

Working Group Meeting – August 23, 2017 Preliminary Draft Land Use and Urban Design Recommendations Summary

1. SUMMARY NOTES FROM JUNE 15, 2017 PUBLIC FORUM

On June 15, 2017 a Public Forum was held at Traip Academy to gain input from the community on a range of issues in the study area including, but not limited to parking, pedestrian and vehicular circulation, zoning, character, economic development, and open space. Following are summaries from the four mapping / discussion break-out groups:

Group 1

- Housing potential on water district site
- Better pedestrian infrastructure in Gourmet Alley area
- High speeds in Gourmet alley – need to calm traffic
- Walker / State intersection is too big
- TD Bank entrance is too narrow
- Better pedestrian signals and crossings at State / Newmarch / Government / Hunter – a complicated intersection for pedestrians and vehicles. Does not encourage access to park
- Love Lane is dangerous. High speeds, no sidewalks, cut through traffic, difficult sight lines. Traffic calming needed
- Better walking paths needed. Rail line could be safe and direct connection from Route 1 to Wallingford
- Better / uniform street lights on primary downtown streets
- Better pedestrian infrastructure all of Walker and Wentworth
- Jones and other residential type streets – residential parking programs
- Concern with pay for parking program (which has since been installed on Jones similar to Portsmouth and Portland)
- Old fire station site owned by Town should be redeveloped with small infill building with parking to rear
- Wallingford Square area is going to see more parking conflicts
- In general, need better pedestrian amenities throughout Kittery Foreside
- Trees in Wallingford Square need maintenance
- Lots of people from out of state congesting downtown
- Need new traffic signals at Walker / Wentworth
- Shipyard exits two ways into Wallingford Square, which works for them but creates additional congestion downtown
- Need increased engagement with Shipyard on parking, circulation, and land use – particularly parking
- Better / more appropriate land use at intersection of Wentworth / Rogers / Whipple
- Public / private parking agreements – such as with York Hospital
- Variations in parking regulations (more or less variation?)

Group 2

- Require on-site parking
- Increase parking fines
- Install smart meters
- Formalize parking along western side of Wentworth
- Not enough parking at peak (dinner / restaurants most intensive use and trending that way)
- Shipyard traffic and dispersed lots an issue
- Seasonal special contractors particular concern for parking
- Install multi-story parking garage on Jones
- Install multi-story parking garage on water district site as part of redevelopment to serve that site, Gourmet Alley, and Kittery Foreside
- Maximum five-minute walk from parking space to destination – particularly Wallingford Square as destination
- Allow for overlay zoning in Kittery Foreside for special projects – or to recognize that Wallingford Square is unique in scale, uses, and intensity
- York hospital should better address Route 1 with active door and first floor retail
- The gap along Walker created by parking for Loco Cocos should be addressed with infill development
- Sidewalk along southern side of Walker need to be wider
- Limit cut through traffic on Love Lane

Group 3

- Don't want to become Portsmouth
- Need to understand Shipyard parking impacts
- Choke point at the intersection of Government / Walker / Town parking lot
- Either bike lanes or sharrows throughout study area
- Parking garage and affordable apartments on water district site
- Gourmet Alley – look to other areas of town for growth. Wetland restrictions and congestion limit development
- Look at making Gourmet Alley a “town street” and not a “highway”
- Should parking on residential streets be allowed – currently is on most
- Most get Shipyard employees out of on-street spots and residential neighborhoods
- People parking illegally in ADA spots
- General parking management and enforcement
- Extend character of Foreside to Route 1 and Gourmet Alley and Wentworth / Whipple intersection
- Turn old fire department building into surface parking
- Sell Taylor building and make parking
- Unsafe turns being taken into Town parking lot at Walker / Wentworth intersection
- Two-levels of parking by Rice Building
- Wentworth and Traip are currently underutilized parking
- More access to water – not just working Town Wharf

Group 4

- What are marijuana considerations. Should this be an allowable use?
- Add sidewalk to Love Lane
- Wayfinding needed
- Play structure needed in study area / range of pocket parks
- The whole area does not need infill. Fabric nice now
- Incentives for Shipyard for buses and satellite lots exist
- Utilize Town easements to create access to water (need easement map created by Open Space Committee)
- Wayfinding for parking and for Wallingford Square key
- Cars to fast, especially on Walker
- Parking signage, striping, regulations, and enforcement need to be consistent visually and in terms of policy
- Rezone residential side streets as separate from Walker and Wallingford Square, for example
- Rethink / redesign parking on two-way section of Government
- Usually empty on-street by Poco Loco's, but people will not walk that far
- Kittery Foreside is a walkable community. Make it more so...
- Sidewalk upgrades needed on Walker
- Focus commercial growth and protect residential streets
- Streetscape could be downtown open space / civic
- New reconstruction of Walker and State Road too wide. Wrong character. Can't walk across.
- Reclaim Route 1 / State Road for sidewalks / infill development...
- Could there be a path running along river?
- Warren's only place to easily access water views
- Do not create parking on first level of buildings facing street. Not interaction. Not pedestrian / village friendly

2. CONCEPT STREET CROSS SECTIONS

The following cross sections correspond with the mobility recommendations of TYLI, input from the Working Group, and feedback from the community. In addition, the recommendations reflect comments from the Foreside Forums and the general intent of the recently adopted Comprehensive Plan.

These illustrative cross-sections are important to review for not only the improvements for vehicular and pedestrian circulation and within the ROW, but how the ROW better integrates with context. Thus, the recommended changes to the ROW section should be considered as a framework and interface with adjacent lands, guiding patterns of growth and economic development. The ROW is not just a conduit for cars, but an integral aspect to the study area in terms of civics, aesthetics, economic development, connectivity, and “intuitive” wayfinding.

