many transportation modes to access the park. They can fly to Boston or Bangor and rent a car or take an intercity motor coach to the park. They can fly to Bar Harbor and take the Island Explorer. Some arrive on cruise ships, the international ferry from Canada, or regional ferries. Others arrive by tour buses, but most arrive by personally owned vehicles. Once at the island, in the summer months, visitors and commuters alike may opt to travel to and around MDI on the park and community supported Island Explorer transit bus (at no cost!) In the future, visitors may arrive by high-speed ferry from Portland, Maine, or by rail. Many commuters travel to MDI from the mainland to year-round positions. Regardless of how people arrive at Mount Desert Island, there is a critical need for orientation and wayfinding information at these arrival nodes.



Maine Department of Transportation (MDOT) Vision

The Maine Department of Transportation (MDOT) has expressed interest in developing transportation hubs in Maine travel regions. Tracy Perez, MDOT Policy specialist, provided input to the workshop effort.

MDOT's preference is to locate a multi-modal transportation hub in the Trenton area, on Route 3. The hub would serve commuters and visitors for trips to and from Bangor, through Brewer and Ellsworth to Trenton. At the time of the Charette, MDOT was considering selecting one of the following three alternatives:

MDOT would provide:

1. Bus Service on a dedicated way
2. Bus service on Route 3
3. Eventually, would consider implementing rail service to this facility. (Existing rail right of way ends in Ellsworth. Options include ending rail service in Ellsworth and providing transfer to bus service to Trenton or extending rail to Trenton.)

MDOT is participating in a new planning effort to create a "Town Center" in Trenton and would like to tie the inter-modal transportation hub development to the new town center location. This would encourage economic development in Trenton. A facility in Trenton would also fit within the larger DOT scenario context. The Federal Transit Administration (FTA) is making \$8-\$10 million available for construction of the new intermodal center which would, from MDOT's perspective, include a new visitor center for Acadia National Park. MDOT views the visitor center as the hook which will draw people to this facility.

There are problems with developing a facility of this type at the existing airport site, although the site located on the south side of the airport is the only site that offers opportunity to accommodate deep water ferry access. MDOT is not interested in developing the intermodal hub on Mount Desert Island.

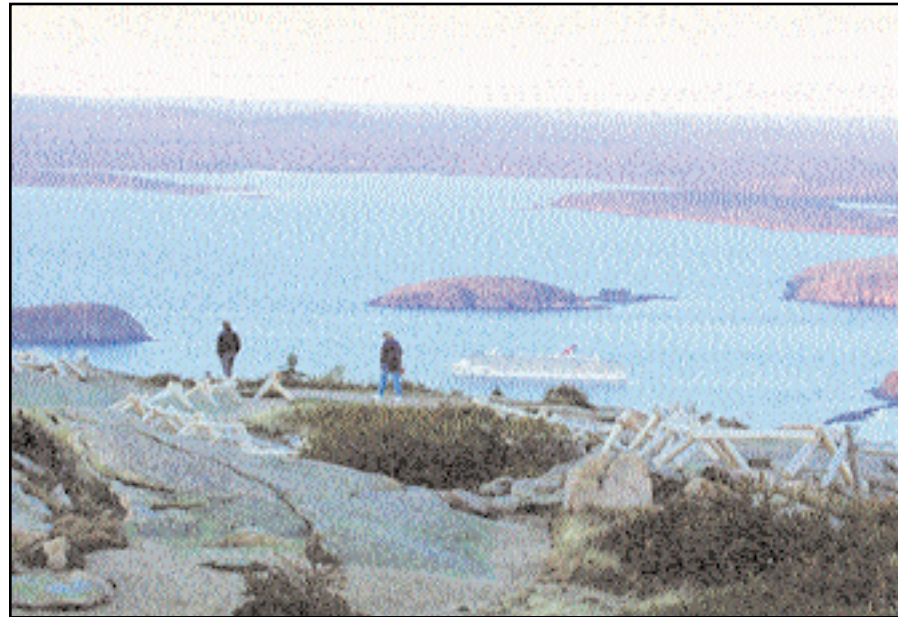


HULLS COVE VISITOR CENTER SHUTTLE STOP, ACADIA NATIONAL PARK



ROUTE 3 - TRENTON

Issues Summary



CRUISE SHIP IN HARBOR AS SEEN FROM CADILLAC MOUNTAIN.

After spending a day exploring prospective sites, the group convened for an all-day discussion of project related issues. It became clear to all in attendance that this is a complex problem, with a range of topics and many issues to resolve.

Visitation Data

- Annual park visitation is 3 million.
- Hulls Cove Visitor Center length of stay is 20-30 minutes.
- V.C. visitation is 9,000-10,000 visitors per day at peak season. Need to determine design hour & design day for facilities under consideration.
- Need to factor in long-term parking for Island Explorer and carriage road use.
- MDOT estimated 1,000 people per day bus or train.

Visitation statistics provided by Bar Harbor Chamber of Commerce

- 45,000 visits per year
- 50,000 phone calls per year
- 200,000 web site visits per year, starting mostly March
- 250,000 guidebooks mailed per year.

Transportation Modes

- Modes include: Air, Ferry, Motor Coach, Cruise Ships, and Private Vessels, Autos (visitors and commuters)
- Town Pier – Cruise Ship Traffic
- Ferry Service Pier, 1 mile outside town
- Most people arrive by car
- Need to solve short term problems yet still consider long term transportation needs

Traffic

- Local traffic is increasing. Economics of living on MDI force support staff to live off-island. Really need to phase development. Park and Ride locations need to be strategically located and connected.
- Island traffic increases 3x during summer.
- Island explorer offers quality service that tends to “delight” users
- Island explorer carries 5,000-6,000 riders on peak day- mostly the overnight visitors.
- Day visitors do not have adequate parking to stage use of island explorer.
- People will act in self-interest & we need to design services to make the service the “mode of choice”.
- L.L. Bean has advertised merits of Island Explorer in Spring 2003 catalog!!! May attract visiting hordes. Can we deal with this?
- Biggest contributor to traffic tie-ups is commuter traffic.
- Rush hour, Maine residents will not/may not commute by bus.
- Need to reduce cars south of bridge & get cars off road.
- Route 3 Level of Service has been assessed. Afternoon Peak Level of Service deteriorates (Also A.M.)
- Need to solve short term problems yet still consider long term transportation needs.
- To what extent can we convince day users to switch from cars to island explorer. Most people have cars & like to use them.

Problem areas include:

- Walmart
- Ellsworth
- Head of Mount Desert Island
- Peak Holiday weekends (Head of island to bottleneck. Back-ups)

- Need to free up parking in Bar Harbor by getting cars off-island.
- Ferries bring smaller numbers of people to MDI. Most people still arrive by car.

Potential for Partnerships

- Hancock County Planning Commission sees opportunity for many agencies and communities to work together on this project.
- Bangor is developing a Multi-modal transportation plan.
- Trenton is developing a village plan. Village Center may be redesigned, MDOT is interested in seeing new ideas. Town of Trenton may not be interested in park or inter-modal facility-more interested in village center with services for residents.
- Our product should tell MDOT what our needs are and enable integration of this project with other plans and entities.



HULLS COVE VISITOR CENTER ENTRANCE PATH, ACADIA NATIONAL PARK

Issues Summary

- What are bottom line criteria for MDOT for inter-modal hub? DOT is looking at rail & must stay on Mainland.
- MDOT is doing a feasibility study for the Route 1A corridor (Bangor to Trenton)
- MDOT wants to get some cars off bridge.
- MDOT is considering rail service to Trenton or bus service from Bangor to Trenton with connectivity with the Island Explorer.
- Cruise ship facility improvements have been discussed.
- Opportunities to generate income (food, retail, etc.).
- Room for future expansion
- Not looking to build parking garage.
- Money is bottom line, need to figure out funding.

Bar Harbor Chamber of Commerce is looking at adding new visitor facilities. Bar Harbor would participate in a hub, but also likely maintain presence in Bar Harbor.

- Lodging information – at Trenton with satellite in town facility.
- Restaurants information – at Trenton with satellite in town facility
- Cat Ferries information – at Trenton with satellite in town facility
- Bathrooms
- Phones
- Kiosks
- Vending machines
- Education about recreation opportunities
- Playground

- Bar Harbor is concerned that if the hub markets “Downeast” that will bring in undesirable competition – if a regional welcome center is constructed at the hub, the Bar Harbor Chamber would build a separate facility, perhaps at the “log cabin area.”
- Somesville concerns: “Island Explorer should not zoom past merchants”.
- Redefining the type of visitor experience to be offered by the park can solve some problems but also can create other problems. Need to be careful not to preclude economic benefits for others.

- There are 3 weeks during the whole year that Bar Harbor is at capacity. Events scheduled on shoulder seasons.
- Non Profit Organizations raise money at peak season.
- People don’t want to wait in lines to shop.
- Chamber could sell park passes, help collect fees, help manage buses.
- Chamber encourages visitors to find less visited places in park.
- If visitation increases could be absorbed in off-peak season that would help.

Park is maxed out in off-season & offers limited facilities & opportunities for visitors. Much of this is weather related and staffing related. Need to be careful with promoting year round use without proper staff and facilities.

Resource Stewardship

- Need to preserve and protect resources
- Resource Preservation is threatened by increasing visitor use. Park is suffering from over-use “getting beat up”.
- Viewshed Protection: If placed on Mount Desert Island, the design of this intermodal hub should respond to its context and fit with the scale of most development on the island. Large parking areas don’t meet local zoning requirements. Buildings should generally fit into, not dominate the landscape.

Visitor Experience

- Visitor centers are still necessary for education. Ranger contact is really important for 1st time visitor.
- Visitor experience may be degraded due to crowding and traffic jams during peak use season.
- How to deal with pulsing visitation to park sites? Tour bus/shuttle bus.
- Need to design new visitor center that attracts or entices visitors to participate in new travel/trip planning behaviors.
- By changing our standard mode of operation, we may solve some existing problems but we will likely create new challenges. Acadia National Park is working with park partners to provide alternative means by which people can visit

the park. Transportation systems can enable travel choices and enhanced experiences for visitors desiring to travel by other modes than personally owned automobile. Foreign visitors find “car free” travel appealing. One challenge faced by developers of Alternative Transportation Systems is to find ways to offer an “as good or better” experience than that of using private vehicles to travel the park. Partners involved in this project recognize this challenge and realize that creating a positive visitor experience is part of the project vision.

- Need to address Hulls Cove Visitor Center and framework for major portals & minor portals, a system of sites that make visitor experience better & address the travel needs of residents and commuters.
- NPS & community must define quality experience/ set carrying capacity rather than keep accommodating annual growth in visitation. So , NPS needs to provide info on other options – when MDI is bursting with visitors and cars.
- Visitor use activities at Acadia National Park have changed. Part of Acadia is windshield touring. Bicycling is popular now. There are two scenic byways in park. Park is marketing seeing scenic byway by bus.
- Some visitors are not comfortable getting too far from the road. But Island Explorer improves access.
- Offer alternative recreation experiences for visitors both on and off island.



CHAMBER OF COMMERCE INFORMATION CENTER

Issues Summary

Bicycling issues:

- Roads are not bike-able (no shoulders)
- NPS is trying to get rid of cars and NPS requires visitors to drive.
- NPS doesn't want to widen roads to lose character of road.
- Some bicyclists will not ride hill at West Street Extension.
- Need to direct family bicyclists to safe trails (carriage roads)

Wayfinding and Orientation

- Park has no real center. It is difficult for visitors to tell when they're in the park and when they're not. A gateway to MDI/Acadia National Park is needed.
- This facility could add logic and assist with orientation & wayfinding for all visitors.
- Transportation implementation process should ask where visitors need information.
- Intelligent Transportation Systems real time information – could happen on transit to NPS & towns.
- Hulls Cove is not signed "visitor center".
- Thompson Island Information Facility doesn't entice visitors to stop or give them a reason to stop.
- We really enter Mount Desert Island from the back door. Ocean Drive is a huge draw makes coast available to the public. Most of Coastal Maine is privately owned.
- People who arrive at Hulls Cove are disappointed because they haven't seen the coast.

Site Selection

- The sites we looked at early in the charette express the latest greatest ideas out there expressed by potential partners. Upon further examination, we could enrich the site selection process by finding some better sites.....
- How we weight site factors will influence site selection.

Questions to answer:

- *Will visitors be best served by one stop shopping or should these facilities be dispersed? How does this hub reduce or contribute to sprawl? Will it contribute to Trenton's sense of community?*
- *What is size of the largest parking lot that park and residents will accept?*
- *Do we centralize or decentralize our approach to this problem?*
- *As the site moves, the demand for parking at the site will change.*
- *We haven't done 20 yr forecasting.*
- *Will auto travel still be the preferred mode?*
- *Will alternate fuels or alternate modes be available?*
- *There is no indoor bus storage in the region.*
- *What is acceptable walking distance from parking to building or connecting mode access? (Minimize distance, maximize pleasure. Urban standard is ¼ mile.)*
- *Fundamental Question: Are there different Criteria to evaluate on-island or off-island sites?*
- *Do we separate types of inter-modal connections? Or just look on-island vs. off-island?*
- *Only way a new visitor center may be funded is as part of an inter-modal center*
- *Assumption: all modes are not created equal. Key modes – island explorer with cars. Next – Ferry? Air service to Trenton? Rail?*
- *Is the visitor center a regional center with some park service function or primarily NPS function?*

After a long day of intense discussion, meeting participants could not agree on how to best evaluate the sites. The team and workshop participants agreed that:

The problem really needs to be defined. A key perspective brought up by one participant is that we're looking at two options for development: a visitor center/HUB off-island vs. visitor center located on-island and hub located off-island. There are too many cars on island and we need to get



PARK LOOP ROAD

them off. But this is a visitor center problem as well, one that has been documented since 1984. It is also a resource problem. The park is experiencing resource impacts from too many people in park.

Key Points:

- 1. Transportation strategies, orientation and wayfinding information are in the mix to address problems.**
- 2. An intermodal hub facility should accommodate other modes of transportation. Perhaps not all can be accommodated at the same site.**
- 3. The workshop team should explore opportunities on potential sites and identify the possibilities at these sites.**

Visitor Experience

One objective of the workshop was to bring the “NPS perspective” to this transportation process and consider the visitor experience. Consider the needs of day users, overnight guests, and people arriving by many modes of transportation. Consider ways in which people plan trips, learn about the park and MDI and find their way around the island. The Island Explorer bus drivers know they have a captive audience en route to park sites. The park tends to send visitors to 4 key destinations, Cadillac Mountain, Thunder Hole, Sand Beach, and the Jordan Pond House, because these places are where people really want to go. When these destinations are at capacity, the park needs to continue to work with its partners to provide other opportunities for recreational experiences. Park and partner efforts at the hub and visitor center need to be coordinated in every respect. As this process evolves, considerable emphasis needs to be placed on wayfinding and orientation strategies, and scripting a menu of recreation experiences that could be offered to park and region visitors.

Photo 1: *Mount Desert Island Gateway:* The team viewed this as the Gateway to the island. The park and community need to make a statement here that cues visitors to the island and park that they are leaving the mainland and are entering a special place. Burying power lines, replacing guardrail with low stone walls typically found in the park, and a sign or road marker that welcomes visitors to the island and the park could improve this gateway appeal.

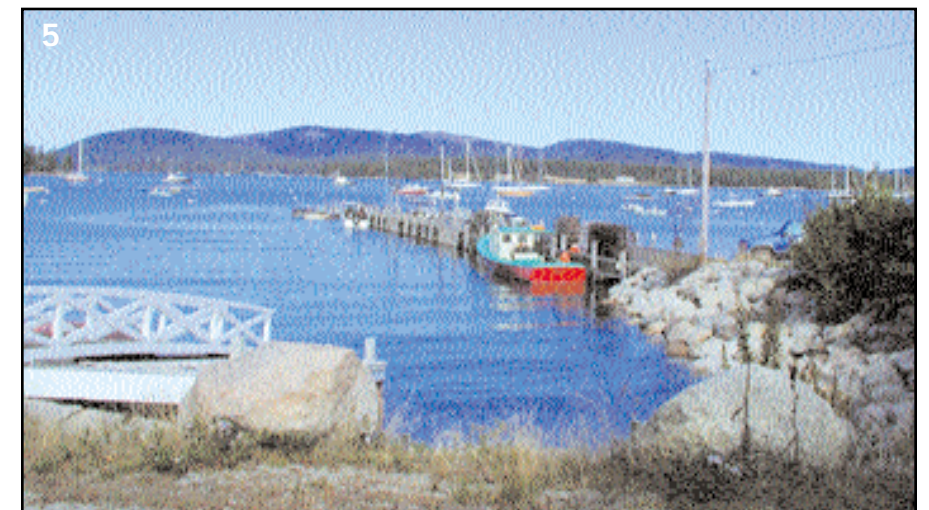
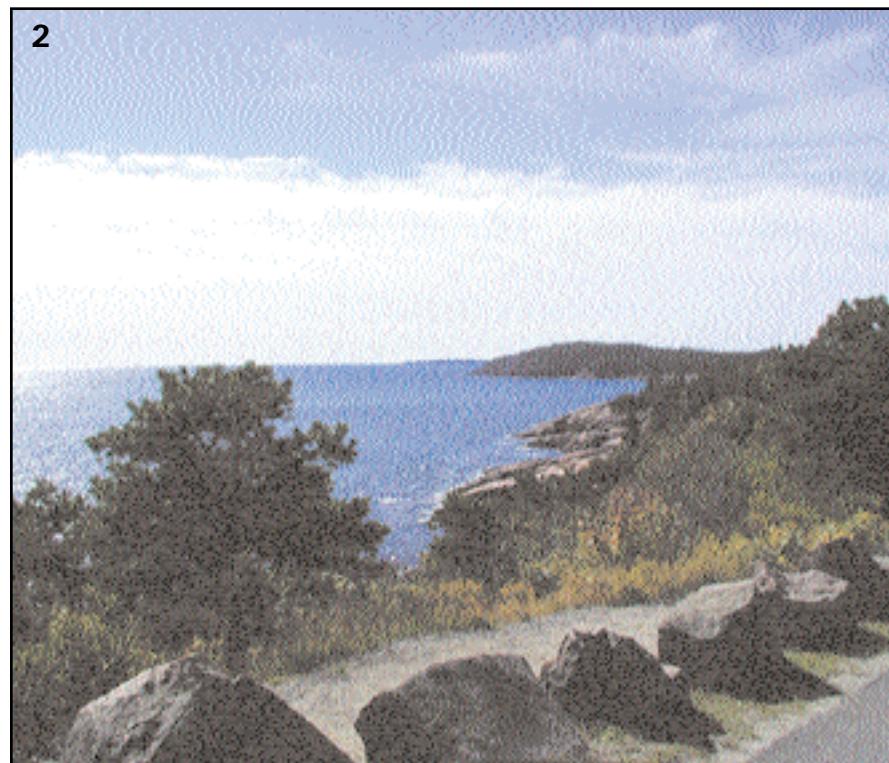
Photo 2: *Where the Mountains meet the sea: Perhaps the Essence of Acadia.*

Acadia is one of the few coastal drives in Maine where the visiting public can access the seacoast via auto.

