

Town of Kittery Planning Board Meeting September 14, 2023

ITEM 3—120 US Route 1—Site Plan — Preliminary Review

Action: Hold public hearing. Approve preliminary plan or continue review. Nicole Duquette, on behalf of owner/applicant Kittery Circle LLC, is proposing to re-develop the site of a former gas station into a hotel with 102 rooms and associated parking and utilities. The proposed hotel is located on the properties of 112 & 120 US Route 1 Bypass and 139 Old Post Road, Map 14 Lots 10, 12, & 12A, in the C-3 (Bypass/Old Post Road Commercial) Zone.

PROCESS SUMMARY

REQ'D	ACTION	COMMENTS	STATUS
NO	Sketch Plan Acceptance/Approval	6/8/23	Accepted
YES	Planning board determination of completeness	8/14/23	Accepted
NO	Site Visit	9/11/23	Completed
YES	Public Hearing	Scheduled for 9/14/23 meeting	TBD
YES	Preliminary Plan Approval		TBD
YES	Final Plan Review and Decision		TBD

Applicant: Prior to the signing of the approved Plan any Conditions of Approval related to the Findings of Fact along with waivers and variances (by the BOA) must be placed on the Final Plan and, when applicable, recorded at the York County Registry of Deeds. PLACE THE MAP AND LOT NUMBER IN 1/4" HIGH LETTERS AT LOWER RIGHT BORDER OF ALL PLAN SHEETS. As per Section 16.4.4.L - Grading/Construction Final Plan Required. - Grading or construction of roads, grading of land or lots, or construction of buildings is prohibited until the original copy of the approved final plan endorsed has been duly recorded in the York County registry of deeds when applicable.

OTHER PERMITS REQUIRED

- Wetland delineation study
- DOT Traffic movement pattern.
- State Fire Marshal NFPA #13 fire protection system approval.
- DEP construction permitting and site review.

PROJECT INTRODUCTION

This is the second preliminary review for a proposed 102-room hotel on the property of 3 adjacent parcels on US Route 1, as a redevelopment of a pre-existing gas station. The now demolished gas station, and most of the land proposed for development, is within the property of 120 US Route 1, abutting an exit from the Maine Turnpike onto the Kittery Traffic Circle. The other two properties within the proposal are located directly southwest of 120 US Route 1, abutting two single family residential dwellings, and containing 2 small, isolated wetland pockets.

The applicant proposes developing the three lots for a hotel with 102 rooms and associated parking and utilities. Access will be provided through a proposed driveway on Old Post Road. Existing water and wastewater services are available for access, and the applicant possesses a sewer easement to address any necessary capacity buildout issues. A 6' high stockade fence will be built around the abutting residential properties southwest of the development. The application proposes crosswalks from the building to the ADA parking spaces on the lot, and a sidewalk leading from the driveway along Old Post Road leading to the Kittery Traffic Circle. The applicant has provided the submission requirements for a preliminary site plan. Staff advise determining application completeness and providing initial feedback during this meeting.

The planning board voted to accept the preliminary site plan application as complete on August 24th, 2023. A site walk was scheduled for September 11th, and a public hearing for September 14th. Since initial acceptance, the applicant's client has requested a revised site plan with a different square footage. The revised site plan and drainage analysis are currently pending, but the new building footprint was indicated at the site walk.

The new proposal would likely increase impervious surface above the maximum allowable of 70%; to approve the new site plan, the applicant would need to receive a modification of impervious surface requirements; if the board is not amenable to modifying a zoning standard, staff suggest modifying parking requirements (which would reduce the impervious surface on the lot) as a possible workaround. The revised site plan has delayed completion of the required third-party engineer review of the site plan and drainage analysis, but the changes did not impact the review of the traffic analysis, completed on September 6th and included in this packet.

Once the hearing has been completed, staff suggest the planning board advise the applicant based on the feedback provided by the public and peer engineer.

WAIVERS REQUESTED

1. Underground utility requirements: the applicant is requesting the planning board allow an overhanging electric utility wire to connect a CMP utility pole to the site. All other electric utilities will be underground on the property.
2. Parking dimensions standards: the applicant is requesting relief on the length of 27 parking spaces to meet open space requirements.
3. Landscape strip requirements: the applicant is requesting relief to reduce part of the landscape strip along a portion of the property abutting the Route 1 Bypass from 15 ft to 7 ft.
4. Impervious surface modifications: the applicant is requesting to modify the impervious surface maximum from 70% to ~72.5% and is proposing to use porous pavement on the proposed patio to compensate.
 - a. If the planning board is not amenable to this, staff suggest they entertain a notion on providing relief to the parking minimum, as the applicant is proposing to add a bus stop to the property, which would offset parking needs.

