

Meeting called to order at 6:05 p.m.

Board Members Present: Tom Emerson, Karen Kalmar, Susan Tuveson, Mark Alesse, Deborah Driscoll Davis, Ann Grinnell

Members absent: Bob Melanson

Staff: Chris DiMatteo, Interim Planner

Pledge of Allegiance

PUBLIC INFORMATIONAL MEETING {Town Council and Planning Board presiding jointly}

ITEM 1 – Sarah Mildred Long Bridge Action: Hold a public meeting, review and comment.

Maine Department of Transportation representatives will describe the latest plan for the bridge design and associated site improvements in Kittery.

A presentation (attached) by MDOT official Jeff Folsom, followed by public discussion:

In summary:

- There will be no pedestrian sidewalk on the new bridge, due to addition costs to increase the width; a 5-foot bike lane on each side of the vehicle lanes is included in the design.
- Schedule: Construction start in Fall 2014; existing bridge will be closed for a 6 month period prior to opening of new bridge in 2017; new bridge open to traffic in August, 2017; project completion in 2019.
- Landscape plan: worked with Planner and DPW Director; low maintenance plantings and lawn; street trees; river overlook with parking; Welcome to Kittery sign at intersection.
- Ms. Davis: What is the anticipated traffic numbers when the bridge is complete; will there be fishing access; what about the trestle north of the bypass; is there an overlook on the bridge; will black signals and railings be used on the bridge?
- Mr. Folsom: Traffic count is estimated at 20,000 trips per day; the trestle is privately owned, but MDOT has inspected and will monitor for safety; access for river fishing and parking will remain; no scenic outlook on the bridge, as there's not pedestrian access; black hardware traffic signals will match existing in town, but black railings do not hold up and require maintenance.
- Steve Workman: Aesthetic LED lighting was always included in the bridge proposal; will MDOT or the town pay for lighting costs? Is stakeholder group done? MDOT could continue to use the stakeholders group to work out the fine details remaining.
- Jeff Folsom, MDOT: There is an allowance for LED light installation for sheaves [top of bridge towers]; lighting for glass openings in towers to be determined. MDOT can work with town regarding lighting costs. The design is done, and it was always made clear that light installation was as the budget allowed. We will do as much of the lighting as we can. We are still interested in working with the group to finalize the details.

Discussion followed regarding the width of bike lanes and markings off the bridge and tying in with the by-pass bike lanes, crosswalk location and identification, etc. MDOT will confirm width of lanes off the bridge, and provide a detail plan of the intersection illustrating travel markings, signage, crosswalks, bike areas, lighting, etc., and coordinate communications with Interim Planner DiMatteo.

Regular Board Meeting:

Minutes: September 11, 2014

Ms. Tuveson moved to accept the minutes of September 11, 2014 as corrected

Ms. Kalmar seconded

Motion carried unanimously by all members present

PUBLIC COMMENT - No public comment

OLD BUSINESS

ITEM 2 – Town Code Amendment - Title 16.8.10.2.C Signs – General Requirements. Action: review amendment and schedule a public hearing. Proposed amendment re-defines Light-emitting diode (LED) lighting.

Ms. Tuveson moved to schedule amendment [dated 9/25/14] for a public hearing

Ms. Grinnell seconded

Discussion regarding whether to retain language including time/temperature/date signs at this time. It was agreed to address the moving message and changeable message boards and LED use at a later time.

Motion carried unanimously by all members present

The public hearing will be held at the October 23, 2014 Board meeting.

ITEM 3 – Town Code Amendment – Title 16.8.7 Sewer System and Septic Disposal, 16.9.1.4 Soil Suitability, 16.8.16 Lots and 16.2.1 Definitions. Action: review and discuss in advance of 10/6 joint workshop with Town Council. Amendments to the Town Code to address soil suitability as it pertains to septic disposal systems and other development standards. Amendments also address regulations for sewer, subsurface wastewater disposal systems and holding tanks, and changes in form, format and language to address clarity.

[Board members were asked by Council to prepare a 'Pro/Con' list regarding the proposed amendment.]

Mr. Emerson began the discussion outlining his concerns regarding the proposed amendment, primarily the potential for legal challenges, lack of scientific/statistical evidence that there is a problem with septic systems, that implementation will create sprawl because cluster development provisions for open space need not be followed through a phasing, 5-year process, and there is no other amendment proposed in conjunction to address the Comp Plan for directing development to other areas of Town. Has this been legally tested? Does not disagree with the goals, but does disagree with the methodology.

Ms. Kalmar: The intent is not to stop development, but to slow and direct development to areas of town with sewer services, per the Comp Plan, and limit the intensive placement of septic systems and potential poisoning of the groundwater. This proposal is not the final answer, but would help slow things down so the Board can have the time to study and develop a more encompassing solution.

Mr. DiMatteo: This debate shows the amendment needs to be vetted. MMA supports the goal of addressing growth in the rural areas, but this amendment may not be defensible, and does not address other methods or areas of development. There are other issues the Board has been working on that need to be addressed and finalized as well.

Mr. Emerson: Advised the Board there are some members of the community who feel there are members of the Board who have a pre-determined opinion regarding growth control in specific areas of town. Discussion followed regarding cluster design, modifications, and open space, and alternative processes for addressing growth.

Board members agreed to forward the amendment to Council for further discussion and public input, and if needed, for investment in a legal opinion. The amendment and the pro/con lists will be provided to the Council.

Ms. Kalmar moved to amend the draft to read *Subsurface wastewater disposal is not permitted in a residential subdivision with 5 or more lots or dwelling units.*

Ms. Tuveson seconded

Mr. DiMatteo: The definition of a minor subdivision is not more than 4 lots/units; a major is 5 or more.

Ms. Kalmar: The original amendment language limiting development to a maximum of 3 lots/units was intended to address the town's growth pattern of 20 lots/units per year.

Discussion followed regarding the wisdom or need of changing the amendment after the Council has already considered and discussed the prior language.

Motion failed: 2 in favor (Tuveson/Grinnell); 4 opposed (Emerson/Kalmar/Alesse/Davis); 0 abstentions

ITEM 4 – Board Member Items / Discussion

- A. Action List: Board members to individually prioritize list for October 23 meeting.
- B. Town Council & Planning Board Joint Workshop – October 6 at 6p.m. – Town Code Amendments
- C. Route 1 – BP District Quality Improvement Plan TPB Advisory Committee
 - Ms. Davis: Suggested "Newbridge Road" as new name.
 - Mr. DiMatteo will confirm status of Advisory Committee work.
- D. Quality Improvement Overlay Zone (Kittery Crossing and Coastal Route 1 Malls)
- E. Kittery Foreside Committee per Title 16: Board discussion regarding need; will confirm whether Council intends to re-establish Committee. If not, remove reference from Code.
- F. Committee Updates -
 - Ms. Driscoll: Comp Plan update must be done within 12 years. Time has expired and the plan must now address 2015-2025. This will work well as the census update is done every 10 years and the information is not now available. Committee will be looking for resources to conduct re-write. Next meeting will be mid-November.
 - Ms. Grinnell:
 - Reminder that Board representation to committees and election of officers needs to be scheduled at the December Board meeting.
 - Wood Island Life Saving Station Association applied for a \$200K grant with a match, as co-applicants. This is pending.
 - Mr. DiMatteo: An RFP for a QEP through the DEP and EPA for the Brownfield grant has been developed, with a selection expected in November.
 - Mr. Emerson: Summarized information needed from MDOT regarding the new bridge, specifically, signage, bike marking, crosswalk, signals, lighting, and landscape plans.
 - Ms. Kalmar: Meeting with Town Manager, re: Town Planner position. Mr. DiMatteo met with the Town Manager who indicated this could be accomplished in a workshop, with appropriate notice.
 - Ms. Davis: Need to have a signage workshop and address the outdoor seating amendment. Both items were scheduled for the October 23, 2014 Board meeting. Discussion followed regarding BoA review of application for signage in the shoreland zone.

ITEM 5 – Town Planner Items:

- A. Memorial Circle Improvement Plan. There is a shortfall of \$250,000. Town will question MDOT if the budget can be increased.
- B. Kittery Foreside Committee. Previously discussed. This is a Council decision.

- C. KACTS Grant for Route One By-Pass locale. A \$20,000 grant (with a 5% match) has been received. Covers area from the Sarah Long Bridge to Memorial Circle. Focus will be on traffic movement and bicycle and pedestrian use.
- D. Public Works Town related projects. Commissioner Albert has been contacted regarding DPW project updates to the Board.
 - Ms. Grinnell: The median strips north of Haley Road need attention (trees and grass trimming). Must determine whether this is a DPW or MDOT responsibility.
- E. Other.

ADJOURNMENT - (by 10:00 PM unless extended by motion)

Ms. Tuveson moved to adjourn
Ms. Grimell seconded
Motion carried

The Kittery Planning Board meeting of September 25, 2014 adjourned at 9:15 p.m.
Submitted by Jan Fisk, Recorder, September 26, 2014



