

From: [Ken Sweeney](#)
To: [Mike Sudak](#)
Cc: [Sammie Goddard](#); [Lew Chamberlain](#)
Subject: RE: 181 State Road, Kittery - Photometric Plan Request
Date: Tuesday, December 12, 2023 11:22:41 AM
Attachments: [image002.png](#)
[image003.png](#)
[ATTAR ENG MIKE 181 STATE RD KITTEY ME REV 121223.DWG](#)
[Hapco rta-noarm-tbase.pdf](#)

Hi Mike

Please see the attached spec sheet for the pole with a break away base. I would recommend that just this one assembly use this pole. The aluminum pole and break away base is double the price of the other poles. Fortunately this pole is far enough away from the other assemblies that the difference in appearance wouldn't really be an issue. I updated the catalog number for that one assembly in the fixture schedule of the drawing.

Ken



KEN SWEENEY | APPLICATIONS ENGINEER

CELL: 603.759.1043

501 ISLINGTON ST | UNIT 1A | PORTSMOUTH, NH 03801 | 603.601.8080

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NEW ENGLAND'S PREMIER LIGHTING, CONTROLS & ELECTRICAL REP AGENCY

From: Mike Sudak <mike@attarengineering.com>
Sent: Tuesday, December 12, 2023 10:01 AM
To: Ken Sweeney <ksweeney@exposure2lighting.com>
Cc: Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>
Subject: RE: 181 State Road, Kittery - Photometric Plan Request

Good Morning Ken, I hope you've been well.

Providing a bit of an update for you on this project you helped me with a few months ago. I've been talking to MDOT about this design as it relates to our traffic study, but I also brought up the off-site pole-mounted light illuminating the proposed entrance (circled in red in the attached excerpt). The region engineer seems to be fine with this pole's location, but wanted to make sure that it was to be of breakaway construction. Do you need to provide me any different spec sheets or revise your design to comply with this requirement?

Thanks,
-Mike

From: Ken Sweeney <ksweeney@exposure2lighting.com>
Sent: Tuesday, October 10, 2023 10:15 AM
To: Mike Sudak <mike@attarengineering.com>

Cc: Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>

Subject: RE: 181 State Road, Kittery - Photometric Plan Request

Cool, thanks Mike

Ken



Ken Sweeney
501 Islington St
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KSweeney@exposure2lighting.com

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From: Mike Sudak <mike@attarengineering.com>

Sent: Tuesday, October 10, 2023 9:59 AM

To: Ken Sweeney <ksweeney@exposure2lighting.com>

Cc: Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>

Subject: RE: 181 State Road, Kittery - Photometric Plan Request

Thank you Ken, I've reviewed the attached and think this looks great. I offer the following comments:

- Seeing where the light pole is proposed along the northern edge of the parking lot, I do think it'll be easiest to just move the wall further north to give the space needed to mount the pole at parking lot height. The retaining wall proposes to be roughly 5' high in that area so I think moving the wall makes the most sense.
- Wall-mounted height of 10' and entrance height of 8' should both work well, I don't think any change is needed there.
- 15' pole heights should also be fine for now. The elevations of the developed condition are going to be significantly higher than the existing condition, so the Planning Board may want to see what the site looks like with shorter (12' or 10') poles but let's cross that bridge if/when we come to it.
- I agree with your thoughts on illumination spreading to the State-maintained right-of-way. The traffic circle itself is illuminated by a series of pole-mounted lights in the esplanade along our

frontage, which I think should be more than adequate in combination with what you have proposed.

I'll reach back out if I have any questions. Thanks as always for the quick turnaround.

Take care,

-Mike

From: Ken Sweeney <ksweeney@exposure2lighting.com>

Sent: Tuesday, October 10, 2023 9:22 AM

To: Mike Sudak <mike@attarengineering.com>

Cc: Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>

Subject: RE: 181 State Road, Kittery - Photometric Plan Request

Hi Mike,

Please review the attached. I've got just the one pole between the parking lot and the retaining wall. I think the base for the pole would be about 2' in diameter.

I mounted the wall lights at 10', let me know if the building will accommodate that height or not. The wall light over the door is at 8'. I kept the poles at 15' AFG, this should scale better with the building and keep the town and ME DOT happy, I hope.

I kept the light out of the roadway at the entrance and exit. If Me DOT is anything like NH DOT, they don't like having their roadways illuminated from private properties.

Please let me know if we need to make any changes.