STAFF COMMENTS

Listed below are additional comments provided by staff in addition to general review of standards:

1. At the sketch plan review, police and public works staff both requested the applicant provide a crosswalk to connect the hotel to the commercial businesses on the other side of Old Post Road. When asked, the applicant said the traffic impact study discouraged a crosswalk due to the impact it would have on traffic on Old Post Road and the traffic circle.
 - a. The peer review of the traffic study concurred with this sentiment, as they anticipate pedestrians generated from the hotel wanting access to the commercial facilities across the road.
2. Public works staff indicated concerns regarding the proposed drainage plan, as the proposed stormwater retention pond directly abuts route 1 and the Kittery Traffic Circle. They are requesting the peer review engineer to shed light on potential flood risk the proposed system may have during inclement weather events.
3. Wastewater staff have confirmed with the applicant that the sewer easement will allow the proposed development to connect to existing infrastructure and confirmed adequate capacity of wastewater systems. The provided sewer utility plan shows pipelines outside of the indicated easement area; unless approved by the wastewater department, future iterations of the plan must site all proposed sewage pipeline within the indicated easement.
4. Remains of a 15-inch metal drainage pipe appear to extend into the property. The other end of the pipe is unknown. Reference plans appear to show a brook crossing the parcel to a culvert under Old Post Road.

Surveyors found no evidence of a culvert or brook, nor any drainage easements. The applicant will communicate with MDOT to determine if there is an active draining pipe crossing the subject property.

5. With a projection of 816 trips on an average weekday, the traffic impact analysis concluded the development would not lead to a significant increase in delays over anticipated future conditions.
6. The Kittery Traffic Circle is included on MDOT’s high crash location list for 2019 through 2021. The traffic impact study provided recommendations to advance safety related improvements on the rotary. This includes maintaining vegetation and snow along the driveway to protect site lines, adding a stop sign at the exit of the property, and working with the Cooperative Alliance for Seacoast Transportation (COAST) to provide a bus stop.

PROJECT ANALYSIS

Staff reviewed the application and provided materials and have provided their determination on the requirements and standards below. This analysis does not reflect the revised site plan as they have not yet been received.

Code Ref.	§16.4 Land Use Zone Standards	
	Standard	Determination
§16.4.21.B/C.	Permitted/Special Exception Uses	The proposed use is permitted
§16.4.21.E.(2).(a).	Lot size: 40,000 sq ft. minimum	It appears the standard is satisfied.
§16.4.21.E.(2).(b).	Street frontage: no requirements in C-3 Zone	It appears the standard is satisfied. The applicant has provided a truck turning plan to show emergency vehicles can access the lot.
§16.4.21.E.(2).(c).	Front setback: lot is double fronted. <ul style="list-style-type: none"> • 15 ft maximum along Route 1 Bypass • 15 ft minimum along Old Post Road 	It appears the standard is satisfied.
§16.4.21.E.(2).(d).	Rear and side setbacks: 10 ft minimum. NOTE: side yard setback if 15 ft minimums where property abuts residential structures	It appears the standard is satisfied.
§16.4.21.E.(2).(e).	Building height: 40 ft maximum NOTE: structures along Old Post Road may not exceed 25 ft building heights within a 30 ft setback from the road	It appears the standard is satisfied.
§16.4.21.E.(2).(f).	Imperious surface: 70% maximum for currently developed lots	It appears the standard is satisfied.
§16.4.21.E.(2).(m)..	Underground utilities required	The utility plan notates an overhead wire connecting to a transformer on the property. Applicant plans to explain why the line is necessary during the meeting. Otherwise, it appears the standard is satisfied.
§16.4.21.E.(3).(a).	Parking standards: parking areas must be visually screened when abutting residential properties. NOTE: due to a deed restriction, the portion of M14 L10 abutting a paper road requires a metal guard rail	The plan indicates a 6’ fence abutting residential properties and the required guard rail. It appears the standard is satisfied

§16.4.21.E.(3).(a).[2]	Parking space dimensions: minimum 19' x 9'	The applicant is requesting relief on the length of 27 parking spaces to meet open space requirements. Otherwise, it appears the standard is satisfied. NOTE: compact car spaces are allowed in this zone
§16.4.21.E.(3).(b).	Building design standards	The proposed plan appears to be missing the location of loading docks and overhead doors. Otherwise, the standards appear to be satisfied.
§16.4.21.E.(3).(c).[2].	Landscaping improvements: minimum 15 ft vegetated landscape planter strips between the lot and adjacent all rights-of-way. NOTE: A planter strip is not required on the eastern portion of the lot. The exit from the highway does not count as a street, meaning the property does not count as a corner lot per the definition in §16.3	The applicant is requesting relief to reduce part of the landscape strip along a portion of the property abutting the Route 1 Bypass (15 ft to 7 ft)
§16.4.21.E.(3).(d).	Traffic circulation standards: sidewalks are required along the entire portion of the lot facing Old Post Road. Additionally, Public Works staff requested the applicant provide a crosswalk connecting the lot to commercial businesses across the street	The proposed plan only provides sidewalks on one side of the proposed driveway, leading to the nearby traffic circle. A crosswalk was not provided: traffic impact study did not recommend building a sidewalk, as one currently exists on the abutting Kittery Traffic Circle.
§16.4.21.E.(3).(e).	Open Space standards: 20% minimum. Designated open space areas must be notated on the plan	The plan meets the open space minimum. While identified wetland pockets are notated on the plan, other open space areas appear to be omitted.
Code Ref.	§16.5 Performance Standards	
	Standard	Determination
§16.5.14.C	Double-fronted lots typically require a minimum 10 ft planting screen along lot lines abutting traffic arteries. In the C-3 Zone, the minimum is 15 ft	The 15 ft standard appears to be met, except for the portion the applicant is seeking relief for (see note above)
§16.5.10	Essential Services	A sewer easement has been provided; however, the utility plan appears to show the proposed sewer line would be constructed outside of the easement area. Wastewater staff have not approved the