MaineDOT



in cooperation with the

State of
New Hampshire



U.S. Department of Transportation
Federal Highway
Administration

The Regional River Crossing

Linking Kittery, Maine & Portsmouth, New Hampshire

Planning Board Meeting
Kittery, Maine

September 25, 2014

Jeff Folsom, Project Manager

Design Team

Bridge Design

FIGG | Hardesty & Hanover
Joint Venture

Roadway Design

SEBAGO
TECHNICS

Geotechnical, Hydraulics





SARAH MILDRED LONG
BRIDGE REPLACEMENT PROJECT

Site Plan - Looking Southeast

Memorial Bridge

Existing Sarah Mildred Long Bridge

Portsmouth, New Hampshire

Piscataqua River

Kittery, Maine

I-95 Bridge





SARAH MILDRED LONG
BRIDGE REPLACEMENT PROJECT

Current Alignment



Market Street

Newington
Branch RR Line

Albacore Park

Port of New
Hampshire

Mendum Avenue

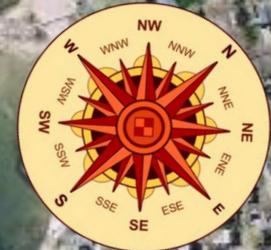
Bridge Street

Oak Terrace

Kittery, Maine

Piscataqua River

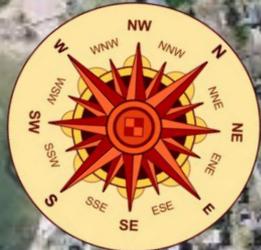
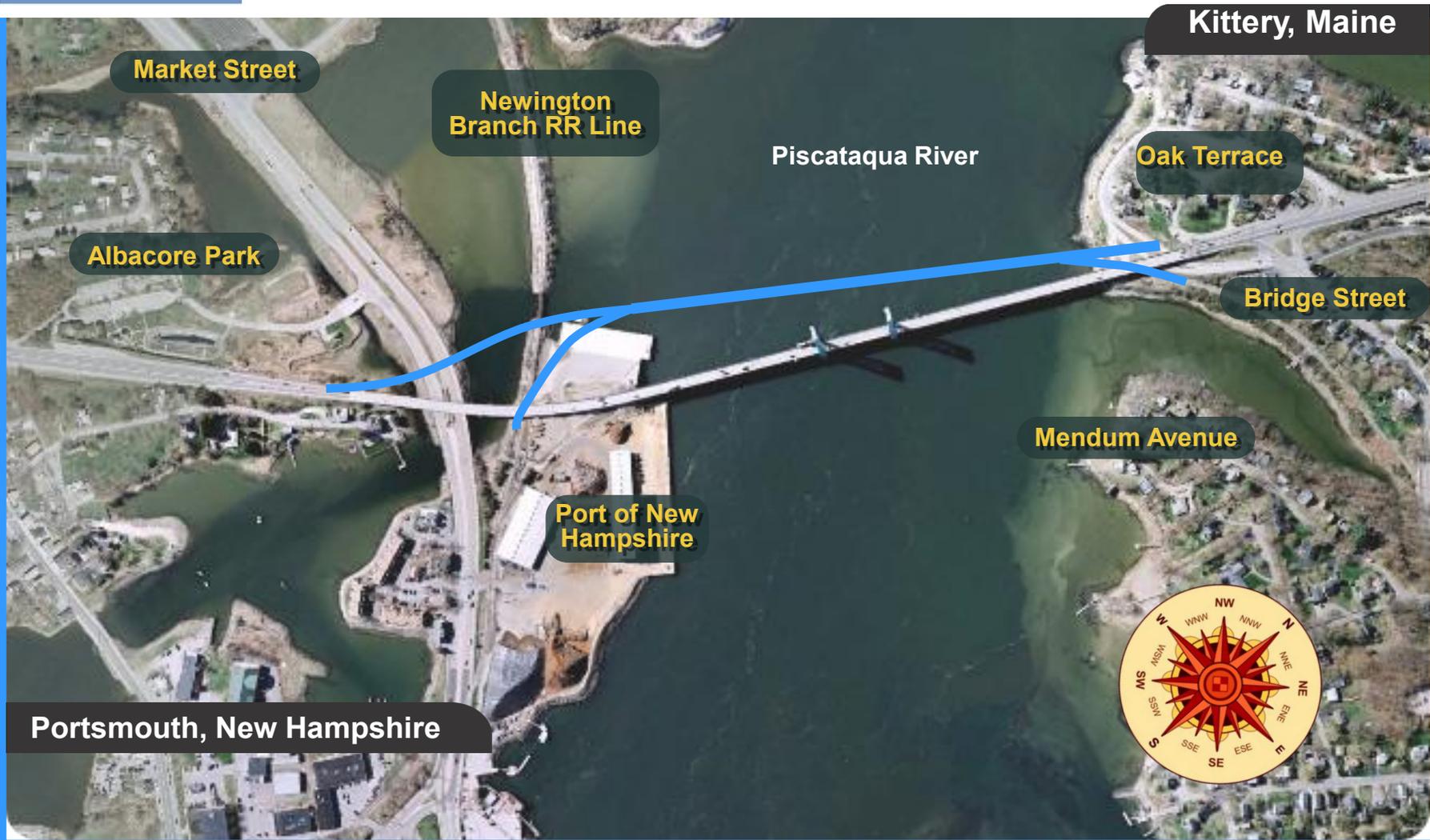
Portsmouth, New Hampshire





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BRIDGE REPLACEMENT PROJECT

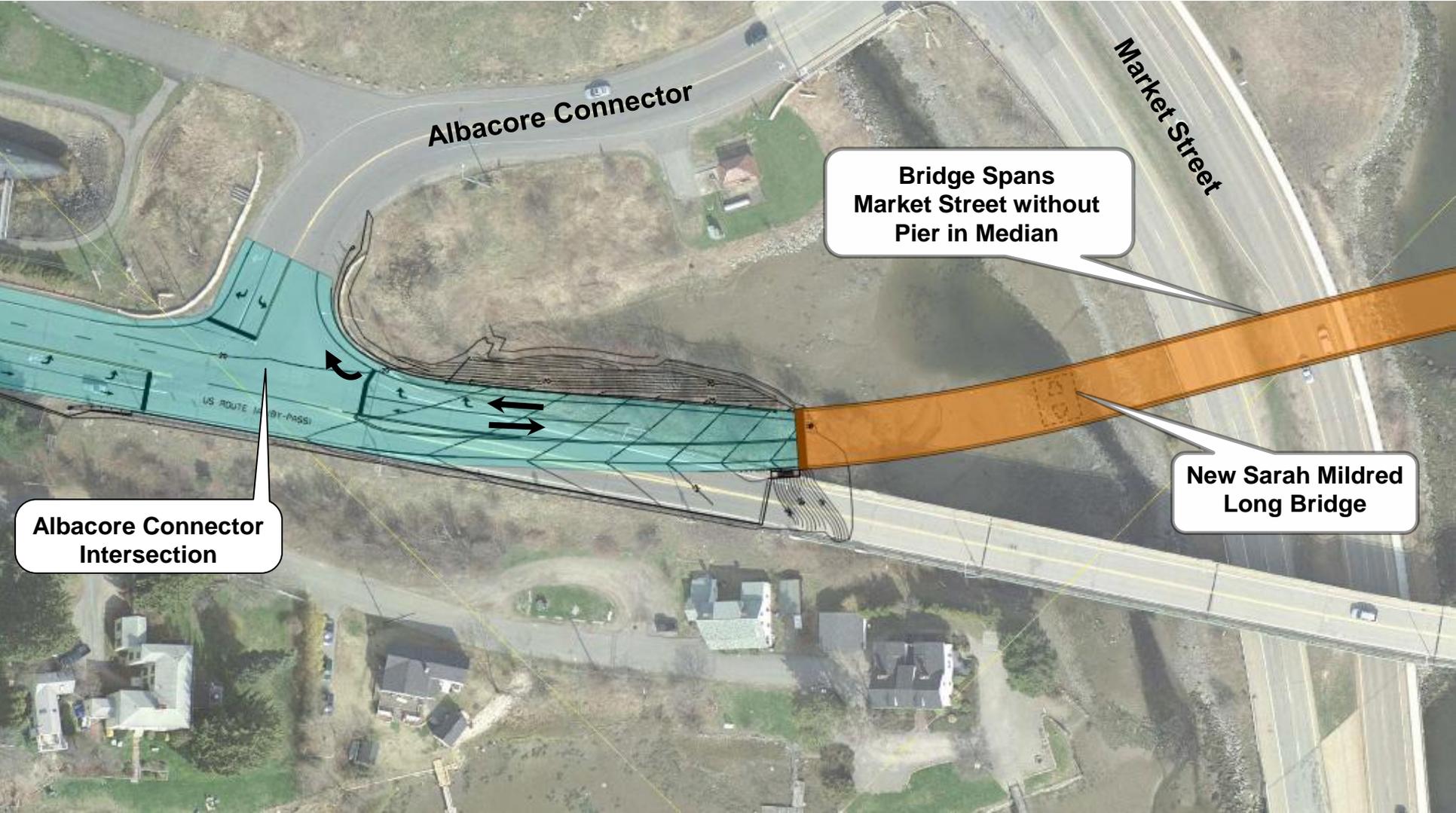
Selected Alignment





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Portsmouth Connection



Albacore Connector

Market Street

Bridge Spans
Market Street without
Pier in Median

Albacore Connector
Intersection

New Sarah Mildred
Long Bridge



View of Existing Bridge Over Market Street



Rendering of New Bridge Spanning Over Market Street

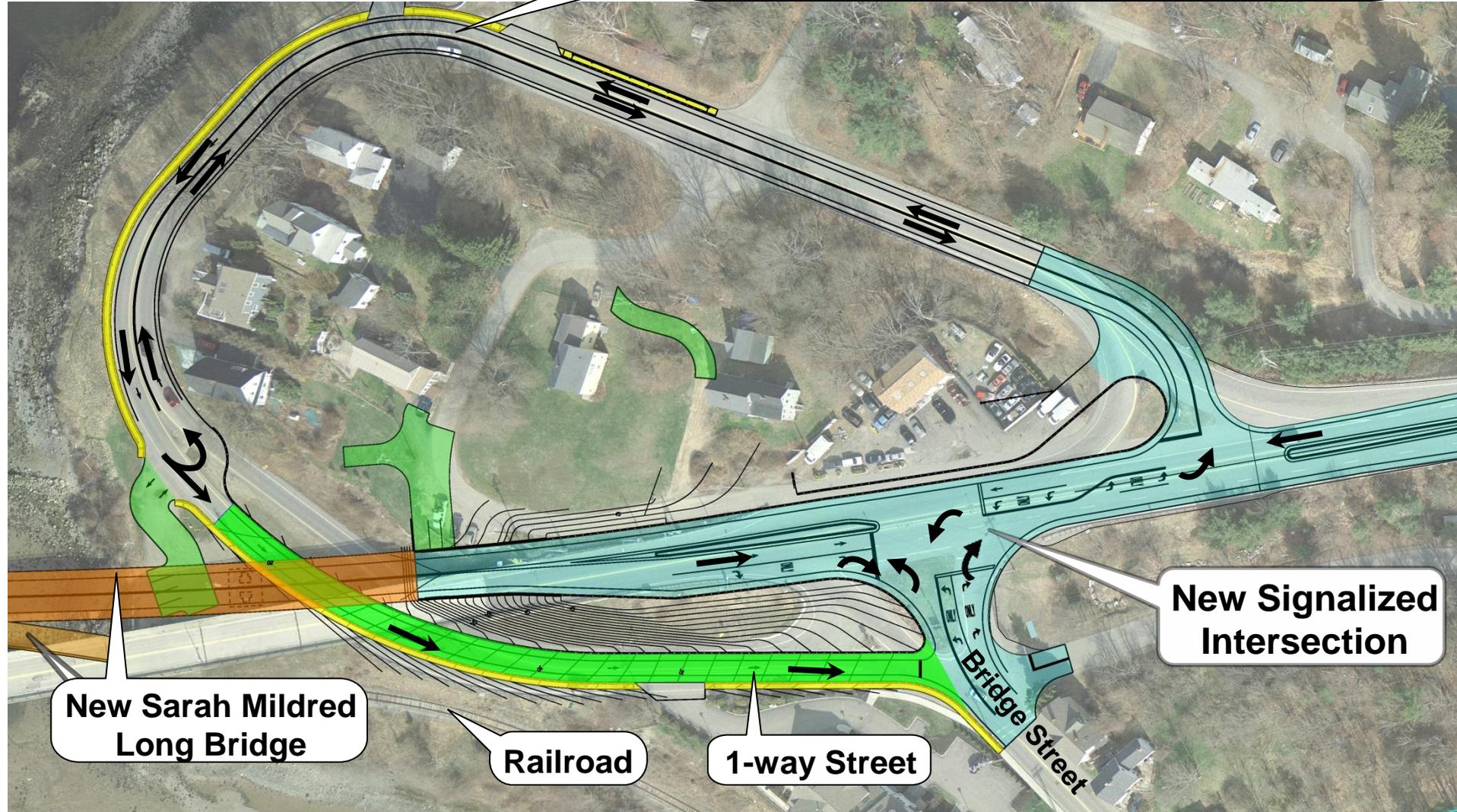
Kittery Connection –

Signalized Intersection and 1-Way Oak Terrace



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BRIDGE REPLACEMENT PROJECT

Improved Pedestrian Connection
with Sidewalks for Oak Terrace Community



New Sarah Mildred
Long Bridge

Railroad

1-way Street

New Signalized
Intersection



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BRIDGE REPLACEMENT PROJECT

Kittery Connection – Signalized Intersection and 1-Way Oak Terrace

BENEFITS of Proposed Design

Retains same Primary Traffic Movements.

Maintains Important Emergency Vehicle Access.

No Bridge Street Dead End.

Least Utility Relocation Impacts.

Maintain Park Setting under Bridge.

Improved Safety for Pedestrian Access from Oak Terrace to Downtown Kittery.

Addresses All Adjacent Property Owner Considerations.

Less Through-Traffic, Improves quite Neighborhood setting.

Minimal Retaining Walls.

Best Overall Costs.

