

12/11/17

WORKSHOP

MATERIAL

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MEMO

DATE: 1 November 2017
RE: Kittery Foreside Land Use, Parking, and Transportation Study
Draft Recommendations Summary
TO: Town of Kittery Planning Board
FROM: Mitchell Rasor, Principal

On October 25, 2017, the consulting team of MRLD and TY Lin – with the assistance of Town Staff, KACTS, and the Study Working Group – presented draft recommendations regarding mobility, land use, and urban design issues at a second Public Forum.

The goal of the Study:

The goal of this Study is to determine a reasonable and palatable build-out scenario to use as a model to conclude what land use regulations, traffic patterns, bicycle and pedestrian accommodations, and parking resources are necessary to support and sustain future growth while not diminishing community character and residential qualities.

The draft recommendations were developed through a process including:

- A review of the 1997 Study, the Foreside Forums, current zoning and policies, the latest draft of the Comprehensive Plan, as well as other documents
- Input from Public Workshop #1 held in June
- Ongoing input from the Working Group and Town staff
- Analysis by the consultant team

The presentation and technical memos provide detailed information on the draft recommendations, but in general the recommendations can be divided into the following categories:

- Safety
- Transportation
- Zoning
- Character
- Economic / Community Development

Safety:

- Low, medium, and high growth projections were determined for the study area in terms of residential and commercial growth. The street and intersection concept design recommendations have been modeled and meet or exceed safety standards. In addition, the mobility recommendations have been modeled to ensure that future capacity needs are met.
- Sidewalks, crosswalks, and other pedestrian and bicycle accommodations were inventoried and the proposed concepts improve the sidewalk network, add and align crosswalks to safe locations, and right size intersections in order to make pedestrian crossings safer.
- On-street parking throughout the study area has been better defined to not only increase parking supply, but also improve vehicular and bicycle circulation.
- Proposed bump outs and road diets on Walker and Route One will help calm traffic, without reducing capacity.

Transportation

- The goals of the Study are being carefully coordinated with the Route 103 (Walker / Wentworth MaineDot) project in order that both projects inform each other, leveraging funding for the optimum mobility and streetscape improvements.
- On-Street parking is maximized throughout the study area to increase supply and create a more village like environment. On-street parking is also maximized in order to avoid the creation of more surface parking.
- Either dedicated bike lanes or sharrows are recommended for all major streets to improve safety and encourage biking.
- As currently designed, Route 1 consists of three different zones of scale and character running from the river to Government, Government to Walker, and Walker north through Gourmet Alley. It is a major goal of this Study to make the scale and character of Route 1 and the intersections more consistent in order to promote a village like atmosphere, improve safety, and calm traffic – all while maintaining capacity.
- While the Study reflects the realities of the peak AM and PM Shipyard traffic volumes, streets and intersections have been designed to meet the needs of the community first rather than the two hours +/- a day when Shipyard traffic impacts the study area. New signals and signal optimization will maintain capacity, while improving circulation for all users, even during peak Shipyard hours.

Zoning

The primary goals for zoning include:

- Extend walkability and character of Foreside to Route 1
- Reconcile uses between MU-KF / BL-1 / BL
- Larger buildings along Route 1 corridor
- Smaller buildings east of Route 1: 1,000 to 4,500 +/-
- In general, redevelopment along Walker at a larger scale than other streets in Foreside
- Stabilize and preserve residential neighborhoods by allowing low impact uses such as home occupations
- In a recommended zone encompassing Route 1 and the area from Route 1 to Wallingford Square between Government and Walker, allow for more flexibility in uses, design standards, and dimensional standards. However, this flexibility should not allow for development that is out of scale with context nor create excessive congestion and parking demands.
- Promote zoning and uses calibrated with available on-site and off-street parking availability

Character

- In general, extend the village character of the Foreside to Route 1 by encouraging downtown scaled development, more urban streets with liner buildings, improved streetscapes, right sized streets and intersections.
- Integrate zoning, transportation, and design standards to promote placemaking.
- Begin to identify the Foreside neighborhood as a series of legible and attractive streets and squares that improve circulation, aid wayfinding, and encourage economic development at the appropriate scale and intensity. Currently, Wallingford Square is a “destination,” however the integrated approach to mobility and land use envisions additional “squares” including Walker Square, Government Square, and Whipple Square. These squares will act as anchors, neighborhood centers, and gateways.
- Several recommendations have been made to increase access to the waterfront in addition to pocket parks as well as improved access to John Paul Jones Park

Economic / Community Development

Since 1997, the Foreside has seen tremendous revitalization. Growth and innovation should continue to happen in the study area. However, “palatable” growth thresholds need to be identified to maintain the character of the area, balance form, use, and parking demand while providing a safe transportation network for all users.