		proposed area outside of the easement.
§16.5.23	Freestanding sign standards: * 20 ft minimum from any travel way * 20 ft maximum height * 1 sign permitted per use	The proposed sign appears to meet standards. Proposed area of 300 sq ft.
§16.5.25	Sprinkler Systems are required in all hotels and must meet NFPA standards	Fire staff notated the proposed 6” fire service line is too small for the property.
§16.5.27	Street Standards: sidewalks are required along the entire Old Post Road ROW	The plan proposes sidewalks connecting the lot to the Kittery Traffic Circle, but does not cross the entire lot
§16.5.30	All wetlands of 501 sq ft. or greater trigger setbacks for certain uses	A wetland delineation has been provided as notated by Note #9 on the existing condition survey (page 4). All identified wetlands are below the threshold to trigger setbacks, including for the fence proposed to be placed in the wetland abutting residential properties on the southwest side of the lot. This standard appears to be satisfied.
§16.7.11.F.(e).	A minimum of 102 parking spaces are required	The plan appears to only have 101 spaces in the site plan. When notified, the applicant said they would amend the site plan at a later stage to add the single required parking space. The plan appears to meet ADA space requirements
Code Ref.	§16.7.10 Preliminary Site Plan Requirements	
	Standard	Determination
§16.7.10.C.(4).(a-i).	<ul style="list-style-type: none"> • Paper plan sheets no smaller than 11” x 17” • Scale of drawing no greater than 1 inch = 30 feet • Code block in right-hand corner • Standard boundary survey of existing conditions • Compass with arrow pointing true north • Locus map of property • Vicinity map and aerial photograph • Surveyed acreage of parcel(s), rights-of-way, wetlands, and amount of street frontage • Names and addresses of owners of record abutting property 	Provided

§16.7.10.C.(4).(j).	Existing conditions survey including all identified structures, natural resources, rights-of-way, and utilities located on and within 100 feet of the property.	Provided
§16.7.10.C.(4).(k).	<ul style="list-style-type: none"> • Proposed development area including: • Location and detail of proposed structures and signs • Proposed utilities including power, water, and sewer. • Sewage facilities type and placement. • Domestic water source • Lot lines, rights-of-way, and street alignments • Road and other paved area plans • Existing and proposed setbacks • Storage areas for waste or hazardous materials • Topographic contours of existing contours and finished grade elevations • Locations and dimensions of artificial features such as pedestrian ways, sidewalks, curb cuts, driveways, fences, retaining walls, 	Provided
§16.7.10.C.(4).(l).	Natural features or site elements to be preserved.	Provided
§16.7.10.C.(4).(m).	Identified property encumbrances.	Provided
§16.7.10.C.(4).(n).	Kittery Water District approval letter.	Provided
§16.7.10.C.(4).(o).	Erosion and sedimentation control plan.	Provided
§16.7.10.C.(4).(p).	Stormwater management plan and drainage analysis.	Provided
§16.7.10.C.(4).(q).	Soil survey.	Provided
§16.7.10.C.(4).(r).	Vehicular traffic report.	Provided
§16.7.10.C.(4).(s).	Traffic impact analysis.	Provided
§16.7.10.C.(4).(t).	Test pit analysis.	Not applicable
§16.7.10.C.(4).(u).	Approval letter from Town sewage.	Provided
§16.7.10.C.(4).(v).	Evaluation of development by Technical Review Committee department heads.	Provided
§16.7.10.C.(4).(w).	Additional submissions as required.	None identified at this time

DISCUSSION, NEXT STEPS, AND RECOMMENDATIONS

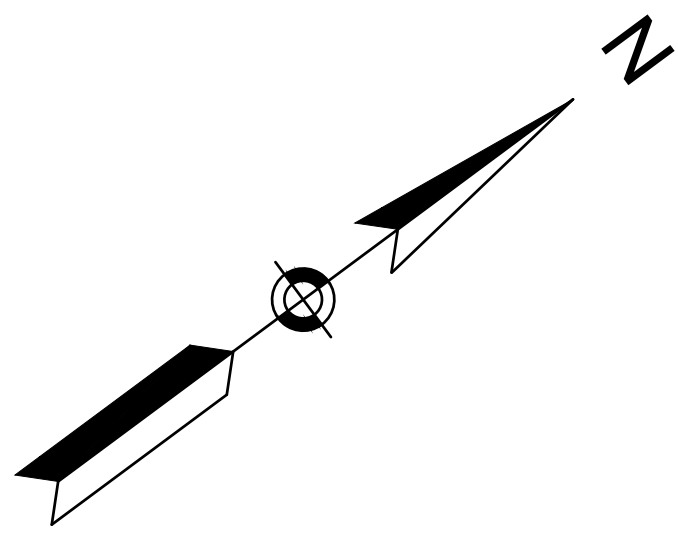
The purpose of a public hearing is to gather feedback from abutters, residents, and interested party that may identify potential conflicts or suggestions to the proposed development. As the plan is awaiting full peer review and not all outstanding issues have been corrected, the plan cannot be approved at this meeting. After holding the hearing, staff suggest the planning board discuss the feedback gathered by the public and peer review of the traffic study, and advise the applicant on next steps.