The first three cross sections are taken south to north along “Route 1” at John Paul Jones Memorial Park (**Figures 1 and 2**), State Street at York Hospital (**Figures 3 and 4**), and Gourmet Alley (**Figures 5 and 6**). While each of these sections are different, there is a general goal of:

1. Creating a more uniform “downtown” like cross section
2. Creating a more pedestrian friendly environment
3. Maintaining and improving capacity and safety along segments and at intersections

2A. JOHN PAUL JONES MEMORIAL PARK

To summarize the information covered in the TYLI memo, the goal is to convert Newmarch to the primary north / south Route 1 and convert Hunter to a local street serving the adjacent homes and providing on-street parking for the park. The north bound lane on Hunter would include a sharrow.

Considerations:

1. The Newmarch eastern curb line moves 7' closer to existing mature trees, maintaining a 6' +/- clearance
2. We have been in communication with both MaineDOT and the Maine Historic Preservation Commission. MHPC required additional concept materials for review, however DOT has no major issues.
3. The park expands to the north and southeast
4. Preliminary field surveys appear to show that no trees or monuments will require removal or relocation
5. The park is much easier to access
6. The intersection at the northern end becomes a standard four way, with shorter pedestrian crossings and more legible traffic patterns

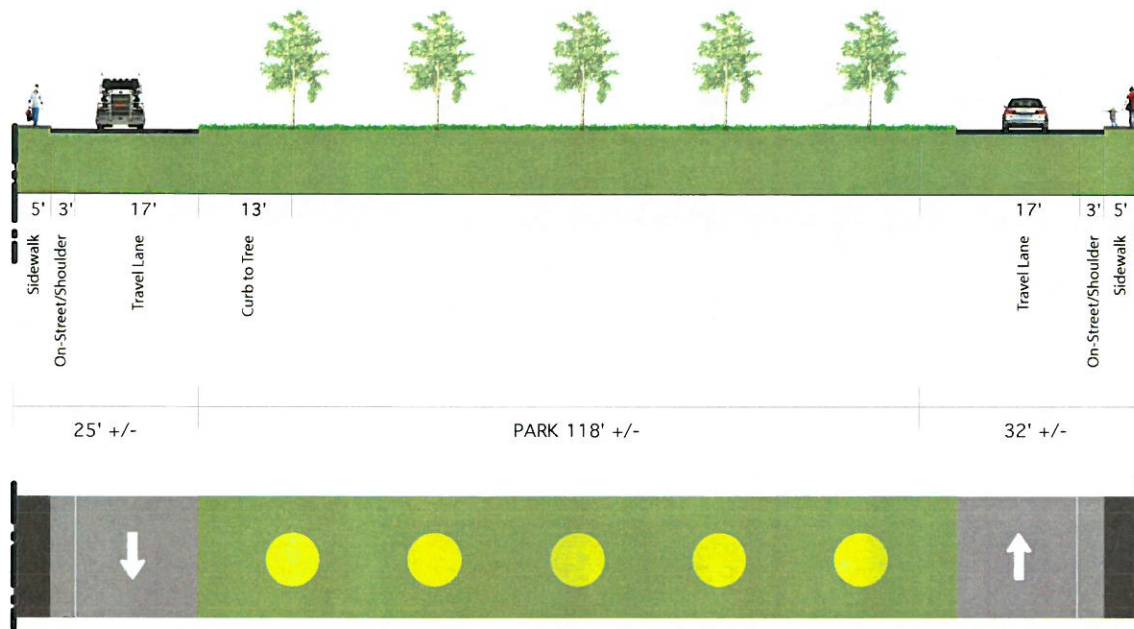


Figure 1: John Paul Jones Memorial Park – Existing

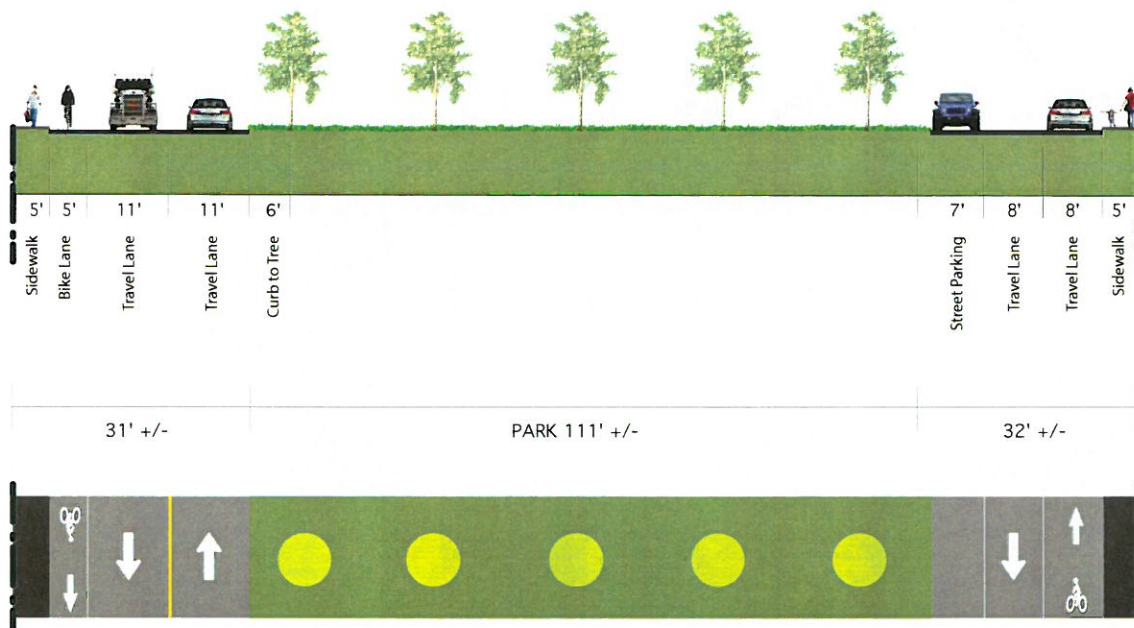


Figure 2: John Paul Jones Memorial Park – Proposed

2B. STATE STREET AT YORK HOSPITAL

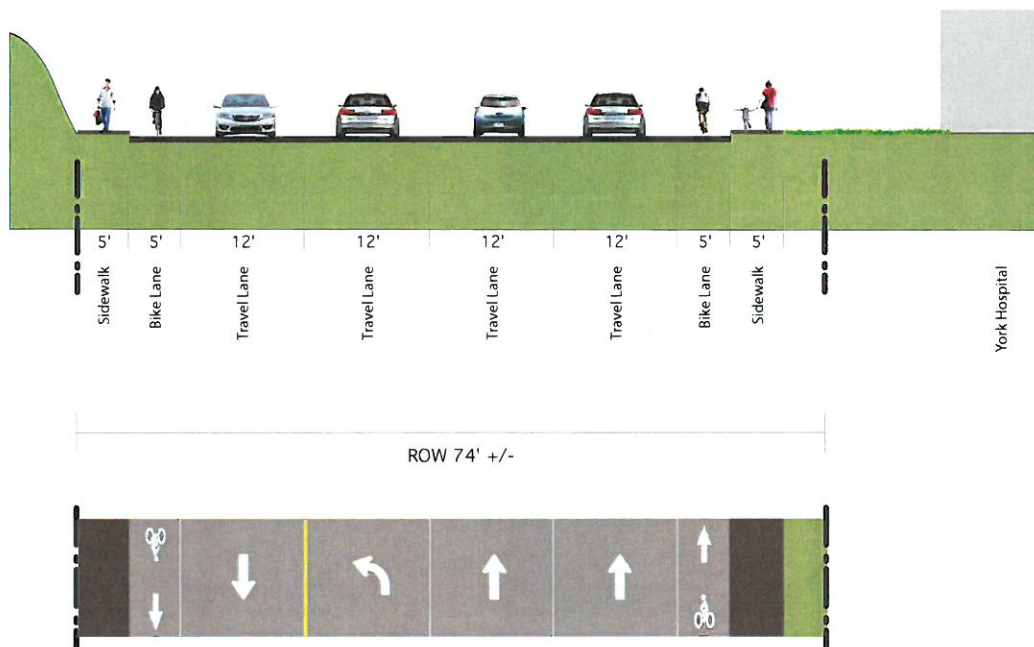


Figure 3: State Street – Existing

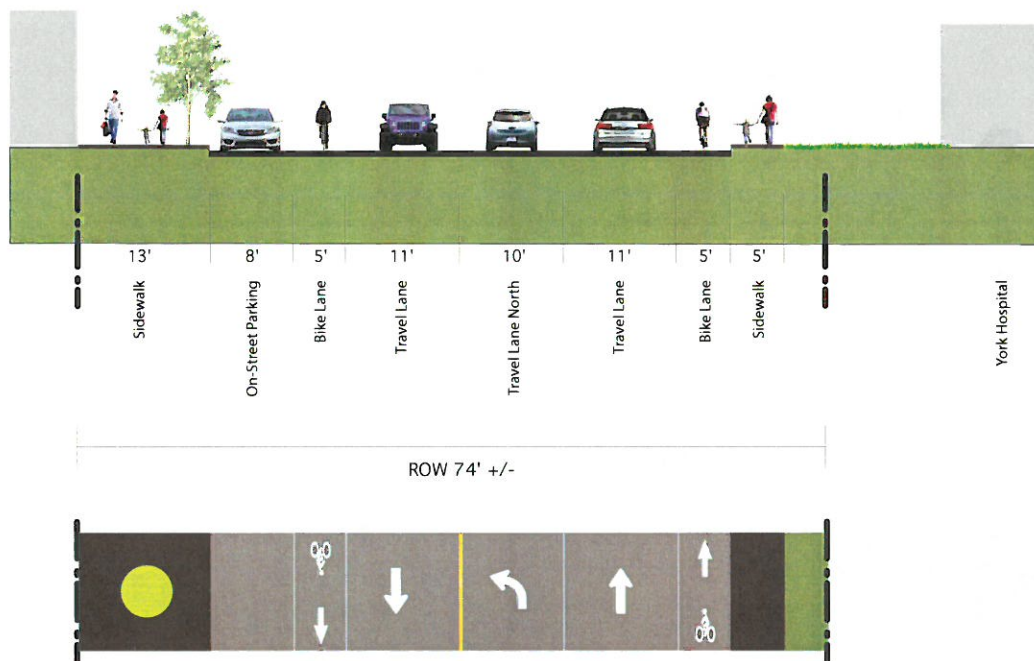


Figure 4: State Street – Proposed

2C. GOURMET ALLEY – TYPICAL CONCEPT

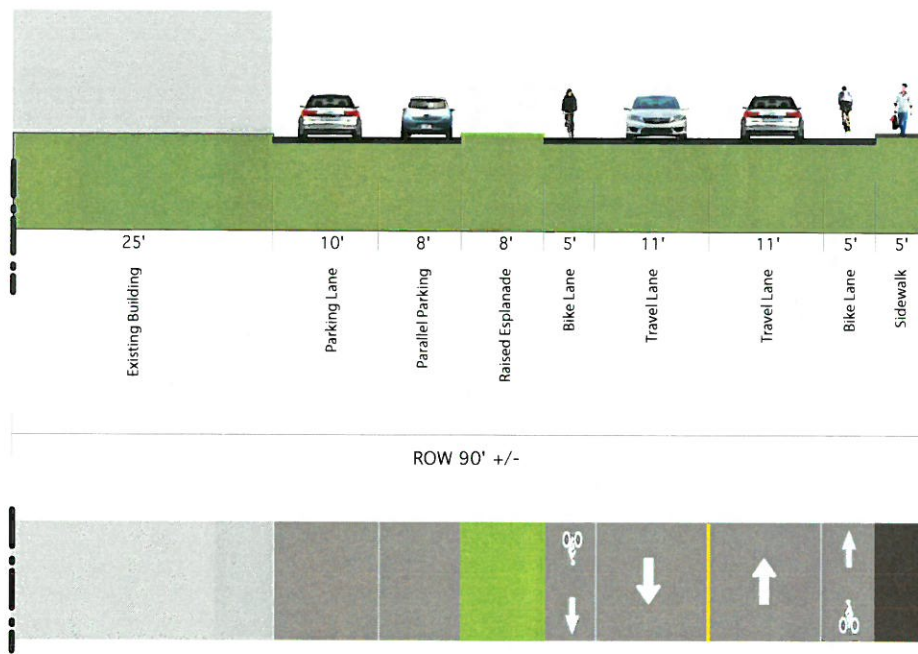