Navigation Span Existing Clearance



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BRIDGE REPLACEMENT PROJECT

25
Deg.

175'
Horizontal
Clearance

Horizontal clearance is the clear and **unobstructed** navigational portion of the Piscataqua River that provides safe passage

Horizontal clearance is measured perpendicular to the channel



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BRIDGE REPLACEMENT PROJECT

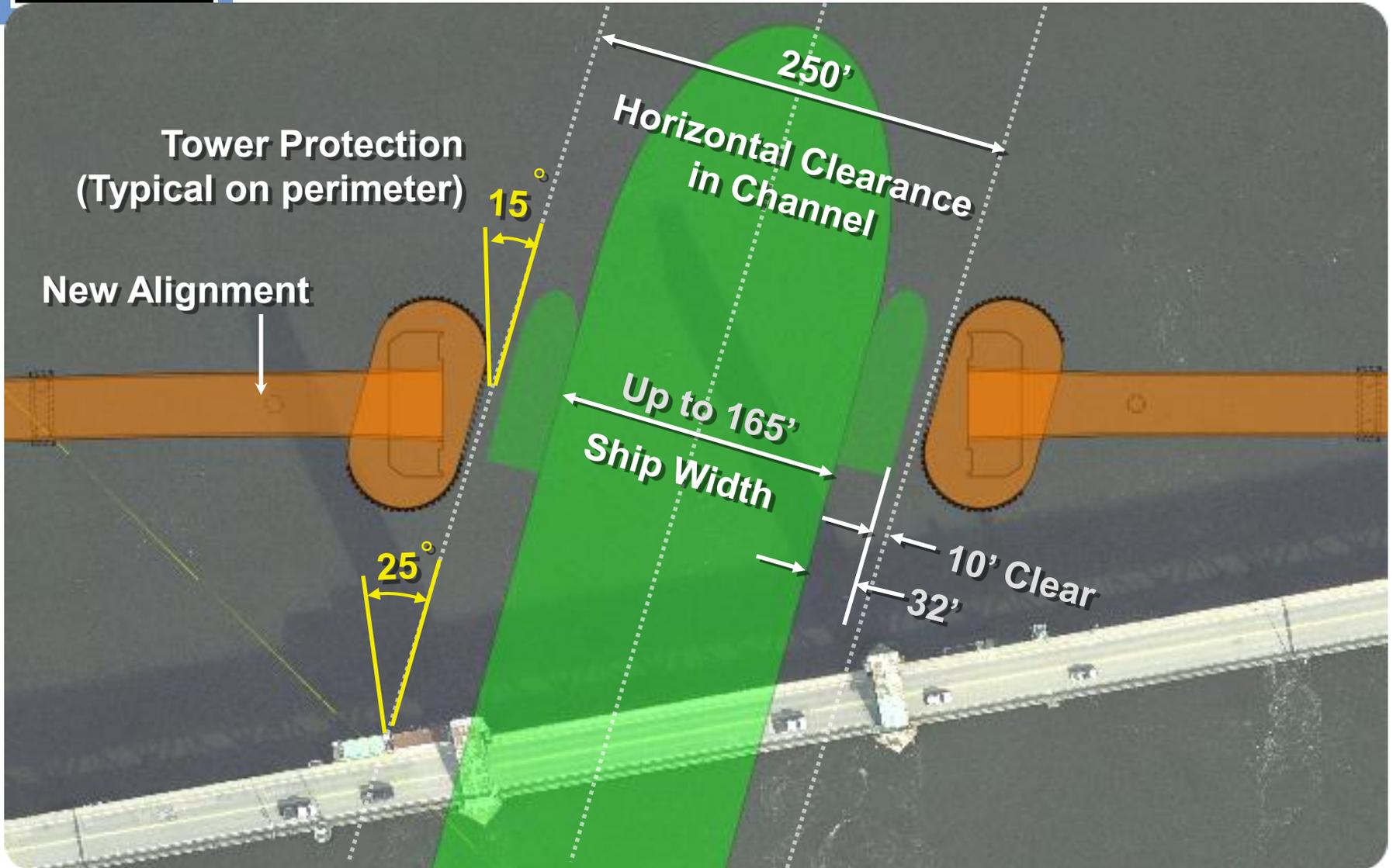
Key Project Challenges





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BRIDGE REPLACEMENT PROJECT

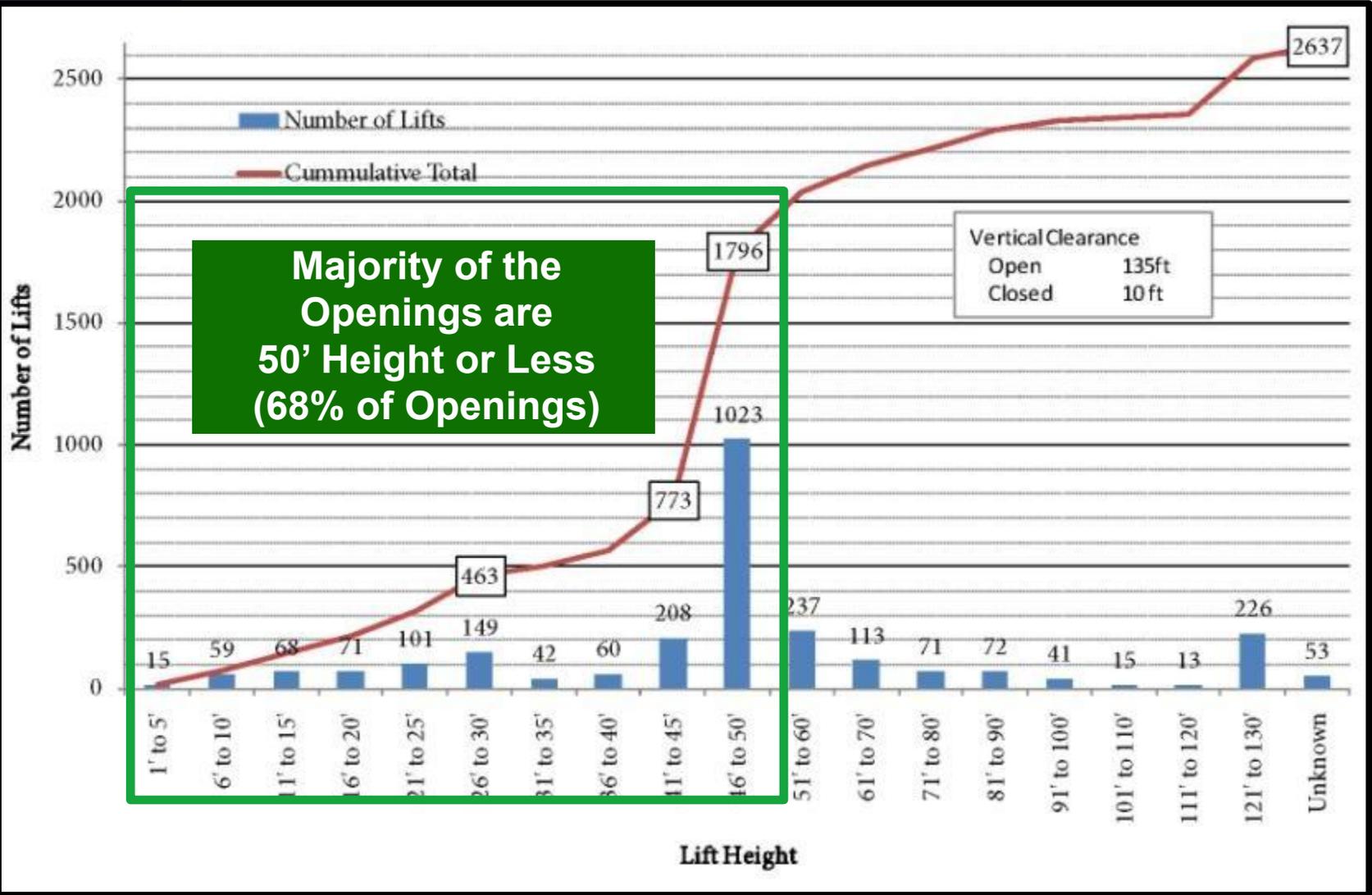
New Bridge Proposed Clearance





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Reduce Number of Bridge Openings