RECOMMENDED MOTIONS

Below are recommended motions for the Board's use and consideration:

Motion to continue

Move to continue review of the preliminary site plan by Nicole Duquette, on behalf of owner/applicant Kittery Circle LLC, proposing to re-develop the site of a former gas station into a hotel with 102 rooms and associated parking and utilities on the properties of 112 & 120 US Route 1 Bypass and 139 Old Post Road, Map 14 Lots 10, 12, & 12A, in the C-3 (Bypass/Old Post Road Commercial) Zone.



SIGN KEY		
SIGN I.D. NUMBER	TEXT/COLOR	SIZE/REMARKS
R1-1	R/W	30" x 30" NEW SIGN WITH POST
R7-8	G/B/W	12" x 18" NEW SIGN WITH POST
R7-8A	G/W	6" x 12"

NOTES:
 1) SEE SHEET 2 FOR NOTES AND LEGEND INFORMATION.

PLAN REFERENCES:
 1) RIGHT-OF-WAY & EXISTING CONDITIONS PLAN, COMPILED RIGHT-OF-WAY AND EXISTING CONDITIONS SURVEY, U.S. ROUTE ONE BY-PASS, PREPARED FOR TROPIC STAR DEVELOPMENT, PREPARED BY CIVIL CONSULTANTS, DATE: JUNE 13, 2023, SCALE: 1"=20', SHEET R1 & R2.
 2) RIGHT-OF-WAY & EXISTING CONDITIONS PLAN, COMPILED RIGHT-OF-WAY AND EXISTING CONDITIONS SURVEY, OLD POST ROAD, PREPARED FOR TROPIC STAR DEVELOPMENT, PREPARED BY CIVIL CONSULTANTS, DATE: JUNE 13, 2023, SCALE: 1"=20', SHEET R1.

TABLE OF ZONING REGULATIONS - KITTERY, MAINE		
ZONE: COMMERCIAL 3, BYPASS/OLD POST ROAD COMMERCIAL (C-3)		
DESCRIPTION	REQUIRED	PROVIDED
MINIMUM LOT AREA - Sq. Ft.	40,000 SF	85,563 SF
MINIMUM LOT FRONTAGE	N/A	341'± (OLD POST RD.), 640'± (DOT)
MINIMUM FRONT YARD BUILDING SETBACK	30' (OLD POST ROAD), 15' (DOT R.O.W.)	30' (OLD POST RD.)
MINIMUM SIDE YARD BUILDING SETBACK	10' (15' ADJACENT TO RESIDENTIAL)	15'
MINIMUM REAR YARD BUILDING SETBACK	10'	N/A
MINIMUM FRONT LANDSCAPE STRIP	15'	7'
PARKING SPACE DIMENSIONS	9'x19', 8'x16' (COMPACT)	9'x19', 9'x18", 8'x16' (COMPACT)
MINIMUM NUMBER PARKING SPACES	HOTEL: 1 SPACE PER RENTAL UNIT = 102 SPACES	102 SPACES
MAXIMUM BUILDING HEIGHT	40'	< 40'
MINIMUM OPEN SPACE	20%	23,728 SF / 85,563 SF = 27.8%
MAXIMUM IMPERVIOUS COVERAGE	70%	
MINIMUM INTERNAL LANDSCAPING	10%	13,013 SF / 54,204 SF = 24%
FREESTANDING SIGN HEIGHT+SETBACK	20' HIGH, 20' FROM TRAVEL WAY (DOT)	TBD
TOTAL AGGREGATE SIGN AREA	300 SF	TBD

* MODIFICATION TO THE REGULATIONS REQUESTED

GPI Engineering Design Planning Construction Management
 603.893.0720 GPINET.COM
 Greenman-Pedersen, Inc.
 44 Siles Road, Suite One
 Salem, NH 03079