Photo 3: *Carriage Bridge:* The Carriage road system at Acadia enables visitors to explore the island by hiking or bicycling. It is this overlay of cultural landscape within natural landscape that entices many visitors out of their vehicles and into the landscape.

Photo 4: *Jordan Pond:* Acadia provides visitors with many opportunities to relax and rejuvenate. Here, lawn seating with a view at the Jordan Pond House, during a blustery day in October when most were inside eating chowder and popovers.

Photo 5: *Somesville:* Mount Desert Island supports maritime economy as well as recreation. It's a place where people live and work.



Site Planning Considerations and Parking Requirements

ACADIA INTERMODAL FACILITY/ VISITOR CENTER / REGIONAL TOURISM FACILITY

SITE PLANNING CONSIDERATIONS

- Additional lanes for turning at entrance intersection - a traffic light may be required
- Right turn in for incoming traffic is preferable
- Visual overview before first choice must be made – important for first time visitors
- Understandability with fewest signs possible – two choices per intersection
- Separation of vehicle categories
- Intersection spacing/stacking requires road length
- Bus turning geometry requires a lot of space – the largest “design vehicle” controls
- Bus left turns are preferable around pedestrians
- Requiring buses to back up should be avoided if possible
- Drop-offs require counterclockwise circulation
- Dropping off from buses in middle of lots should be avoided
- “Frontage” on facilities for multiple vehicle/ pedestrian arrival modes is a challenge
- Direct flow from incoming mode through facility to outgoing mode
- Circulation should facilitate loading of closest parking first
- Visibility of facility from parking spaces is desirable
- Minimize pedestrian vehicle conflicts
- Minimize walking distance – Separate walks between bays or retention of landscape elements increase distance
- Gear & luggage make walking distances more difficult
- A “circulator” vehicle may be required if lots are dispersed by landscape or if lot becomes much bigger than initial program
- Bike routes add complexity to design and must be carefully considered

ACADIA INTERMODAL FACILITY / VISITOR CENTER / REGIONAL TOURISM FACILITY

PARKING REQUIREMENTS

- 30 minute visitor center visits – 120 spaces
- One hour visitor center visits – 240 spaces
- All day spaces for visitors visiting park via Island Explorer – 100 spaces
- All day or longer term visitor parking for hikers, bicyclists
- Island Explorer – 4 loading spaces
- Motor coaches – 4 loading spaces & perhaps separate parking spaces for waiting buses
- Scheduled intercity bus loading spaces -
- Commuter bus users – 100 spaces
- Commuter carpools – 20 spaces
- Additional parking or bus loading spaces for Regional Tourism Center function
- Long term park and ride for residents taking plane, bus, ferry or train trips

BUS MAINTENANCE AND ADMINISTRATION FACILITY

PARKING REQUIREMENTS

- DTI employees and visitors – 61 parking spaces
- 22 small buses and 16 large buses overnight and winter – these can potentially use visitor parking areas at night unless they require fencing
- Island Explorer fleet as big as 40 buses and 5 vans
- Year around fleet as big as 10 buses and 1 van – most parked at remote locations related to routes
- Fueling facility



RV PARKING AT ACADIA

Building Component Architectural Guidelines and Evaluation Criteria

Architectural Evaluation Criteria

The evaluation criteria included here shall be used to evaluate architectural design and building development alternatives at a "detailed level".

- "Buildings create a sense of arrival and entry into the park."
- "Orient visitors and dispense required information."
- "Integrate buildings, land and landscape into a seamless visual whole."
- Handle a maximum design load of 7,000-9,000 people/peak day or 1200 people/peak hour.
- "Function appropriately year round."
- "Provide excellent value for the National Park Service and it's constituents."
- "Preserve our natural heritage through good stewardship."

Criteria printed from "Schematic Design Analysis, ...2000..., Grand Canyon and Village Transit Centers.

Architectural Design Guidelines

The following plans, design standards and guidelines shall inform and guide development of the intermodal transit hub and associated facilities.

"GUIDING PRINCIPLES OF SUSTAINABLE DESIGN"

"Follow the Principles of Sustainable Design, Page 46. The principles of sustainable design will guide development at Acadia National Park." (GMP - 1992)

"REGIONAL GUIDELINES FOR BUILDING PASSIVE ENERGY CONSERVING HOMES"

"LEED - GREEN BUILDING RATING SYSTEM"

"AMERICAN DISABILITIES ACT STANDARDS" ("Provide Additional Access for Disabled Persons, Page 46. Visitor and

management facilities and transportation systems will be made as accessible as practicable to persons with visual, hearing, mobility, and mental impairments." (GMP - 1992)

"GENERAL MANAGEMENT PLAN - ACADIA NATIONAL PARK" (NPS-1992)

"COMPREHENSIVE INTERPRETIVE PLAN - ACADIA NATIONAL PARK" (NPS-1999)

"ASSESSMENT OF VISITOR CENTER AND TRANSPORTATION FACILITY NEEDS - ACADIA NATIONAL PARK" (Tom Crikelair Associates-2002)



COLLEGE OF THE ATLANTIC, "THE TURRETS"



CARRIAGE ROAD GATEHOUSE, ACADIA NATIONAL PARK



COLLEGE OF THE ATLANTIC, RECENTLY CONSTRUCTED BUILDING

Site Evaluation Criteria

Workshop participants identified key criteria important to locating both transit hub and NPS visitor center facilities, and suggested that the prospective locations for these facilities should be evaluated separately. The group also recognized there would be a real difference in assessing sites on-island and off-island. The criteria will be different. Another difficulty was in attempting to evaluate sites without having the program alternatives in hand. The following list was developed during the workshop and informally ranked. (Participants were offered three sticky dots and asked to vote for the criteria they believed most important to locating visitor service and or transportation hub facilities. Not all participants voted.) The bulleted list below gives a general indication of the importance of the criteria to the group.

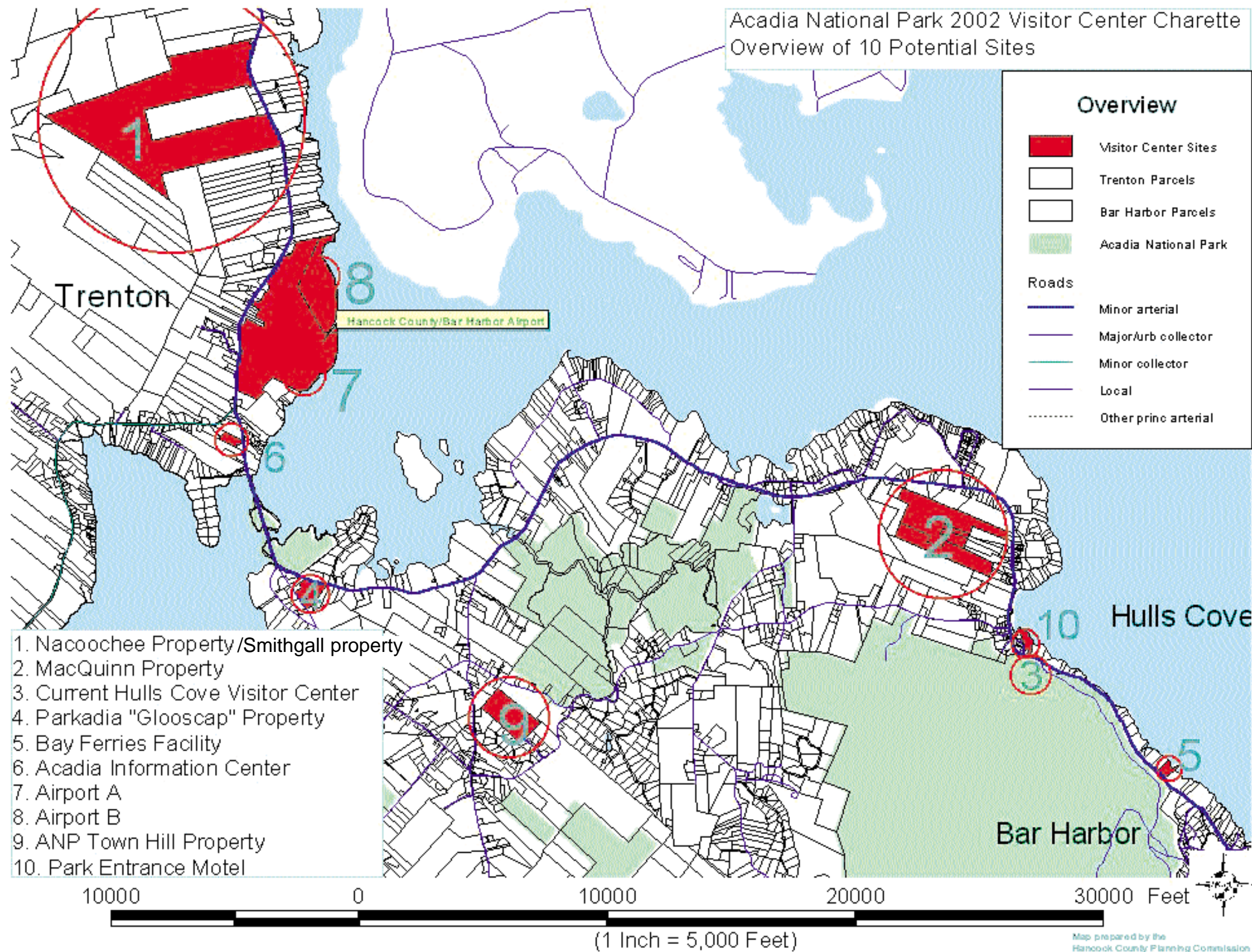
- Site enhances Sense of Arrival to Acadia National Park (19 votes)
- Site location minimizes traffic generation (18 votes)
- Ability of Site to serve as a Gateway to Acadia National Park and to Mount Desert Island (14 votes)
- Convenient and safe access to facility location (12 votes)
- Site location provides opportunities for partnerships (11 votes)
- Site size can accommodate design program (ample buildable land) (11 votes)
- Site "Experience" appropriate to site that serves national park
- Site exposure consideration
 - Transit hub needs to be visible from road (1 vote)
 - Transit hub should not negatively impact park viewshed (3 votes)

- Site development is compatible with surrounding land uses and responds to context (2 votes)
- Site minimizes impacts to residential areas (from traffic and associated development)
- Extent to which location enables facility to serve Commuters, ease of access (2)
- Extent to which location enables facility to serve Park Visitors, ease of access (1)
- Extent to which location offers convenient and efficient access to Island Explorer (4 votes)
- Site enables community to embrace facility as source of pride to community (1 vote)
- Site enables development that is environmentally responsible and beneficial to the National Park Service
- Site is available (willing seller)

Fatal Flaw Criteria:

1. Development on site not Consistent with NPS Goals
2. Unacceptable Land use impact
3. Site Attributes Negatively influence visitor experience, cannot be mitigated
4. Safety of facility users compromised by site location
5. Unacceptable environmental impacts associated with Development of Site
6. Local public unlikely to support development of site
7. Site acreage does not accommodate facility program
8. Site not able accommodate key travel modes (Bus, transit, auto)
9. Site not available for purchase or use

Site Locations



Overview of 10 Potential Sites

ACADIA NATIONAL PARK
VISITOR CENTER CHARETTE

Site Selection Process



NACOOCHEE PROPERTY

Ten sites were initially identified by Crikelair Associates as having potential to serve as the location for an intermodal transit hub facility. Initially, the MacQuinn property, a gravel extraction pit in the vicinity of Bar Harbor, was dropped from the list at the request of the property owner.

Upon initial site visits by the workshop team, four of the sites dropped from consideration for a variety of reasons, after applying fatal flaw criteria.

1. Airport A (Access concerns, inadequate size to accommodate program, and noise from aircraft would detract from visitor experience.)
2. Acadia National Park Town Hill Property (Location did not adequately serve transit and commuter needs.)
3. Park Entrance Motel (Great location and view, but inadequate size to accommodate entire program. Uncertain whether this property may have a willing seller)
4. Bay Ferries Site (Ferry operation occupies entire site. This use unlikely to change in future, and other program elements would not fit on this site. Important for Island Explorer to tie into this site and for developing an NPS/MDI wayfinding and orientation display.

The workshop team looked at the following five sites in detail.

1. Hulls Cove Visitor Center Site
2. Glooscap, or "Head of the Island" Site
3. The Airport Site (Airport B on map, page 13)
4. Acadia Information Center
5. Nacoochee Property (Smithgall)

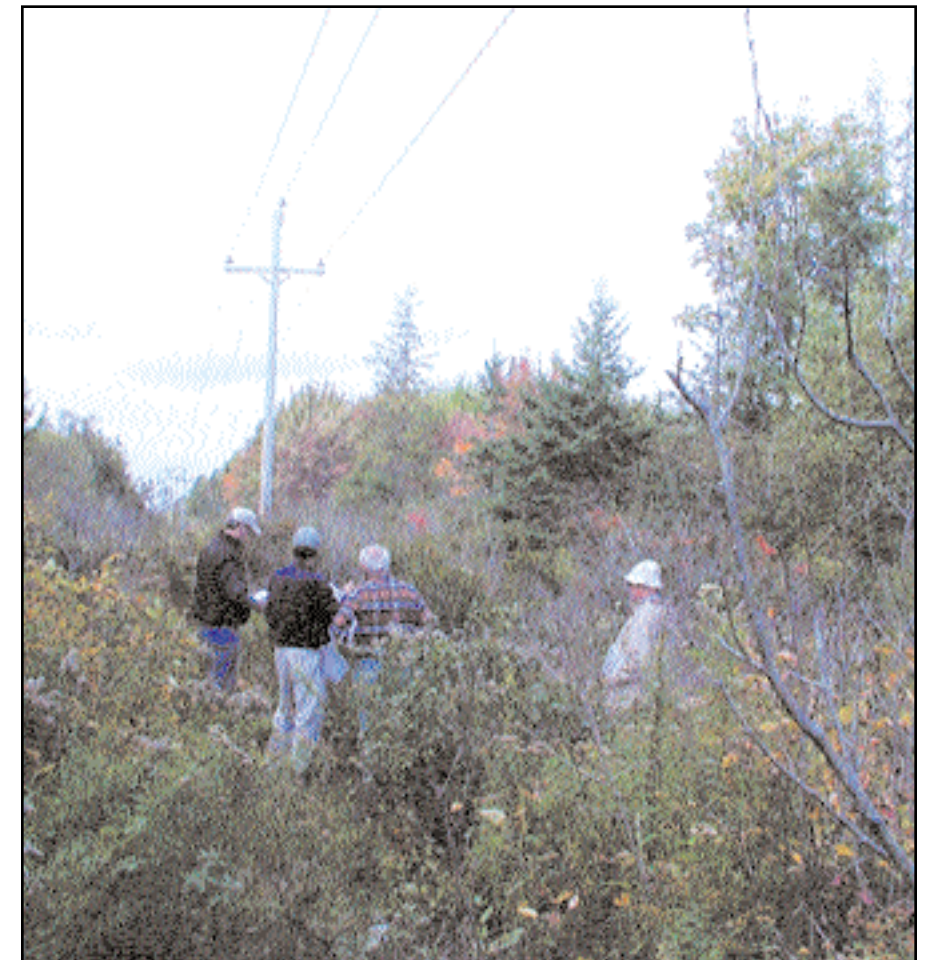
Of these five sites, two dropped out from further consideration. The Airport B site was eliminated due to size restrictions, aircraft noise concerns, and the fact that it offers potential for deep water ferry access in the future. The Acadia Information Center, though a good location for development, was eliminated due to size restrictions. This site was a long narrow site bisected by a powerline and associated right of way. The workshop team considered this site to have better potential for location of the bus maintenance facility than for an intermodal transportation hub.

The remaining three sites include:

1. **The Nacoochee property**, located in Trenton, is a large parcel that offers opportunities to realize the MDOT Vision for an off-island hub. An abandoned dairy farm, there is ample room to build all program elements on this site, in a formerly disturbed area. Its location on Route 3 enables an opportune place to intercept commuter traffic. There are some "image" concerns to be overcome in the development of this site, but these are not insurmountable.
2. **The Head of the Island, or Glooscap site**, was almost dropped from the mix. At roughly 9 acres, this site would have to be intensively developed to accommodate even a reduced program. However, its location near the head of the island posed a good opportunity to consider the traffic impacts associated with developing the regional transit hub at that location. The team discovered that this site has been studied in the past.