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- 1 Meeting Starts at 6:02pm.
- 2 Kendra Amaral, Town Manager welcomes public to the Kittery Foreside Land Use, Traffic, and Parking
3 Study. Goes over timeline, mentions working group and consultants Mitchel Rasor, MRLD Landscape
4 Architecture and Tom Ericco TYLyn International. The content to be presented is still in draft form.
- 5 Consultant Mitchell Rasor highlights project explains goals. Working group has already had a site walk
6 and five meetings.
- 7 Study area includes Route 1 (gourmet alley, water district site), government and water streets, Walker
8 Street and Wentworth Street to the gas station (best automotive). Mr. Rasor compares 1997 study
9 findings to current 2017 findings.
- 10 Initial project findings: Route 1 distinct corridor, very open and out of character and Wallingford Sq area
11 which is very dense and established. Also found opportunity for other intersections that could be
12 "squares."
- 13 Key Themes:
- 14 ■ Create vibrant edges or gateways (in 1997 design)
 - 15 ■ Squares (intersections) create streets and intersections as a framework for wayfinding, which
16 ultimately helps with economic development
 - 17 ■ Placemaking (and key metrics for the study) concept of place which is defined by:
 - 18 ○ Streets, intersections (opportunities)
 - 19 ○ Architecture
 - 20 ○ Neighborhoods
 - 21 ○ Open spaces
 - 22 ○ Respect for history, respect for the future people
 - 23 ■ Key metrics for the Foreside which have been kept in mind throughout the study:
 - 24 ○ Walkability and safety for pedestrians and bicycles
 - 25 ○ Protecting and stabilizing residential neighborhoods
 - 26 ○ Allow more development flexibility in mixed use areas (Extend density and infill)
 - 27 ○ Make Route 1 more consistent in character and scale (Extend sense of economic
28 development and neighborhood character)
 - 29 ○ Create more unified zone from Whipple to Wallingford to Route 1 (Gourmet Alley)
 - 30 ○ Increase access to a range of open spaces
 - 31 ○ Increase awareness of parking options
 - 32 ○ Kittery not Portsmouth
 - 33 ○ Coordinate with the Shipyard
- 34 The presentation is having a technical difficulties. Mr. Rasor mentions the presentation will be posted on
35 the Town website.
- 36 ■ Pedestrian sheds, Kittery has a lot of walkable areas, ¼ mile radius or 5 minute walk to
37 Wallingford Square from numerous locations in the study areas.
 - 38 ■ Consultants review various buildings and their respective footprints. Conclusion, there is a range
39 of building footprints in the study area although most are much smaller than examples.

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- 40 ▪ Love Ln is included in the study area and is concern because of cut through traffic, character and
41 opening on to Route 1. It is being reviewed for traffic calming and other techniques (not
42 sidewalks) will be recommended.

43 The presentation has some technical difficulties. Mr. Razor asks those who have questions, concerns or
44 recommendations to contact Chris DiMatteo, Town Planner.

45 Mr. Razor reviews the schedule:

- 46 ▪ 10/25/2017 (tonight) getting public feedback
47 ▪ 11/9/2017, taking recommendations to Planning Board
48 ▪ Through November, refine the draft report and have one last working group meeting
49 ▪ End of December submit final report

50 Mr. Razor mentions public can continue to make comments or suggestions to staff or working group.

51 Key Land Use Considerations:

- 52 ▪ General idea to continue scale, walkability and character from Wallingford Sq to Route 1
53 ▪ East of Route 1 revisit current zoning (MU-KF) to rebuild as is or rebuild only up to 1500 sq
54 ft. Consultants are trying find alternatives to zoning requirements that would not impede on
55 neighborhood character. Reconcile uses between MU-KF and BL-1 Zones.
56 ▪ Parking lots are concern. Zoning does not prevent demolishing structures and building
57 parking lots. Consultants curious about how parking lots could be zoned, e.g. primary or
58 accessory use.
59 ▪ Consultants think larger buildings could be along Route 1 corridor.
60 ▪ Foreside, smaller buildings dependent on lot size. Suggest redevelop Walker Street
61 commercial corridor.