Thanks Mike

Ken



Ken Sweeney

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From: Mike Sudak <mike@attarengineering.com>

Sent: Tuesday, October 10, 2023 8:55 AM

To: Ken Sweeney <ksweeney@exposure2lighting.com>

Cc: Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>

Subject: RE: 181 State Road, Kittery - Photometric Plan Request

Good Morning Ken,

We can mount behind the retaining wall, but depending on your needs I think it may be simpler to just move the wall back to provide you the space you need to mount in front of it.

The .PDF set I gave you should have Top of Wall/Bottom of Wall callouts in the area of the parking lot, but it is a variable-height wall that decreases from 7' to 1' as you progress towards the eastern edge. If you wanted to give me an approximate location you're looking at (perhaps a redlined PDF) and the room that you need to mount it in front of the wall then I can see if the necessary adjustments can be made.

Thanks,
-Mike

From: Ken Sweeney <ksweeney@exposure2lighting.com>

Sent: Tuesday, October 10, 2023 8:42 AM

To: Mike Sudak <mike@attarengineering.com>

Subject: RE: 181 State Road, Kittery - Photometric Plan Request

Good morning Mike,

Can we mount behind the retaining wall? I need to put a pole in that area to cover the parking spaces properly and there doesn't seem to be a lot of room between the parking lot and the retaining wall. If I can, what is the height difference between the parking lot and the grade behind the retaining wall?

Ken



Ken Sweeney
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From: Mike Sudak <mike@attarengineering.com>
Sent: Friday, October 6, 2023 2:34 PM
To: Ken Sweeney <ksweeney@exposure2lighting.com>
Cc: Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>
Subject: 181 State Road, Kittery - Photometric Plan Request

Good Afternoon Ken, I hope you've been well.

I'm requesting a Photometric Plan for another Kittery site – right off of the traffic circle on Route 1 (State Road).

I don't have as much specifics on this one compared to the last few we've worked on together so you have some creative license, but a few details that you will probably need:

- Proposed building is single-story with a north/south pitched roof, I think we'd like to see a wall-pack on each building face as well as one above the sole pedestrian entrance in the southeast corner of the building.
- Pole-mounted lights throughout the parking lot as makes sense. No specific pole height preferred, I'll defer to you for what makes sense. We are proposing a retaining wall along the northern edge of impervious and there's a raised/curbed sidewalk along the southern edge of the parking lot, so pole placement will have to consider both of those features.
- The proposed company sign is to the west of the entrance just inside the property line. I expect my Client to want to have ground-level accent lights illuminate this sign on its eastern face, but I don't know if that info factors into your photometric plan at all.

.PDF Plan Set and eTransmit are attached as always. Please let me know if you have any questions/concerns.

Thanks and take care.

-Mike

Michael J. Sudak, E.I.
Civil Engineer
Attar Engineering, Inc.
1284 State Road
Eliot, Maine 03903
Ph: (207) 439-6023
Fax: (207) 439-2128
Cell: (978) 317-3398

From: Mike Sudak
To: "Skelley, John"
Cc: Lew Chamberlain; Ken Wood; "Illian, Randy"; Sammie Goddard
Subject: RE: 181 State Road, Kittery - Application Inquiries
Date: Tuesday, December 12, 2023 9:34:00 AM
Attachments: image002.png
IDC SWA HCAD.pdf

Good Morning John,

Providing some responses for you. The project traffic engineer got back to me earlier this morning in reply to your first question. Providing a screenshot here:

Mike:

The driveway on State Road is located on a tangent section and not within the radius of the traffic circle, and is also located beyond the limits of the area where turning movements are restricted to right-turn only operation. John may be thinking that we are using the existing State Road driveway which is located within the radius and at the location where left-turn movements are prohibited. I would also add that our assessment specifically focused on the location of the State Road driveway as it relates to vehicle queueing on the approach to the rotary and lines of sight. In both cases, we concluded the following:

- o The predicted vehicle queue (one (1) vehicle or 25 feet) on the State Road approach to the traffic circle will not impact operating conditions at the Project site driveway which is located approximately 100 feet (ft) north of the Kittery Traffic Circle; and
- o The available lines of sight exceed the required minimum distance for safe operation of the driveway (clear sight lines are provided to/from the traffic circle).

Let us know if you or John have any additional questions.