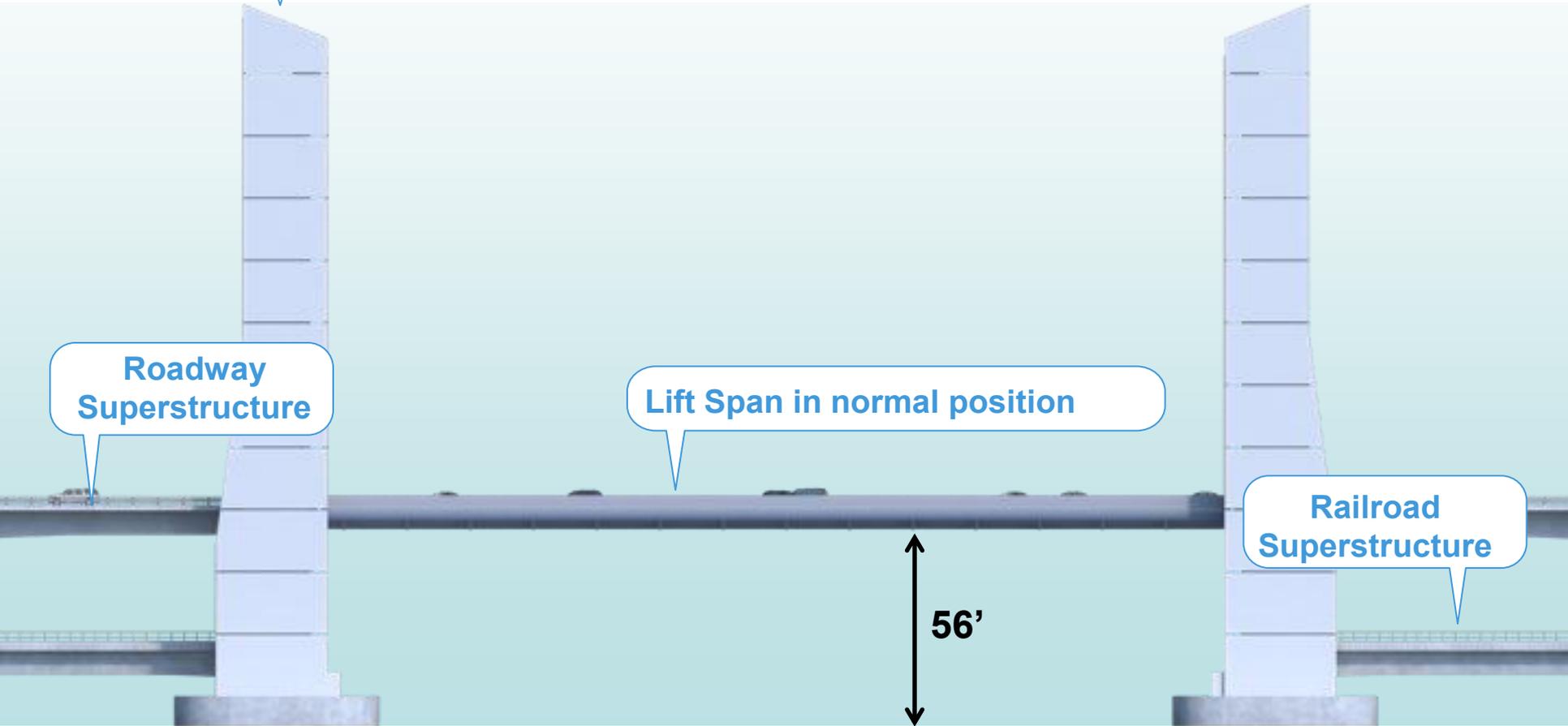


Proposed Typical Clearances



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BRIDGE REPLACEMENT PROJECT

Generic Lift Tower Shape



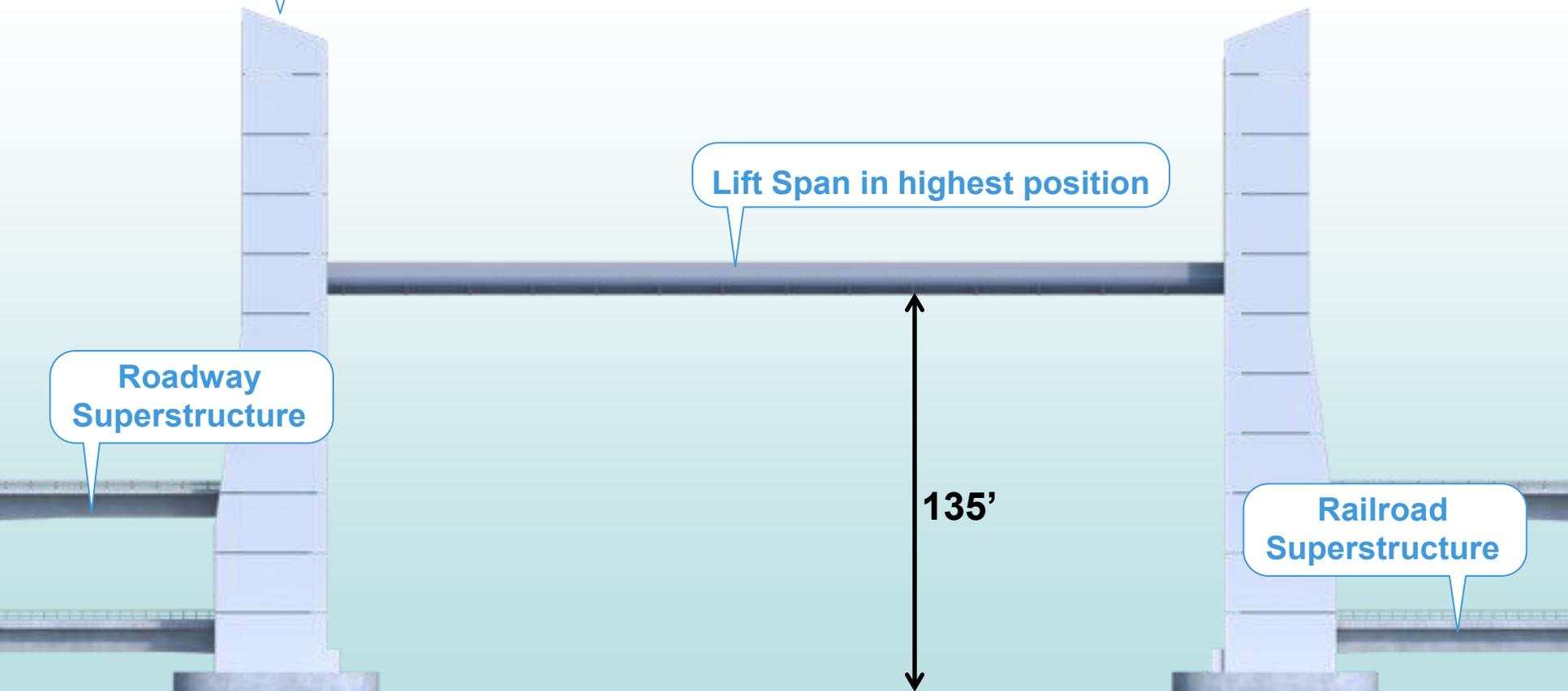
Lift Span in typical configuration



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Proposed Typical Clearances

Generic Lift Tower Shape



Roadway
Superstructure

Lift Span in highest position

135'

Railroad
Superstructure

Lift Span in highest configuration
for tall vessels to pass under



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BRIDGE REPLACEMENT PROJECT

Proposed Typical Clearances

Generic Lift Tower Shape

Roadway
Superstructure

Lift Span in railroad position

Railroad
Superstructure

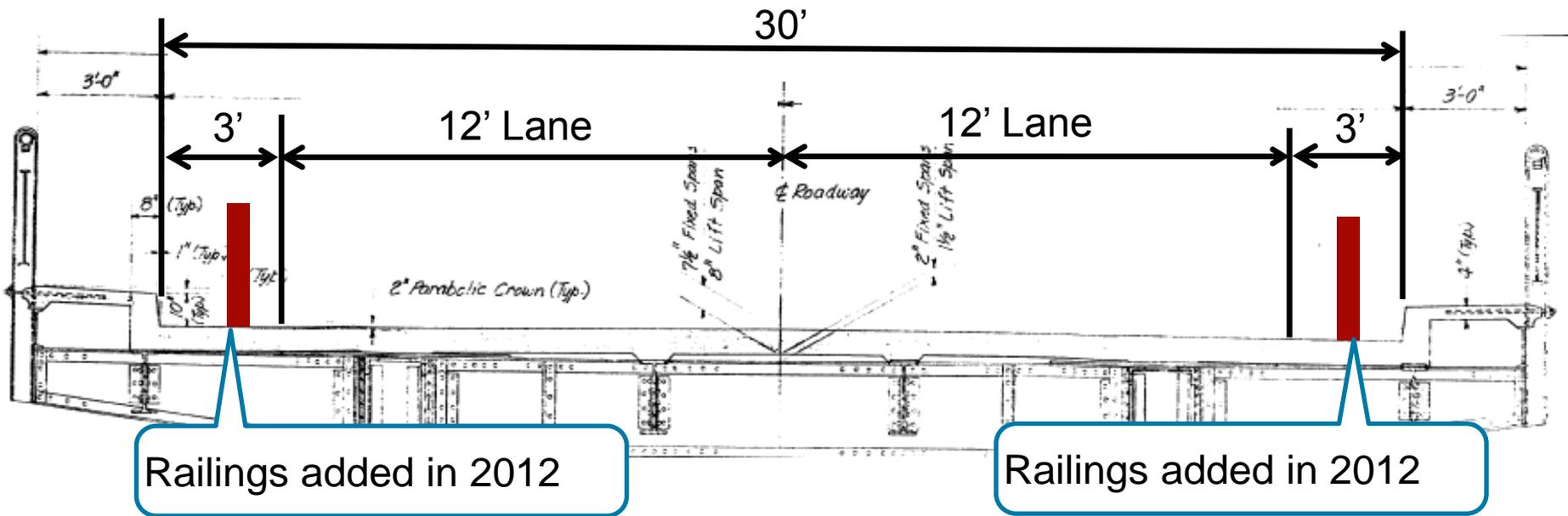
↑ 16'

Lift Span lowered
to railroad crossing configuration



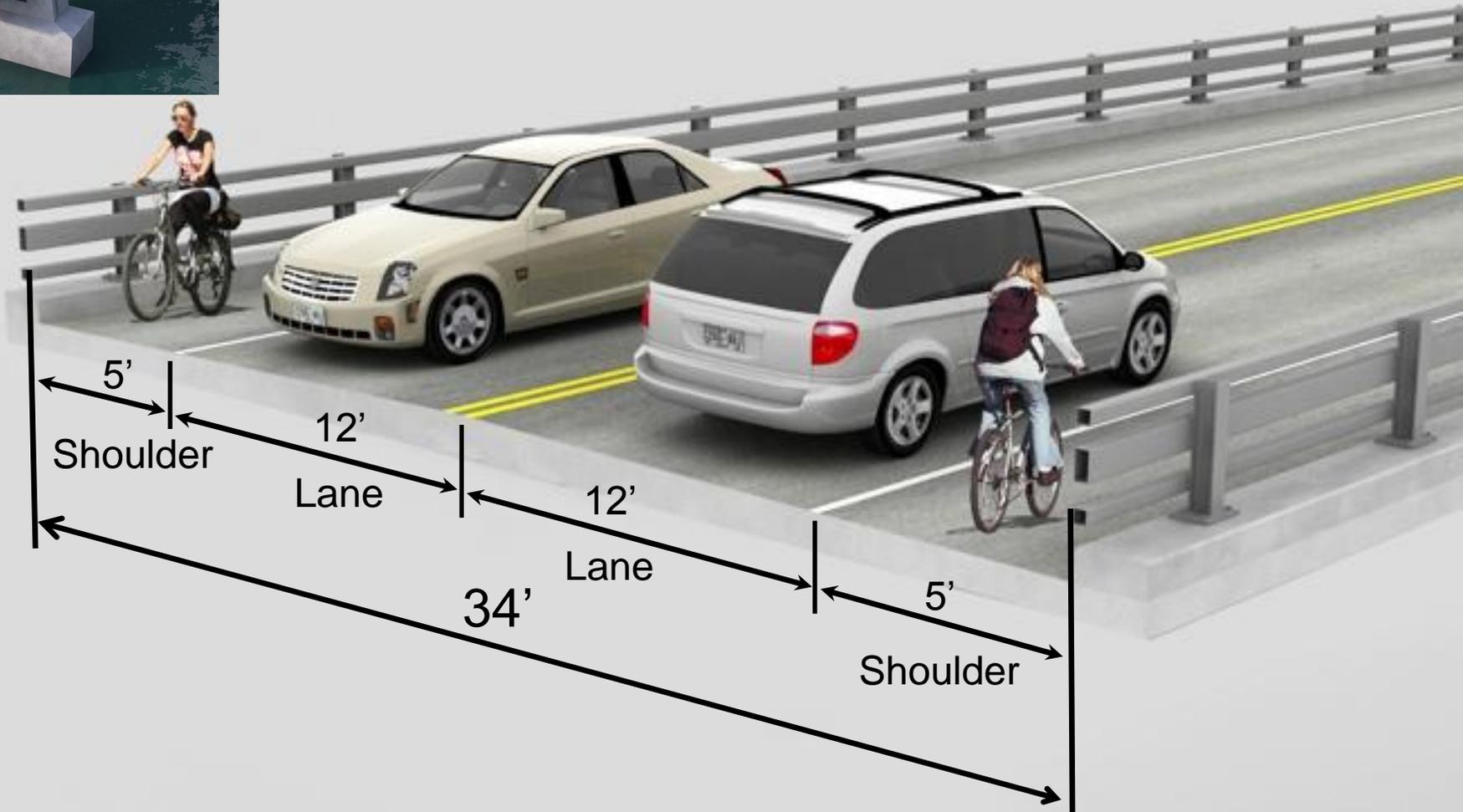
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Existing Cross-Section