3. The existing Hulls Cove Visitor Center Site offers unique opportunities for developing a new facility that replaces the existing outdated and relatively inaccessible visitor center. The team developed two scenarios that construct a new visitor facility on site and provide for adaptive re-use of the existing visitor center.

It is important to keep in mind that these sites were selected by the team for purposes of illustrating a series of alternatives that enable transportation planning strategies to succeed. Think of the key locations as 'on-island', 'off-island' and 'head of the island' near the bridge. As this process continues to unfold other site opportunities may arise.

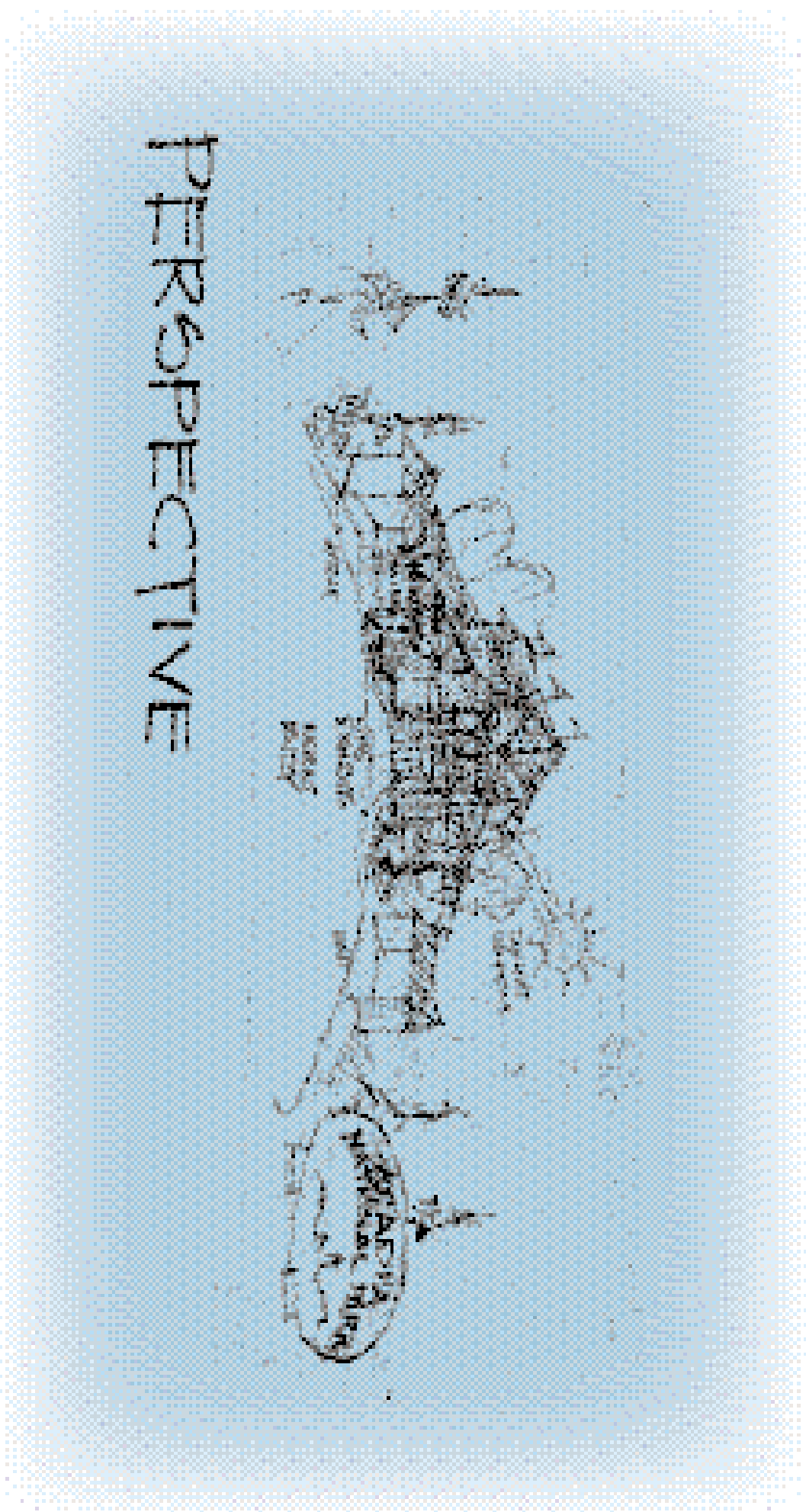


ACADIA INFORMATION CENTER SITE

Multi-modal Transportation Hub Facility

Goals and Visitor Experience Vision

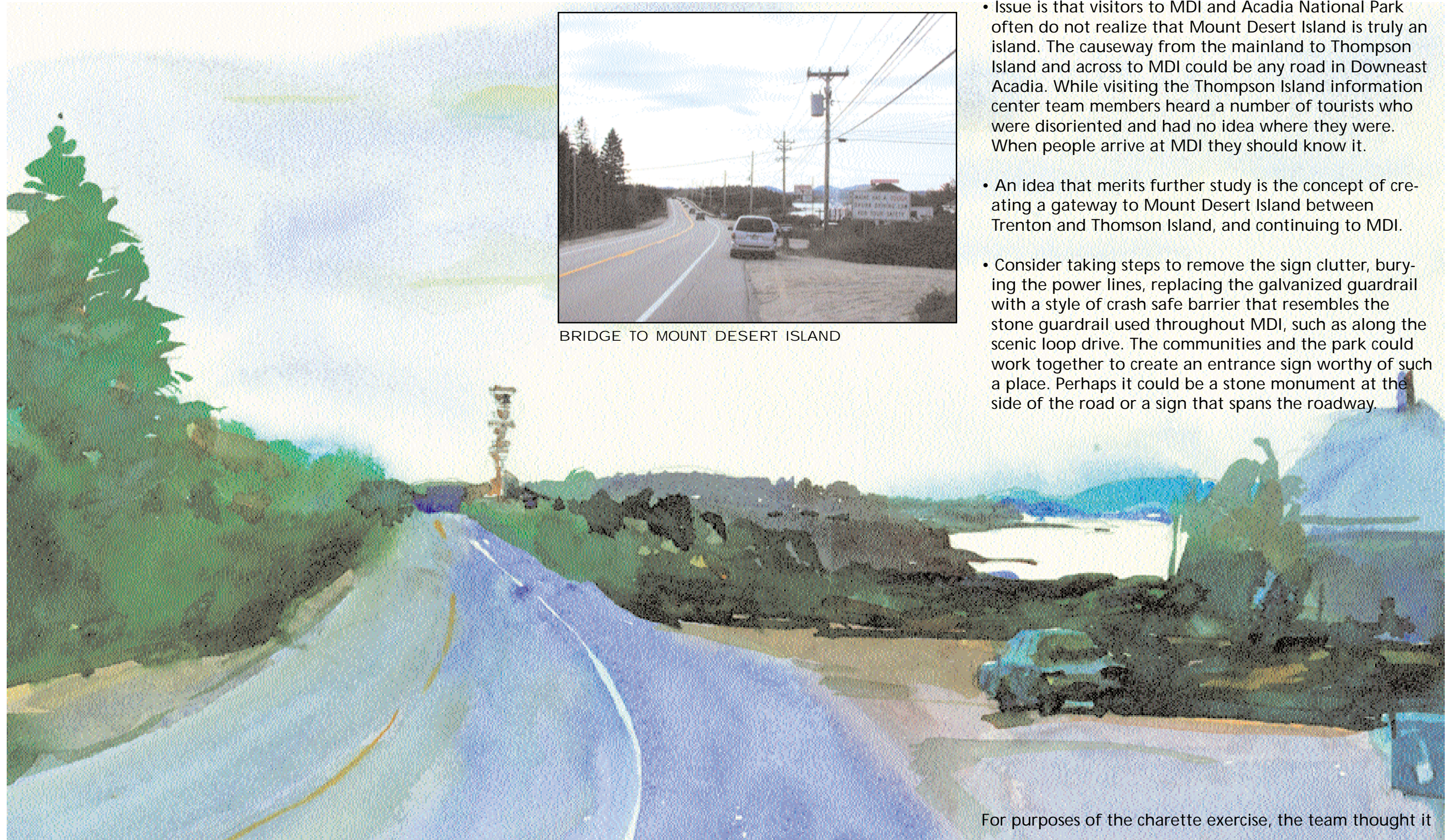
- 1) Achieves consistency with NPS, MDOT, and local towns' stated goals – (GMP, Comprehensive Plans etc.)
- 2) Visitors should experience a “Sense of Arrival” to Acadia National Park (ANP)
- 3) Visitors will receive a full orientation to ANP resources, activities, Leave No Trace ethic, etc.
- 4) Provide park day users with access to the Island Explorer
- 5) Alleviates traffic congestion on Mount Desert Island
- 6) Provides a continuity of park experience
- 7) Improves quality of life for island residents.
- 8) Enables transportation partnerships with communities surrounding park.
- 9) Facility is large enough to accommodate long term growth in visitation (including possible future alternative that considers restricted vehicular access to Acadia National Park)
- 10) Facility provides options for commuters.
- 11) Facility provides options for “car-free” visitors.
- 12) Facility is example of efficient land use and exhibits use of natural energy and sustainable energy efficient design.
- 13) Provides visitor with outstanding Information, Wayfinding and orientation services
- 14) Develop a Gateway to MDI and ANP at Thompson Island or north of Thompson Island.
- 15) Visitor can easily access popular existing sites from the transportation hub (or could be dispersed to other park sites if park is crowded)
- 16) Visitors should spend a reasonable amount of time on transit (Consider existing/future island explorer routes)



PERSPECTIVE

DESIGN CONCEPTS

Gateway to Mount Desert Island



BRIDGE TO MOUNT DESERT ISLAND

- Issue is that visitors to MDI and Acadia National Park often do not realize that Mount Desert Island is truly an island. The causeway from the mainland to Thompson Island and across to MDI could be any road in Downeast Acadia. While visiting the Thompson Island information center team members heard a number of tourists who were disoriented and had no idea where they were. When people arrive at MDI they should know it.
- An idea that merits further study is the concept of creating a gateway to Mount Desert Island between Trenton and Thomson Island, and continuing to MDI.
- Consider taking steps to remove the sign clutter, burying the power lines, replacing the galvanized guardrail with a style of crash safe barrier that resembles the stone guardrail used throughout MDI, such as along the scenic loop drive. The communities and the park could work together to create an entrance sign worthy of such a place. Perhaps it could be a stone monument at the side of the road or a sign that spans the roadway.

For purposes of the charette exercise, the team thought it

Transportation Alternatives Summary

would be useful to develop schemes for three alternatives. The range of alternatives presented illustrates how off island and on island transportation scenarios could evolve. The charette participants fully realize that other site options for the transportation hub and park visitor center could surface in the future. The alternatives described on the following pages are the first attempt to refine the site programs developed initially by Acadia National Park and more extensively by Crikelair Associates. They show the minimum acreage necessary for development of the site program for transit and personal vehicle parking and give real dimensional consideration to building function layout and square footage requirements.

ALTERNATIVES:

- 1. Develop day use visitor parking with NPS information and MDOT intermodal facility for commuters and others and a regional tourist facility in Trenton. Also develop NPS year round visitor Center at Hulls Cove. Build bus maintenance facility in Trenton. (Locations under consideration include Nacoochee, Airport, Trenton water edge.)**
- 2. Develop NPS information/orientation center, MDOT intermodal Hub and regional tourism center at Glooscap. Bus maintenance in Trenton. Park visitor Center at Hulls Cove.**
- 3. Develop NPS Visitor Center, MDOT intermodal hub and regional tourism facility and bus maintenance in Trenton at Nacoochee property, or other waterfront site. Bus maintenance could be developed at other municipal Trenton site.**

Visitor Services

The project functional programs for each alternative were assembled from the prior work of Jim Vekasi, in the park Project Management Information System (PMIS) for this project; Tom Crikelair Associates, in an assessment of visitor center and transportation facility needs for Acadia NP; and of Geof Yost, Architect, Denver Service Center. These individuals quickly reviewed and edited the functional program and building area requirements during the October

2002 workshop. This was the first attempt at assigning space requirements to the building functions. Estimated total building size was needed to evaluate building footprints on alternative sites. Further work is expected to consolidate and reduce the size of the studied structures.

Table 1 illustrates how program elements for each alternative (including building requirements and parking) utilize the sites under consideration. For example, Alternative 1 occupies land in Trenton and Hulls Cove. There would be no development at the Glooscap site as part of this alternative.

Table 2 lists parking space and loading bay requirements by user group and travel mode type.

Alternative 1 Description

Table 1

Alternative	Trenton	Glooscap	Hulls Cove
1			
NPS information, MDOT intermodal/regional tourism facility	20,000 SF Acquire 1 parcel		
NPS Visitor Center / Education Center			34,300 SF
NPS seminar/training, rehab. Existing Visitor Center			8,400 SF
Parking/loading bay requirements	550 car/6 bus		260 existing
2			
NPS information, MDOT intermodal/regional tourism facility		20,000 SF Acquire 4 parcels	
NPS Visitor Center / Education Center			34,300 SF
NPS seminar/training, rehab. Existing Visitor Center			8,400 SF
Parking/loading bay requirements		550 car/6 bus	260 Existing
3			
NPS Visitor Center, MDOT intermodal/regional tourism facility	38,400 SF Acquire 1 parcel		
NPS Education Center, rehab. Existing Visitor Center			8,400 SF
NPS Seminar/Training Facility at NPS Schoodic Site (8,400 SF)			
Parking/loading bay requirements	795 / 9		260 Existing

Table 2

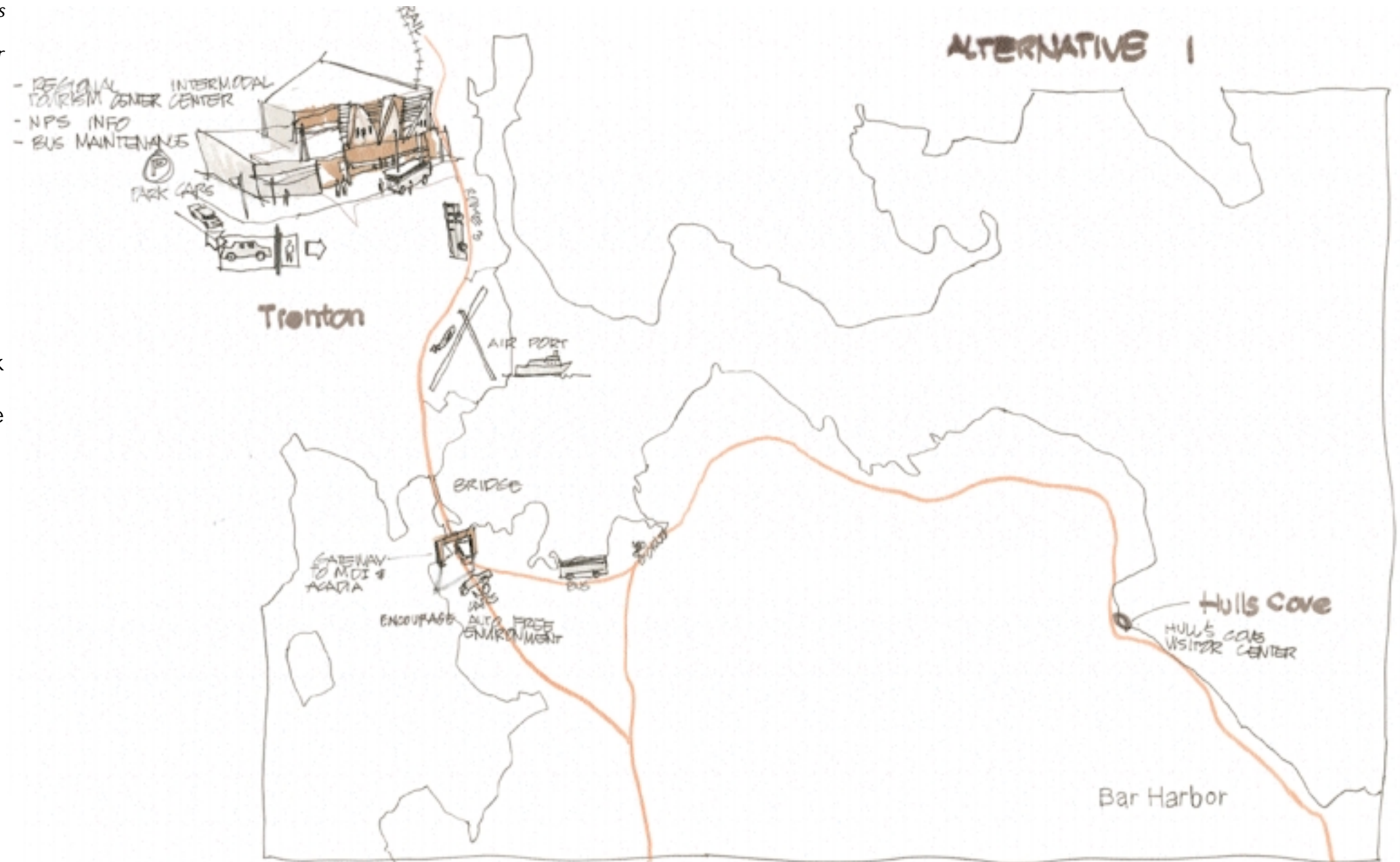
	Trenton	Glooscap & Trenton	Hulls Cove
Parking	<ul style="list-style-type: none"> NPS VC Intermodal Regional Tourism 	<ul style="list-style-type: none"> NPS Info Cntr Intermodal facility Regional Tourism 	<ul style="list-style-type: none"> NPS VC
Visitor short and long term (car/RV)	300/25	100/10	235/15
Island Explorer (Car/RV)	200/30	300/15	
NPS Employee & Business	10	5	
Commuter Bus Users	100	100	
Commuter Carpools	20	20	
Long Term Resident traveling out	100	None	
Motor Coaches	10	None	10
TOTAL	795 car/55 RV	550 car/25 RV	260 car/15 RV
Loading Bays			
Island Explorer	4	4	2
Motor Coaches	4	None	4
Commuter (Not IE)	1	1	None
Scheduled Inter City	1	1	None
	10	6	6

Acadia National Park - Develop Public Transit facility and Replace Existing Inadequate Hulls Cove Visitor

This alternative recognizes and supports the need to maintain the primary Acadia National Park visitor contact services, interpretation, and educational facility in the park at Hulls Cove. It emphasizes this by recommending creation of a new full service visitor center at Hulls Cove. In this alternative, the MDOT Intermodal Facility in Trenton intercepts travelers, primarily day users and commuters, prior to their reaching the island and enables transfer between modes of travel (private autos, bus, Island Explorer, and bicycle.) The MDOT intermodal hub facility provides a range of services, including a commercial information area, concessions sales, regional information on recreation opportunities in Downeast Main, and NPS information/orientation and park reservation/permit sales with limited space for interpretive exhibits. NPS would provide staff for this facility.