Jeffrey S. Dirk P.E., PTOE, FITE
Managing Partner
Vanasse & Associates inc
main 978-474-8800 | direct 978-269-6830 | cell 508-414-7924
Professional Engineer in CT, MA, ME, NH, RI and VA

As for your red text comments, I offer the following responses (pulling them up here in order):

- Do you have any update on the Control of Access that would potentially inhibit the Town's ability to approve a driveway/entrance permit?
- Has Mr. Illian provided any input on this project indeed being beneath the threshold of TMP consideration?
- Thank you for your comments on the Highway Opening Permit – we will handle this matter at the Town level and will be sure to have any off-site revegetation match the surrounding roadside greenspaces.
- Regarding signage, both of the existing sidewalk crossing signs will be able to be preserved through the improvements this project proposes. The signage I was speaking of would be the removal of the existing "Exit Only" sign in service of the current restaurant, and the likely additions of a similar "Entrance Only" and "Exit Only" signs at the respective locations for the proposed development. These signs would be of breakaway design and can be permitted with MDOT as you feel is necessary.
- Thank you for your comments on the off-site pole-mounted light. I will forward your comments to the Town and see how they want to have this handled, so this one may come back across the State's plate if the Town defers. I'll also revisit this item with my lighting contractor to make sure that pole is of breakaway design.
- Lastly, the stormwater tie-in. I've attached an updated HydroCAD report that includes the 50-year storm. Rainfall totals may be slightly different than what you typically see – Town of Kittery ordinance requires the usage of rainfall data for Portsmouth NH. These values are higher than typical York County ones so the results depicted should be prudent overall. Please do forward me the template for a drainage agreement at your convenience, just so I can have it on-hand for later steps of the approvals process.

Thanks again for your attention to this project – it is greatly appreciated.

Take care,
-Mike

From: Mike Sudak
Sent: Monday, December 11, 2023 5:35 PM
To: Skelley, John <John.Skelley@maine.gov>
Cc: Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Illian, Randy <Randy.Illian@maine.gov>; Sammie Goddard <sammie@attarengineering.com>
Subject: RE: 181 State Road, Kittery - Application Inquiries

Hello John,

Thank you for your responses. I will forward your first question to our project traffic engineer and reply with their answer. Otherwise I will be taking a look at your redline responses and get back to you tomorrow if I have any questions. I appreciate your attention to this project.

Take care,
-Mike

From: Skelley, John <John.Skelley@maine.gov>
Sent: Friday, December 8, 2023 4:03 PM
To: Sammie Goddard <sammie@attarengineering.com>; Mike Sudak <mike@attarengineering.com>
Cc: Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Illian, Randy <Randy.Illian@maine.gov>
Subject: RE: 181 State Road, Kittery - Application Inquiries

Afternoon Sammie and Mike,

Thanks for the follow-up email, we have been looking at as it relates to the Circle and if there were any old restrictions pertaining to it and if there is an old Control of Access designation. Shot in the dark sometimes. We can provide some further comments relating to ROW in the near future.

As far as the placement of the one-way entry and the one-way exit, because this is a State Road please consider the mobility to/from the circle. The existing entrance and exit is within the radius of the roundabout so exiting traffic is into the roundabout. The proposed exit is on a leg with what appears to be no left turn prohibition directly next to an existing entrance. It's adding a left turn from a parcel that looks to never have had one going north. Has this been looked at in the traffic study other than the trip distribution?

Some answers in the meantime to your questions below.

Thanks,

John Skelley, P.E.
MaineDOT

From: Sammie Goddard <sammie@attarengineering.com>
Sent: Monday, December 4, 2023 9:48 AM
To: Mike Sudak <mike@attarengineering.com>; Skelley, John <John.Skelley@maine.gov>
Cc: Ilian, Randy <Randy.Ilian@maine.gov>; Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>
Subject: RE: 181 State Road, Kittery - Application Inquiries

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning John,

I am just looking to follow up on the below request from 11/22/23, please let us know if you have any questions. We appreciate your attention to this matter!