Figure 5: Gourmet Alley – Existing

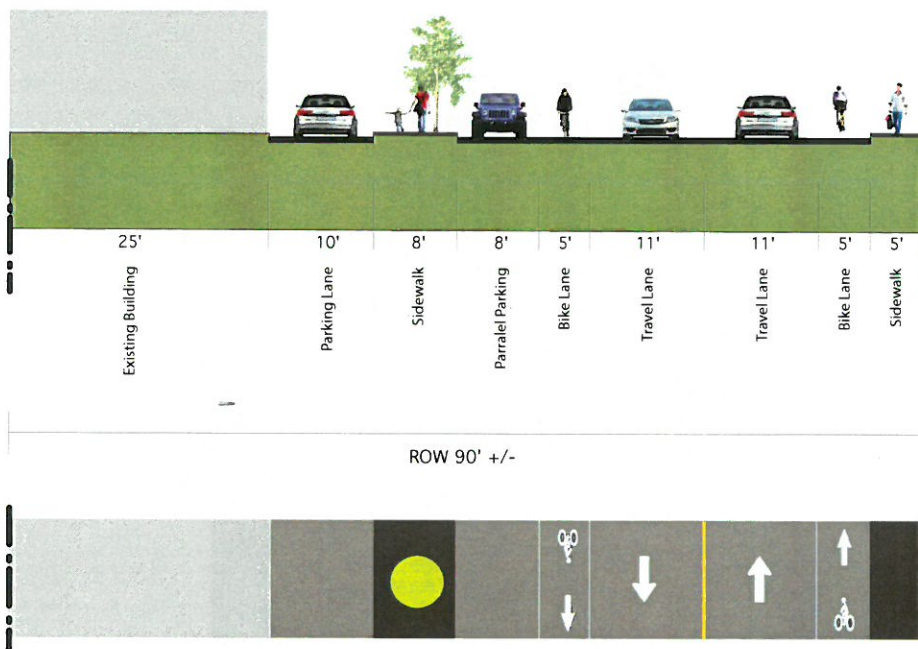


Figure 6: Gourmet Alley – Proposed

2D. GOVERNMENT STREET – TWO-WAY SECTION

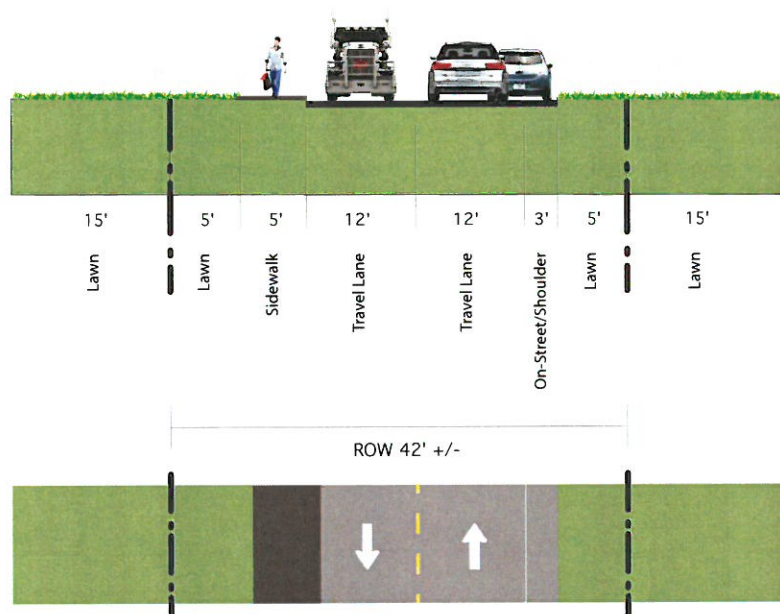


Figure 7: Government Street – Existing

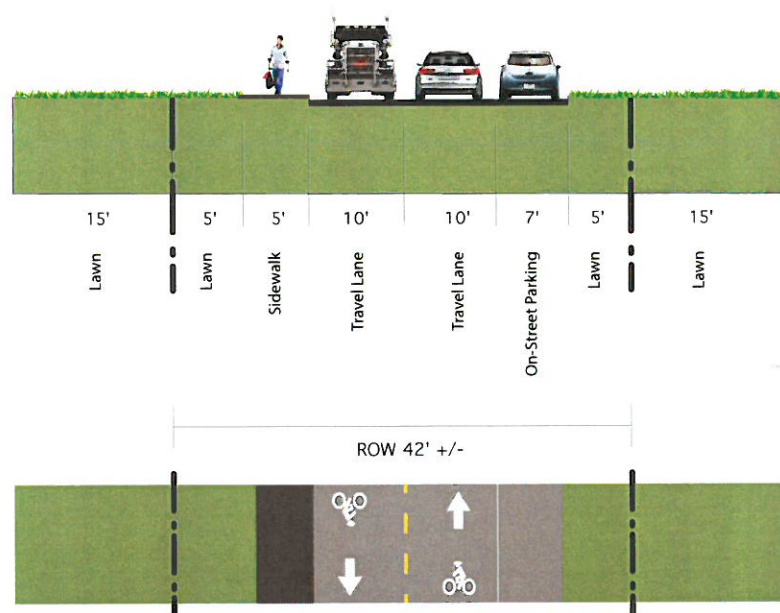


Figure 8: Government Street – Proposed

2E. JONES STREET

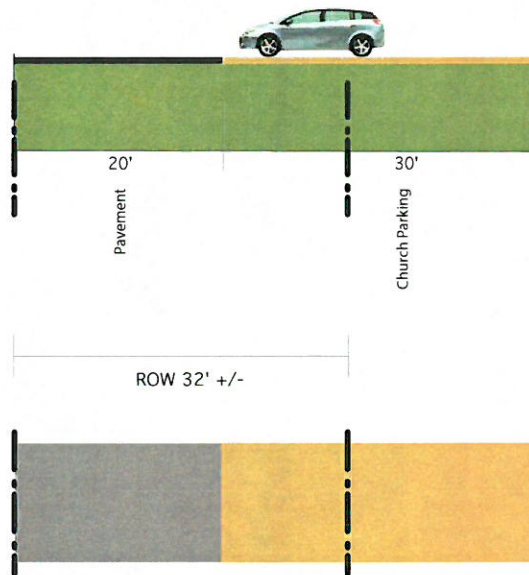


Figure 9: Jones Street – Existing

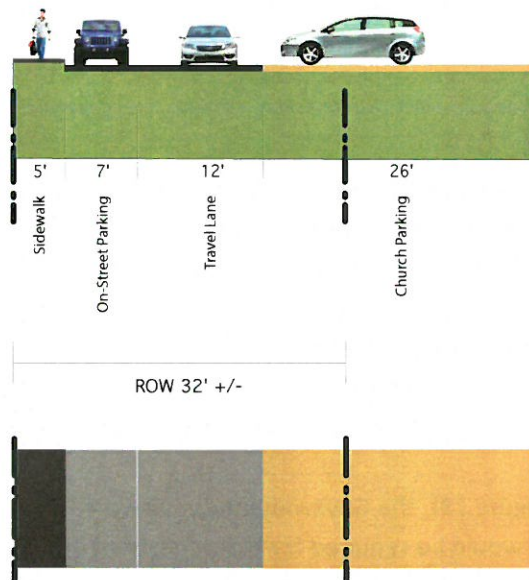


Figure 10: Jones Street – Proposed

2F. GREENWAY – SHIPYARD ACCESS / TRAIIP CONNECTION



Figure 11: Concept Greenway / Pedestrian Bridge

Considerations:

1. In the Foreside Forums, the coUrbanize website, Working Group meetings, the Public Forum, and the Comprehensive Plan, better pedestrian connectivity throughout the Town is cited, particularly the potential for a shared use path in the rail corridor running from Route 1 to Wentworth
2. This is a 70' wide corridor with limited use
3. The line continues across Wentworth to a public truck access road to the Shipyard
4. This "greenway" could be extended from Route 1 to the Shipyard property at the end of the ROW
5. There is a potential to further extend the greenway to Traip Academy and then on to the public boat launch via a pedestrian bridge
6. As noted on the proposed cross section below (**Figure 13**), the Government does own 50' of property between the ROW and the estuary. An easement would be required for the pedestrian bridge
7. Parking within five minutes of Wallingford Square could be placed along the estuary part of the greenway. Parking may not function on this portion of the greenway when the train accesses the Shipyard.

8. A public / partnership could be developed with Traip for shared parking. Currently, to walk from Traip along Whipple and Wentworth to Wallingford is 2,400 LF +/- . By adding the pedestrian footbridge, this walk is less than five minutes at 1,000 LF +/-