62 3 growth models over 20 year period: Existing conditions, Mid-Level Growth, High Growth. (Most of the
63 graphics presented have Mid-Level of growth. Parking and traffic demands have been modeled).

64 Mid-level growth, 4 opportunities sites:

- 65 1. Water district site- recommendation that came from Sustain Southern Maine. Also tightening up
66 and "right sizing" the intersection. Consultants build off recommendation but lessen growth
67 expectations in their recommendation.
68 2. Govern street infill to code (has green space, although there is a foundation being constructed
69 at present).
70 3. Fire station site- redevelop street site, to bring the building closer to the street, all setbacks met.
71 Pitch roof does not have meet MU-KF zoning.
72 4. Intersection at Whipple Rd and Wentworth St- There is a park near the corner, and could move
73 park and building to create a plaza concept with commercial 1st floor, residential 2nd at corner
74 define area "Whipple Sq concept."

75 Zoning: 1997 one large zone- good for economic development. The current Comprehensive Plan (draft?)
76 calls for Growth and Neighborhood stabilization.

77 Recommended:

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- 78 ▪ The Core of the Foreside Zone (Walker St to Government St) be Foreside Mixed-Use. This would
79 include the BL and BL-1 Zones included in the study area.
80 ▪ The remaining zones of the Foreside be foreside residential.
81 ▪ “4-Square” concept. Whipple Sq (Wentworth/Whipple), Walker Sq Walker/Route 1),
82 Government Sq (Newmarch/Gov’t), Wallingford Sq. The series of streets would be the bones in
83 the area, helping to connect the square which would help with wayfinding. The gateway would
84 create clear destination and arrival. Square concept could create edges to the neighborhoods,
85 and help make clear transitions to the commercial and residential areas.

86 Tom Ericco with TYLyn International, transportation engineer begins to discuss the idea of creating a
87 shared-use path within the railroad right of way, which could allow for connectivity and connect to
88 waterfront. The waterfront connection would be to create the greenway of the estuary to the high
89 school parking lot. The parking lot at the high school could also increase parking inventory. The bridge
90 over the estuary would be intended to be a pedestrian structure.

91 Another recommendation to provide more accessibility to waterfront would be to enhance the public
92 dock at Wallingford Sq.

93 Parking: Mr. Errico has presented most of the data in the June 15th forum.

- 94 • Based on data analysis, consultants believe 125 parking spots could be created.
95 • On diagram green illustrates where can add more on-street parking.
96 • Blue on diagram represents formalized on-street parking (now not clear where and where can’t
97 park).
98 • Off- street parking could also come from formalized shared parking of gourmet alley off hour
99 use of lots- York Hospital.

100 Traffic congestion and uses:

- 101 • More cars on Walker Street than on Route 1
102 • The afternoon where road system is taxed the most/ existing level of service
103 • 2 peaks in Kittery (shipyard/non-shipyard)
104 • Speed data: Walker St has higher speeds, Love Ln has high speeds
105 • No high crash locations in study area

106 Route 103/Walker St Project:

- 107 • Maintain parking, improve crosswalks and pedestrian safety
108 • Project currently over budget, DOT work team reviewing the project to meet the budget
109 • Walker Street will be fully ADA compliant

110 Route 1/Water St/Hunter Ave/Newmarch St:

- 111 • Recommendation to make west side of park to be a two-way road way
112 • Bike lane be provided on the southbound side and a north on Hunter Ave. Hunter Ave would be
113 a dead-end local street, with bike lane and parking.
114 • Improve access to the park, create safe crossing
115 • Newmarch St would need to be widened to accommodate roadway

116 Walker Street/Route 1

- 117 • Reduce number of lanes
- 118 • 1 turning lane, 1 north lane, 1 south lane, 2 bike lanes, on parking on west side, sidewalks
- 119 • Down size Walker St intersection to help crossings
- 120 • Traffic models agree with design a predict population increase

121 Gourmet alley:

- 122 • Invert parking at Golden Harvest along Route 1, make parking on street
- 123 • Formalize sidewalks