Best Regards,

Sammie Goddard
Office Manager



1284 State Road
Elliot, ME 03903
Tel. 207-439-6023

From: Mike Sudak <mike@attarengineering.com>
Sent: Wednesday, November 22, 2023 11:45 AM
To: John.Skelley@maine.gov
Cc: Ilian, Randy <Randy.Ilian@maine.gov>; Sammie Goddard <sammie@attarengineering.com>; Lew Chamberlain <Lew@attarengineering.com>; Ken Wood <Ken@attarengineering.com>
Subject: 181 State Road, Kittery - Application Inquiries

Good Morning John,

I'm writing with the hope of setting up a discussion on a project that will be before the Town of Kittery Planning Board next month for Site Plan Review. A pre-application meeting for this project was held last week with the Town, during which time they encouraged the Applicant to reach out to MDOT to get them involved early-on in the approvals process. I've attached my Cover Letter, Plan Set, and Traffic Study – all of which were sent to the Town earlier this morning as part of the application package.

To summarize the background of this project:

- The existing parcel is a mixed-use lot which contains the La Casita restaurant as well as a residential condo unit. Sheet 2 of the attached Plan Set is the existing conditions plan, which shows the amount of off-site improvements (within the traffic circle R.O.W.) that are in support of these uses – mostly for the existing restaurant.
- The existing entrances on the parcel include; the paved driveway on the spur road between the traffic circle and Rogers Road in service of the residential condo, the one-way entrance along the eastern portion of this parcel's traffic circle frontage, and the one-way exit along the western portion of this parcel's traffic circle frontage
- My Client is proposing to construct a 2,000 sq. ft. single-story building to be located roughly in the same spot as the existing restaurant. Vehicular access is proposed as a one-way entrance along the parcel's traffic circle frontage (roughly in the same location as the existing one-way exit from the restaurant) and a one-way exit onto the spur road connecting to Rogers Road. Vehicle circulation will be around the back of the building and through the proposed on-site parking lot as shown on the remainder of the attached Plan Set.
- A Traffic Impact Study prepared by Vanasse & Associates for this project is attached which analyzes the proposed development and its relationship to the traffic circle intersection as a whole.

As for my specific questions that I'm hoping to have a discussion on:

- This parcel falls within the State's Urban Compact zone, so considerations for driveway/entrance permits would be accomplished at the municipal level. **This is correct, the Town would permit those but Control of Access sometimes gets in the way. Still looking to see if there is one.** Also, based on the findings from the attached Traffic Study it appears that the peak trip generation value would not rise to the threshold of consideration for a TMP with the State. Can you please verify that I am correct with both of these observations? **Based on the peak trips per hour on Saturday Afternoon at 58, this shouldn't trigger a TMP. Randy – can you confirm this?**
- This development will allow for the removal and revegetation of many site improvements that were in service of the current/former uses – specifically the large paved parking area for the restaurant. Is there a process by which the State reviews and approves such changes within their R.O.W.? **If the plan is to remove any parking and revegetate a portion of it, I do not believe there is process to gain permission to do that; that should fall within the Highway Opening Permit the Town should issue you. If you are revegetating, please keep in mind the clear zone and choose appropriate objects for silt tolerance, maintenance, and do not obstruct/grow large enough to cause sight issues or become a deadly fixed object.** This question would also extend to the proposed continuation of and connection to the existing sidewalk along the traffic circle, and any associated signage/tipdowns/striping/etc. **Signage should be of breakaway design and may need to be registered with MDOT as being in the ROW even though it's in Compact (I've run into this a few times).** What types of signage? **Since the sidewalk is in the ROW it would just need to meet ADA and DOT design standards, the Town looks to maintain this in the winter.**
- Sheet 4 of the attached Plan Set is the photometric plan prepared for the application, and it includes one proposed off-site pole-mounted light. This light is located to illuminate the entrance to the proposed development, but would require MDOT consideration and approval to be placed. The existing pole-mounted lights along the perimeter of the traffic circle were not modeled as part of this plan, nor should they be impacted by this requested pole. What is the process by which I have this request reviewed? **I can check on the process for review, but it looks to be far enough off the roundabout edge and outside the clear zone. May not be much of anything, most I can think of would be a waiver to be in the ROW. This is also in Town Compact so they may approve this like they would any of their downtown lighting. Breakaway pole would be best too.**
- Lastly, Sheets 3, 8, and 9 of the Plan Set depict the intended on-site stormwater management. There are two existing catch basins within the traffic circle that are downstream recipients of collected runoff on the site as it exists currently (Sheet 8). A combination of catch basins and a single detention pond are proposed to be constructed on-site to satisfy MDEP's peak runoff reductions. The majority of runoff leaving the site through this model would exit via level spreader, where it would sheet flow over the grassy area in the vicinity of the existing power poles and guy anchors, until eventually being received by the westerly existing catch basin.
 - To me it makes sense to have the proposed stormwater management structures tie directly into the existing closed system, at least to prevent the potential of ponding within the traffic circle R.O.W. in the area between the detention pond and the existing catch basin. I have been successful with similar requests for direct tie-in with other projects further south along Route 1, and have already approached the Town's MS4 coordinator on this matter. This time around she informed me that she has no jurisdiction on such a request and encouraged me to reach out to MDOT. What is the process by which I have this request reviewed? **You can discharge into existing basins for sure, but we would need to see the 10-year and 50-year events modeled and a net reduction from existing flow. If you use a level spreader upstream of it that would likely help with attenuation. As far as approvals, you would need to execute a drainage agreement to discharge into the basin; the Town is responsible for day to day non-capital maintenance just because it's in Urban Compact. I can send you an agreement template further along into the design.**