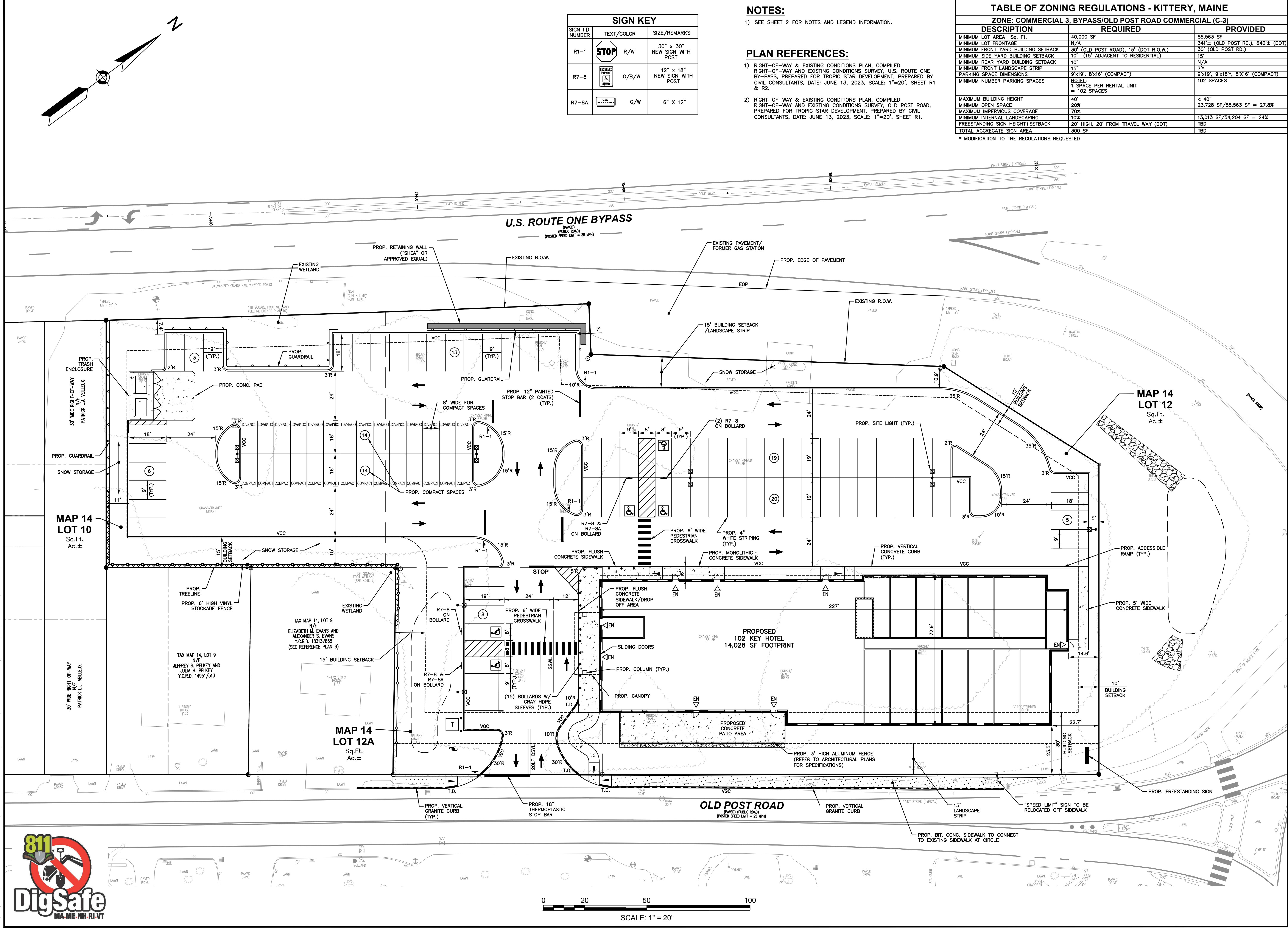
PREPARED FOR
KITTERY CIRCLE, LLC
 321D LAFAYETTE ROAD
 HAMPTON, NH 03842

ASSESSORS MAP 14 LOTS 10, 12 & 12A
139 OLD POST ROAD,
112 & 120 US ROUTE 1 BYPASS
KITTERY, MAINE

REVISIONS		
NO.	REVISION	DATE
2	REVISE BUILDING	9/5/23
1	MISC. REVISIONS	8/17/23

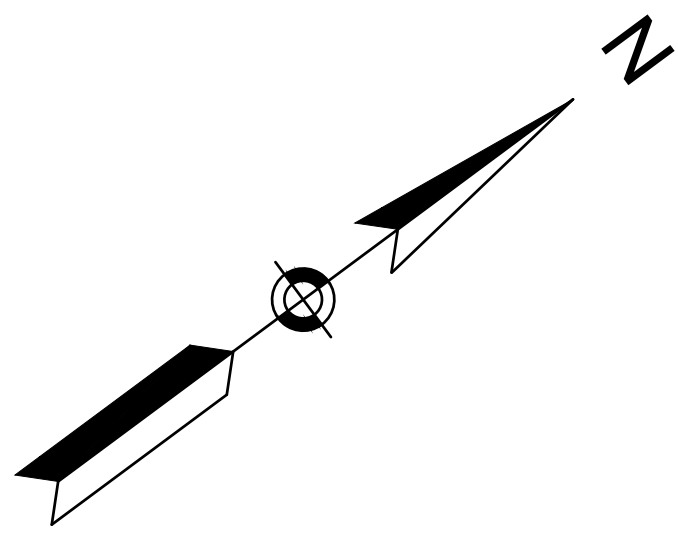
AUGUST 2, 2023
 DRAWN/DESIGN BY: CCC/NID
 CHECKED BY: DRJ

SITE PLAN
 SCALE: 1"=20'
 PROJECT NO. NEX-2200380
 7 OF 18



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SIGN KEY		
SIGN I.D. NUMBER	TEXT/COLOR	SIZE/REMARKS
R1-1	R/W	30" x 30" NEW SIGN WITH POST
R7-8	G/B/W	12" x 18" NEW SIGN WITH POST
R7-8A	G/W	6" x 12"