Proposed Cross-Section

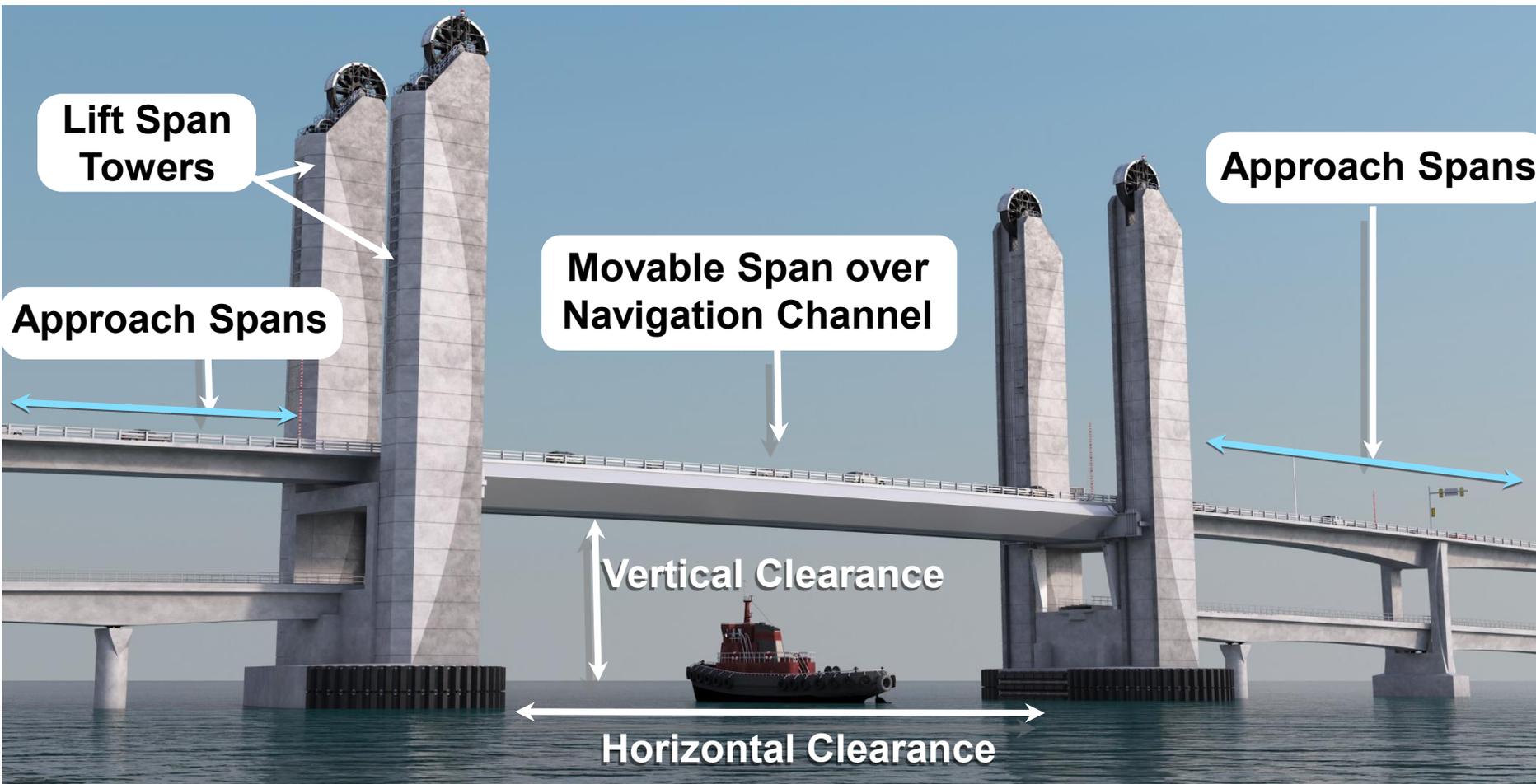
Vehicle traffic is on bridge above the train





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Bridge Configuration

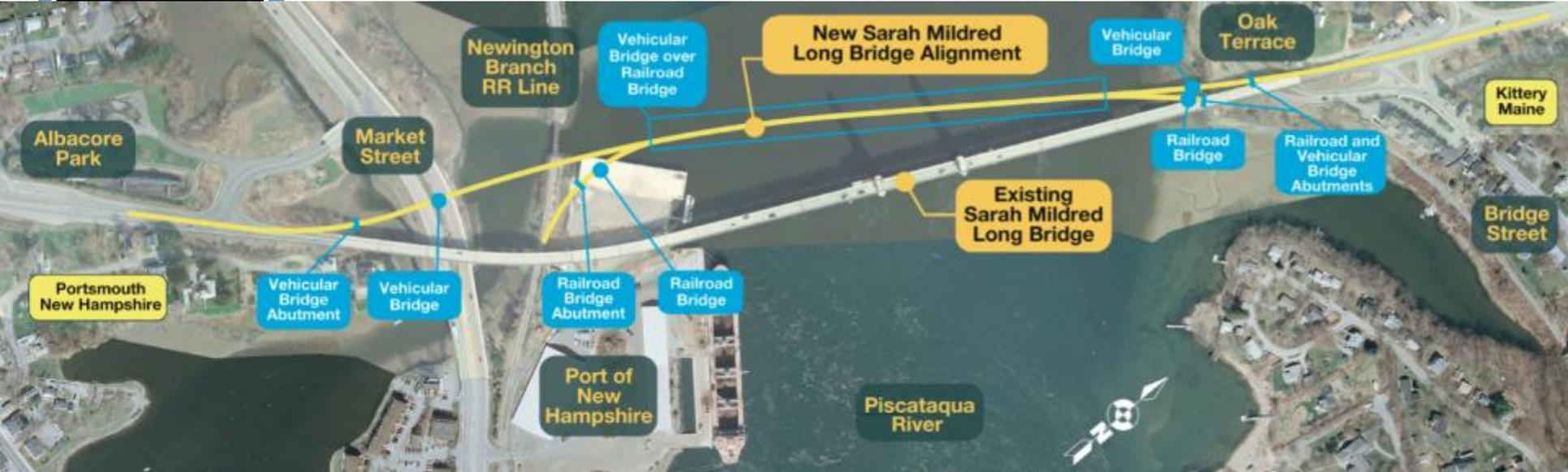


Schematic Illustration



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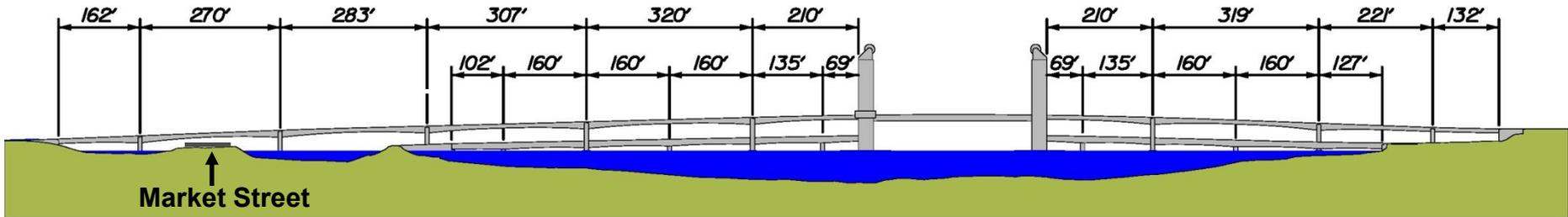
Proposed Span Arrangement



Portsmouth

Proposed Bridge

Kittery



2,432' Vehicular Approach Bridge

1,435' Railroad Approach Bridge Underneath

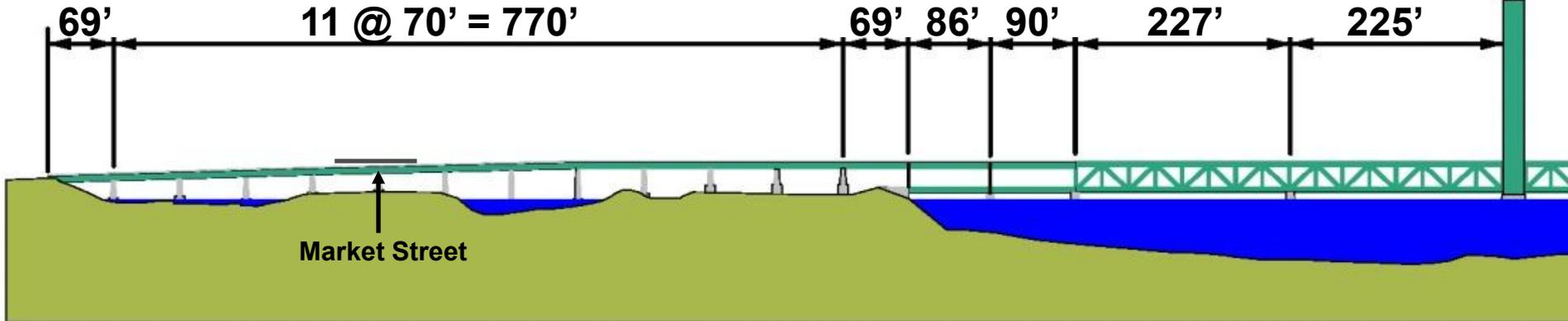
300' Movable Span



Portsmouth Side - Span Arrangement Comparison

Existing Bridge

16 Total Piers

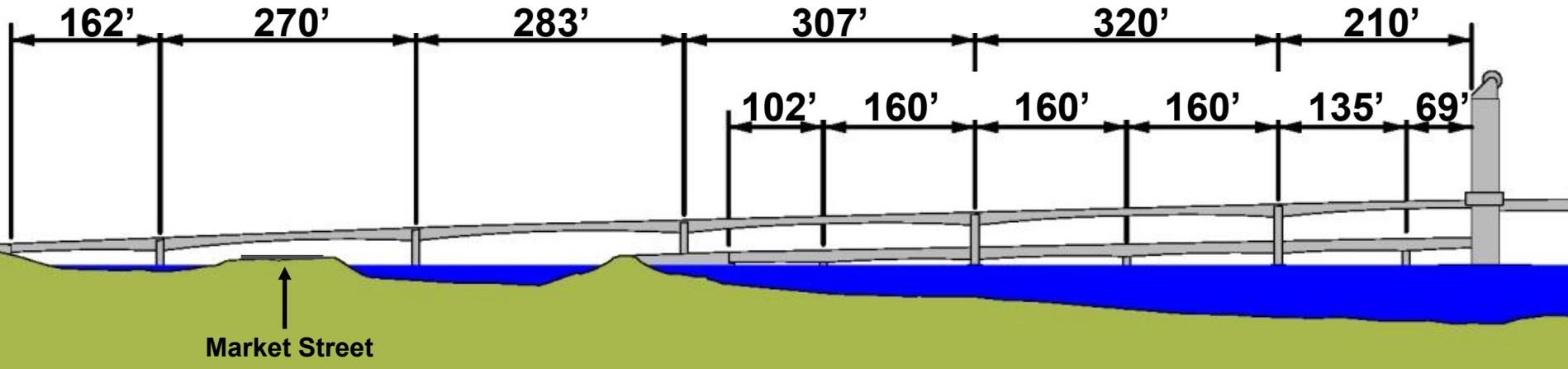


Proposed Bridge – has 8 fewer Piers

5 Vehicular Piers

3 Railroad Piers

8 Total Piers



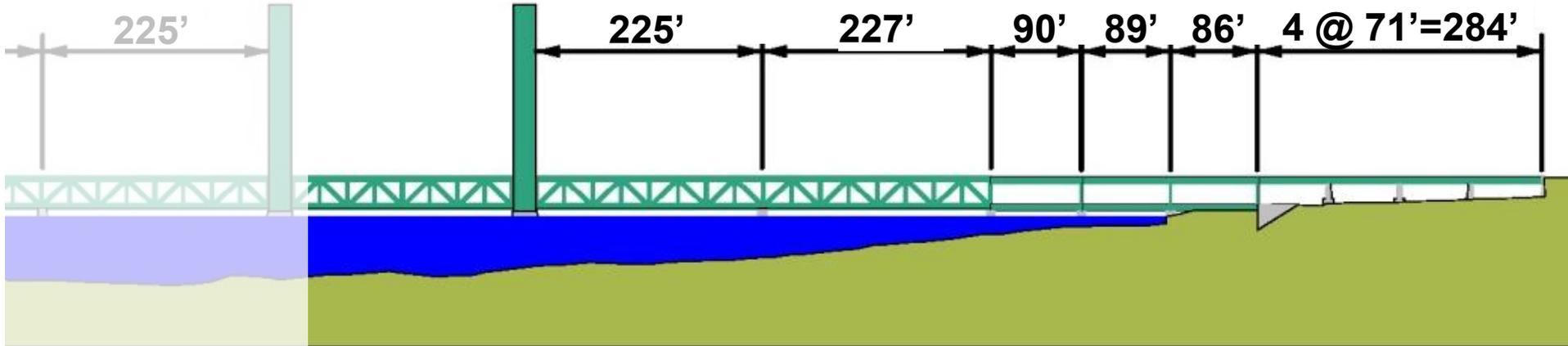
Kittery Side - Span Arrangement Comparison