Hopefully all of that makes sense. Please let me know if you have any questions/concerns.

Thanks and take care.
-Mike

Michael J. Sudak, E.I.
Civil Engineer
Attar Engineering, Inc.
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Ph: (207) 439-6023
Fax: (207) 439-2128
Cell: (978) 317-3398

Proposed Adult-Use Marijuana Dispensary 181 & 185 State Road Kittery, Maine

Traffic Impact Study Summary

Prepared by:



December 14, 2023

Traffic Impact Study Summary

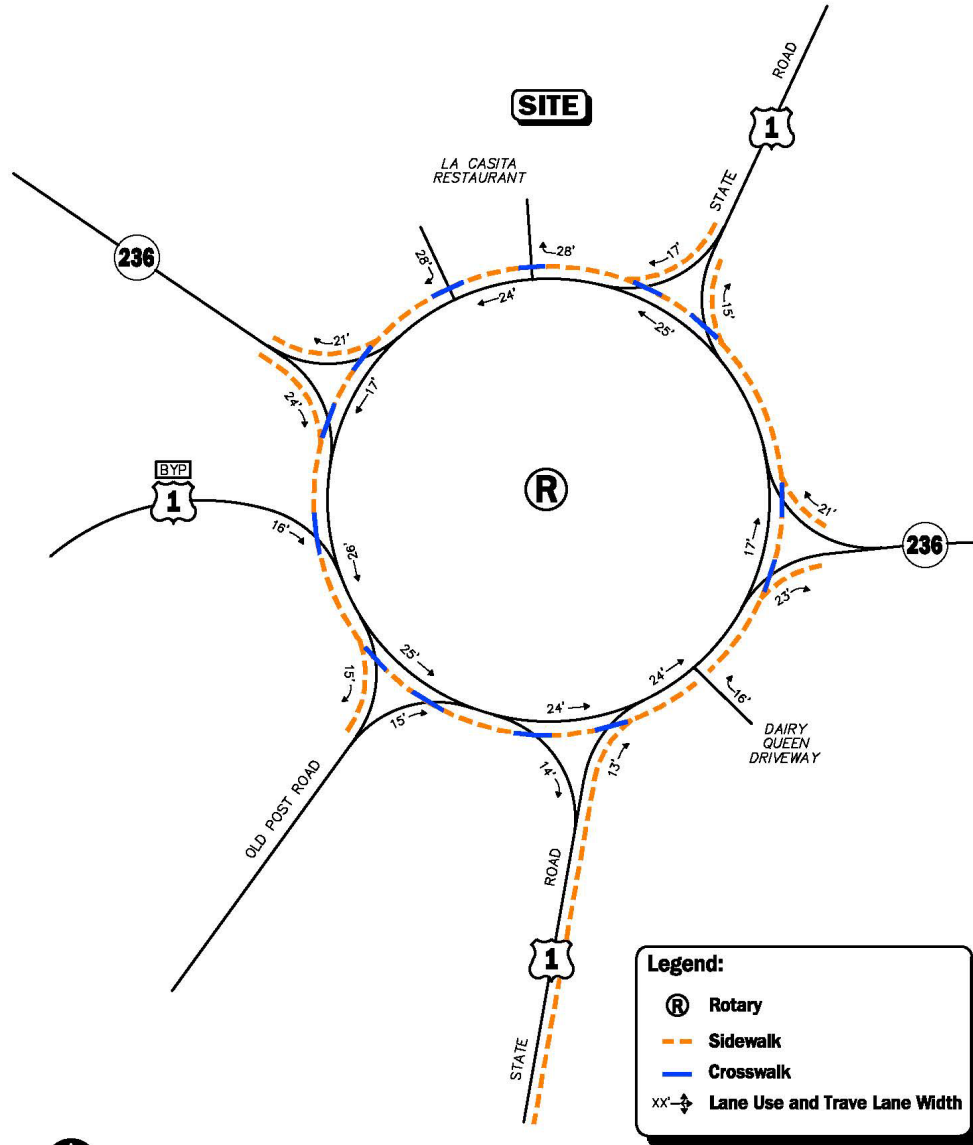
- ▶ ***Prepared by Vanasse & Associates, Inc. in consultation with the Town and MaineDOT, and completed in accordance with MaineDOT Traffic Movement Permit Requirements, and includes a detailed assessment of traffic volumes, pedestrian and bicycle accommodations and public transportation services;***
- ▶ ***The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build conditions), however, it was noted one or more movements at the Kittery Traffic Circle are currently operating over capacity. Project-related impacts on these movements were defined as a predicted increase in vehicle queuing of between one (1) and four (4) vehicles;***
- ▶ ***All movements exiting the Project site driveway to State Road are predicted to operate with minimal delay during the peak hours with negligible vehicle queuing;***
- ▶ ***Independent of the Project, the Kittery Traffic Circle is included on MaineDOT's High Crash Location (HCL) list for 2019 through 2021. As such, specific recommendations have been provided to advance safety-related improvements at the rotary; and***
- ▶ ***Lines of sight to and from the Project site driveway were found to exceed the recommended minimum sight distance for the intersection to operate in a safe and efficient manner.***
- ▶ ***Conclusion – “..the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner” with implementation of the recommendations defined in the TIS.***