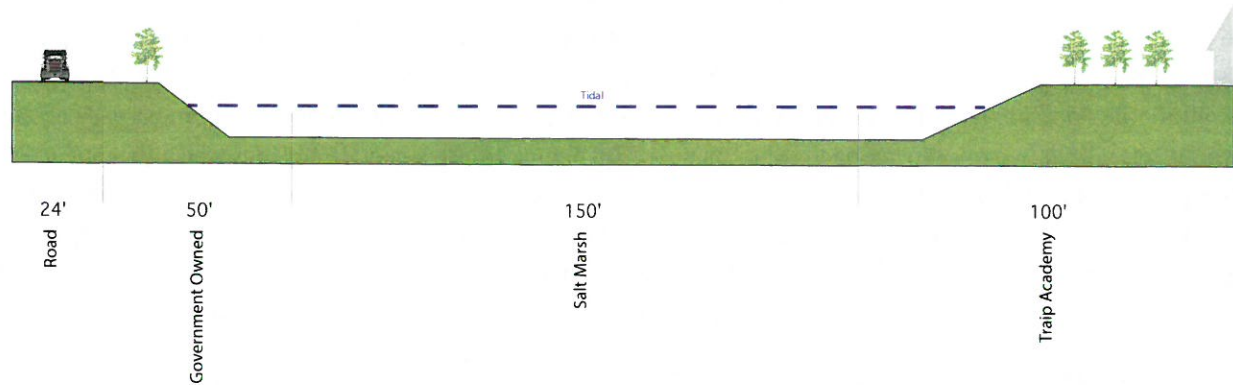


Figure 12: Greenway / Shipyard Access – Existing

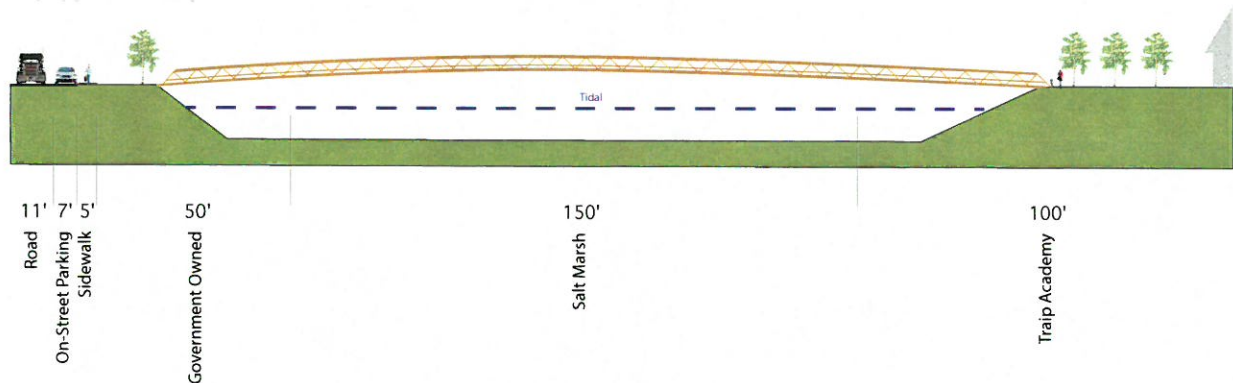


Figure 13: Greenway / Shipyard Access – Proposed

3. WALKABILITY

The study area is a walkable and inviting place, even given some deficiencies in pedestrian accommodations and the auto-oriented character of State Road and Gourmet Alley. Walkability is also defined by the mix of uses in proximity to each other – and in some cases like Wallingford Square a classic vertical mix of uses in one building. The primary streets and commercial areas in the study area are surrounded by tight-knit residential neighborhoods and civic uses adding to the walkability and user-friendly character of the Foreside. By any definition, the Foreside is walkable and the study area is easily traversed in ten minutes with most parking and destinations within five minutes of each other as noted on **Figure 14**. However, in this day and age, especially when you are not familiar with an area, a five-minute walk in certain places is considered too far whereas in certain places a five-minute walk is acceptable. For example, with typical corridor type / big box development, people expect to park and walk to the destination in less than a minute – often less than 30 seconds. In cities like Portland or even Portsmouth, people will walk up to ten minutes, but still prefer approximately five minutes.

In some ways, there is not a parking “problem” in the study area, but a parking “perception” problem. There is ample on-street and off-street parking, but many people will not walk five minutes.

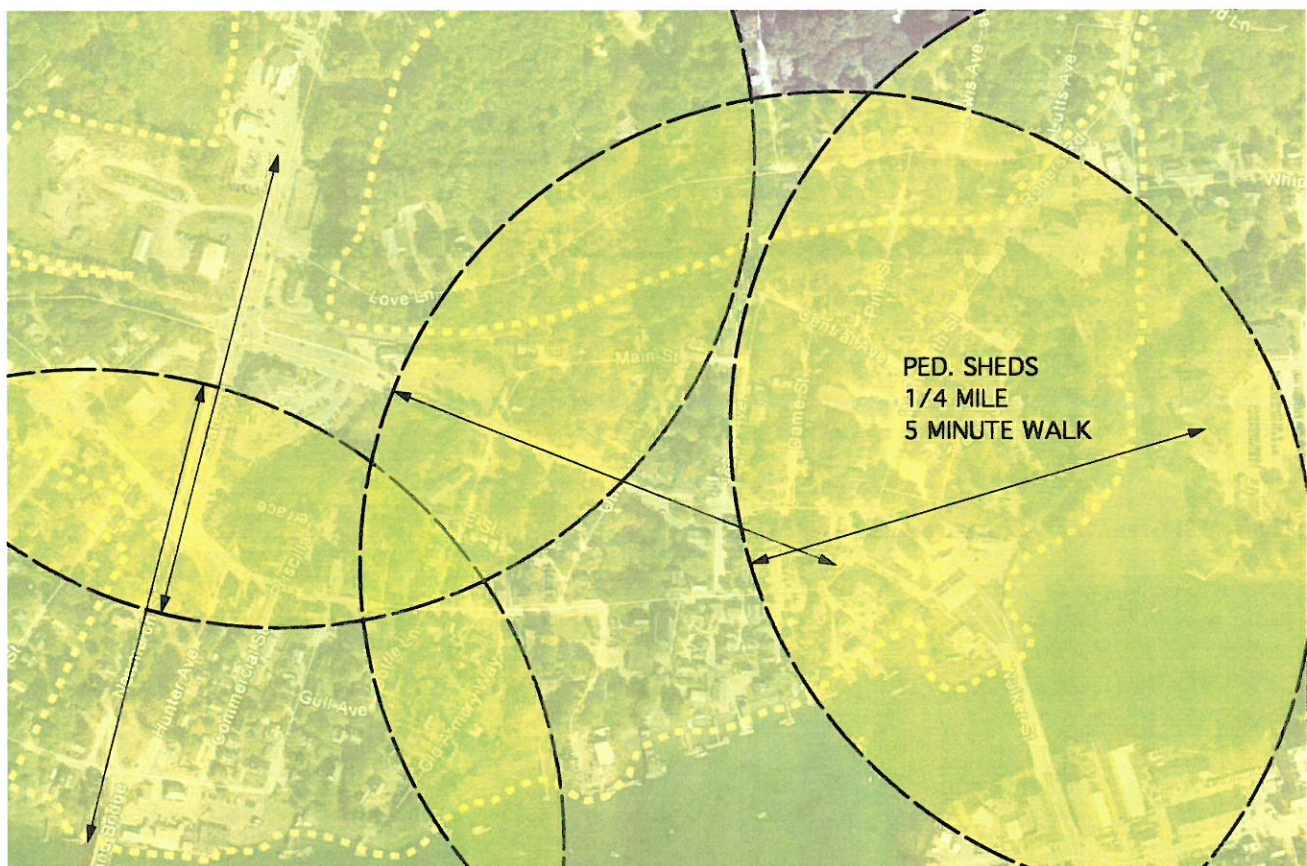


Figure 14: ¼ Mile / Five-Minute Walk Pedestrian Sheds

4. EXISTING BUILDING FOOTPRINTS / DEVELOPMENT PATTERNS

To help inform the conversation on building footprint size and acceptable growth limits, **Figure 15** was prepared noting building sizes in the area. A range of uses and locations were deliberately selected.

The zoning for Kittery Foreside (KF) currently limits new building footprints to 1,500 SF and a 36' height.

