

Kittery Foreside Land Use, Parking, and Transportation Study

Council Workshop *Draft Recommendations* December 11, 2017

WELCOME



Kittery Foreside Land Use, Parking, and Transportation Study

Working Group

Donnajean Ahigian, Board of Directors for the Dance Hall

Marissa Day, Planning Board and Foreside resident

Tom Emerson, Economic Development Committee

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

Staff includes:

Chris Mann, Representing Maine DOT

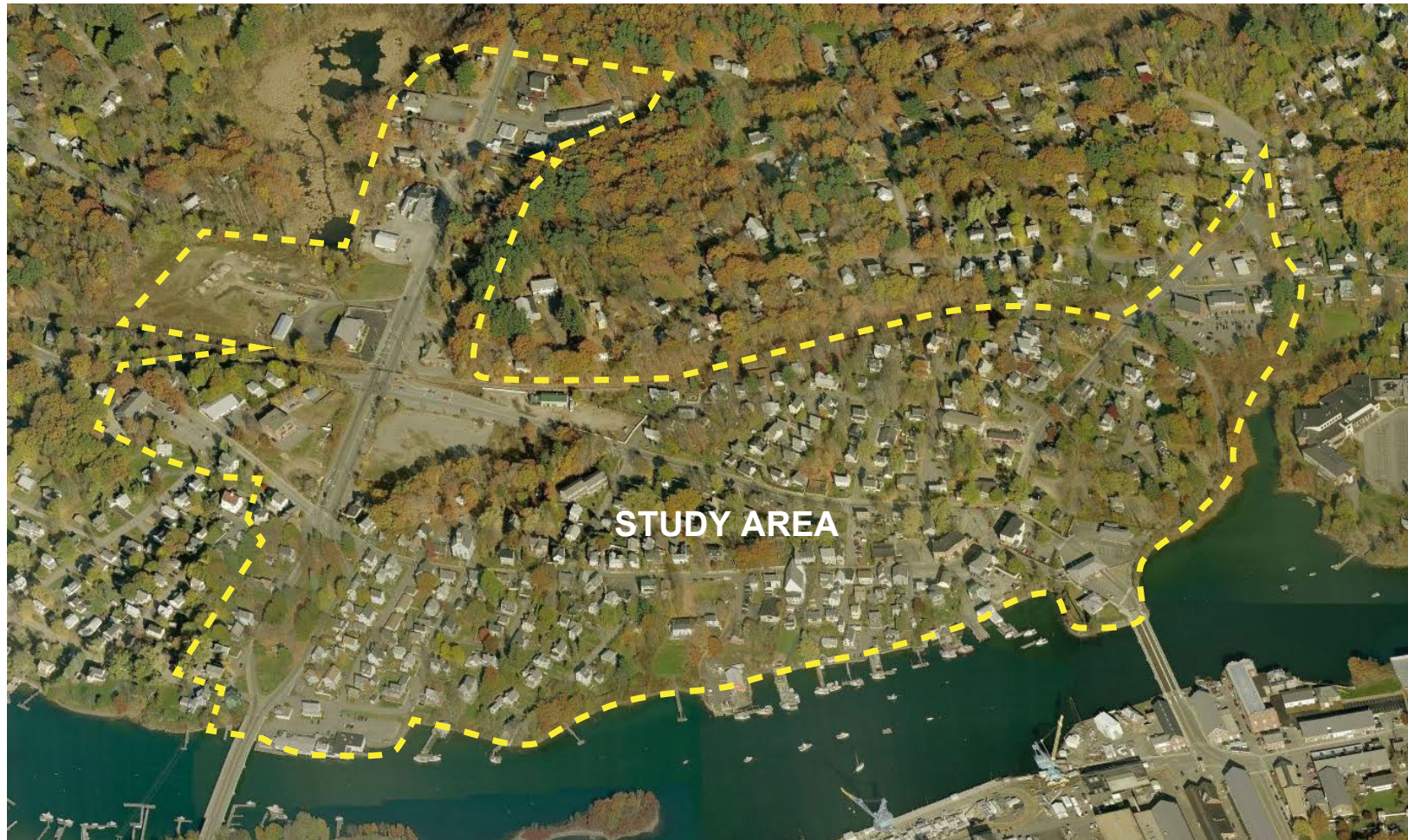
Tom Reinauer, Representing KACTS

Kendra Amaral, Town Manager

Dave Rich, Public Works Commissioner