124 Government St:

- 125 • Formalize parking, stripe travel lanes and parking

126 Jones Ave:

- 127 • Formalize parking
- 128 • Provide 1 Travel Lane toward Government, shift lane eastward to enhance sight distance at
- 129 corners
- 130 • On street parking
- 131 • Sidewalk with bumpout toward Government

132 Q & A:

133 **#1. Q: Do the changes need to go through MEDOT? What are the next steps? A: Yes, in coordination**
134 **with MEDOT and Maine Historic Preservation Commission. HPC has concerns about changing motorist**
135 **experience of John Paul Jones Park. Consultants want to enhance pedestrian experience. It is difficult**
136 **to get in touch with HPC.**

137 **#2. Q: If traffic was routed on Newmarch instead of Hunter, where are people from Portsmouth**
138 **directed?**

139 **A: Traveling on northbound on Newmarch St would turn right on Government. Models demonstrate**
140 **the intersection being efficient.**

141

142 **#3. Q: Greenway? Have contacted Department of Defense? A: negotiation between communities, the**
143 **intent is not to get rid of the ROW but use the ROW space abutting. (Resident says that was not clear).**
144 **70ft ROW, there could be a fence separating the railroad from a multiuse path.**

145 **#4. Q: Hunter turnaround? Fire lanes? A: Not the case, but are brainstorming about directing traffic up**
146 **Water Street. Turnaround for fire and snow removal would to be addressed.**

147 **#5. Resident gives input on demolishing structures for parking. Suggests limit to 0, in specific locations,**
148 **to replace structure with structure. Public or private parking as a special exception use.**

149 **#6. Resident discusses involvement with past DOT work on Route 1. Q: Has DOT changed perspectives**
150 **on roadway design? A: MEDOT has had a paradigm shift, federal highway is more flexible with**
151 **roadways and design standards especially in urban areas.**

- 152 **#7 Q:** Traffic Light at Shipyard gate? Could it be updated? **A:** Once through DOT project design &
153 **construction funding issues, the project could move quickly. Ms. Amaral explains that the equipment**
154 **needs to be replaced and the intersection, but DOT cannot replace equipment until the project is**
155 **designed, while considering 2 project options. Mr. Errico echoes the project is not a 2018 but 2019**
156 **project.**
- 157 **#8 Q:** Love Lane? **A:** Thoughts are to implement traffic calming to discourage people from using it as a
158 **throughway. Spot traffic calming, turning limitations in and out, access management will be in the**
159 **recommendations.**
- 160 **#9 Q:** Speed on Route 1? Data could affect 2-way 2 lane traffic on Newmarch Street, which could make
161 **problem worse. Tom Renaud from KACTS explains the method of collecting traffic data, but agrees to**
162 **provide speed data to the Town. A:** Newmarch St as it exists (17ft wide one-way lanes) may encourage
163 **people to speed. Two narrow lanes, could slow traffic.**
- 164 **#10** The resident is also concerned with taking land from the park, but has concerns about traffic
165 **volumes not decreasing. Also has concerns about park access. Q:** Have you looked into bridge traffic?
166 **What happens to recommendations in December, when is the last time to give feedback? A:** Still time to
167 **give positive and negative feedback. Submit comments to Town Planner, Chris DiMatteo. Planning**
168 **Board 11/9/2017, then could go to Town Council for potential adoption as a study.**
- 169 **#11** One resident shares excitement of idea to make Route 1/Newmarch St a more contiguous street.
170 **Shares personal experience and mentions street activity could help with traffic calming.**
171 **Recommendation could provide opportunity for State Road to become enhanced. Resident thinks idea**
172 **to reroute bicycle traffic up Hunter and make Newmarch Street 2-way is a good idea. The resident also**
173 **shares that State Rd Walker St is not a good intersection. He also likes parking ideas and Square concept.**
174 **A: Mr. Errico wants to be clear parking is suggestion on the York Hospital side only.**
- 175 **#12** Resident Mike Kelso makes comments about Love Lane. Mentions trouble with TD Bank intersection
176 **(at Route 1) don't have enough time to turn, can't see traffic. Also mentions when turning left there, the**
177 **wide intersection allows for cars to pull in intersection and block view from the right. Mentions**
178 **challenges from Traffic from Walker Street (turning right on red) and water district. Suggests reducing**
179 **speed of gourmet alley. Finally, suggests making Love Ln local traffic only, especially in the morning.**
- 180 **#13** One resident supports rail path and water edge access Wallingford Sq. and idea of mixed-use on
181 **dock and how to connect pedestrians from Warren's to Wallingford Sq property owners allow access.**
- 182 **#14** Another resident likes idea about safe walking to water access and shares that she has written the
183 **Governor about John Paul Jones Park. Also supports reversing parking by the Golden Harvest and**
184 **reducing intersection width at Walker/Route 1. Resident asks Town if the sidewalk at library can be fixed**
185 **temporarily until study is complete, because it is dangerous.**
- 186 **#15 Q:** Will changed zoning to allow for Hotels in MU-KF be in recommendations? Thoughts? Is it
187 **possible? Planning Board waiting on recommendations from the Kittery Foreside Study.**
- 188 **#16** Resident Mr. Kelso, mentions parking concerns, there are a number of business with no available
189 **parking for their customers. Asks Town to stop approving business unless there is parking.**