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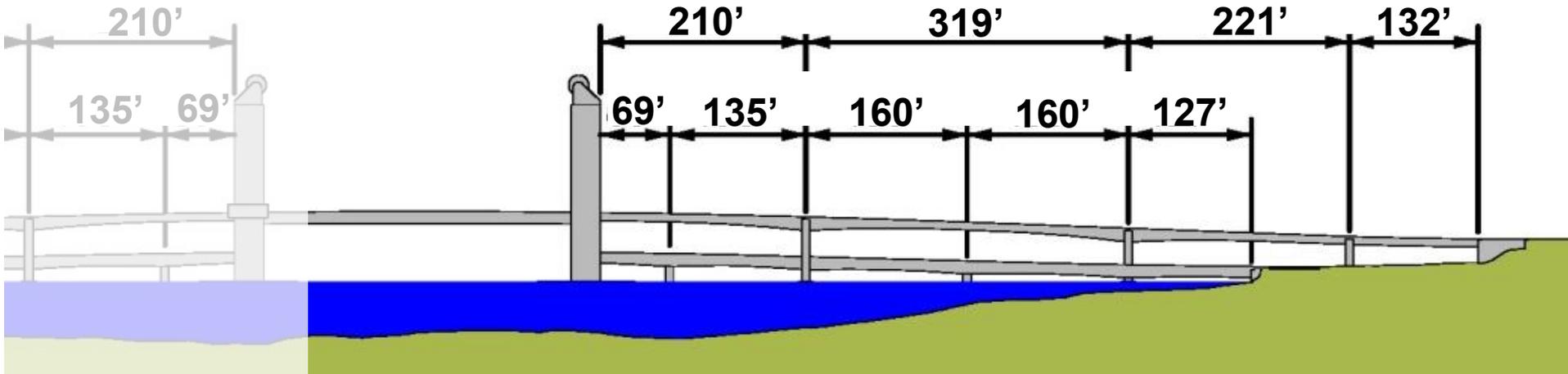
Existing Bridge

8 Total Piers



Proposed Bridge – has 3 fewer Piers

3 Vehicular Piers
2 Railroad Piers
5 Total Piers



Approach Bridge Superstructure Type

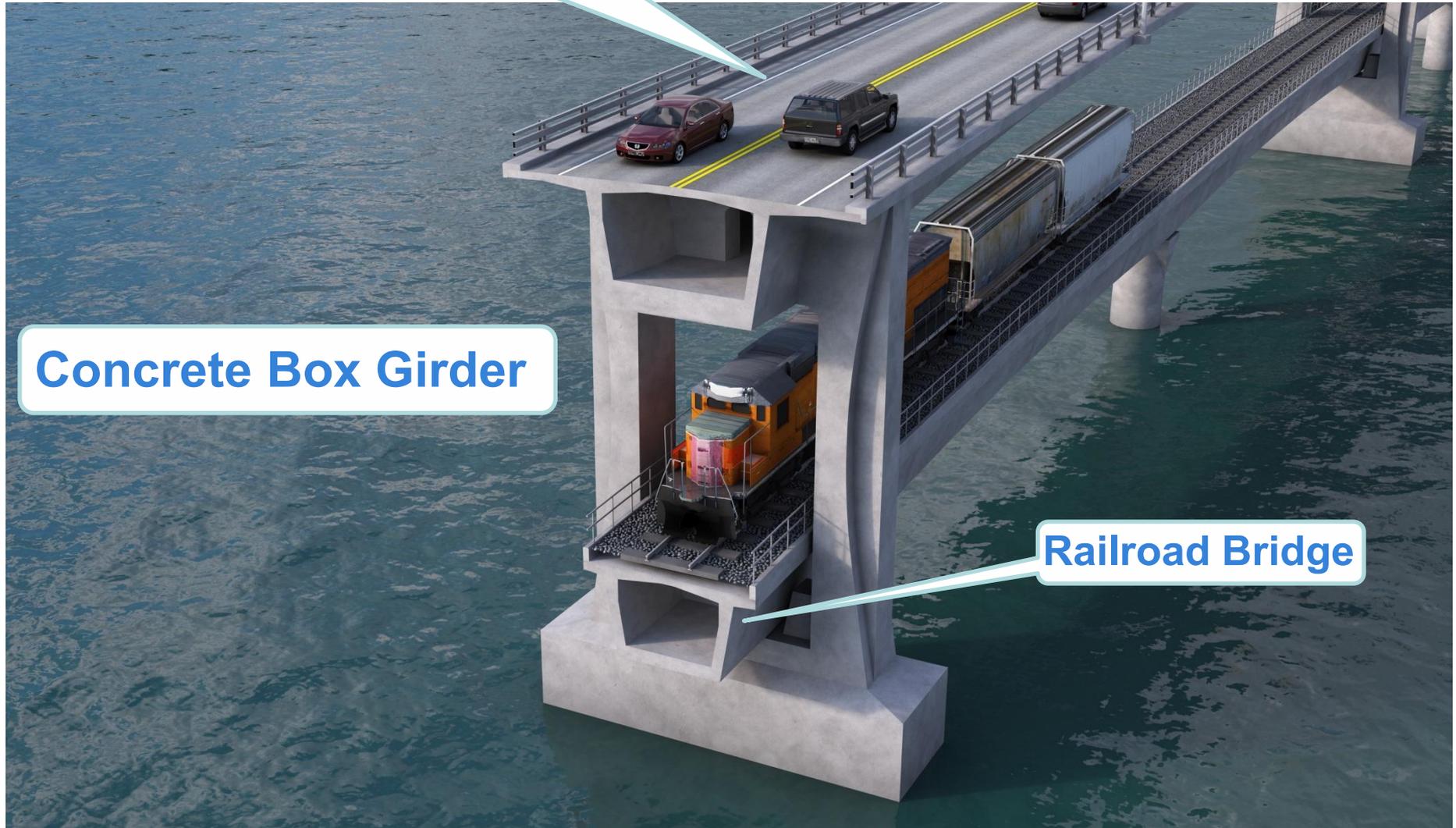


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Vehicular Bridge

Concrete Box Girder

Railroad Bridge

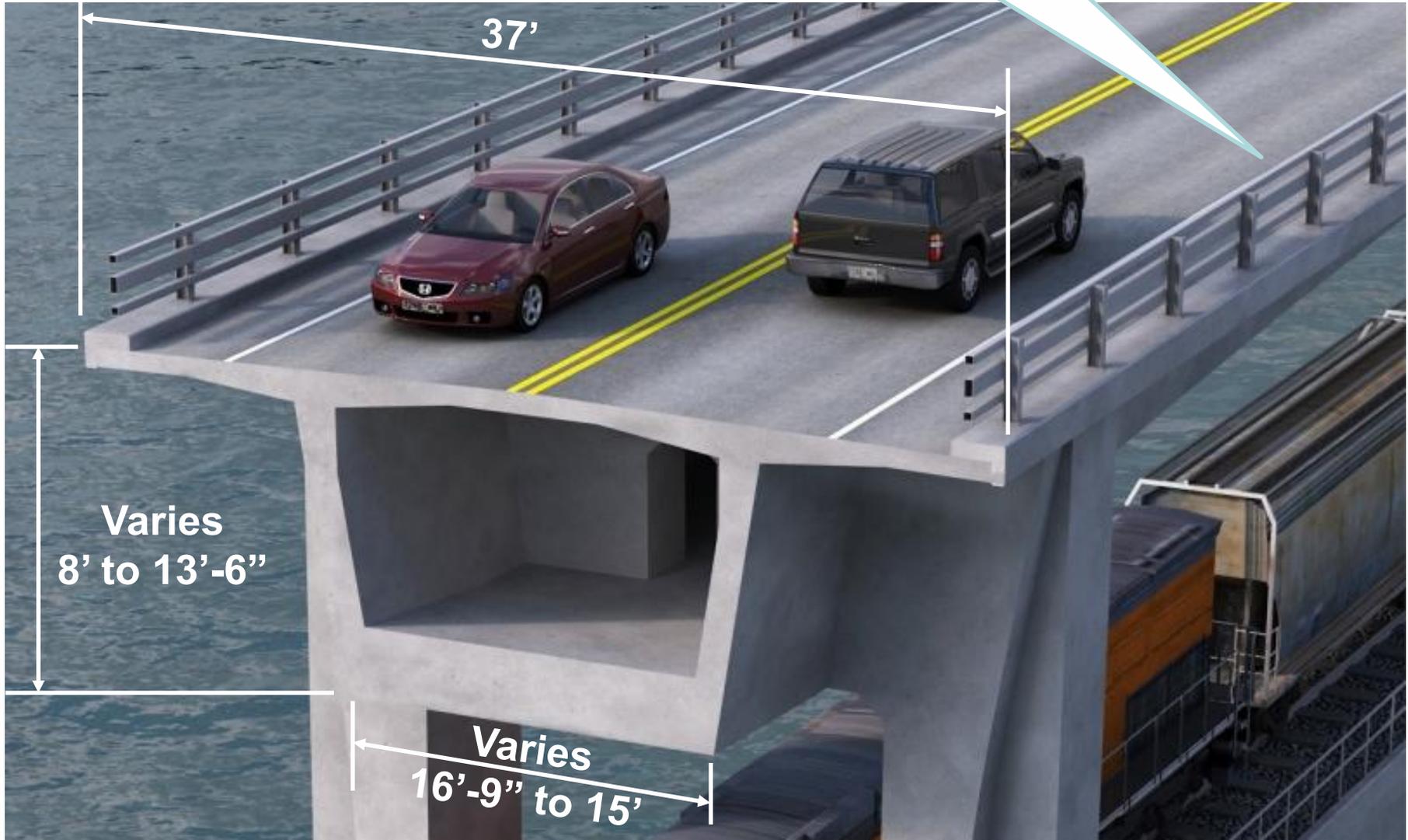




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Approach Vehicular Bridge Spans