- The NPS Information, MDOT Intermodal Facility, and Regional Tourism Facility will intercept commuters and other day use visitors at Trenton, an off island, highway site.
- The visitor center will be located in Acadia National Park and will serve as a park entrance icon.
- The existing Thompson Island Information Center will be closed.
- The existing Hulls Cove year-round Visitor Center will be closed and replaced by a new Acadia Visitor Center located in the parking lot of the existing Acadia Visitor Center.
- The existing and rehabilitated Hulls Cove Visitor Center will become the NPS Seminar/Training Facility.
- A bus maintenance facility would be located in Trenton.

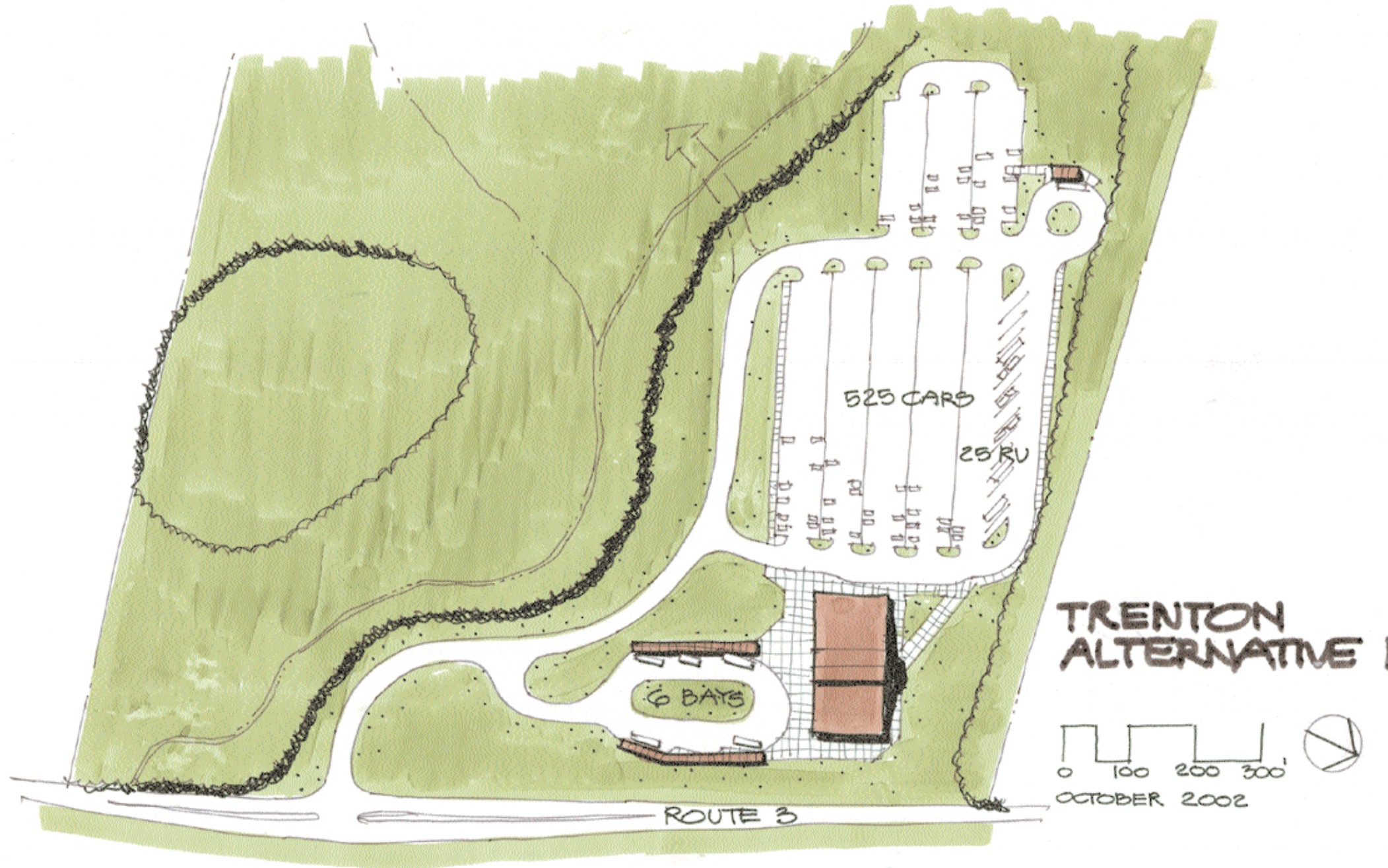
**Annual visitation to the park is 3 million visitors.
Existing NPS visitor center visitation is
7,000-9,000/Day and 1,200/Hour Peak.**



NPS Information/Regional Tourism/Intermodal Facility Site Plan in Trenton

This facility is located on a large parcel of land on the west side of Route 3 on the north side of Trenton. The location on the west side of the highway allows easy right turn in and out access for traffic entering the park. The building is located adjacent to Route 3 north of the entrance to the complex, facilitating visual recognition of the facility prior to the entrance for incoming traffic.

The site plan is configured to minimize use of land and to utilize flat, open land without impacting a stream corridor that crosses the site. The layout of site plan elements provides efficient, understandable, vehicular and pedestrian circulation. The elements of the plan include a bus loading facility, parking area, and the NPS information/regional tourism building. The elements are positioned to facilitate pedestrian flow from the parking lot through the building to the bus loading area, and vice versa. A contiguous but separate parking lot and bus loading area is provided for commuters in a location that does not conflict with visitor use.



Alternative 1

NPS Visitor Center Site Plan at Hulls Cove

Two site plan options were prepared for a visitor center on this site. Both plans incorporate two existing entrances onto Route 3, with one being a visitor entrance and the other being a bus entrance. Both plans facilitate pedestrian flow from the parking lot through the building to the bus loading area, and vice versa. Both plans retain the existing visitor center and the two roads that serve the facility.

Option A retains as much existing infrastructure as possible, including the entire parking lot. This plan locates the visitor center directly west of the existing parking lot and reconfigures the existing western entrance to the parking lot to accommodate a bus loading area.

The location of the bus loading area in this alternative is less than ideal because bus access to the Cadillac Mountain road requires a circuitous route onto Route 3 for a short distance.

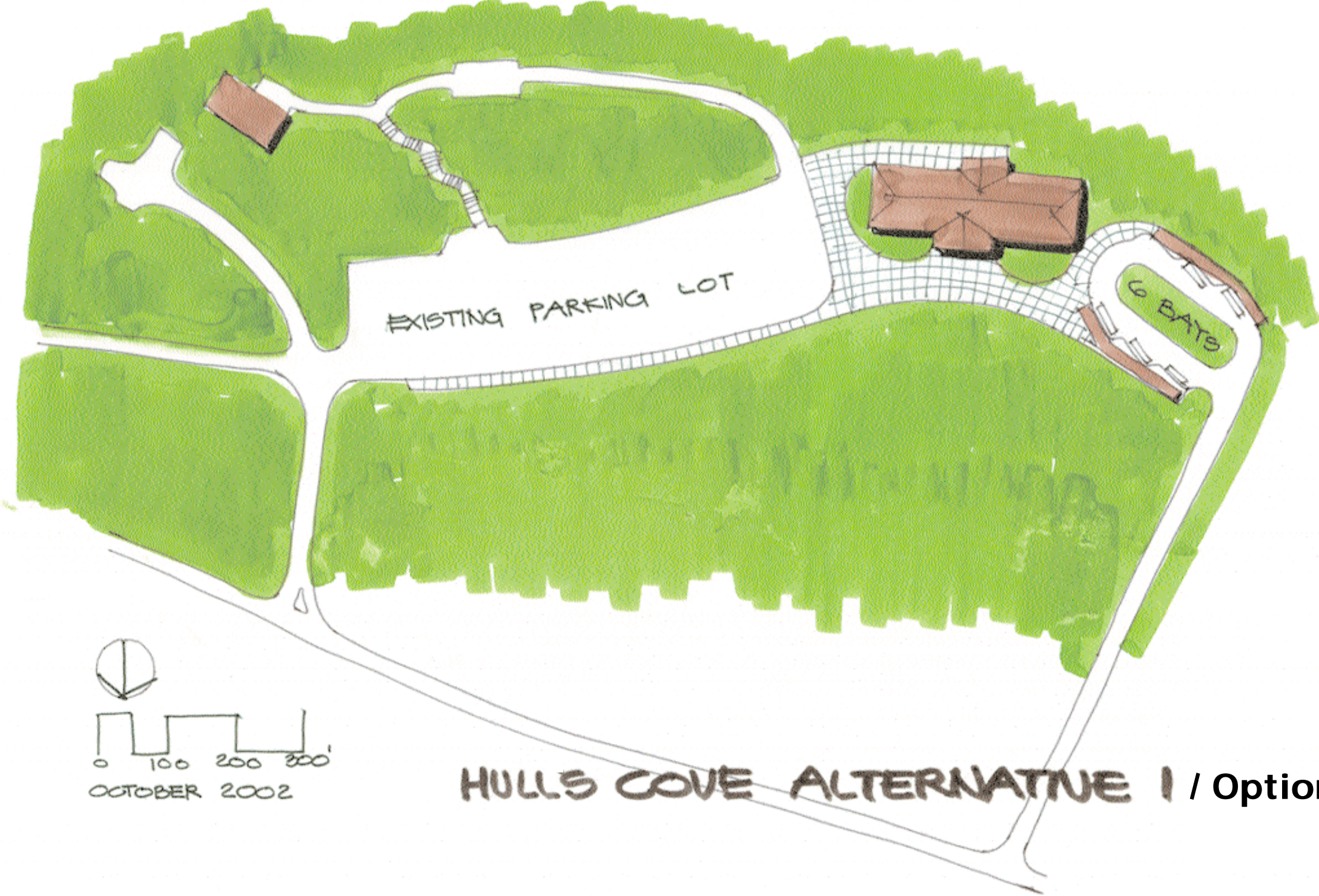
Option B explores the potential functional benefits if removal of the existing, essentially new, parking lot is economically feasible. This plan locates the visitor center in a location on the south side of the existing parking lot, overlapping onto the slope south of the parking lot. Pedestrian areas and potential interpretive areas are located on the north side of the existing parking lot. The bus loading area is located on the east end of the existing parking lot, and visitor parking is located in a presently wooded area west of the existing parking lot.

The location of the bus loading area in this alternative provides ideal direct access to the Cadillac Mountain Road and other park destinations.



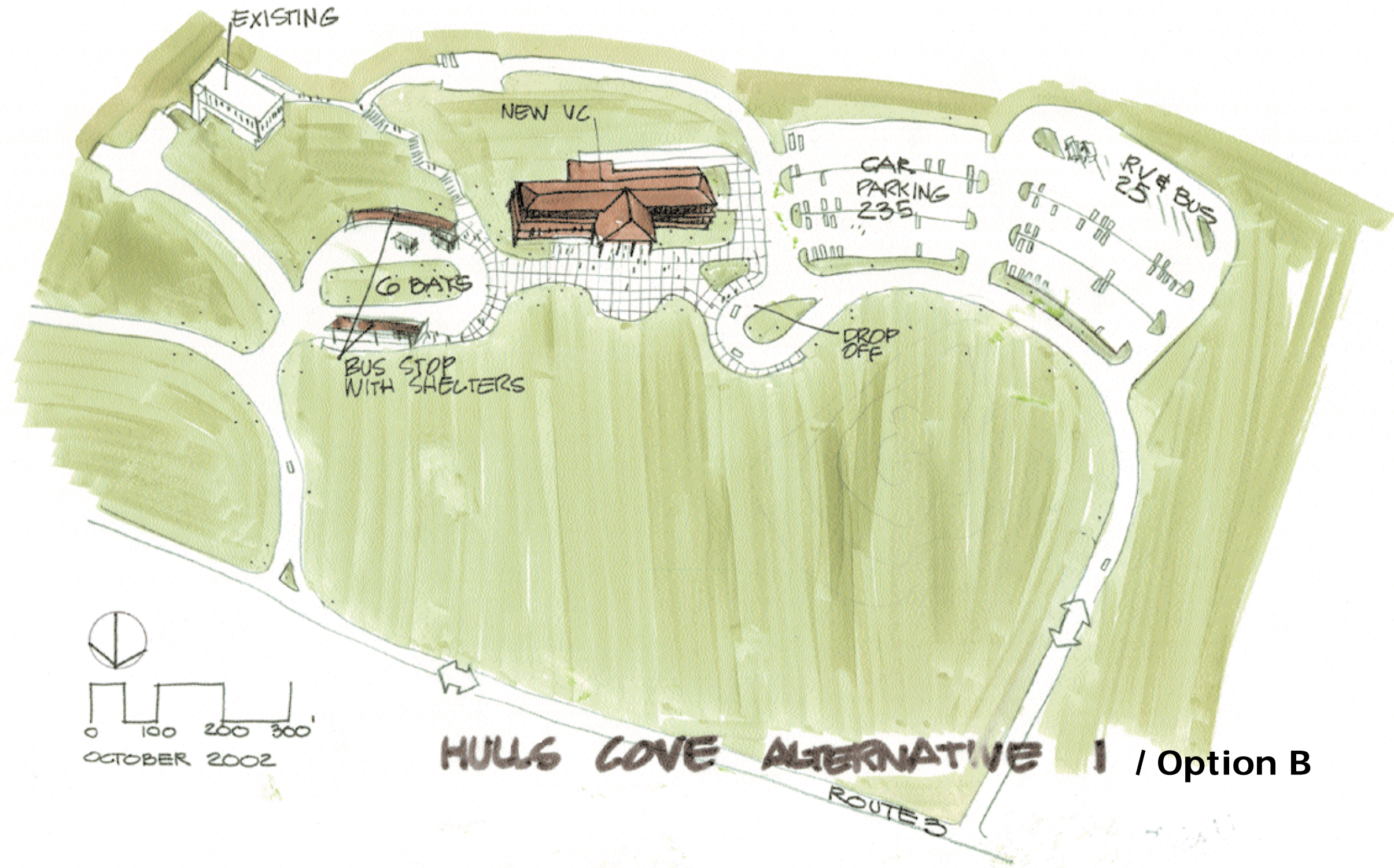
CONCEPT SKETCH FOR A NEW VISITOR CENTER AT HULLS COVE

Hulls Cove - Alternative 1 / Option A



HULLS COVE ALTERNATIVE 1 / Option A

Hulls Cove - Alternative 1 / Option B



Alternative 1: Building Program, Relationship Diagram, Floor Plan & Concept Sketch

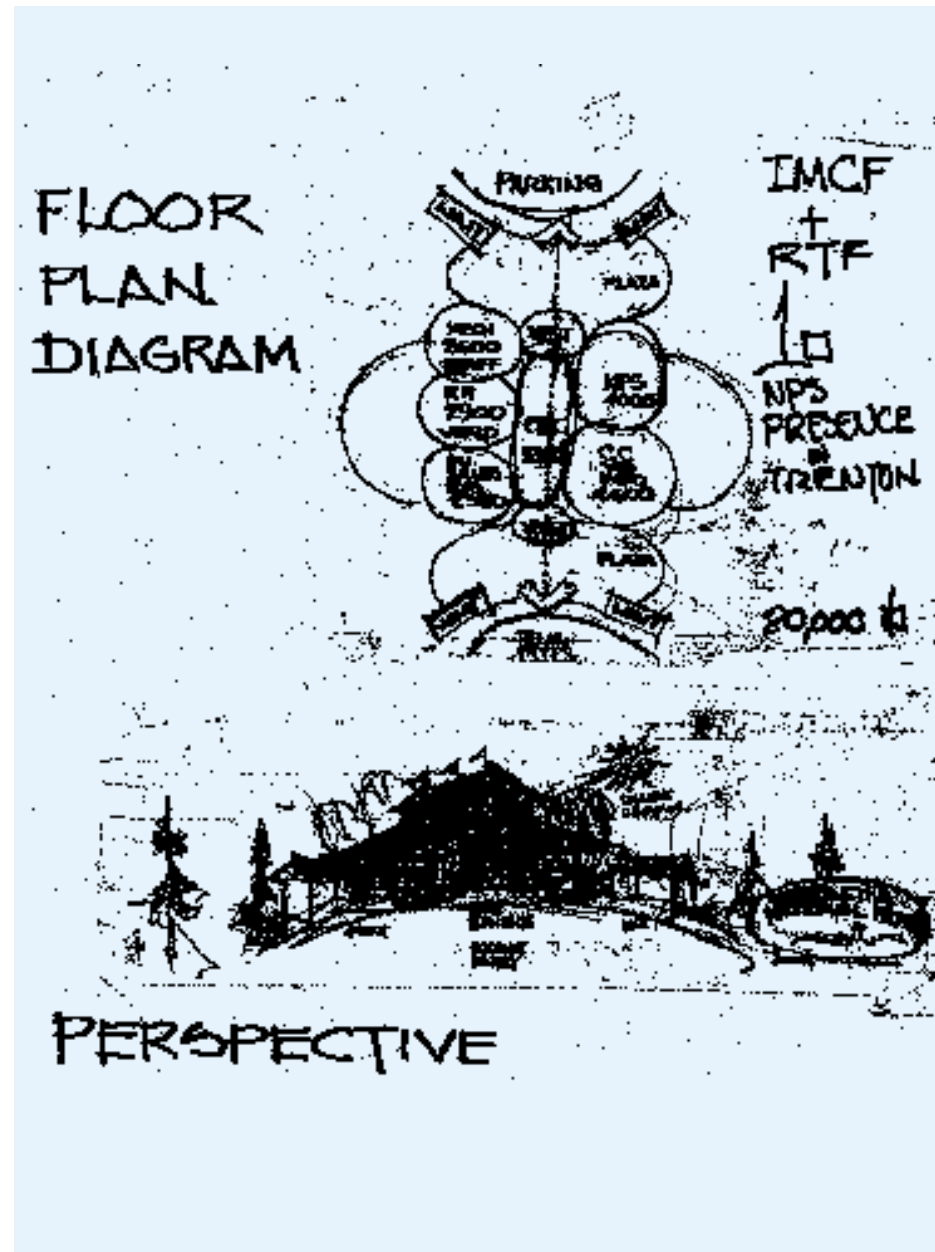
NPS INFORMATION, MDOT INTERMODAL, REGIONAL TOURISM FACILITY

The building must compete with strip architecture along its Trenton Highway 3 location.