Please note that the square footage is the footprint and not total building area.



Figure 15: Existing Building Footprint Comparisons

5. BUILD-OUT SCENARIO DIAGRAMS

As noted on **Figure 16**, five locations were selected for preliminary build-out analysis. In some cases, there are two to three options for a site to compare designs that meet current codes and designs that test the limits, allowing for initial comparison.

These are diagrams. As the work in the Study is refined, more illustrative perspectives and cross sections will be prepared.

For development area one, the Sustain Southern Main work was utilized, however, the total number of residential units and projected commercial growth was reduced for traffic projections because the Sustain projections appear very robust.

The five locations include:

1. Route 1 / Gourmet Alley (Sustain Southern Maine)
2. 45 Government Street (Open space along street)
3. 25 Walker Street (Fire House)
4. Town parking lot at corner of Government and Walker
5. 5 Whipple (Auto dealership / garage)

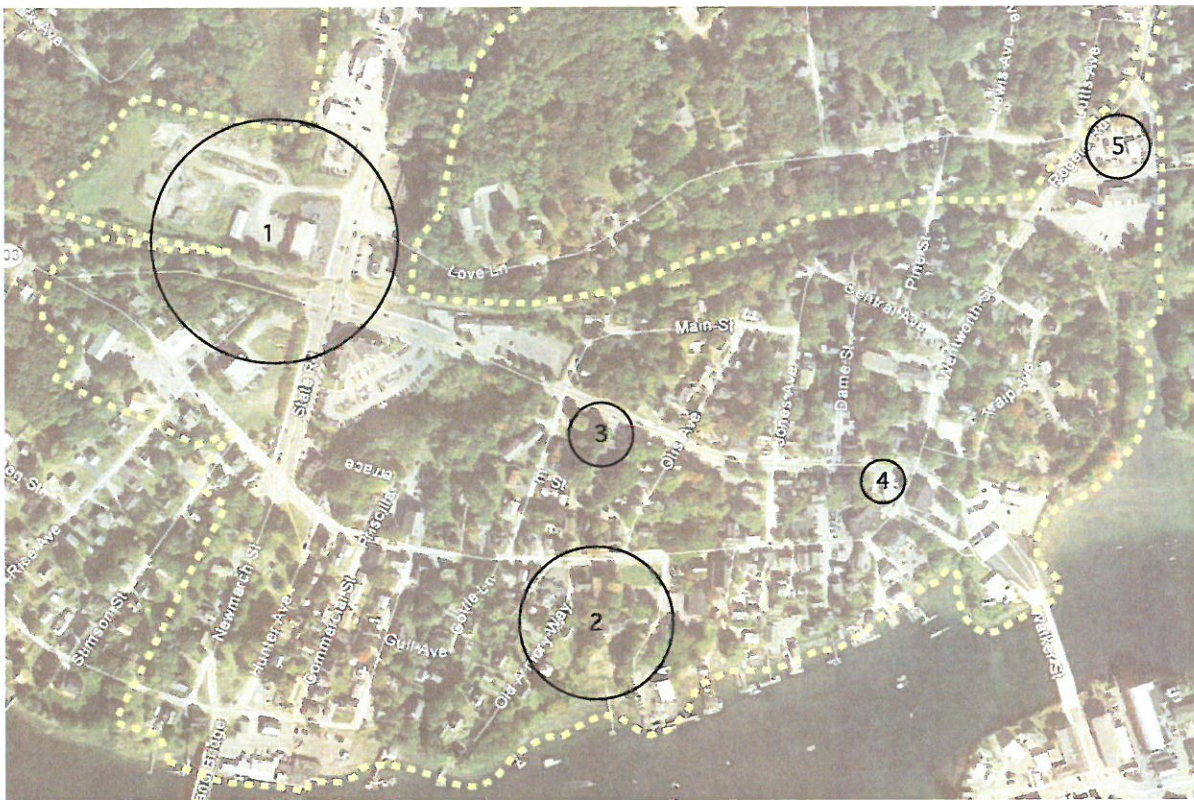


Figure 16: Build-Out Scenario Diagrams

5A. SITE 1: GOURMET ALLEY (SUSTAIN SOUTHERN MAINE)