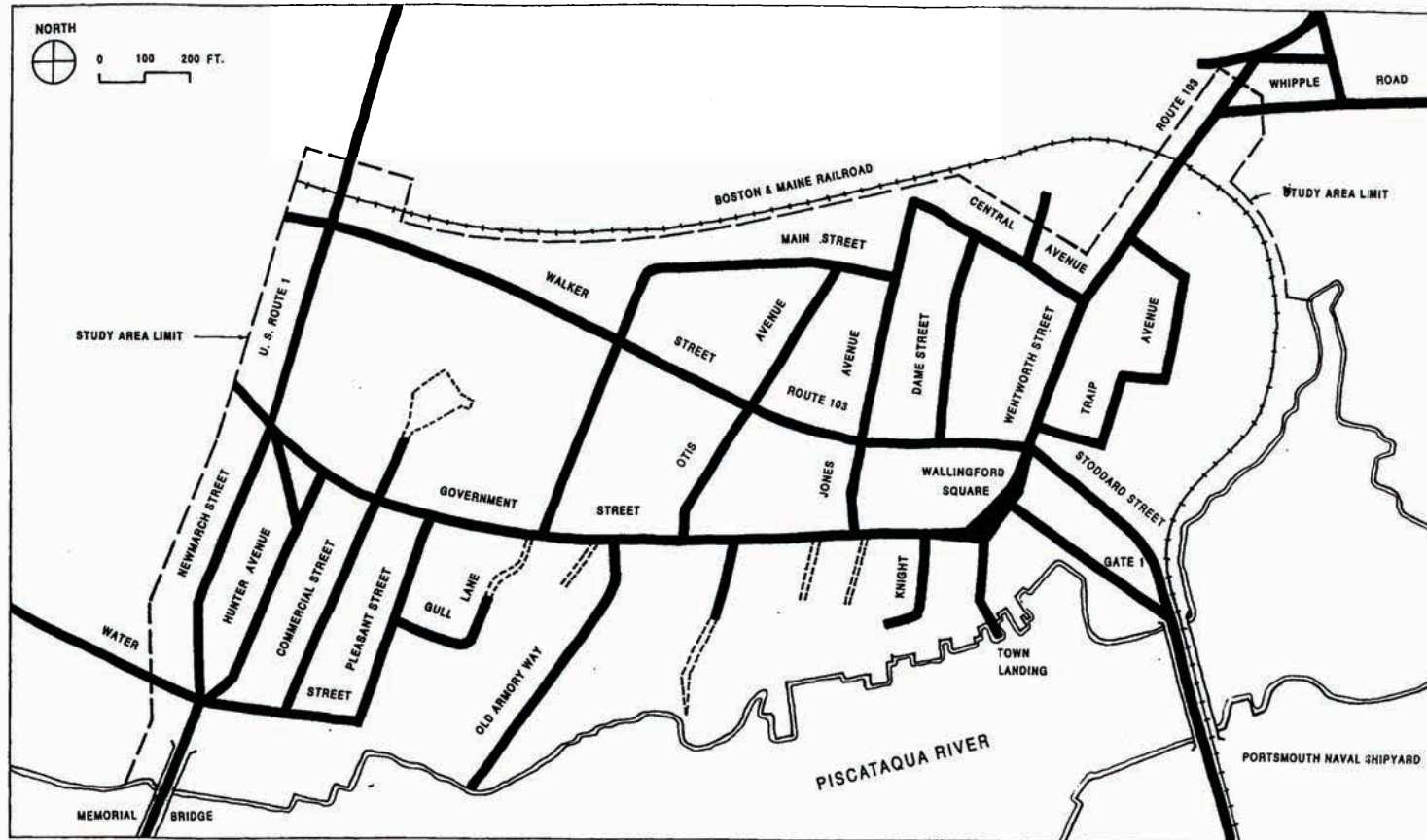


Kittery Foreside Land Use, Parking, and Transportation Study



2017: Study Area

Kittery Foreside Land Use, Parking, and Transportation Study



Revitalization Strategy for Kittery-Foreside District

Study Area Map

Stafford Consulting Group, Ltd.
Sasaki Associates, Inc.
March, 1997

1997: Study Area

Kittery Foreside Land Use, Parking, and Transportation Study

1997 – 2017: 20 Years of Change

1997 Plan Findings

Disinvestment
Kick-Start Growth
Affordable
Ample Parking
Primarily Residential
Strict Parking Standards
Zoning/Use Disconnect
Streetscape Disinvestment
Not a Destination
846 Parking Spaces +/-