Site Location Map



Existing Conditions Context



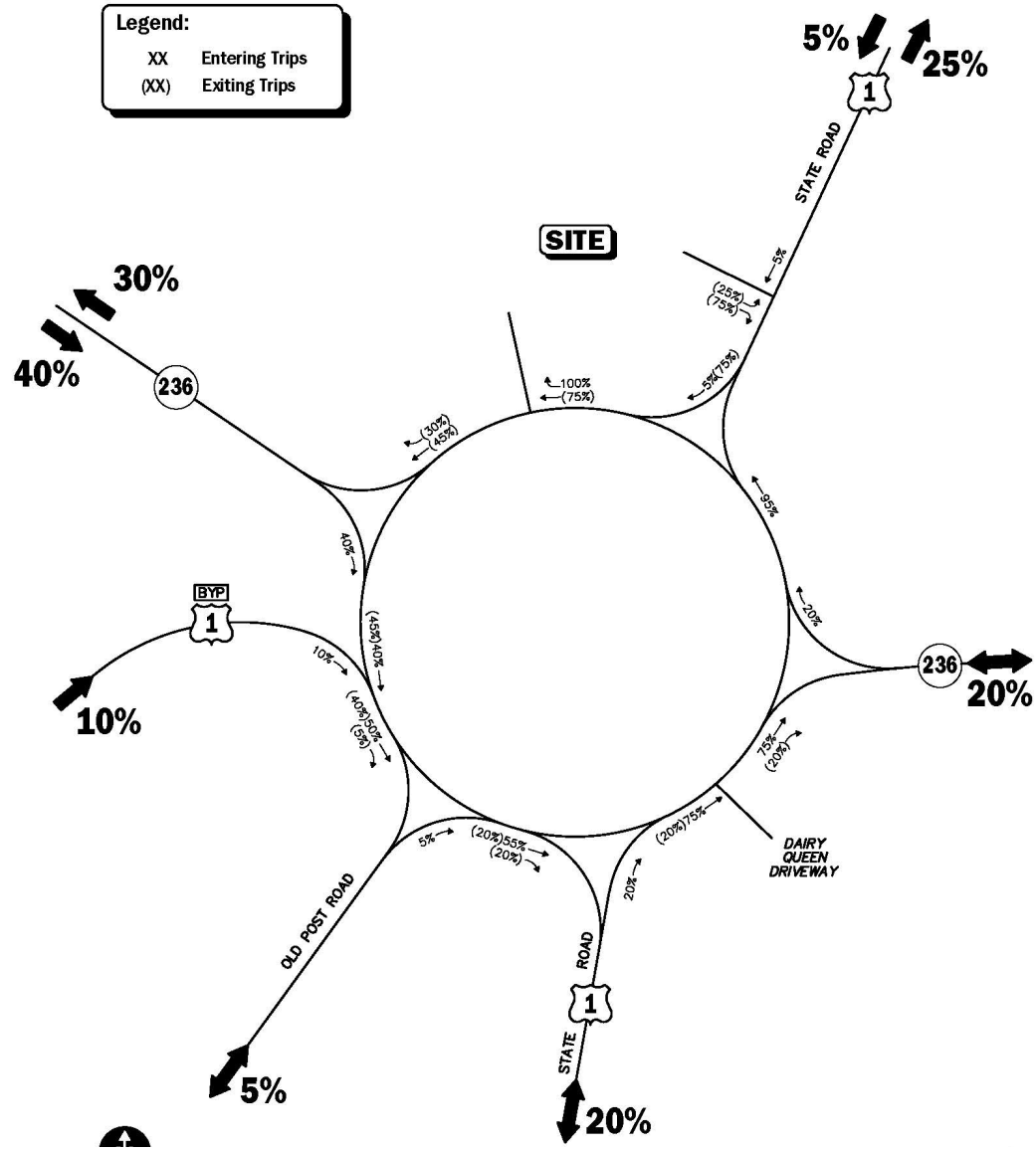
Trip Generation

	Vehicle Trips
Time Period/Direction	Marijuana Dispensary (2,000 sf)
Average Weekday Daily:	
Entering	211
<u>Exiting</u>	<u>211</u>
Total	422
Weekday Morning Peak-Hour:	
Entering	11
<u>Exiting</u>	<u>10</u>
Total	21
Weekday Evening Peak-Hour:	
Entering	19
<u>Exiting</u>	<u>19</u>
Total	38
Saturday Midday Peak-Hour:	
Entering	29
<u>Exiting</u>	<u>29</u>
Total	58

^aBased on ITE LUC 882, Marijuana Dispensary.



Trip Dispersal



Recommendations – Site Access and Circulation

- The Project site driveways will be 20 feet in width and designed to accommodate the turning and maneuvering requirements of delivery and emergency vehicles.
- Where perpendicular parking is proposed, the drive aisle behind the parking will be a minimum of 23 feet in width (24 feet is proposed) in order to facilitate parking maneuvers.
- Vehicles exiting the Project site will be placed under STOP-sign control with a marked STOP-line.
- All signs and pavement markings will conform to the applicable standards of the Manual on Uniform Traffic Control Devices (MUTCD).
- A sidewalk is proposed along the south side of the parking field that will connect to the existing sidewalk along the west side of State Road and to the existing sidewalk along the north side of the Kittery Traffic Circle.
- ADA-compliant wheelchair ramps should be provided at all pedestrian crossings to be constructed or modified in conjunction with the Project.
- Signs and landscaping to be installed within the intersection sight triangle areas will be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within the sight triangle areas will be promptly removed where such accumulations would impede sight lines.



Recommendations (Continued)

➤ **Traffic and Parking Management Plan**