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PLAN REFERENCES:
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TABLE OF ZONING REGULATIONS - KITTERY, MAINE		
ZONE: COMMERCIAL 3, BYPASS/OLD POST ROAD COMMERCIAL (C-3)		
DESCRIPTION	REQUIRED	PROVIDED
MINIMUM LOT AREA - Sq. Ft.	40,000 SF	85,563 SF
MINIMUM LOT FRONTAGE	N/A	341'± (OLD POST RD.), 640'± (DOT) (OLD POST RD.)
MINIMUM FRONT YARD BUILDING SETBACK	30' (OLD POST ROAD), 15' (DOT R.O.W.)	30' (OLD POST RD.)
MINIMUM SIDE YARD BUILDING SETBACK	10' (15' ADJACENT TO RESIDENTIAL)	15'
MINIMUM REAR YARD BUILDING SETBACK	10'	N/A
MINIMUM FRONT LANDSCAPE STRIP	15'	7'
PARKING SPACE DIMENSIONS	9'x19', 8'x16' (COMPACT)	9'x19', 9'x18", 8'x16' (COMPACT)
MINIMUM NUMBER PARKING SPACES	HOTEL: 1 SPACE PER RENTAL UNIT = 102 SPACES	102 SPACES
MAXIMUM BUILDING HEIGHT	40'	< 40'
MINIMUM OPEN SPACE	20%	23,463 SF / 85,563 SF = 28%
MAXIMUM IMPERVIOUS COVERAGE	70%	62,100 SF / 85,563 SF = 72%*
MINIMUM INTERNAL LANDSCAPING	10%	14,046 SF / 54,204 SF = 26%
FREESTANDING SIGN HEIGHT+SETBACK	20' HIGH, 20' FROM TRAVEL WAY (DOT)	TBD
TOTAL AGGREGATE SIGN AREA	300 SF	TBD

* MODIFICATION TO THE REGULATIONS REQUESTED

GPI Engineering Design Planning Construction Management
 603.893.0720 GPINET.COM
 Greenman-Pedersen, Inc.
 44 Siles Road, Suite One
 Salem, NH 03079

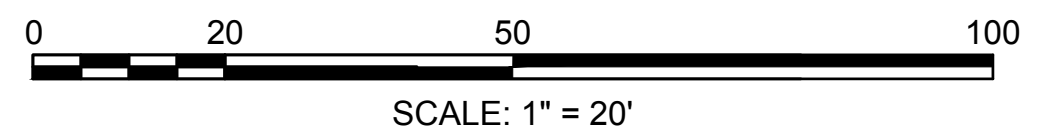
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 HAMPTON, NH 03842

ASSESSORS MAP 14 LOTS 10, 12 & 12A
139 OLD POST ROAD,
112 & 120 US ROUTE 1 BYPASS
KITTERY, MAINE

REVISIONS		
NO.	REVISION	DATE
3	MISC. REVISIONS	9/13/23
2	MISC. REVISIONS	9/8/23
1	MISC. REVISIONS	8/17/23

AUGUST 2, 2023
 DRAWN/DESIGN BY: CCC/NID
 CHECKED BY: DRJ

SITE PLAN
 SCALE: 1"=20'
 PROJECT NO. NEX-2200380
 7 OF 18



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September 6, 2023

Maxim Zakian
Town Planner
Town of Kittery
200 Rogers Road
Kittery, Maine 03904

**RE: Town of Kittery, Planning Board Services
139 Old Post Road, 112 & 120 US Route 1
Traffic Impact Study Review
Tax Map 14, Lots 10, 12, & 12A
CMA #591.160**

Dear Max:

CMA Engineers has received the following information for Assignment #160, review of a traffic impact study for a Site Plan Application for an extended stay hotel, located at 139 Old Post Road, 112 & 120 US Route 1 Bypass.

- 1) Traffic Impact Study for 139 Old Post Road, 112 & 120 US Route 1 Bypass, prepared by Vanasse & Associates Inc of Andover, MA dated July 2023.

The applicant proposes to construct a 102-key, extended stay hotel on a site that consists of previously disturbed areas, open and wooded space, and a vacant building that will be removed. The site is bound by the Route 1 Bypass and its off-ramp to the Kittery Traffic Circle, Old Post Road, and residential properties.

A traffic impact study (TIS) was completed by Vanasse & Associates, Inc for the site development. We offer the following comments:

1. The proposed hotel driveway access is offset from the driveway to the commercial building across the street (Rising Tide Natural Foods), which will create conflicts for left turning vehicles.
2. There will be pedestrians generated from the hotel that want to access adjacent commercial facilities (convenience store, grocery store, restaurants). To safely accommodate these pedestrians, the applicant should include appropriate offsite improvements.
3. The applicant is proposing incremental impacts to failing traffic movements with no mitigation proposed.
4. The applicant identifies the traffic circle as a High Crash Location and offers to complete an intersection safety assessment prior to Certificate of Occupancy. Completing this study now could help identify improvements to safety that could be funded in part by the applicant.
5. The traffic impact study notes the sight distance is substandard (150' less than desired) looking south from the site driveway without clearing trees/vegetation. The applicant shall confirm they

have control over the area that needs to be cleared and show the required sight triangle on the site plans.

Should you have any questions, please do not hesitate to call.

Very truly yours,

CMA ENGINEERS, INC.



Philip A. Corbett, P.E.

Project Manager

cc: Nicole Duquette, GPI

Ref: 9555

September 13, 2023

Mr. Maxim Zakian
Town Planner
Town of Kittery
200 Rogers Road
Kittery, ME 03904

Re: Response to Traffic Impact Study Review
Proposed Extended Stay Hotel - 139 Old Post Road, 112 & 120 US Route 1 Bypass
Kittery, Maine

Dear Max:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the September 6, 2023 *Traffic Impact Study Review* letter prepared by CMA Engineers (CMA) concerning their review of the July 2023 *Traffic Impact Study* (the “July 2023 TIS”) that was prepared by VAI in support of the proposed extended stay hotel to be located at 139 Old Post Road, 112 & 120 US Route 1 Bypass in Kittery, Maine (hereafter referred to as the “Project”). Listed below are the comments that were identified by CMA in the subject letter followed by our response on behalf of the Project proponent.

