

Subject: Kittery Foreside Land Use, Parking and Transportation Study – Site Walk

Date: March 6, 2017

Place: Foreside Study Area, Kittery, ME

Attendees: Chris DiMatteo, Michelle McDonald: Town of Kittery
Jamel Torres: KACTS
Chris Mann: MaineDOT
Donnajeane Ahigian: Board of Directors for the Dance Hall
Tom Emerson: Economic Development Committee
Marissa Day: Planning Board and Foreside resident
Ken Gilbride: property owner in the Foreside
Elisa Winter Holben: business owner and resident in the Foreside
Ben Lord: Black Birch business owner in the Foreside
Terry Lochhead: Foreside resident
Tom Roberts: Beach Pea Bakery business owner on State Road
Tom Errico: T.Y. Lin International
Mitchell Rasor: MRLD

By: Tom Errico

SITE WALK NOTES

Group 1 (Tom Errico)

- At one time the shipyard manual controlled signal timings at Walker/Wentworth
- Sight distance is poor at Walker/Wentworth
- Parking lots are not value added use of land
- ADA improvements needed at Library crosswalk
- Sidewalk from library to Whipple should be considered
- Consider a path along RR from Wentworth to Route 1
- Consider parking lot at RR crossing of Wentworth
- Bike lanes on Wentworth should be considered
- Library building is an important resource
- People were surprised that parking is permitted on west side of Wentworth
- Love Lane should be included in study
- Use shipyard truck entrance as a peak traffic relief drive
- Provide crosswalk on Walker at Dance Hall
- Provide Short-term parking in Wallingford Square
- Non-compliant ADA conditions in many locations in Square
- Employees do not have a place to park unless they pay monthly. They move their cars every two hours

- Jones Streets is one-way but functions as two-way. Make it one-way to Walker. Sight distance is poor entering Government. If one-way a sidewalk may be possible. A parked car limits sight exiting Jones onto Walker (looking left).
- Not clear that there is a public landing and waterfront views do not exist.
- Lobster trucks circulate out of area via the beginning of the two-way Government.
- Government is narrow where two-way and seems too narrow for on-street parking
- Cottle Lane used a pedestrian route to Memorial Bridge
- Lots of Pedestrians on Government
- Route 1 and Government unsafe for pedestrians
- Circulation of Route 1 odd
- Consider changing Route 1 one-way southbound to two-way
- Route 1/Walker too big and unsafe to cross
- Provide on-street parking along medical office on Walker
- Eliminate time limit on Walker so employees can use
- Indian restaurant a good example of building reuse

Group 2 (Mitchell Rasor)

- Can buses leaving shipyard be given a priority at front to encourage more transit
- Walker is a post-World War II Street. There might have been a lane there, but nothing of the scale as today. Government was the primary east / west street
- It is an inconvenience getting to the Walker / Wentworth intersection – after missing all parking and side street options – and being forced to turn left and then working your way around back to the Wallingford Square
- The most valuable land per acre is at intersection of Wentworth and Walker, but parking lot and library use not highest and best use for taxes
- Parking lot used to have a fountain/well like some of the other key intersections helping to mark it as a place
- Parking lot is important, but is that the best way to define that intersection
- Will the rebuild of Walker and Wentworth bring the sidewalks up to ADA code in terms of width?
- Will new sidewalks be replaced with concrete and granite curb or asphalt?
- The general assumption is that people want Walker, Government, and Wallingford Square to be commercial and mixed use, but that one lot deep into side streets the zoning should be residential/home occupation
- As you move away from Wallingford Square, more parking is available
- People tend to want to park as close to Wallingford Square, or they are just not aware that their destination is only a short walk. Could signage and wayfinding help this?
- Several restaurants in Wallingford Square now offer valet parking. Believe this is a third party / entrepreneurial business. Need to research who runs valet service and where are they parking cars – a designated lot or the nearest on-street space?