2017 Study Findings

Investment
Guide Growth
Expensive
Parking Proximity Concerns
Residential with Mixed Use
Flexible Parking Standards
Zoning/Use (General) Alignment
Streetscape Investment
A Destination
1,007 Parking Spaces +/-



Kittery Foreside Land Use, Parking, and Transportation Study

June 15 Public Forum #1:



Kittery Foreside Land Use, Parking, and Transportation Study

June 15 Public Forum #1 Summaries:

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 variatio



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June 15 Public Forum #1 Summaries:

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



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June 15 Public Forum #1 Summaries:

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



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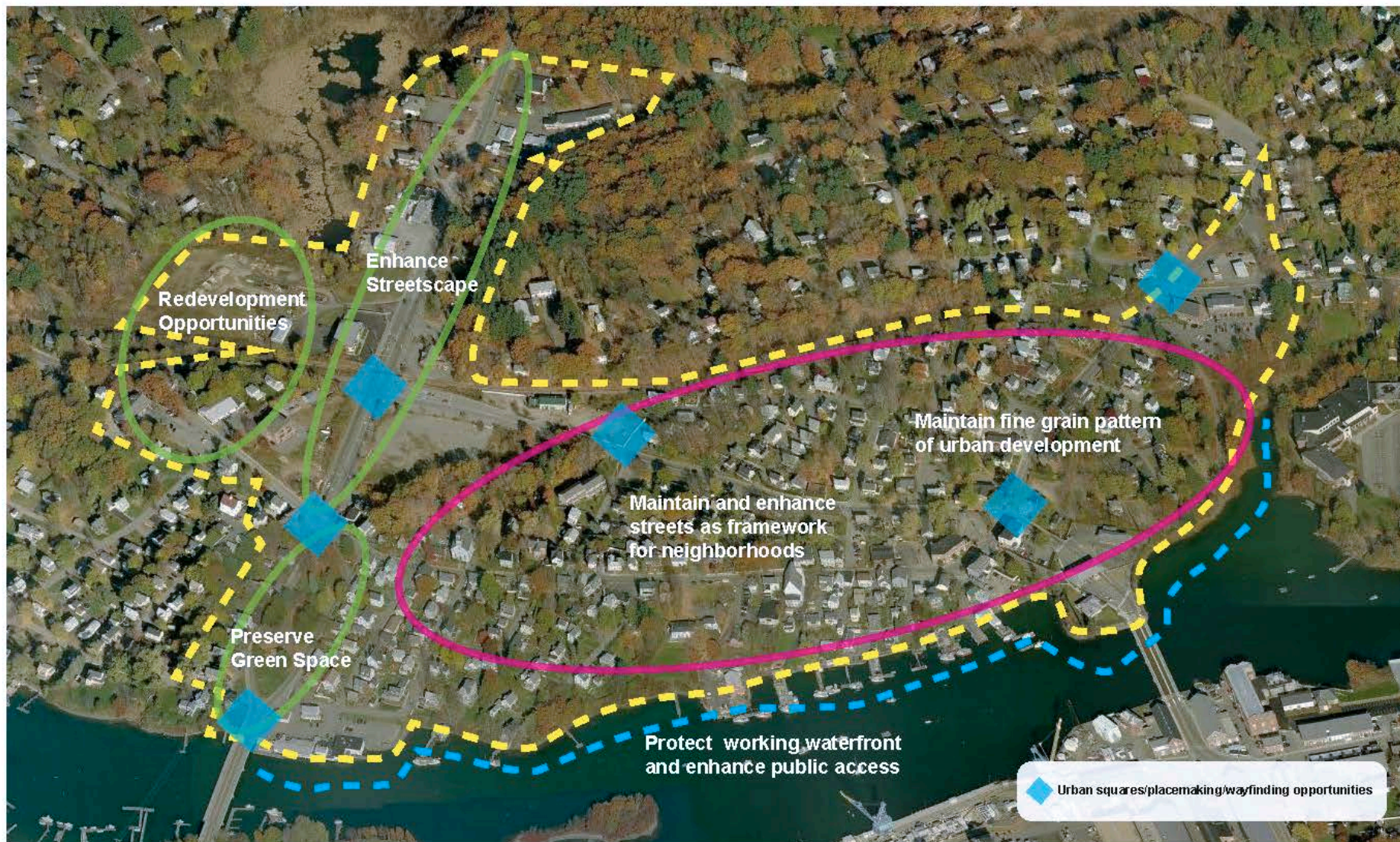
June 15 Public Forum #1 Summaries:

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

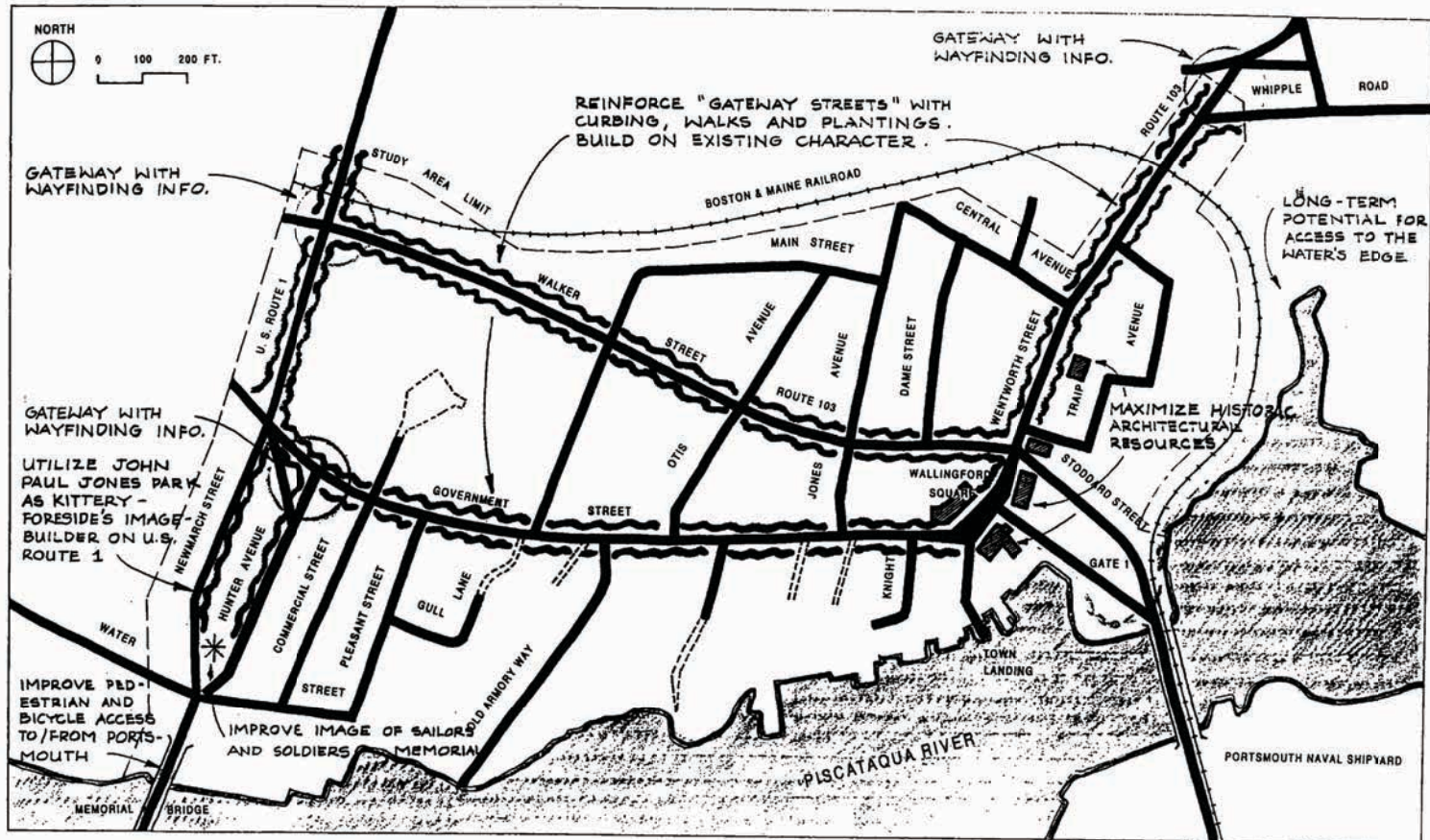


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2017: Study Area Initial Observations

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Revitalization Strategy for Kittery-Foreside District

Analysis Plan - Design Opportunities

Stafford Consulting Group, Ltd.

Sasaki Associates, Inc.