Comment 1. The proposed hotel driveway access is offset from the driveway to the commercial building across the street (Rising Tide Natural Foods), which will create conflicts for left turning vehicles.

Response: The separation (off-set) between the driveways is approximately 50 feet, which is sufficient to avoid overlapping turning movements or conflicts such that the driveways can function independently. A specific review of the left-turn movements entering and exiting both driveways indicates that the vehicle paths for the driveways do not overlap.

Comment 2. There will be pedestrians generated from the hotel that want to access adjacent commercial facilities (convenience store, grocery store, restaurants). To safely accommodate these pedestrians, the applicant should include appropriate offsite improvements.

Response: When provided, it is desirable to accommodate pedestrian crossings at an intersection where drivers anticipate that conflicts may occur and not at mid-block locations. For this reason, a sidewalk is proposed along the Project site frontage on Old Post Road to link the Project site to the crosswalk across the Old Post Road approach to the Kittery Traffic Circle (Route 1 at Route 236 and Old Post Road) that was recently constructed by MaineDOT at the intersection. Vehicles approaching the crosswalk at the Kittery Traffic Circle will generally be traveling at a reduced travel speed when approaching the crosswalk which is also advantageous for safety.

To the extent that the Town would like a crosswalk across Old Post Road at the driveway to 165 State Road (the commercial plaza that includes Auto Drip and Rising Tides Natural Foods grocery store and bakery), the crossing should include the installation of a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) with accompanying pedestrian crossing warning signs at and in advance of the crossing. In addition, Americans with Disabilities Act (ADA) compliant wheelchair ramps should be provided on both sides of the crossing.

Comment 3. The applicant is proposing incremental impacts to failing traffic movements with no mitigation proposed.

Response: The addition of Project-related traffic to the Kittery Traffic Circle was not shown to result in a change in overall intersection operations over No-Build conditions; however, independent of the Project, overall intersection operations, as well as specific movements entering the rotary, are currently operating over capacity (i.e., level-of-service (LOS) “F”) during the weekday evening peak-hour. The Project’s impact on these movements was identified to be minor and quantified as an incremental increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of up to four (4) vehicles.

Additional improvements to the Kittery Traffic Circle to add capacity, while desirable, are not warranted based on the relatively minor impact of the Project. Capacity improvements would necessitate widening the approaches to the rotary or other geometric or traffic control improvements, the cost of which would be disproportionate to the impact of the Project.

Comment 4. The applicant identifies the traffic circle as a High Crash Location and offers to complete an intersection safety assessment prior to Certificate of Occupancy. Completing this study now could help identify improvements to safety that could be funded in part by the applicant.

Response: As identified by CMA, the Applicant has committed to the completion of a safety assessment for the Kittery Traffic Circle as a condition of the approval of the Project with the assessment to be performed prior to the issuance of a Certificate of Occupancy for the Project. The Applicant will commit to the completion of the recommended improvements that are an outcome of the safety assessment along Old Post Road to the extent that the improvements entail sign and pavement marking enhancements and can be completed within the public right-of-way with the requisite permits and approvals.

Comment 5. The traffic impact study notes the sight distance is substandard (150’ less than desired) looking south from the site driveway without clearing trees/vegetation. The applicant shall confirm they have control over the area that needs to be cleared and show the required sight triangle on the site plans.

Response: The sight triangles have been added to the Site Plan and illustrate that the subject areas are located within the Project site or the public right-of-way along Old Post Road. As such, the recommended trimming/removal of vegetation within the sight triangle areas can occur with the requisite permits and approvals from the Town.



Mr. Maxim Zakian
September 13, 2023
Page 3 of 3

We trust that this information is responsive to the comments that were identified in the September 6, 2023 letter prepared by CMA concerning their review of the July 2023 TIS prepared in support of the Project. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



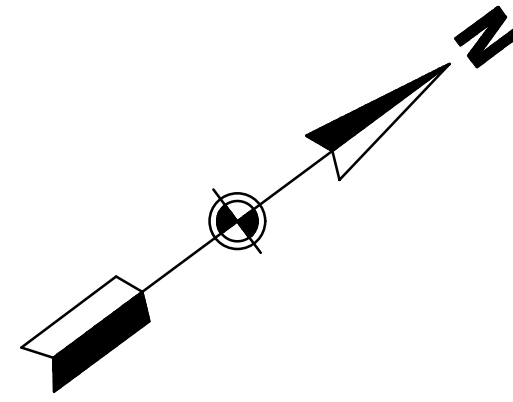
Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