The building will be utilitarian, spare, but bright, architecture comprised of transparent materials.

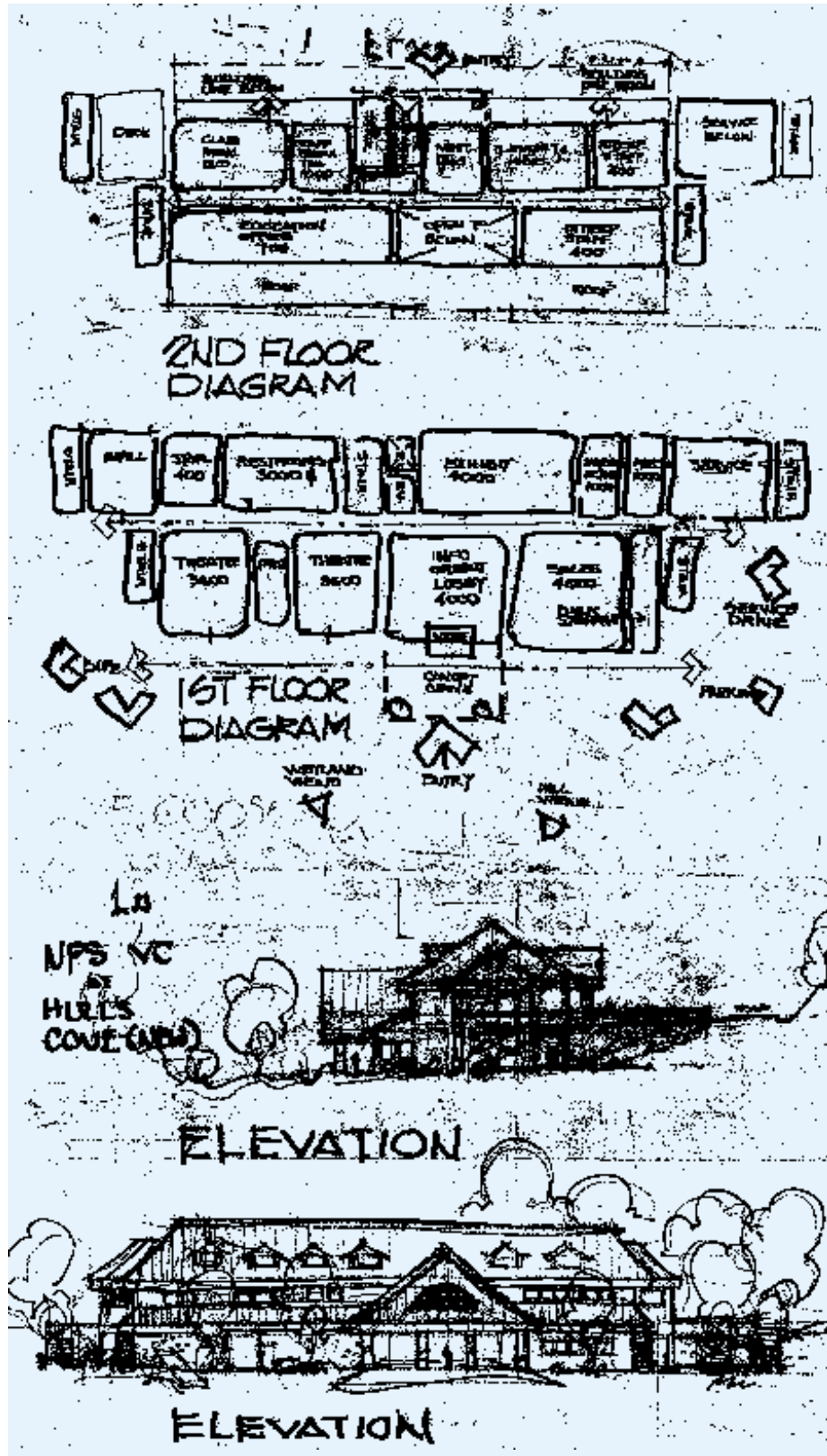
The building's design could suggest the building forms associated with boat construction in the small shore communities of Mount Desert Island.

The building's orientation and pedestrian circulation is dictated by bus transportation access on one end of the building and visitor parking on the other end. Functional area is arranged along this connecting pedestrian circulation spine and enclosed.



CIRCULATION	3,310 SF
Vestibule	130
Lobby	500
Corridor (20%)	2,680
VISITOR COMFORT AND CONVENIENCE	2,900 SF
Restrooms	
Janitor Closet	
Drinking Fountain	
Telephones	
Vending Machines	
INFORMATION AREA (COMMERCIAL)	4,600 SF
Commercial Information Desk	4,180
Office Manager	120
Bulk Storage	200
Time Out Room	100
CONCESSIONER SALES	2,320 SF
Sales Area	1,600
Office	160
Storage	400
Toilet	160
NPS INFORMATION/ORIENTATION AND TICKET SALES	4,100 SF
Staffed Ticket Booth (2 Each @ 300 SF)	600
Auto Ticket Booth (2 Each @ 80 SF)	160
Group Ticket Booth (1 Each @ 300 SF)	300
In Park Concession	220
Campground Reservations	220
NPS Office	200
Orientation	400
Exhibits	2,000
STAFF FACILITIES	1,000 SF
Women's Lockers, Toilet, and Shower	350
Men's Lockers, Toilet, and Shower	350
Break, Kitchen, Conference, and Training	300
BUILDING SUPPORT	1,600 SF
Mechanical Room	200
Electrical Room	120
Communications Room	120
Walls (7%)	1,160
TOTAL BUILDING SQUARE FOOTAGE	19,830 SF

Alternative 1: Acadia National Park Visitor Center



ACADIA NPS VISITOR CENTER

The visitor center will be a National Park located entrance icon.

"New facilities will reflect the architectural principles evident in traditional park structures at Acadia, such as the carriage road gate lodges and the Thunder Hole ranger station.... New facilities will be characterized by steeply pitched roofs and rustic native materials, including unpainted wood and rough-cut granite. In general the following elements of new constructions will be compatible with traditional Acadia park structures: height; overall building proportions and scale; placement of openings within the façade; materials, textures, and color; exterior detailing and ornamentation; and roof shapes. Rehabilitation and replacement of existing structures will also conform to the park's traditional style." 1992 GMP.

The visitor center is located on a flat which is presently a parking lot for the existing Hulls Cove visitor center. The building fronts on views of a wetland and a low wooded hill. The two story visitor center's rear is located at the toe of a steep wooded slope so that the rear second story of the building is accessed on grade. The main entrance is on the first floor. Space is arranged on a double loaded central, long axis, circulation spine with a two story lobby/entrance located at the mid point of the long circulation axis. First story space is devoted to visitor use and second story space to the NPS staff.

CIRCULATION (20%)		6,920 SF
Corridors, Vestibule, Elevator/Stairs		4,920
Lobby		2,000

VISITOR COMFORT AND CONVENIENCE		2,580
Restrooms (ZION-2400SF-30F)		2,400
Janitor's Closet and Supply Storage (Included in RR)		
First Aid Room		100
Lost and Found		80
Drinking Fountain (Lobby)		
Public Phones (Lobby)		

INFORMATION		860
Ranger/Contact Information Desk (4-5 staff)		100
Support office needed or built-in work station?		100
Bulk brochure storage		100
Publication/Storage and Restock area		100
Park Entry Permit Sales Desk (2 staff)		100
Bulk permit storage		20
Support office for counting money w/safe		100
Radio Broadcast and Recording Center/Room		100
Trip Planning Area		100
Concessions Information Display		50

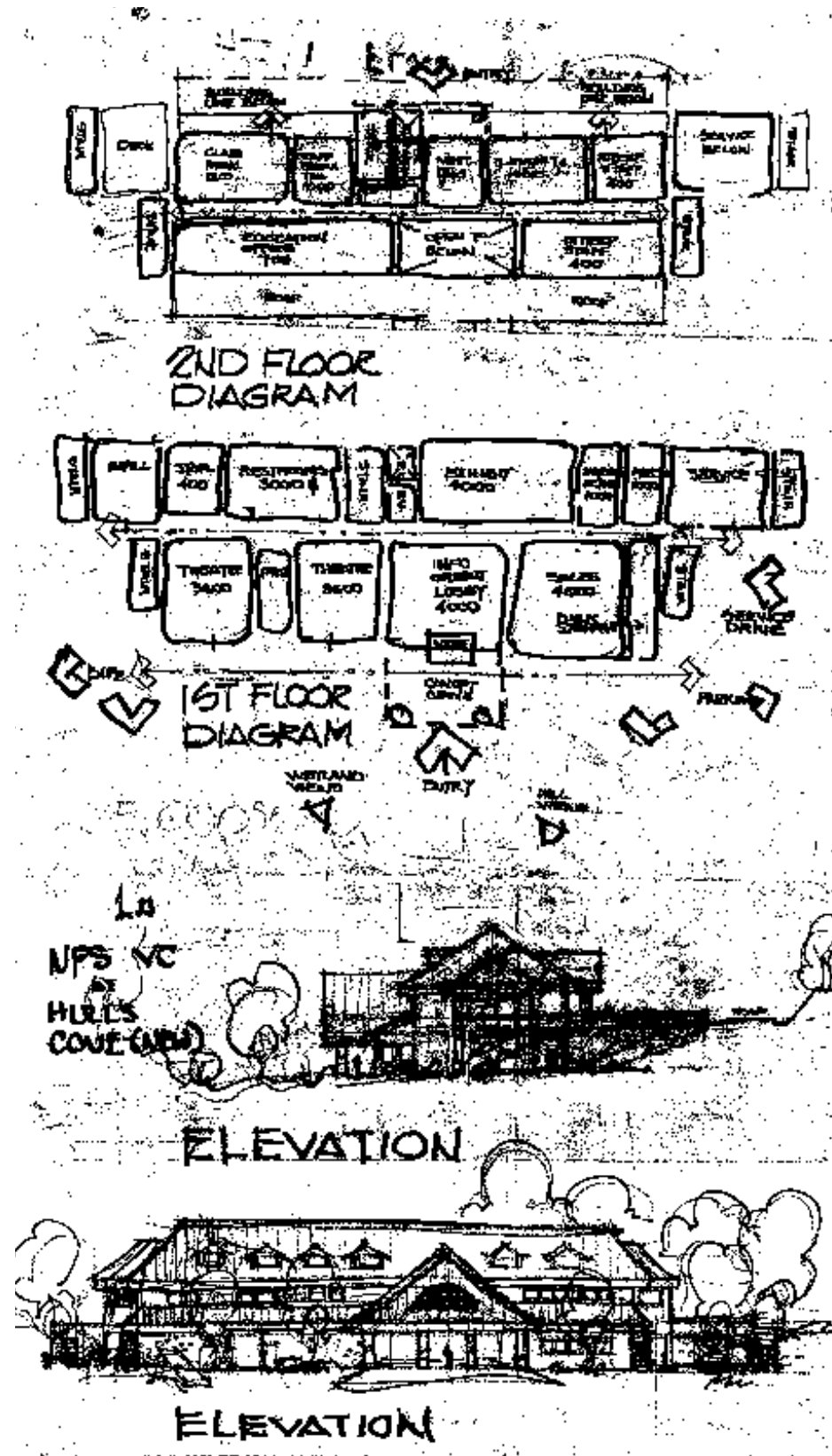
ORIENTATION		406
Park Relief Model		256
Directional Map Display		30
Interactive Computer Display (2-4 terminals)		120

INTERPRETATION		12,370
Exhibits (Permanent)		3,500
Cultural		
Natural Resource		
Activities (NPS or Concessioner)		
Friends of Acadia (FOA)		
Exhibits (Temporary and/or Rotating)		
Art or museum objects		
Temporary storage area		
Audio/visual Program (300x12 SF/Vis=3600 SF EA)		7,200
2 Theaters, Light/Sound Traps, 300 seats each		
Projection Booth (Included in Theater SF)		
Storage Room (tables, chairs, podium, etc.)		100
Interactive Programs (Ranger Amphitheater Talks)		
Interior (60x12=720SF)		720
Exterior (60x12=720SF) (See Exterior)		
Office Interpretation Staff (Number?) Work Area & Stg		500
Office Interpretation Staff Supervisor		120
Copy/Fax/Mail Area		150
Office Supply Area		80

CONCESSIONER SALES		3,920
Sales Area (Eastern National)(Zion=2800 SF)		2,800
Bulk Storage		700
Restock Area		100
Office Eastern National Manager		120
Office for Sales Staff (5-6 on Duty, 10 Total)		200

Alternative 1: National Park Visitor Center

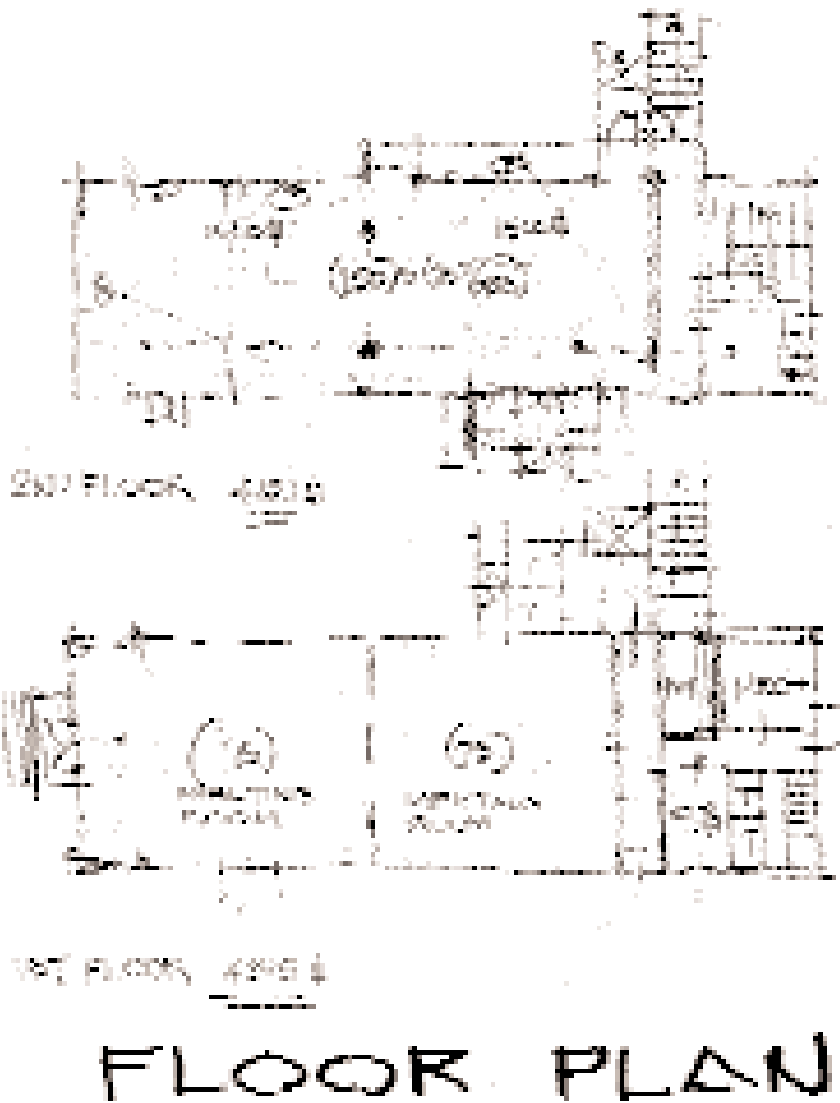
EDUCATION	2,700
Multi-purpose/Classroom (15-60 Students)	1,200
Children's Learning/Storytelling Area	
Office Program Coordinator	120
Office Lead Ed Tech	80
Office 5 Seasonal Staff	200
Program Workspace	200
Program Material Storage	100
Library/Computer Room (Children's)	200
Park Library	400
Educator's Library	200
STAFF FACILITIES	1,120
Restrooms (15-20 Park & 5-6 East Nat. Staff)(2F/EA)	320
Locker, Showers & Changing Rooms	350
Janitor's Closet and Supply Storage	100
Lunchroom/Kitchen/Break	150
Conference Room	200
BUILDING SUPPORT	3,390
Mechanical Room (1400SF Attic Use)	800
Electrical/Communications Room	120
Grounds/Building Workshop/Maintenance Area	200
Service Entrance Area/Loading Dock	200
Walls (7%)	2,070
TOTAL BUILDING SQUARE FOOTAGE	34,266
	Square Feet
EXTERIOR FUNCTIONAL SPACE	
Outdoor Interpretive Plaza	
Visitor Picnic Area	
Visitor Pet Rest Area	
Staff Break Area	
Screened/Fenced Building Service Area	
Service Area Access Road	
Visitor Center Access Road	
• Deceleration/Acceleration/Turn Lanes	
• Gated Site?	
Entrance Sign w/Roadside Parking	
Amphitheater for Interpretive Programs	