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190 Consultants mention the Rockland Boutique Hotel, which uses valet parking only by sharing parking on
191 an underutilized lot. In the Foreside, Mr. Rasor explains he has comfort recommending using an existing
192 building with a use change, adaptive reuse. There would have to be traffic demand modeling, analyzing
193 congestion and peak hours. In general, in urban areas parking can work if demonstrated scientifically.
194 Believe the negative impacts may not be as big as expected. Increasing the shell of the building map be
195 more of the issue.

196 #17 Mr. Kelso mentions Rice library could be a good source of parking and suggests meters.

197 #18 One Resident explains that Rockland is a different scale community from Kittery Foreside. Believes
198 people and commerce, not hotels, would be better for the area.

199 **#19 Q:** How did you pick the perimeter of the study area? Mentions additional water access, which is
200 not on the slide, but the space is underutilized. **A: The study was established by the Town. Adjacent**
201 **centers are relevant and not outside the scope of the project. The Town wharf is important to**
202 **maintain for access, which may be overlooked.**

203 #20 One resident explains the ordinance already allows for hotel as an Inn that could have 11 rooms.
204 She believes that is more reasonable because of congestion.

205 Ms. Amaral clarifies the residents concern with Hotels in MU-KF. She explains residents are concerned
206 the Foreside cannot handle the impact for 30-35 room Hotel. If it can handle it, what are the negative
207 impacts? What are the positive impacts of that type of development in the Foreside?

208 Mr. Errico responds to the ability of the roadway to handle traffic due to use (future impact, traffic
209 circulation, intersection operation). He believes the intersection infrastructure could handle a 30-35
210 boutique hotel.

211 #21 Resident Elisa Winter Holben, also a business owner in Wallingford Sq. mentions wanting to preserve
212 area and allow for continued vibe of small Wallingford Sq. Also would like to continue the vibe
213 throughout the area. Asks if a hotel be somewhere outside the square. Asks if overlay or feather-zoning
214 could be considered.

215 **#22 Q:** How many hotels with 30-35 rooms could be allowed or go in the area if the ordinance changed?

216 Resident gives feedback agrees designated areas for parking. Likes suggestion about waterfront access.
217 Believes diversified economy downtown is an incubator, hopes Foreside could do that. Hotels would
218 take away.

219 #23 One resident explains recommendations on Newmarch Street would remove greenspace for
220 parking. Q: Could bike lanes be on Hunter side? Also has concerns about traffic coming from
221 Portsmouth. Could hunter be turned heading south? Removing green space would kill trees. **A:**
222 **challenge from bike perspective, bikes would have to cross Route 1 twice. It would create conflict**
223 **points for the bicyclists.**

224 #24 One resident echos converting one-way streets to two-streets slows down. Suggests a light at the
225 other end of the bridge. Mr. Errico agrees to look at the speeding issue.

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226 #25 One resident mentions increase in Shipyard works increase volume to 9000 people which could
227 impact hotel.

228 Conclusion:

- 229 • Materials will be posted
- 230 • Planner, Chris DiMatteo is the contact for comments
- 231 • 11/9/2017 Planning Board meeting
- 232 • Providing Feedback and involvement is important

233 Meeting ends 7:50pm.

234 Meeting Minutes: Michelle McDonald

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