Professional Engineer in CT, MA, ME, NH, RI, and VA

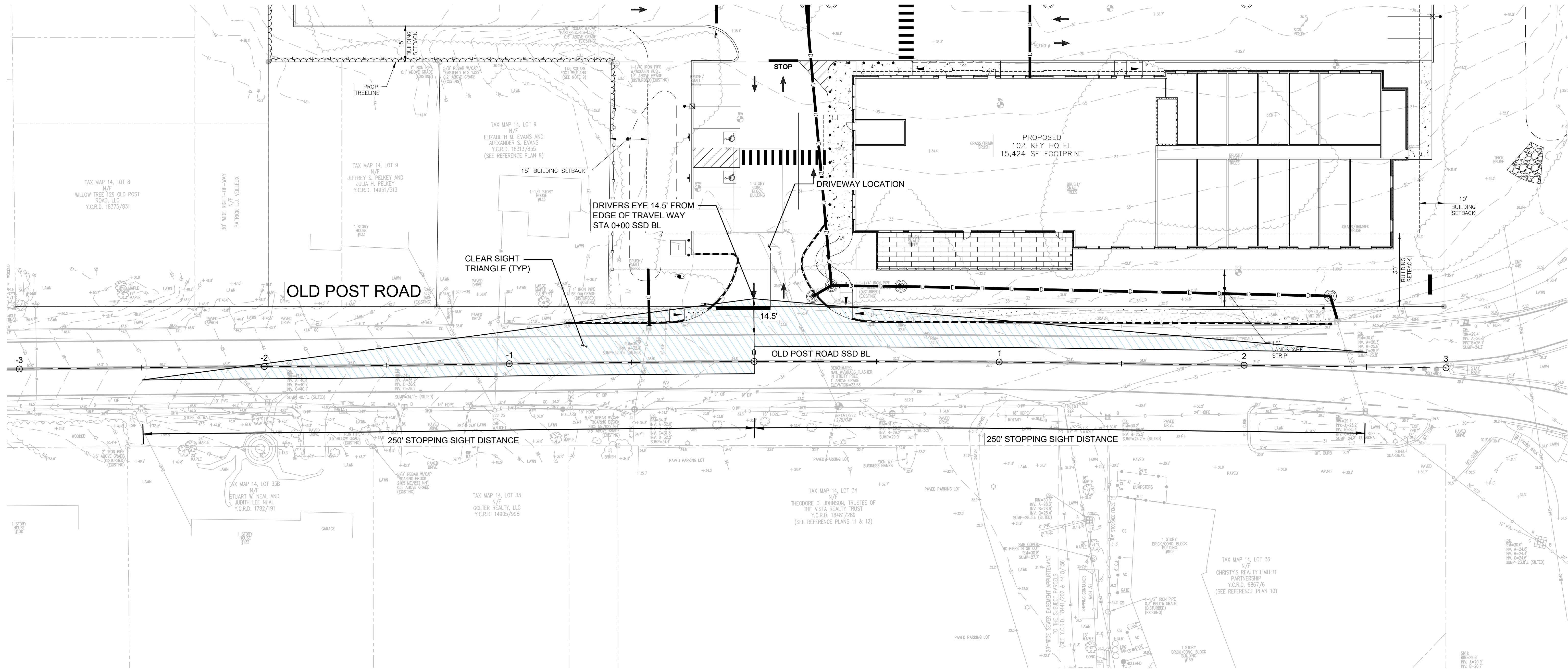
JSD/jsd

Attachment






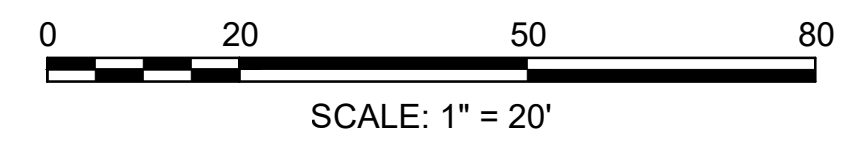
OLD POST ROAD
 POSTED SPEED = 25 MPH
 DESIGN SPEED = 35 MPH
 STOPPING SIGHT DISTANCE PROVIDED = 250'



SIGHT DISTANCE STUDY PLAN

PROJECT:		PROPOSED HOTEL OLD POST ROAD KITTERY, MAINE	
PROPONENT:		TROPIC STAR DEVELOPMENT HAMPTON, NEW HAMPSHIRE	
NO.	REVISIONS	DATE	 Vanasse & Associates inc Transportation Engineers & Planners <small>35 New England Business Center Drive - Suite 140 - Andover, MA 01810 www.rva.com 978-474-8800</small> DESIGNED BY: IJS DATE: 09/13/2023 DRAWN BY: IJS SCALE: 1" = 20' CHECKED BY: JSD SHEET 1 OF 1

NOTE: 1. THIS PLAN IS FOR REVIEW PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION.



R:\9555\HWY\9555 SSD - Site Plan 9-12-23.dwg 9/13/2023 12:57 PM EDT

SITE WALK MINUTES

120 US Route 1

9/11/23, 4:32 pm.

PB members present: Dutch Dunkelberger, Earldean Wells, Bob Doyle, Karen Kalmar, Steve Bellantone.

Other attendees: GPI staff, Kittery planning dept staff, Kittery Circle LLC owner, and abutters Becky Neal and Sandy Winter.

Engineer Nicole Duquette took the staff on a tour of the property, pointing the defined corners of the proposed building, parking area, patio, and fences to be placed between abutting residential neighbors. Planning board fielded questions regarding height of fence, locations of ADA accessible rooms, and sewer access.

Site walk adjourned at 5:04 pm.