Alternative 1 and 2: NPS Seminar / Training Center

NPS SEMINAR/TRAINING CENTER

Rehabilitate existing Hulls Cove Visitor Center	6,000
Seminar/Training Rooms (300 people @ 20 SF/person or 1-150 and 2-75 person meeting room spaces)	
Kitchen (limited use)	120
A/V storage room	120
Chair storage room	100
Existing Toilets, Mechanical, Circulation, Walls	2,060
TOTAL BUILDING SQUARE FOOTAGE	8,400 SF



SEMINAR/
TRAINING
BUILDING

1
10

NPS EXIST
HULLS
COVE
VC

8400 SF

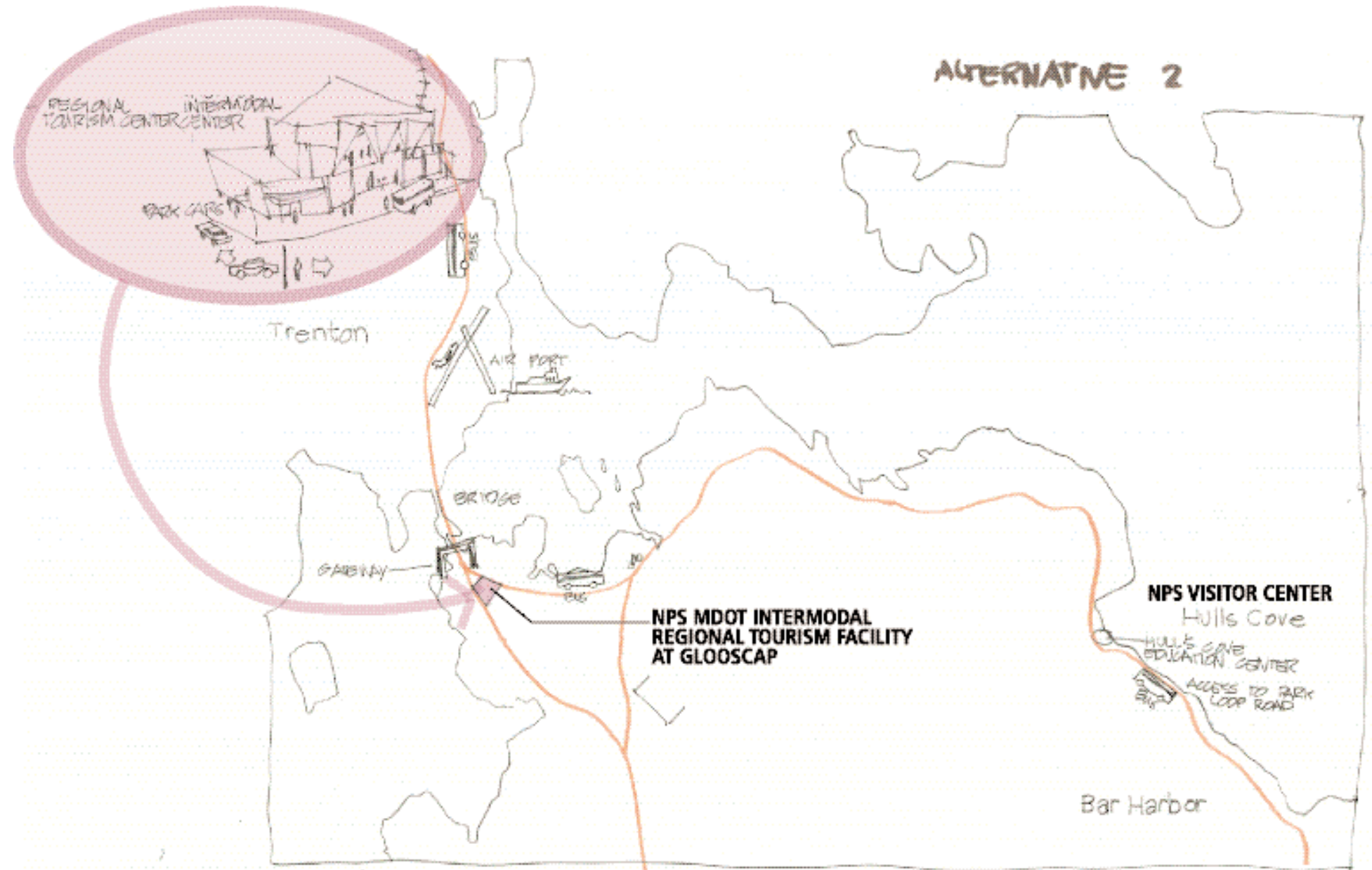
Acadia National Park: Develop Public Transit Facility and Replace Existing Inadequate Hulls Cove Visitor Center

Alternative Two Description

The Glooscap site has been studied for the purposes of its ability to support transportation strategies in past planning efforts. This charette provided an opportunity to apply the program elements to the site and to compare it to other alternatives. Alternative 2 recognizes and supports the need to maintain the primary Acadia National Park visitor contact services, interpretation, and educational facility in the park at Hulls Cove. It emphasizes this by recommending creation of a new full service visitor center at Hulls Cove. The MDOT Intermodal Facility at the Glooscap site intercepts travelers, primarily day users and commuters specifically en route to Mount Desert Island and enables transfer between modes of travel (private autos, bus, Island Explorer, and bicycle.) The location on Mount Desert Island speaks more to a park-like setting than does a site off the increasingly developed highway in Trenton. The MDOT intermodal hub facility provides a range of services, including a commercial information area, concessions sales, regional information on recreation opportunities in Downeast Main, and NPS information/ orientation and park reservation/permit sales with limited space for interpretive exhibits. NPS would provide staff for this facility. (This alternative was almost dropped from consideration because the MDOT representative to the charette specifically stated that MDOT was not interested in building on Mount Desert Island, for a number of reasons. A multimodal facility on Mount Desert would force all hub-bound traffic to leave the mainland and would diminish the focus of the facility to serve the broader region. It would also compound traffic congestion at the head of the island.)

- The NPS Information, MDOT Intermodal Facility, and Regional Tourism Facility will intercept commuters and other day use visitors at Glooscap, at the head of Mount Desert Island between Route 3 and Route 102.
- The visitor center will be located in Acadia National Park and will serve as a park entrance icon.
- The existing Thompson Island Information Center will be closed.
- The existing Hulls Cove Visitor Center will be closed and replaced by a new Acadia Visitor Center located in the parking lot of the existing Acadia Visitor Center.
- The existing and rehabilitated Hulls Cove Visitor Center will become the NPS Seminar/Training Facility.
- A bus maintenance facility would be located in Trenton.

Annual visitation to the park is 3 million visitors. Visitor Center visitation is 7,000-9,000/Day and 1200/Hour Peak.

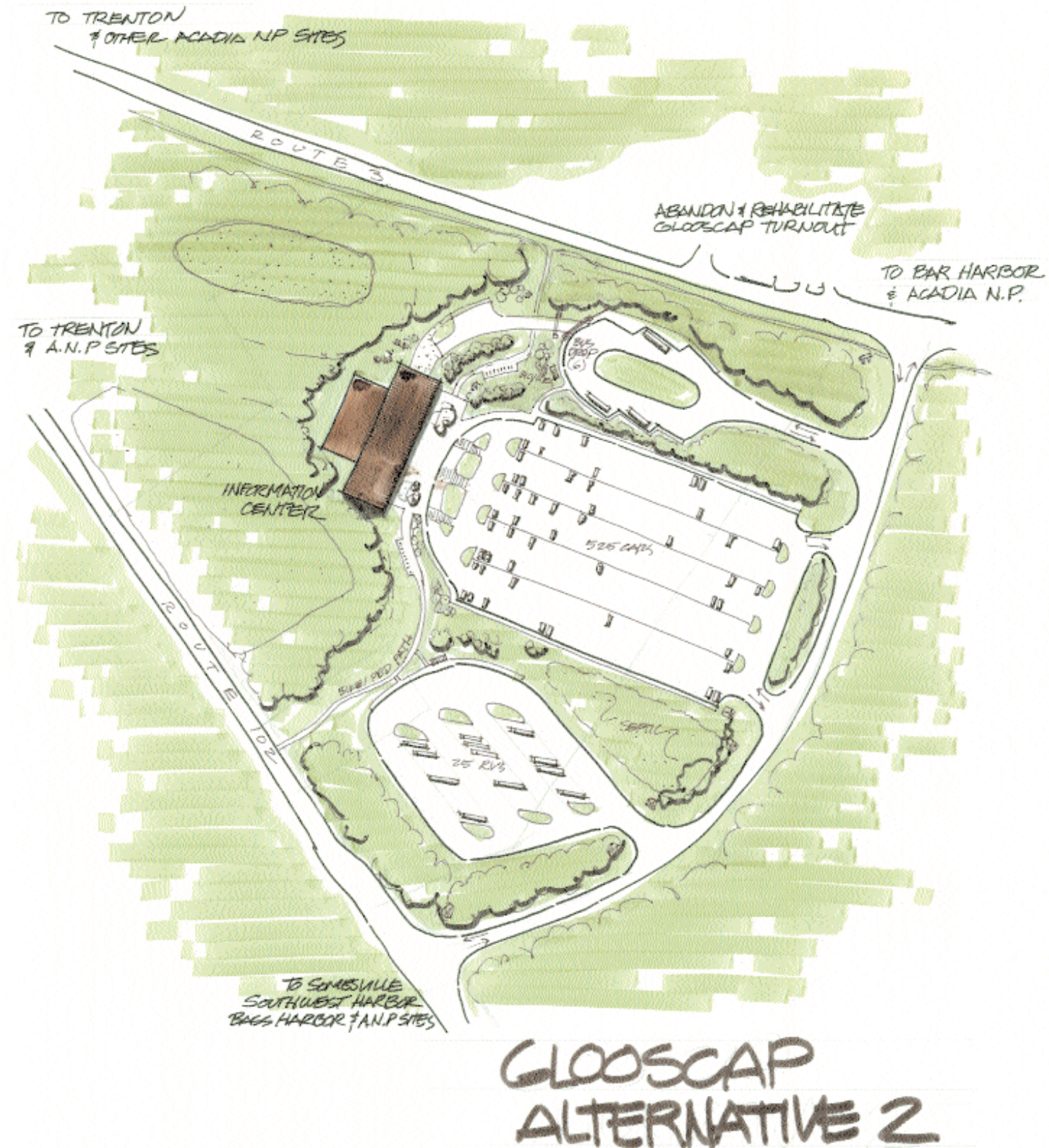


Alternative 2: NPS Information / Regional Tourism / Intermodal Facility Site Plan at Glooscap

This facility is located near the entrance to MDI in the "Y" of land formed by the intersection of Routes 3 and 102. The flat, wooded site includes extensive wetlands and granite ledge that require that development be moved further to the east than had been originally contemplated, onto several contiguous parcels of property that would have to be acquired to develop this site.

The site plan incorporates an access road that intersects with both Routes 3 and 102. The elements of the plan include a bus loading facility, separate parking areas for cars and RV's, and the NPS information/regional tourism building. The configuration of the site does not facilitate ideal pedestrian flow from the parking areas through building to the bus loading area.

This site has inherent problems. Severe traffic congestion at the intersection of Routes 3 and 102 that backs up past both entrances into this complex may render this alternative potentially unfeasible by itself. Access onto both highways will also create potential confusion.

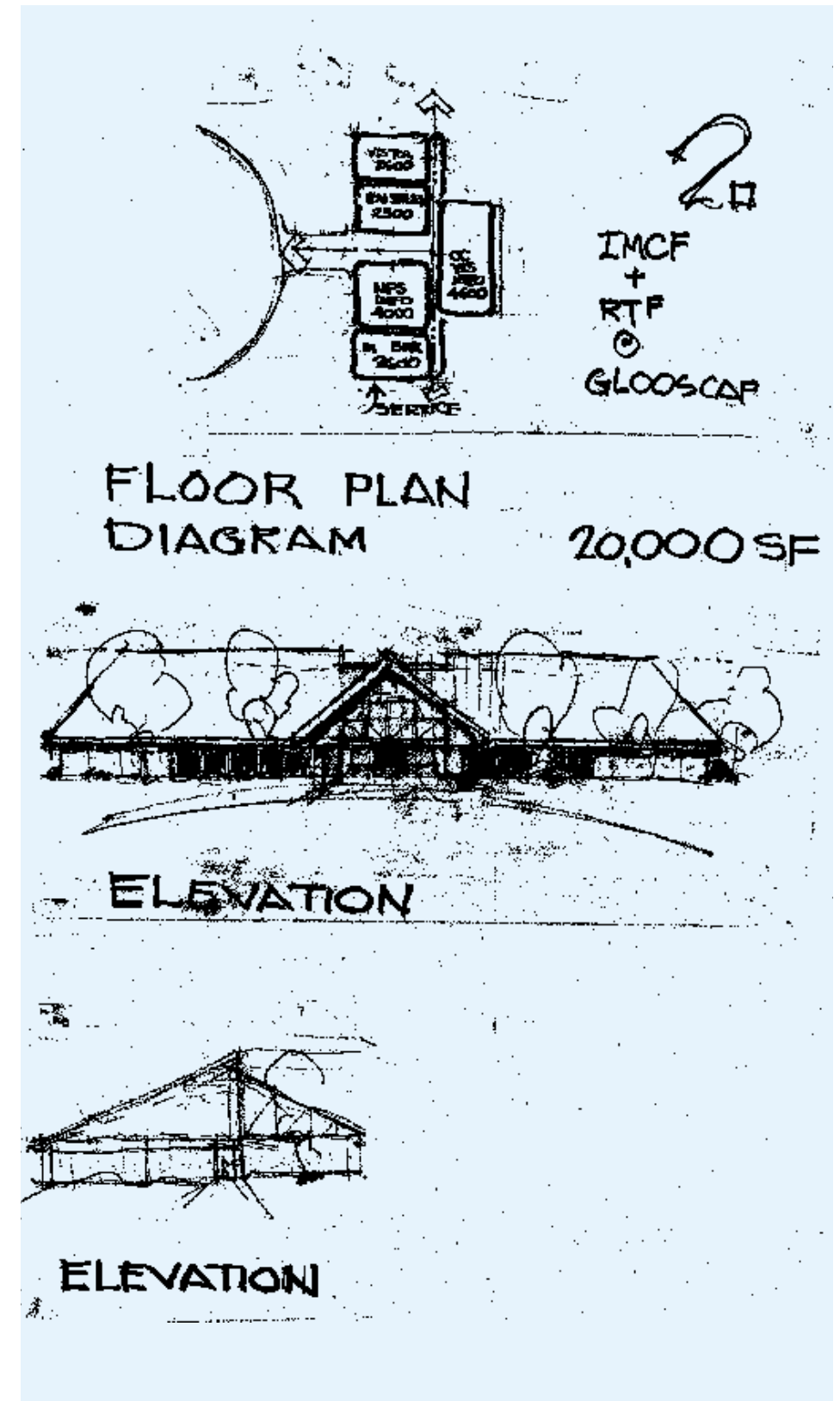


NPS Information, MDOT Intermodal, Regional Tourism Facility

- The building's size, location, and orientation are dictated by the constrictions of highways, access roads, parking, and wetland. It is a very limited site.
- The building character, materials, and roof form are taken from the GMP (1992) description of preferred park architectural character as outlined in Alternative 1. The building has no visual relationship to nearby architecture.
- NPS exhibit space is included in the structure because it is felt that a magnet is needed to draw the visitor in addition to the utilitarian transportation and local/regional information services.

CIRCULATION	3,310 SF
Vestibule	130
Lobby	500
Corridor (20%)	2,680
VISITOR COMFORT AND CONVENIENCE	2,600
Restrooms	
Janitor Closet	
Drinking Fountain	
Telephones	
Vending Machines	
INFORMATION AREA (COMMERCIAL)	4,600
Commercial Information Desk	4,180
Office Manager	120
Bulk Storage	200
Time Out Room	100
CONCESSIONER SALES	2,320
Sales Area	1,600
Office	160
Storage	400
Toilet	160
NPS INFORMATION/ORIENTATION & TICKET SALES	4,100
Staffed Ticket Booth (2 Each @ 300SF)	600
Auto Ticket Booth (2 Each @ 80)	160
Group Ticket Booth (1 Each @ 300)	300
In Park Concession Information	220
Campground Reservations	220
NPS Office	200
Orientation	400
Exhibits	2,000

STAFF FACILITIES	1,000
Women's Lockers, Toilet, and Shower	350
Men's Lockers, Toilet, and Shower	350
Break, Kitchen, Conference, and Training	300
BUILDING SUPPORT	1,600
Mechanical Room	200
Electrical Room	120
Communications Room	120
Walls (7%)	1,160
TOTAL BUILDING SQUARE FOOTAGE	19,530
	SQUARE FEET



Alternative 2: Acadia National Park Service Visitor Center

Conceptual drawings for this visitor center are essentially the same as those used for Alternative 1. The existing visitor center at Hulls Cove will be rehabilitated to house a National Park Service seminar/training facility.