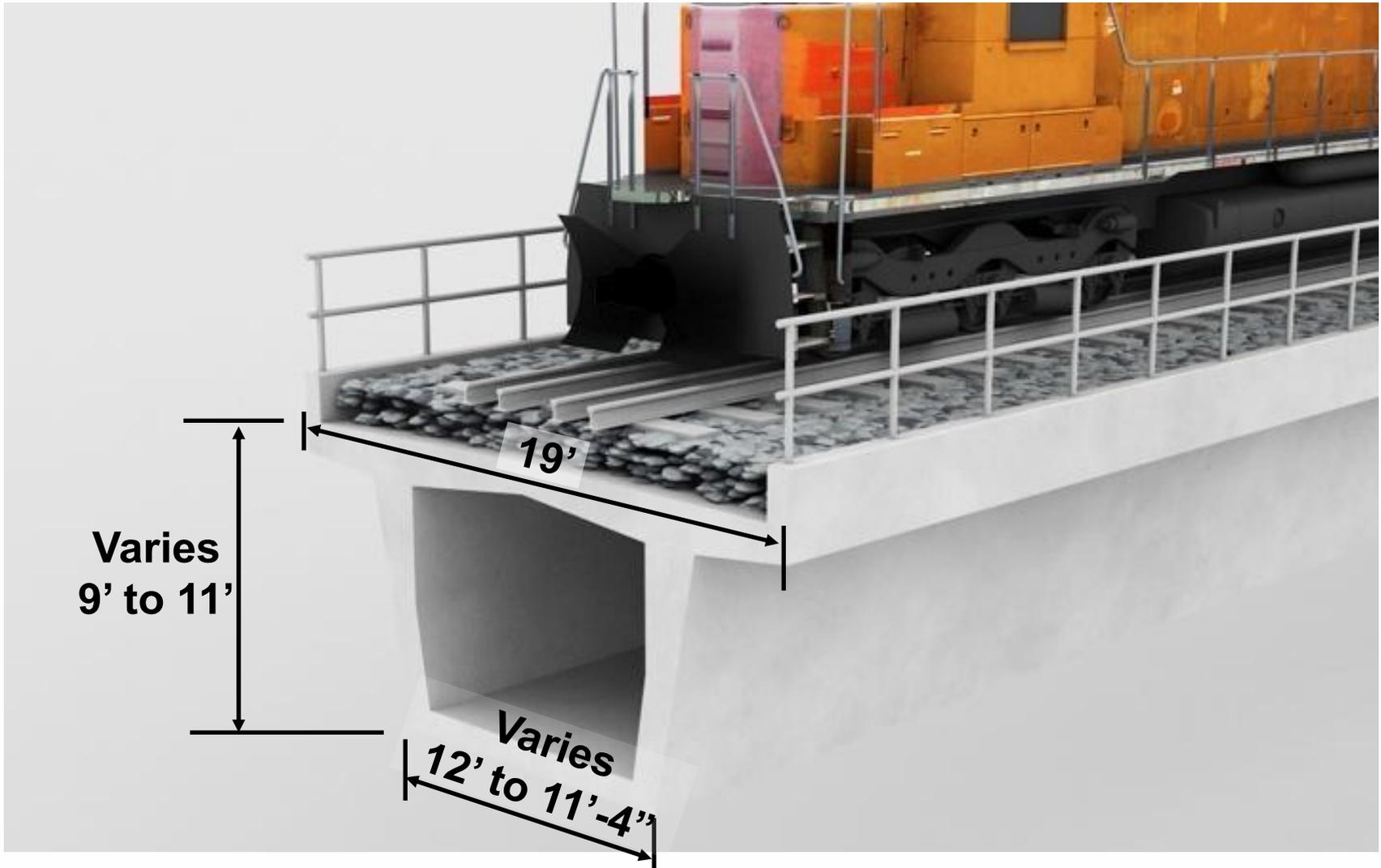
Open Vehicle/Bicycle Rail





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Approach Railroad Bridge Spans

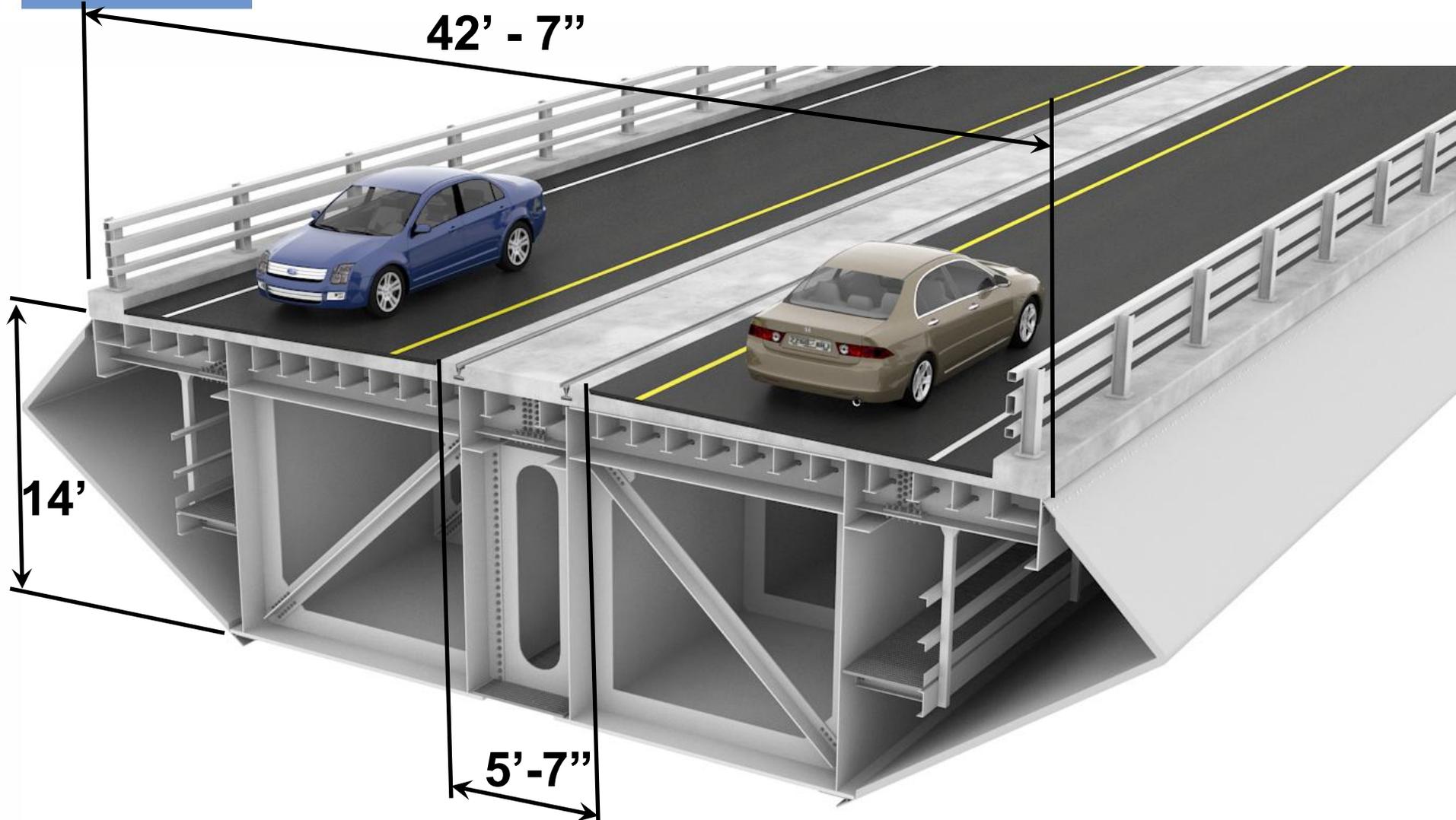




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Lift Span with Vehicles

Railroad Tracks on Deck of Lift Span



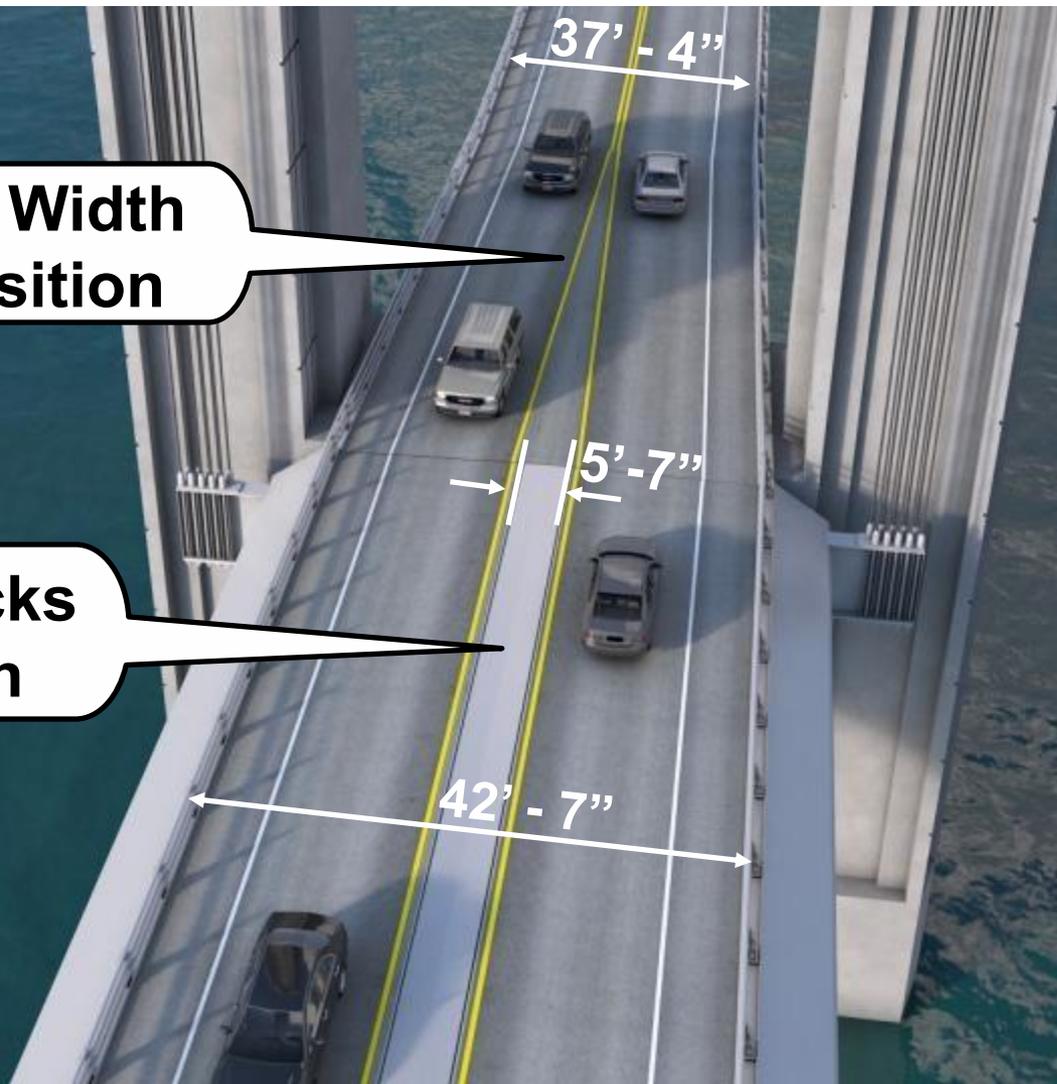


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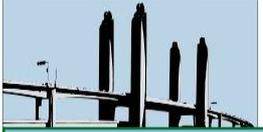
Approach Bridge & Lift Span in Normal Vehicular Position

**Deck Width
Transition**

**Railroad Tracks
on Lift Span**



Design Development Influence from Public Input



Design Notice to Proceed	November 2012
1. Stakeholder Meeting	January 24, 2013
2. Design Workshop	April 26, 2013
3. Stakeholder Meeting	May 30, 2013
Kittery Block Party Booth	June 15, 2013
4. Design Workshop	July 11, 2013
5. Kittery Planning Board Public Meeting	September 19, 2013
6. Stakeholder Workshop & Public Meeting	November 20, 2013
Preliminary Design Complete	January 2014
7. Portsmouth Public Meeting	January 23, 2014
Kittery Block Party Booth	June 21, 2014
Final Design Complete	September 2014



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BRIDGE REPLACEMENT PROJECT

Design Workshop Community Input

- Selected Theme – Local Simplicity of the Working Waterway
- Selected Open Bridge Railing
- Selected Pier Shape
- Evolved Preferences for Tower Concepts & Bridge Lighting