A traffic and parking management plan will be developed in consultation with the Kittery Police Department to accommodate the increased customer demand that may occur during the initial opening period and during the peak tourist season. The goal of the traffic and parking management plan will be to manage customer demands so as not to exceed the available parking within the project site with consideration of employee parking requirements. After the initial opening period, operations will be reviewed with the Police Chief on a periodic basis to determine if there is a need to continue the elements of the traffic and parking management plan.

➤ **Kittery Traffic Circle (Route 1/Route 236/Old Post Road)**

In order to further the safety improvements that will be an outcome of the safety assessment that is being undertaken by the proponent of the Extended Stay Hotel, the Project proponent will:

- i) Share in the cost to complete the safety assessment for the Kittery Traffic Circle; and
- ii) Design and construct the improvements that are recommended as an outcome of the safety assessment along the State Road north leg of the intersection to the extent that they entail sign and pavement marking enhancements that can be completed within the public right-of-way.



Transportation Demand Management

- A transportation coordinator will be designated for the Project to coordinate the elements of the TDM program;
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to employees;
- A “welcome packet” will be provided to new employees detailing available public transportation services, bicycle and walking alternatives, and other commuting options;
- Pedestrian accommodations have been incorporated within the Project site and consist of sidewalks that extend to the existing pedestrian accommodations along State Road and at the Kittery Traffic Circle; and
- Secure bicycle parking should be provided within the Project site.