"New facilities will reflect the architectural principles evident in traditional park structures at Acadia, such as the carriage road gate lodges and the Thunder Hole ranger station.... New facilities will be characterized by steeply pitched roofs and rustic native materials, including unpainted wood and rough-cut granite. In general the following elements of new constructions will be compatible with traditional Acadia park structures: height; overall building proportions and scale; placement of openings within the façade; materials, textures, and color; exterior detailing and ornamentation; and roof shapes. Rehabilitation and replacement of existing structures will also conform to the park's traditional style." (1992 GMP)

The visitor center is located on a flat which is presently a parking lot for the existing Hulls Cove visitor center. The building fronts on views of a wetland and a low wooded hill. The two story visitor center's rear is located at the toe of a steep wooded slope so that the rear second story of the building is accessed on grade. The main entrance is on the first floor. Space is arranged on a double loaded central, long axis, circulation spine with a two story lobby/entrance located at the mid point of the long circulation axis. First story space is devoted to visitor use and second story space to the NPS staff.

ACADIA NPS VISITOR CENTER PROGRAM

CIRCULATION (20%)	6,920 SF
Corridors, Vestibule, Elevator/Stairs	4,920
Lobby	2,000
VISITOR COMFORT AND CONVENIENCE	2,580
Restrooms (ZION-2400SF-30F)	2,400
Janitor's Closet and Supply Storage (Included in RR)	
First Aid Room	100
Lost and Found	80
Drinking Fountain (Lobby)	
Public Phones (Lobby)	
INFORMATION	860
Ranger/Contact Information Desk (4-5 staff)	100
Support office needed or built-in work station?	100
Bulk brochure storage	100
Publication/Storage and Restock area	100
Park Entry Permit Sales Desk (2 staff)	100
Bulk permit storage	20
Support office for counting money w/safe	100

Radio Broadcast and Recording Center/Room	100
Trip Planning Area	100
Concessions Information Display	50

ORIENTATION **406**

Park Relief Model	256
Directional Map Display	30
Interactive Computer Display (2-4 terminals)	120

INTERPRETATION **1,2370**

Exhibits (Permanent)	3,500
Cultural	
Natural Resource	
Activities (NPS or Concessioner)	
Friends of Acadia (FOA)	
Exhibits (Temporary and/or Rotating)	
Art or museum objects	
Temporary storage area	
Audio/visual Program (300x12 SF/Vis=3600 SF EA)	7,200
2 Theaters, Light/Sound Traps, 300 seats each	
Projection Booth (Included in Theater SF)	
Storage Room (tables, chairs, podium, etc.)	100
Interactive Programs (Ranger Amphitheater Talks)	
Interior (60x12=720SF)	720
Exterior (60x12=720SF) (See Exterior)	
Office Interpretation Staff (Number?)Work Area & Stg	500
Office Interpretation Staff Supervisor	120
Copy/Fax/Mail Area	150
Office Supply Area	80

CONCESSIONER SALES **3,920**

Sales Area (Eastern National)(Zion=2800SF)	2,800
Bulk Storage	700
Restock Area	100
Office Eastern National Manager	120
Office for Sales Staff (5-6 on Duty, 10 Total)	200

EDUCATION **2,700**

Multi-purpose/Classroom (15-60 Students)	1,200
Children's Learning/Storytelling Area	
Office Program Coordinator	120
Office Lead Ed Tech	80
Office 5 Seasonal Staff	200
Program Workspace	200
Program Material Storage	100
Library/Computer Room (Children's)	200

Park Library	400
Educator's Library	200

STAFF FACILITIES **1,120**

Restrooms (15-20 Park & 5-6 East Nat. Staff)(2F/EA)	320
Locker, Showers & Changing Rooms	350
Janitor's Closet and Supply Storage	100
Lunchroom/Kitchen/Break	150
Conference Room	200

BUILDING SUPPORT **3,390**

Mechanical Room (1400 SF Attic Use)	800
E1ectrical/Communications Room	120
Grounds/Building Workshop/Maintenance Area	200
Service Entrance Area/Loading Dock	200
Walls (7%)	2,070

TOTAL BUILDING SQUARE FOOTAGE **34,266** Square Feet

EXTERIOR FUNCTIONAL SPACE

Outdoor Interpretive Plaza	
Visitor Picnic Area	
Visitor Pet Rest Area	
Staff Break Area	
Screened/Fenced Building Service Area	
Service Area Access Road	
Visitor Center Access Road	
Deceleration/Acceleration/Turn Lanes	
Gated Site?	
Entrance Sign w/Roadside Parking	
Amphitheater for Interpretive Programs	

NPS SEMINAR/TRAINING CENTER

(View concept drawing in Alternative 1)

Rehabilitate existing Hulls Cove Visitor Center	
Seminar/Training Rooms (300 people @ 20SF/person or 1-150 and 2-75 person meeting room spaces)	6,000
Kitchen (limited use)	120
A/V storage room	120
Chair storage room	100
Existing Toilets, Mechanical, Circulation, Walls	2,060

TOTAL BUILDING SQUARE FOOTAGE **8,400** Square Feet

See plan and illustration for Alternative 1, page 26, Visitor Center

Alternative 3: Develop Public Transit Facility and Replace Existing Inadequate Hulls Cove Visitor Center

Alternative Three Description

In this alternative the primary Acadia National Park visitor contact services, interpretation, and educational facility is co-located with the MDOT Intermodal hub in Trenton. Having the major visitor center for Acadia National park, which includes sites on Isle Au Haut and the Schoodic Peninsula, would serve as a major tourism draw to the facility, which intercepts travelers, primarily day users and commuters, prior to their reaching the island and enables transfer between modes of travel (private autos, bus, Island Explorer, and bicycle.) In addition to the full service national park visitor center, the MDOT intermodal hub facility provides a range of services, including a commercial information area, concessions sales, and regional information on recreation opportunities in Downeast Main. The existing Hulls Cove Visitor Center is converted to an Education Center enabling the park to focus use of the parking area to provide better staging for the park shuttle and Carriage Trail experiences within the park. To better serve overnight visitors to Mt. Desert Island, who would be most inconvenienced by having to drive off-island to access the Acadia National Park visitor center, it would be desirable to explore creation of an on-island visitor contact facility, which could be located in Bar Harbor (a partnership effort with the Bar Harbor Chamber of Commerce), or at Hulls Cove, if an on-island staging area for the Island Explorer is established at that location.

The NPS Visitor Center, MDOT Intermodal Facility, and Regional Tourism Facility will intercept commuters and other day use visitors at Trenton, an off island, highway 3 site.

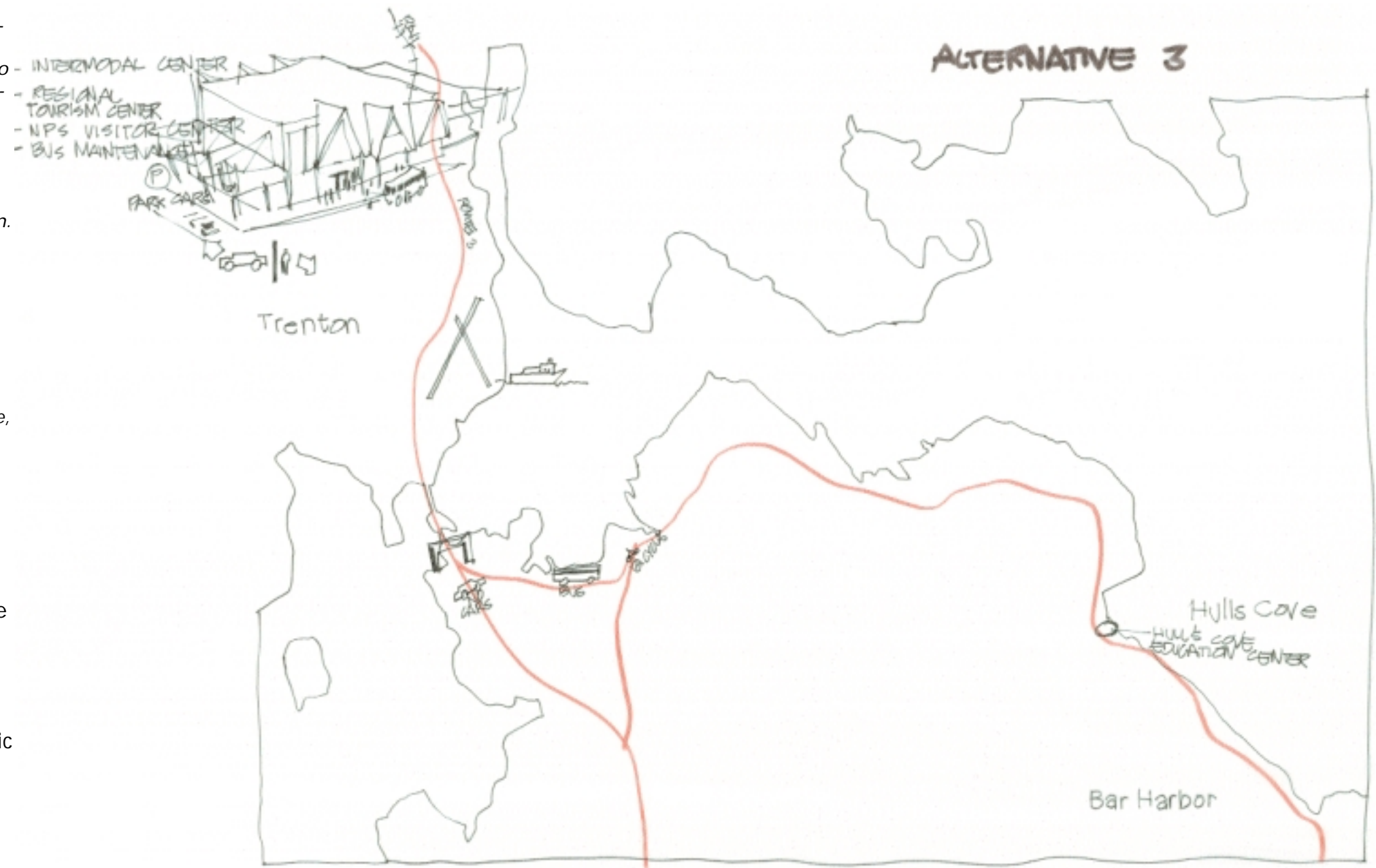
The existing Thompson Island Information Center will be closed.

The existing and rehabilitated Hulls Cove Visitor Center will become a NPS education facility with AV room and library.

The Seminar/Training function will be placed on Schoodic Peninsula.

A bus maintenance facility would be located in Trenton.

Annual visitation to the park is 3 million visitors. Visitor Center visitation is 7,000-9,000/Day and 1,200/Hour Peak.

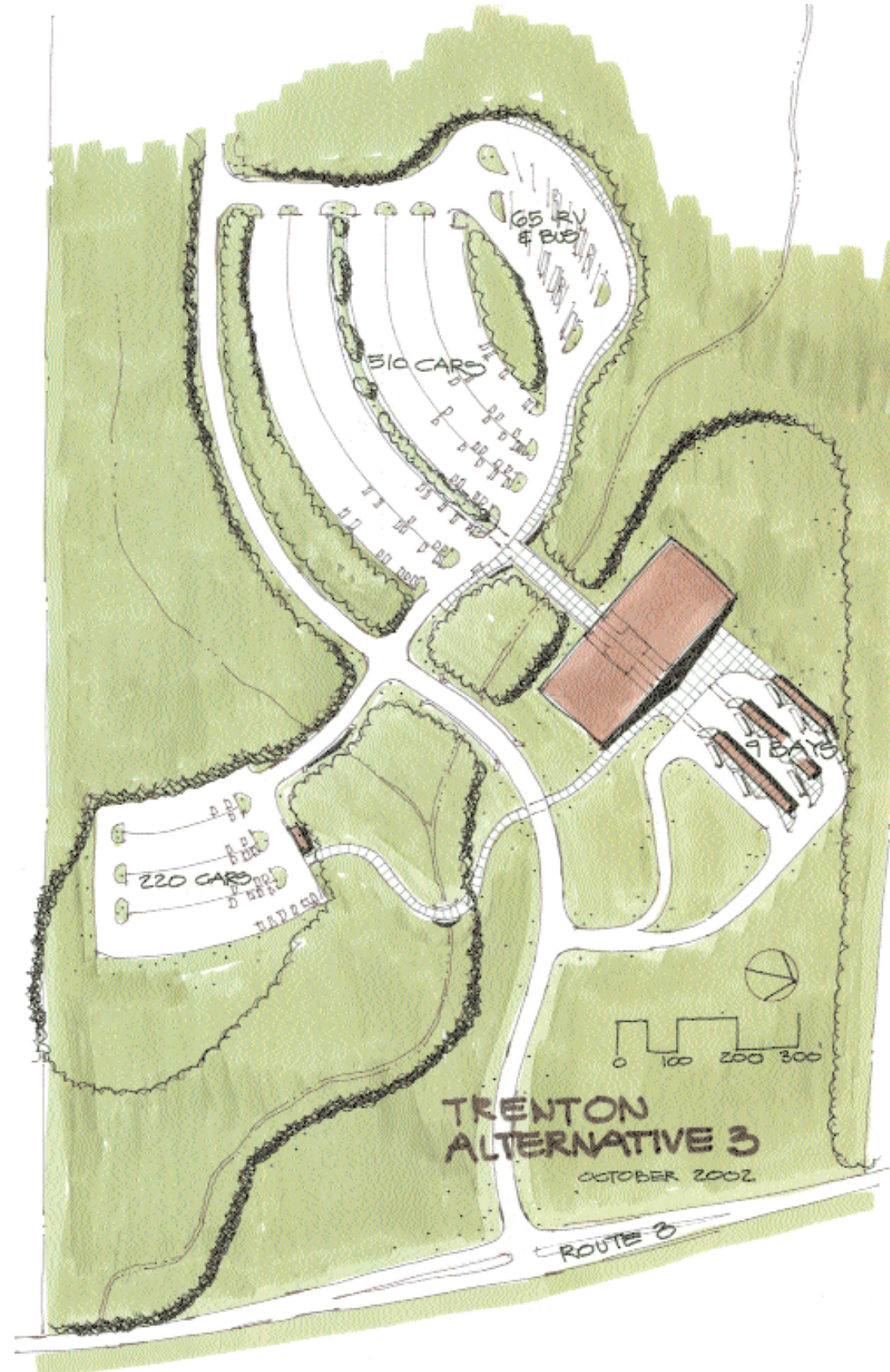


Alternative 3: NPS Visitor Center / Regional Tourism / Intermodal Facility Site Plan in Trenton

This facility is located on the same site as the smaller Trenton facility in Alternative 1. Its location on the west side of Route 3 therefore has the same desirable right turn characteristics as Alternative 1.

Because of the large scale of facilities located at this site in this alternative, development extends much further into the site than the development in Alternative 1. The site plan is configured to utilize flatter open ground as much as possible, with stream corridors being used as landscape elements between the different development areas.

The elements of the plan include a bus loading facility, visitor parking area, commuter parking area, and the NPS visitor center/regional tourism building. The elements are positioned to facilitate pedestrian flow from the parking lots through the building to the bus loading area, and vice versa. A pedestrian bridge from the visitor parking lot to the visitor center, across the major stream corridor on the site, is a significant feature of the plan.



Alternative 3: Acadia NPS Visitor Center, MDOT Intermodal Facility, and Regional Tourism Facility

The building site is large and relatively flat and lies immediately adjacent to highway 3. The facility will be a large single story structure. The number of functions and visitors it must accommodate are many.

The building's orientation and pedestrian circulation are dictated by bus transportation access on one side of the building and visitor parking on the other side. The long structure backs up to a bridged site drainage feature and while providing some space from the highway.

The enclosed pedestrian circulation corridors or atria, which service the site and structure, are wide and bright and form the perpendicular axes of the building. The atria are multi-storied courts with skylights.

The building's interior and exterior form emphasizes the circulation paths through it. The exterior character of the facility joins both a commercial, utilitarian, transparent, and bright architecture with steep roofs and rustic native materials, including unpainted wood and rough cut granite of park architecture, to create an inviting whole to the visitor.