Movable Bridge - View from Water

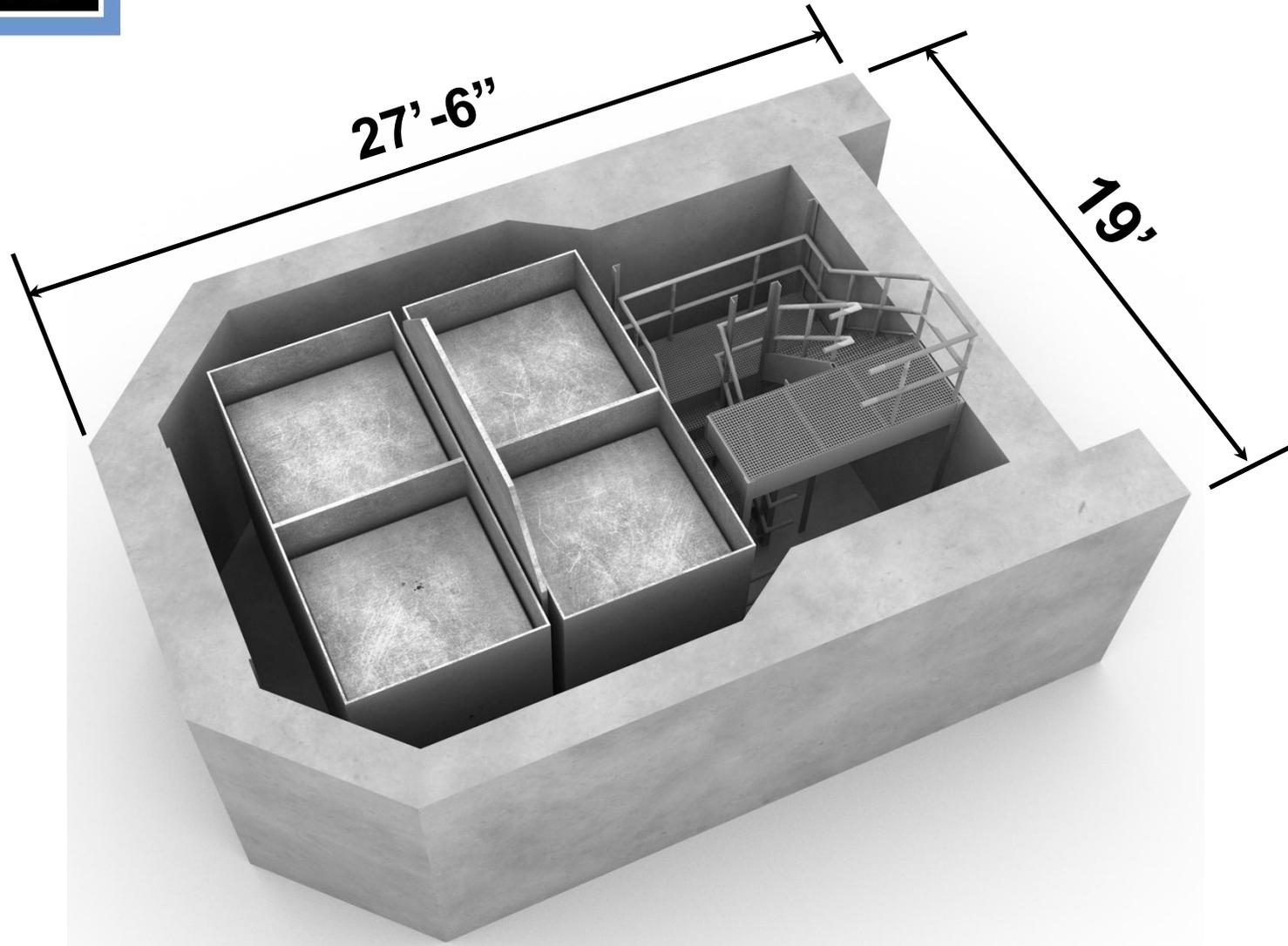
Shape Features Selected
with Community Input and Review





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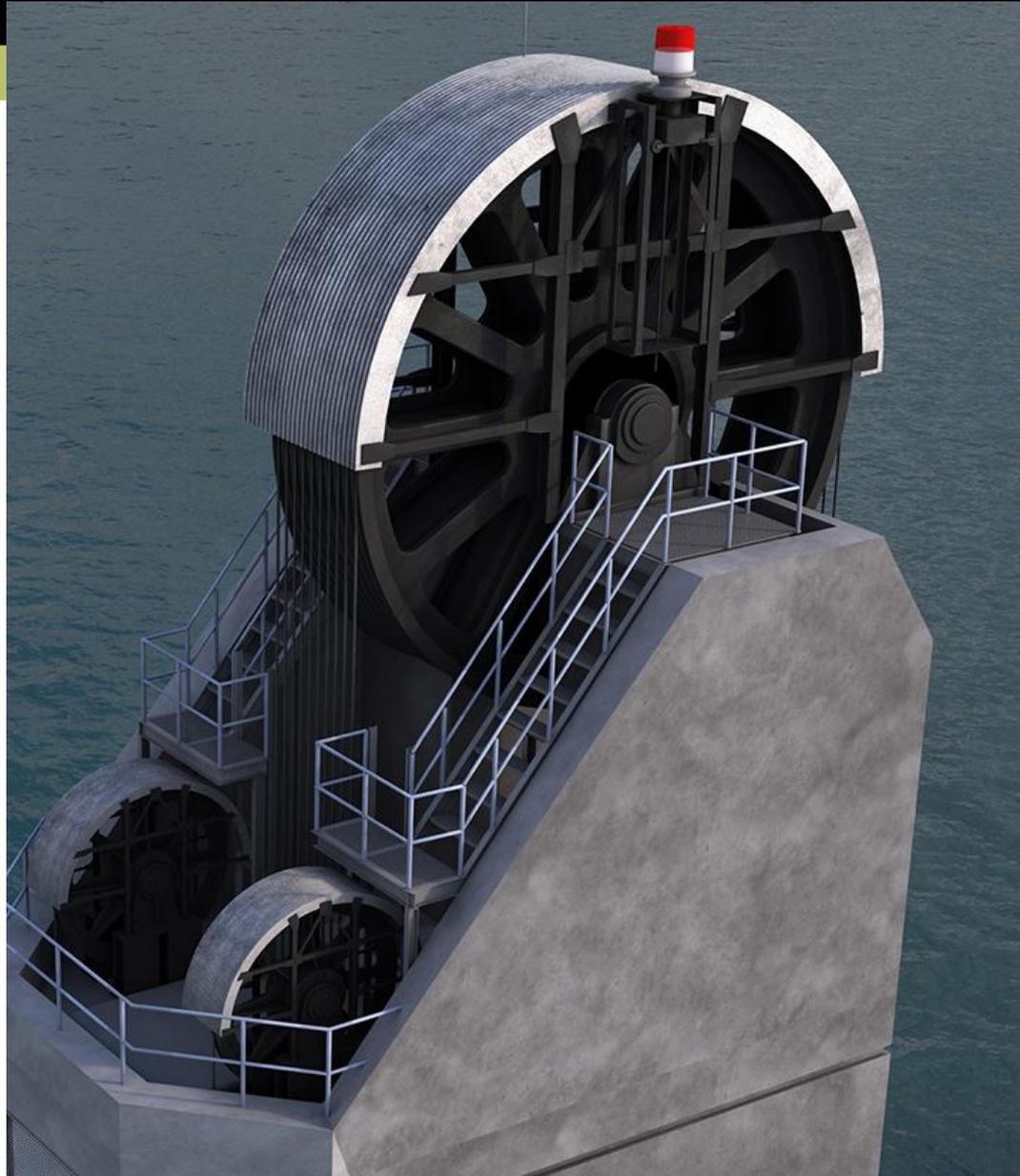
Lift Tower Cross Section Shape





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BRIDGE REPLACEMENT PROJECT

Lift Tower – Open Top with Sheave

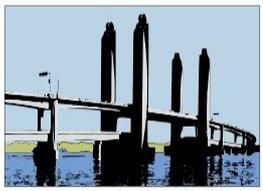


Lift Tower - Driver's Perspective Glass Panels on Face above Deck



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Bridge Lighting

Existing Sarah M Long Bridge

Existing
Roadway Lights



Existing SML
Bridge has
roadway lighting

NEW Bridge will
also have roadway
lighting using
current LED (Light
Emitting Diodes)
Technology

Tower Lighting on Sheaves & Behind Glass

Added as Budget Allows

Can vary intensity and color

**Solid State LED (Light Emitting Diodes)
Energy Efficiency & Low Maintenance**



Tower Lighting on Sheaves & Behind Glass

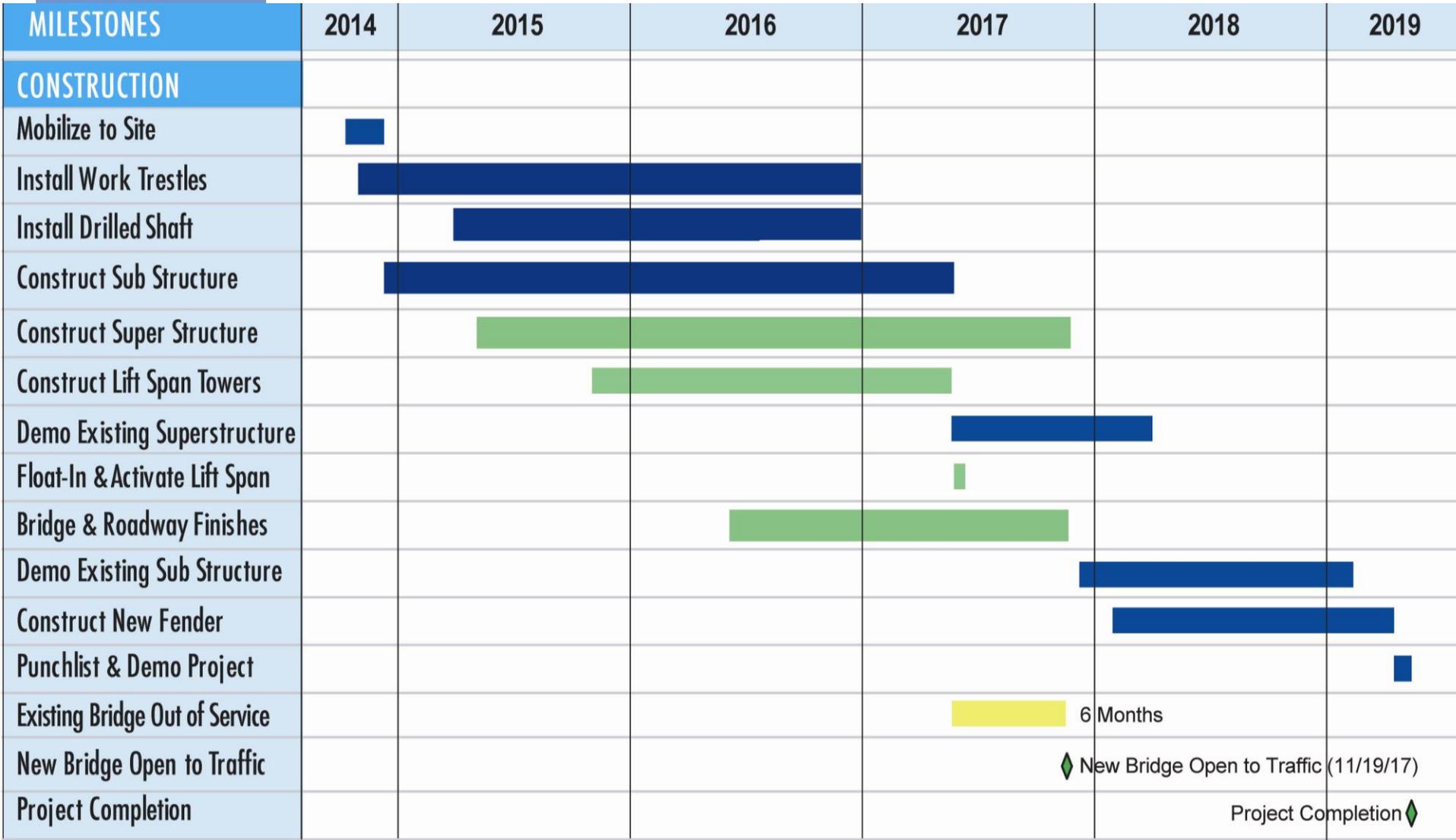
Can vary
intensity
and color





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BRIDGE REPLACEMENT PROJECT

DRAFT Construction Schedule





MaineDOT



in cooperation with the

State of
New Hampshire



U.S. Department of Transportation
Federal Highway
Administration

The Regional River Crossing

Linking Kittery, Maine & Portsmouth, New Hampshire

**Schedule Goal:
Start Construction - Fall 2014
Open to Traffic – August 2017**



THANK YOU