March, 1997

1997: Design Opportunities

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A Place is Defined by:

- Streets
- Intersections
- Architecture
- Neighborhoods
- Open Space
- Respect for History
- Respect for the Future
- People



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Key Metrics:

- Improve Walkability and Safety for Pedestrians and Bicycles
- Protect Residential Neighborhoods
- Allow More Development Flexibility in Mixed-Use Areas
- Make Route 1 More Consistent in Character / Scale
- Create a More Unified Zone From Whipple to Wallingford to Route 1 / Gourmet Alley
- Increase Access to a Range of Open Spaces
- Increase Awareness of Parking Options
- Not Portsmouth
- Coordinate with Shipyard



Kittery Foreside Land Use, Parking, and Transportation Study

Goal:

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.



Kittery Foreside Land Use, Parking, and Transportation Study

Framework Statement:

Use the street network to define neighborhoods, balancing existing and anticipated growth patterns in order to enhance a sense of place.

- *Preserve and stabilize residential neighborhoods*
- *Allow for more flexibility in uses and design in more mixed-use and commercial neighborhoods*



Kittery Foreside Land Use, Parking, and Transportation Study

Study Methodology:

1. Existing Conditions: Review previous studies and planning efforts, study existing zoning and policies, map existing land use, urban design, transportation, and parking uses.
2. Visioning: Gather input from community and stakeholders to shape vision for desired future growth
3. Model Growth: Develop build-out scenarios
4. Guide Growth: Develop zoning and transportation recommendations supporting desired build-out and redevelopment



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1/4 Mile / 5 Minute Pedestrian Sheds

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Existing Building Footprints Comparison

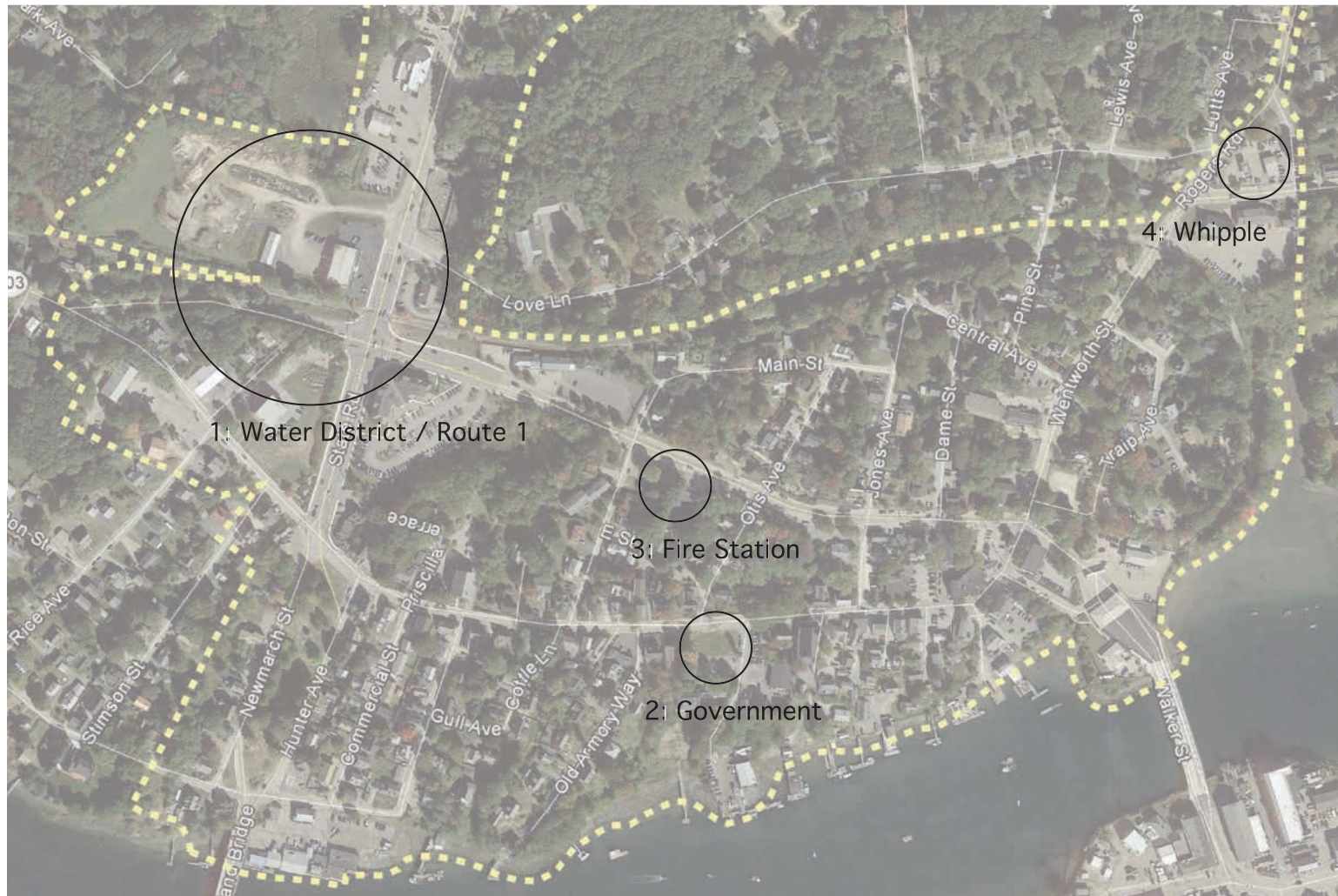
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Three Projected Growth Models: 20 Years