CIRCULATION (20%)	8,000 SF
Atrium, Lobby, Corridors, Vestibule, Elevator/Stairs	8,000

VISITOR COMFORT AND CONVENIENCE	3,000
Restrooms (ZION-2400SF-30F)	2,400
Janitor's Closet and Supply Storage (Included in RR)	
First Aid Room	100
Lost and Found	80
Drinking Fountain	
Public Phone	
Vending Machine Area	420

INFORMATION & TICKET SALES	1,660
Ranger/Contact Information, Orientation, and Tickets Sales Desk (4-5 staff)	600
Automatic Ticket Sales	160
Group Ticket Sales	100
In park Concession Information	100
Campground Reservations	100
Support Office needed or built-in work station?	100
Bulk Brochure and Permit Storage	100
Publication/Storage and Restock area	100
Support office for counting money w/safe	100

Radio Broadcast and Recording Center/Room	100
Trip Planning Area	100

ORIENTATION	440
Park Relief Model	290
Directional Map Display	30
Interactive Computer Display (2-4 terminals)	120

INTERPRETATION	12,500
Exhibits (Permanent)	4,000
Cultural	
Natural Resource	
Activities (NPS or Concessioner)	
Friends of Acadia (FOA)	
Exhibits (Temporary and/or Rotating)	
Art or museum objects	
Temporary storage area	
Audio/visual Program	
(300x12 SF per Visitor=3,600 SF EA)	7,200
2 Theaters, Light/Sound Traps, 300 seats each	
Projection Booth (Included in Theater SF)	
Storage Room (tables, chairs, podium, etc.)	300
Interactive Programs (Ranger Amphitheater Talks)	
Interior (60x12=720SF)	1,000
Exterior (60x12=720SF) (See Exterior)	

NPS INTERPRETIVE STAFF	1,000
Office Interpretation Staff (Number?)Work Area & Stg	600
Office Interpretation Staff Supervisor	120
Copy/Fax/Mail Area	180
Office Supply Area	100

NPS CONCESSIONER SALES	4,000
Sales Area (Eastern National)(Zion=2800SF)	2,800
Bulk Storage	700
Restock Area	180
Office Eastern National Manager	120
Office for Sales Staff (5-6 on Duty, 10 Total)	200

COMMERCIAL FACILITIES INFORMATION	2,300
Commercial Information Desk	2,080
Office Manager	120
Time Out Room	100

COMMERCIAL CONCESSIONER SALES	2,300
Sales Area	1,740

Office Manager	160
Storage	400
BULK STORAGE	200

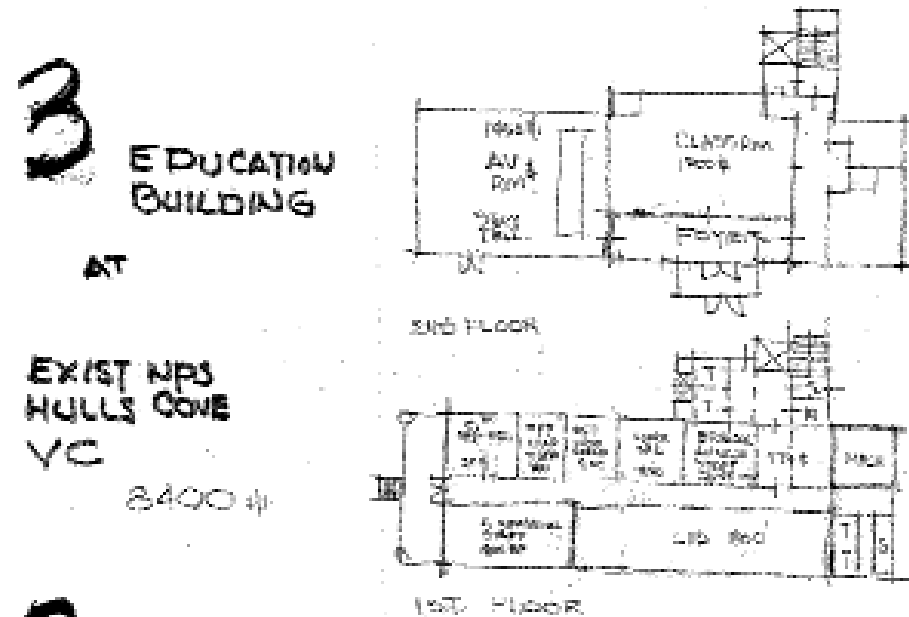
STAFF FACILITIES	1,120
Restrooms (15-20 Park & 5-6 East Nat. Staff)(2F/EA)	320
Locker, Showers & Changing Rooms	350
Janitor's Closet and Supply Storage	100
Lunchroom/Kitchen/Break	150
Conference Room	200

BUILDING SUPPORT	2,100
Mechanical Room	1,580
E1ectrical/Communications Room	120
Grounds/Building Workshop/Maintenance Area	200
Service Entrance Area/Loading Dock	200
Walls (7%)	
Wall area is included in listed functional areas above.	

TOTAL BUILDING SQUARE FOOTAGE	38,620 SF
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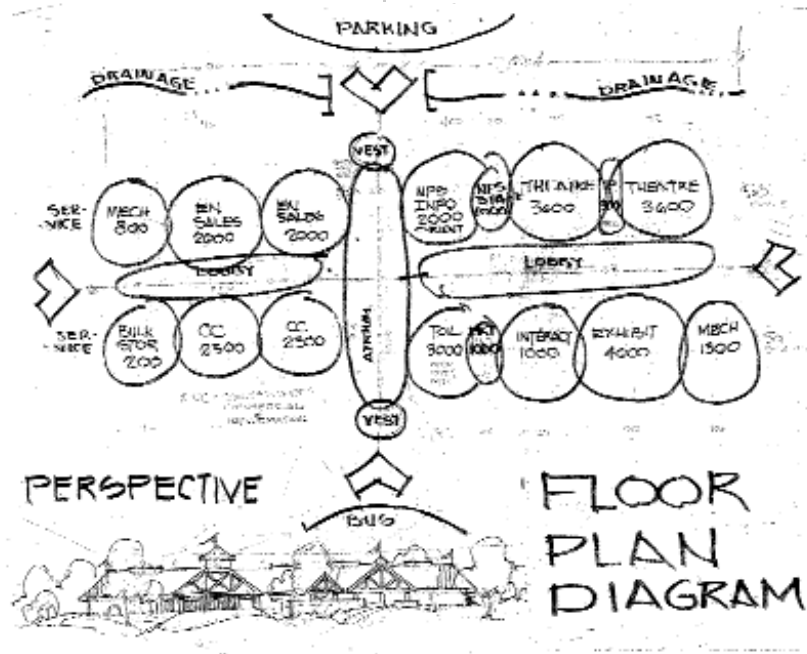
EXTERIOR FUNCTIONAL SPACE
Outdoor Interpretive Plaza
Visitor Picnic Area
Visitor Pet Rest Area
Staff Break Area
Screened/Fenced Building Service Area
Service Area Access Road
Visitor Center Access Road
Deceleration/Acceleration/Turn Lanes
Gated Site?
Entrance Sign w/Roadside Parking
Amphitheater for Interpretive Programs

Alternative 3: Acadia NPS Visitor Center, MDOT Intermodal Facility, and Regional Tourism Facility



3 SEMINAR/ TRAINING GOES TO SCHOODIC

FLOOR PLANS



3 VIS. CENTER + IMCF + RTE @ TRENTON 38,400 SF

**NPS EDUCATION CENTER
REHAB HULLS COVE
VISITOR CENTER, (same as Alt 1)**

Multi-purpose/Classroom (15-60 Students)	1,200
Children's Learning/Storytelling Area (A/V Room)	1,450
Office Program Coordinator	200
Office Lead Ed Tech	140
Office 5 Seasonal Staff	400
Program Workspace	200
Program Material Storage	200
Break/Lunch/Staff Conference	200
Library/Computer Room (Children's)	200
Park Library	400
Educator's Library	200
Toilets, Mechanical, Circulation, Walls	3,610
TOTAL BUILDING SQUARE FOOTAGE	8,400
	SQUARE FEET

NPS SEMINAR/TRAINING CENTER (SCHOODIC PENINSULA)

Seminar/Training Rooms (300 people @ 20SF/person or 1-150 and 2-75 person meeting room spaces)	6,000
Kitchen (limited use)	120
A/V storage room	120
Chair storage room	100
Toilets, Mechanical, Circulation, Walls	2,060
TOTAL BUILDING SQUARE FOOTAGE	8,400
	SQUARE FEET

Alternative 4: Bus Maintenance, Fueling and Storage Facility



No facility currently exists to house and maintain the Island Explorer buses. Although there was not time to address design for this facility as part of the October workshop effort, the team thought this information should be included in this document. The workshop team suggested locating a new bus maintenance facility in Trenton, either with development at the Smithgall/Nacoochee site or nearby at some other Trenton-based site. The program for this facility was based on work by Tom Crikelair Associates and developed by DSC team member Geof Yost.

PROJECT FUNCTIONAL PROGRAM

BUS SYSTEM SERVICES

System consists of 17 (28 passenger) buses
Possible bus fleet expansion to 40 buses and 5 vans

ADMINISTRATION 2,605 SF

Office Operation Manager
Office Chief of Maintenance & Office Foreman
Workstation Secretary/Clerk/Files
Workstation Other Staff
Files/Op Manuals/Parts Catalogs Storage
Office Supplies Storage

General Administration Storage
Staff Training Room

SHOP/WORK AREAS 9,740

Vehicle Repair Drive Through Bays (2 EA)	3,044
Secured Parts Storage	2,037
Secured Tool Storage	
Secured Battery Storage and Charging	93
Secured Tire Shop and Storage	471
Bench Work Areas for Shop Bays	567
Storage for Misc. Tools, Lifts and Jack Equip	178
Oil Storage and Distribution Room	640
Vehicle Washing Bay (1 EA)	1,679
Recycle Water Room	358
Washing Supplies	120
Cleaning Storage	146
Cleaning Equipment	139
Cleaning Supplies	85
Vacuum Equipment	183

HEATED BUS STORAGE

8-10 buses plus 1 service vehicle	7,000
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STAFF SUPPORT 1,145

Restrooms	825
Locker and Changing Rooms	
Showers	
Janitor's Closet and Supply Storage	55
Lunchroom/Kitchen/Break	265

BUILDING SUPPORT 2,529

Mechanical Room (Air Compressor, etc.)	1,233
Electrical/Communications Room	248
Trash Service	
Service Entrance/Area	
Circulation and Walls (7%)	1,048

TOTAL BUILDING SQUARE FOOTAGE 16,019 SF

EXTERIOR FUNCTIONAL SPACE

Trash Service Area
Staff Break Area
Building Service Area
Parking Visitor - 10 spaces
Outdoor Storage/Parking for up to 40 buses and 5 vans with bike trailers.

FENCED MAINTENANCE YARD

Employee Parking – 50 spaces
Vehicle Turning and Maneuvering Space
Covered Fuel Distribution Station w/Storage
Above Ground Fuel Storage (Propane) Tanks
Boneyard
Radio Transmission Tower

UTILITIES

Water
Waste
Power
Communications

Next Steps / Bibliography

- Achieved objectives by taking information presented in the Transportation Planning Report prepared by Tom Crikelair Associates and flushing out facility program requirements and graphically illustrating a range of alternatives. This document may serve as a tool for future discussion with other agencies, park partners, and stakeholders.
- There are many questions to answer and issues that came up in discussion but could not be resolved in the timeframe of the workshop.
- The workshop team was unable to develop Class C Cost estimates given complexity of the alternatives and time limitation of the workshop.
- A planning process with public involvement and environmental analysis in accordance with NEPA and section 106 NHPA would be the next step in the process.
- The park will participate in planning with MDOT and others to further evaluate options and locations for an intermodal facility and bus maintenance facility within the route 1A/3 corridor.

Bibliography

"GENERAL MANAGEMENT PLAN – ACADIA NATIONAL PARK" (NPS-1992)

"COMPREHENSIVE INTERPRETIVE PLAN – ACADIA NATIONAL PARK" (NPS-1999)

"ASSESSMENT OF VISITOR CENTER AND TRANSPORTATION FACILITY NEEDS – ACADIA NATIONAL PARK" (Tom Crikelair Associates-2002)

"GUIDING PRINCIPLES OF SUSTAINABLE DESIGN" ("Follow the Principles of Sustainable Design (Page 46). The principles of sustainable design will guide development at Acadia National Park." GMP – 1992)

"REGIONAL GUIDELINES FOR BUILDING PASSIVE ENERGY CONSERVING HOMES"

"LEED – GREEN BUILDING RATING SYSTEM"

"AMERICAN DISABILITIES ACT STANDARDS" ("Provide Additional Access for Disabled Persons (Page 46). Visitor and management facilities and transportation systems will be made as accessible as practicable to persons with visual, hearing, mobility, and mental impairments." GMP – 1992)

Appreciation and Workshop Participants

The team extends special appreciation to Hancock County Planning Commission (HCPC) staff member Jim Fisher for creating a series of topographic, aerial imagery, and GIS suitability maps for the 10 sites initially under consideration. Without his assistance we would not have been able to discuss the sites with other participants or develop site plans for the alternatives presented in this document.

The workshop team and participants would like to thank Friends of Acadia for providing daily refreshments during the workshop.

Thanks to Roc Caivano, Tom Crikelair and Sam Coplon for sharing their insights about Mount Desert Island, architecture and sense of place, transportation issues, and design, in general.

Workshop Participants

Name:	Office:	Role:
Andy Barton	ABarton	Denver Architect
Shirley Beccue	NPS-ANP	Interpretive Supervisor
Clare M. Bingham	Bar Harbor Chamber	Executive Director
Len Bobinchock	NPS-ANP	Acting Superintendent
Roc Caivano	Roc Caivano Architects	Local Architect
Valerie Chiasson	Citizen	Economic Development
Stephanie Clement	Friends of Acadia	Conservation Director
Sam Coplon	Coplon Associates	Landscape Architect
Tom Crikelair	TCA	Transportation Planner
Ed DeWitt	Downeast Transportation Inc.	General Manager
Jim Fisher	HCPC	Transportation Planner
Judy Hazen-Connery	NPS-ANP	Environmental Specialist
John Kelly	NPS-ANP	Park Planner
Betsie Lind	Eastern National	Regional Manager
Betty Lyle	NPS-ANP	Supv. Park Ranger
David Manski	NPS-ANP	Chief of Resource Protection
Bruce W. Mattson	MDOT -Ellsworth	Division Engineer
Ed Moery	NPS-DSC	Landscape Architect
Paul Murphy	DTI	Island Explorer Manager
Tracy Perez	MDOT	Policy Specialist
Patricia Sacks	NPS-DSC	Landscape Architect
Patrick Shea	NPS-DSC	Workshop Facilitator/LA
Deb Wade	NPS-ANP	Chief Interpreter
Jim Vekasi	NPS-ANP	Chief of Maintenance
Geoffrey Yost	NPS-DSC	Architect

Appendix 1 : Program Elements based on Crikelair Reports

Appendix 1

ACADIA NATIONAL PARK ACADIA VISITOR CENTER PROJECT FUNCTIONAL PROGRAM

VISITOR SERVICES

Acadia Visitor Center should be Park Entrance Icon
Hulls Cove VC & Thompson Island Information center replaced
Annual visitation to the park is 3M visitors
VC visitation is 8,000/Day and 1200/Hour Peak

VISITOR CENTER PARKING

Short Term Parking (One to Two Hours) = 240 Cars
Directions Parking (30 Minutes) = 120 Cars
Staff Parking = 15-25 Cars
Shuttle Bus Service Loading Area w/Shelters = 2-4 Buses
Motor Coach Parking = ?
Motor Coach Loading Area w/Shelters = 2 TourBuses
Day Use Parking = 200 Cars

CIRCULATION (22%).....9,380 SF

Vestibule
Elevator/Stairs
Corridors.....7,380
Lobby2,000

VISITOR COMFORT AND CONVENIENCE

(ZION-2400SF-30F).....2,580

Restrooms.....400
Janitor's Closet and Supply Storage (Included in RR)
First Aid Room.....100
Lost and Found80
Drinking Fountain (Lobby)
Public Phones (Lobby)
Vending Area (Outside)

INFORMATION.....960

Ranger/Contact Information Desk (2 staff).....100
Support office needed or built-in work station?.....100
Bulk brochure storage100
Publication/Storage and Restock area.....100
Park Entry Permit Sales Desk (2 staff).....100
Bulk permit storage.....20
Support office for counting money w/safe.....100
Radio Broadcast and Recording Center/Room.....100
Regional/Local Tourism Desk/Area100
Trip Planning Area.....100
Concessions Information Display.....50

ORIENTATION.....406

Park Relief Model.....256
Directional Map Display.....30
Interactive Computer Display (2-4 terminals).....120

INTERPRETATION.....12,690

Exhibits (Permanent).....3,500
Cultural
Natural Resource
Activities (NPS or Concessioner)
Friends of Acadia (FOA)
Exhibits (Temporary and/or Rotating)
Art or museum objects
Temporary storage area
Audio/visual Program (300x12 SF/Vis=3600 SF EA).....7,200
2 Theaters, Light/Sound Traps, 300 seats each
Projection Booth (Included in Theater SF)
Storage Room (tables, chairs, podium, etc.).....100
Observation Area (Views of Resource)(See Lobby)
Interactive Programs (Ranger Amphitheater Talks)
Interior (60x12=720SF).....720
Exterior (60x12=720SF) (See Exterior)
Office Interpretation Staff (Number?)Work Area & Stg.....500
Office Interpretation Staff Supervisor.....120
Receptionist, Visitor Waiting, Clerk Work Area.....200
Copy/Fax/Mail Area.....150
File and Records Storage Area.....120
Office Supply Area.....80

EDUCATION.....12,980

Sales Area (Eastern National)(Zion=2800SF).....2,800
Bulk Storage.....700
Restock Area.....100
Office Eastern National Manager.....120
Office for Sales Staff (5-6 on Duty, 10 Total).....200
Seminar/Training Rooms (300@20SF/EA)
Total of 300 people divisible into 150EA and 75EA..... 6,000
Kitchen (Limited Use).....120
A/V storage room.....120
Chair storage room.....100
Multi-purpose/Class Room (15-60 Students)(60@20SF/EA).....1,200
Children's Learning/Storytelling Area (See Interp)
Office Program Coordinator.....120
Office Lead Ed Tech.....80

Office 5 Seasonal Staff.....200
Program Workspace.....200
Program Material Storage.....100
Library/Computer Room (Children's).....200
Park Library.....400
Educator's Library.....200

STAFF FACILITIES.....1,120

Restrooms (15-20 Park & 5-6 East Nat. Staff)(2F/EA).....320
Locker & Changing Room.....300
Showers.....50
Janitor's Closet and Supply Storage.....100
Lunchroom/Kitchen/Break.....150
Conference Room200

BUILDING SUPPORT.....5,814

Mechanical Room (1400SF Attic Use).....800
Electrical/Communications Room.....120
Trash Service.....100
Grounds/Building Workshop/Maintenance Area.....200
Service Entrance Area/Loading Dock.....200
Walls (8%).....3,274

TOTAL BUILDING SQUARE FOOTAGE 44,800 Square Feet

EXTERIOR FUNCTIONAL SPACE

Outdoor Interpretive Plaza
Visitor Picnic Area
Visitor Pet Rest Area
Staff Break Area
Screened/Fenced Building Service Area
Service Area Access Road
Visitor Center Access Road
Deceleration/Acceleration/Turn Lanes
Gated Site?
Entrance Sign w/Roadside Parking
Amphitheater for Interpretive Programs

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Denver Service Center

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