- In general, businesses are serving locals, except for 4-6 restaurants. Gourmet Alley services locals and wider economy
- Jones Ave is one-way towards Government. Difficult to take a left onto Government because building blocking sight distances to the right. Should a stop sign on Government be placed at this intersection?
- Jones Ave creates a loose grid, continuing north of Walker. Two way.
- Otis Ave is two-way between Walker and Government. It creates a loose grid crossing north of Walker
- Main is two-way between Walker and Government. It creates a loose grid crossing north of Walker
- Where is the appropriate location for a midblock crosswalk: Jones, Otis, or Main? There is currently a mid-block crosswalk on the western leg of Jones.
- The new housing at the intersection of Walker and Main is an example of how new development does not respect the street. Places at an angle on the parcel and does not define the Walker / Main intersection.
- The old fire station site is an ideal redevelopment parcel with parking placed to the rear. A city owned property.
- Sidewalk on the northern side of Walker ends at Main. No crosswalk to the southern side of Walker
- On-street parking was recently placed along the Loco Coco's Tacos parking lot / fencing. Street trees in this area appear to make it difficult to place a sidewalk
- Stream / wetland area behind hospital along Walker could be a location for a pocket park.
- The restaurant placement and the approach to the new intersection create a less defined section of Walker. Less pedestrian scaled.
- The intersection is too big. Is the slip lane into the hospital parking lot required?
- Is the dedicated right lane north required?
- Most cars leaving the shipyard appeared to be going straight / west at the intersection, staying on 103
- Unfortunate that the medical office does not have a door addressing the street
- Why is there a fire hydrant located right in the middle of where there would be a front door plaza?
- What can be done to tame and right size this intersection. What is really required in terms of capacity. This section of Route One is a disconnect between the street segment to the south (John Paul Jones Park) and Gourmet Alley to the North. It is both wrong in character and scale in cross section east / west and in the manner, that it is disruptive between the north and the south
- The intersection "blew out" this area
- There appears to be a perfect spot for bus shelter at the northeast corner of the Walker / State intersection

- The rail line could be a bike / pedestrian link between State and Wentworth. Excellent shared use path for people coming over the bridge from Portsmouth and heading out to the Point or for students moving through the area. Get bikes and pedestrians off of Walker, Government, and Love Lane
- Noted in a recent newspaper article that 970 bikes crossed the bridge into the Foreside
- Gourmet Alley is a success, but more pedestrian amenities needed. Sidewalk on west side required
- The intersection of Love Lane and State requires redesign. One can see how Love Lane used to come down the hill and then cut across State at an angle and run to the west of the arts building, but it does not do this anymore. Love Lane should be aligned perpendicular with State, creating a safer pedestrian crossing. It appeared that the Love Lane could be narrowed by at least a third at State. This would also help calm traffic as possibly reduce cut thru traffic
- Somehow calm traffic. On-street parking one side to help the businesses and slow traffic.
- Maintain bike lanes or not?
- The two-floor new mixed use development is going to be a positive precedent for infill development. Four residential units. Parking in rear
- Water District buildings and land are prime for some sort of development in scale with the Foreside. This use is not highest and best anymore. Look to relocate and redevelop this site
- Ideally place line buildings along the west side of State beneath the arts center and across from the hospital. On-street parking, commercial first floor. Second floor residential units accessed from above / back. Site the building into the hill
- Completely reconfigure the State / Government intersection. Make the western edge of the park two-way.
- Create a traditional four square intersection
- The eastern side of the park could be a driveway / parking for the park. Possibly a one-way loop with angled parking down to Water Street and loop back to Government.
- Or design Route 1 north so it is clear that you swing to the west of the park and Water Street is aligned perpendicular. Maintain two way. Hunter Ave becomes local two-way Street and Newmarch Street becomes regional Route 1 north / south
- Regardless, realign roads at the southern end of park to make the road geometry calm traffic. Gain park space
- Government is two-way until Seaview Lobster
- Prior to this, east of Pleasant Street, there is signed on-street parking on the southern side of Government even though parked cars are in the travel lane. It works!
- Should Government speed limit be reduced from 25?
- The lawn area across from the intersection of Otis and Government is an ideal spot for infill development

- The second house in on Otis has a new addition to the rear. It is this type of expansion that has worried some residents – and it is to the rear and attached to a historic home
- Consider making Government two way, but what are the implications for parking, circulation, snow storage, sending shipyard traffic that way – although in the morning shipyard traffic comes down Government as well as Walker
- Can a centralized parking lot be created?
- Can church parking be utilized during the week as a public parking lot – not shipyard parking
- Wallingford Square is a real success. The “Brooklyn” of Kittery. Parking is an issue, but has not slowed economic development
- Use of the Town Wharf does not appear to add to congestion in the area
- Are there any ways to make the river more a part of the Foreside? Walking along Government there is no sense that you are on a waterfront
- Just as the rail line was imagined as a shared use path, is there any way to have a pedestrian way that winds along the shore, taking pedestrians off of Government and creating a special waterfront experience?