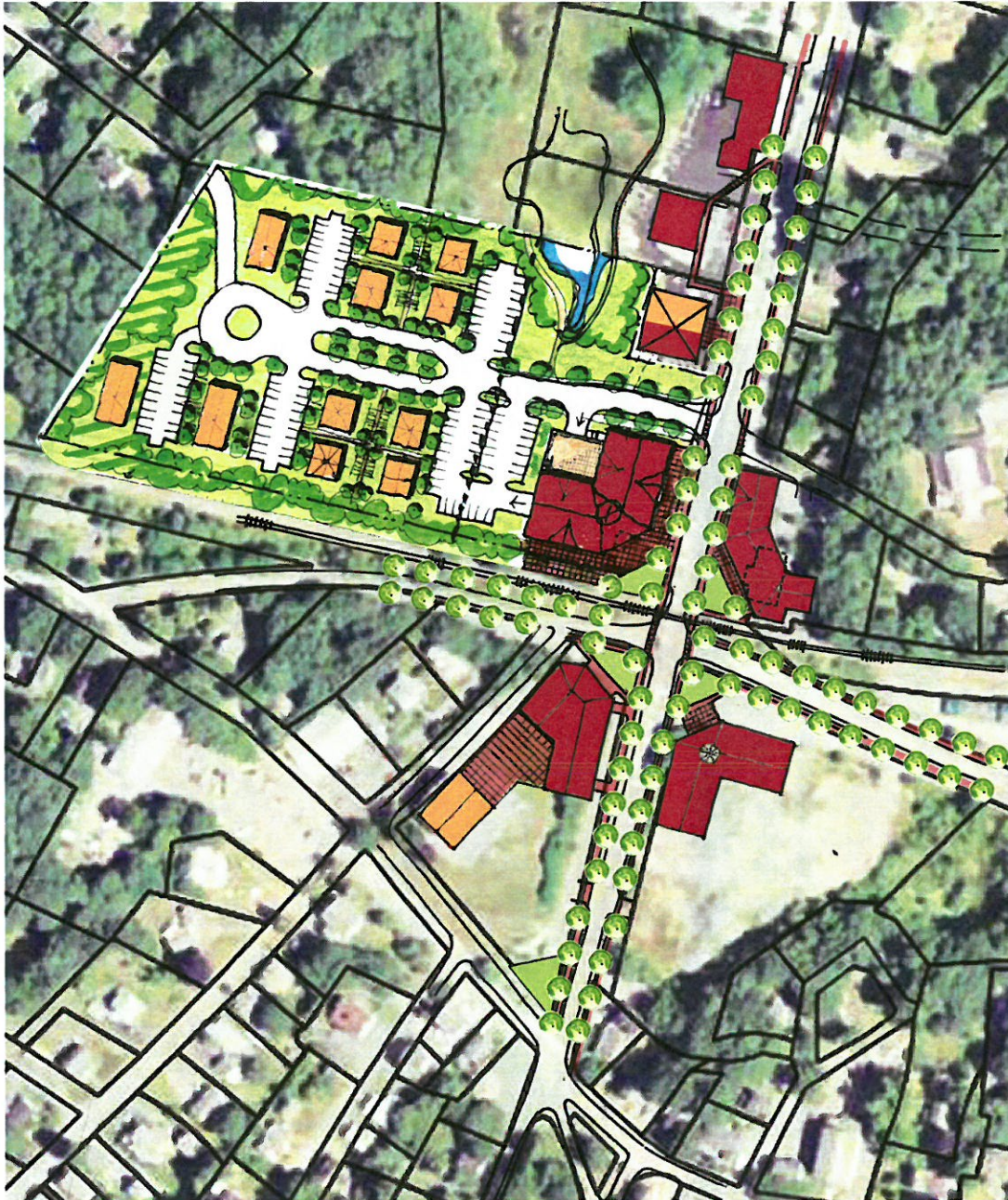


Figure 17: Sustain Southern Main – Route 1 / Walker Focus

Figure 17 depicts a focus crop of the planning work completed by Sustain Southern Maine in 2013. Additional residential neighborhoods are included in the full plan to the north, east, and west.

Build-Out Expectations by 2063 (50 years):

Program: 200 Residential Units and 90,000 SF of Commercial

Revised Program: 90 Residential Units and 25,000 SF Commercial (in addition to 24,000 +/- of York Hospital)

Zone: LB-1

5B. SITE 2: 45 GOVERNMENT STREET



Figure 18: Site 2 with 4,600 SF Footprint Building

Program: Five Residential Townhouses and Ten Off-Street Spaces

Zone: MU-KF

NOTE: This diagram does not meet code because new building is over 1,500 SF

5B. SITE 2 VERSION 2: 45 GOVERNMENT STREET



Figure 19: Site 2 with 16,000 SF Footprint Building

Program: 76 Room / Three Floor Hotel with 76 Off-Street Spaces

Zone: MU-KF

NOTE: This diagram does not meet code because new building is over 1,500 SF and hotels are not permitted

5C. SITE 3: 25 WALKER STREET (FIRE STATION)



Figure 20: Site 3 with Redeveloped 5,000 SF Building

Program: 5,000 SF Commercial First Floor and Two Residential Units Second Floor with 32 Off-Street

Zone: MU-KF

NOTE: This meets current code because existing building over 1,500 SF is being replaced with same footprint

5D. SITE 4: TOWN PARKING LOT WALLINGFORD SQUARE



Figure 21: Site 4 with New 2,400 SF Building

Program: 2,400 SF Commercial First Floor and Three Residential Units Second Floor with 19 Off-Street/Site and Pocket Park at Corner

Zone: MU-KF

NOTE: This does not meet current code because the building footprint is over 1,500 SF even though the primary buildings in Wallingford Square have footprints ranging from 4,500 SF to 5,500 SF

5D. SITE 4 VERSION 2: TOWN PARKING LOT WALLINGFORD SQUARE



Figure 22: Site 4 with New 1,500 SF Building

Program: 1,500 SF Commercial First Floor and Two Residential Units Second Floor with 12 Off-Street and Pocket Park at Corner

Zone: MU-KF

NOTE: This meets current code because there is no existing building and the new building does not have a footprint greater than 1,500 SF

5E. SITE 5: 5 WHIPPLE (AUTO SALES / GARAGE)



Figure 23: Site 5 with New 5,000 SF Building

Program: 5,000 SF Commercial First Floor and Four Residential Units Second Floor with 36 Off-Street and Pocket Park at Corner

Zone: LB

NOTE: This meets current code, but is too tight for site

5F. ALL CONFORMING SITES



Figure 24: Conforming Sites

Program: Figure 24 is a compilation of conforming build-out diagrams including two pocket parks in Wallingford square, one at the Wentworth train crossing, and one at Whipple.

Zones: LB-1, MU-KF, LB

6. ZONING

A key aspect to this Study is to develop the appropriate zoning recommendations that will move the Town one step closer – ideally the final step – to the vision crafted through the Foreside Forums, the Comprehensive Plan, and input from the various Boards.

Key zoning and design standards to review, for example:

- Changes in uses
- Changes to allowable footprints
- Revisions to Design Standards
- Revised Zone Map
- Overlay zoning
- Different zoning for commercial areas and primary street frontage versus surrounding residential neighborhoods
- Parking regulations

We are not yet at the point where we want or should put forth zoning changes, however we through the next couple of meetings we will get feedback on the various concepts that will allow us to draft recommended code edits reflecting a desired and sustainable future for the Study Area.

Figure 25 is the existing zoning for the Study Area. This deceptively simple graphic is highly nuanced and needs careful consideration as we move on to the next steps.