Wentworth/Walker Streets: Group 1 notes (Michelle McDonald)

- Left turn is very challenging to Wentworth from Walker during peak hours.
- PSNY uses additional exit at gate 1 (in between AJ’s Pizza and Rudders).
- Almost every car from PSNY has 1 occupant.
- There is a minivan/other vans that allow for a carpool.
- DOT has designed a construction project Wentworth thru to Walker.
 - Signal at walker and Wentworth will be replaced
 - The Foreside study will inform DOT project
- The vegetation at Wallingford Square/Wentworth & Walkers street intersection causes a blind spot.
- Suggestion of flashing lights for pedestrians to cross.
- Parking Lot in Foreside is space is being underutilized- suggestion for an alternative use.
- Consultants will review the pros & cons of turning Wallingford Square into a two way street.
- Question: How can we separate PSNY traffic & foreside visitors?
- Comment: it’s necessary to talk to PSNY, cannot solve the problem without them.
 - PSNY is involved in the DOT project
- Schools get out around/at the same time as PSNY
- Suggestion: Analyze possibility of a 2 people/per minimum car requirement on the shipyard
- No traffic control currently exists at gate 2, although there used to be- mention of the contract having expired.

- Suggestion: Gather PSNY data of where employees live—thought that majority live in Sanford & Rochester.
- Pedestrian crosswalk at gate is dangerous and the signal doesn't work well.
- The famous cork tree will not be disturbed, but eliminates possibility of sidewalk on that side of street.
- The current cross walks are not ADA compliant and do not have a ramp.
- 1 hour parking exists on side of Wentworth (on left side, heading away from study area)
- Question: Should the parking be kept or eliminated to make sidewalks on both sides of the street?
 - If parking spots were striped, the group agrees, people would park
 - Parking on Wentworth seems dangerous
- DPW hasn't been responsible to "traffic calming" ideas in the past.
- There is not a lot of public gathering space in Kittery (Wallingford square is one of the few).
- The Foreside could benefit from more wayfinding/signage.
- The town landing is underutilized.
- Suggestion: 15 minute parking spots and 3 & 4 hour parking spots to help employees.
- Suggestion: Create a sidewalk on the portion of Jones between Government & Walker. Create a curb extension on the corner of Walker & Jones at the bank, by removing 1 parking spot.
- Creating a two way street on government could take away on-street parking.
- The public park on Newmarch and Hunter Ave has site challenges (state owned), accessing the park is challenging and dangerous.
- The one way is difficult for traffic and pedestrians. There is no connectivity to the park.
- Suggestions: Create walkways toward the inside of the park, make Newmarch Street two-way, and reduce Hunter Avenue to a walking/biking path and enough drive for residents to access their homes.

Summary of reflections/comments from Terry Lochhead after site walk:

- Address land-use in the study area, in addition to parking & traffic.
- Consider the "Foreside Vision" when making recommendations in order to make a priority of maintaining the historic, working class character and scale of Kittery Foreside.
- Consider an adaptive re-use ordinance focusing on development in the Foreside – not prohibiting new construction but preferring renovating existing structures that contribute to the Foreside's unique character and accessible scale.
- An adaptive re-use ordinance is a big step, but the concept has resurfaced repeatedly both in the comprehensive plan process and in discussions about tools needed by the Planning Board.
- Invite working group input regarding a prospective adaptive reuse ordinance.

- Invite public input regard to Foreside density zoning and how it applies to different neighborhoods. Could we do a survey?
- Signage could be a way to incorporate and support the Kittery Vision and direct people to Foreside's historic and working class character.
- Signs could enhance tourist experience.
- The Town may be more supportive of signs if they were presented within the framework of the Vision.