<u>Existing</u>	<u>Mid</u>	<u>High</u>
Comm: 268,854 SF +/- Residential: 400 +/-	25,000 SF 95 Units	90,000 SF 200 Units
Totals:	294,000 SF 495 Units	359,000 SF 600 Units
Additional Parking:	500 +/-	1,500 +/-
Peak AM Trips:	121	294
Peak PM Trips:	216	517

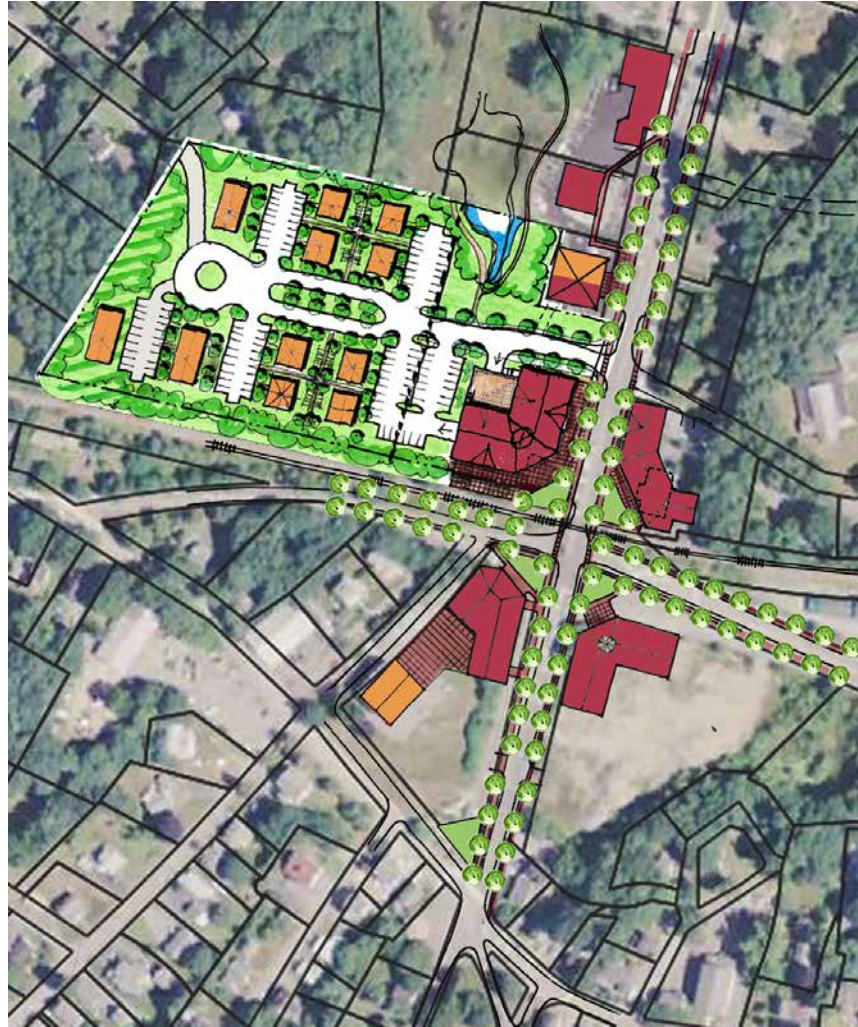


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Mid Growth Scenario

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Water District and Route 1 / Walker

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Route 1: Infill to Code

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DRAFT: Route 1: Infill to Code

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Government Street: Infill to Code

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DRAFT: Government Street: Infill to Code

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DRAFT: Government Street: Infill Not to Code

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Fire Station Site: Infill / Redevelopment to Code

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DRAFT: Fire Station Site: Infill / Redevelopment (almost) to Code

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Whipple: Infill Redevelopment to Code

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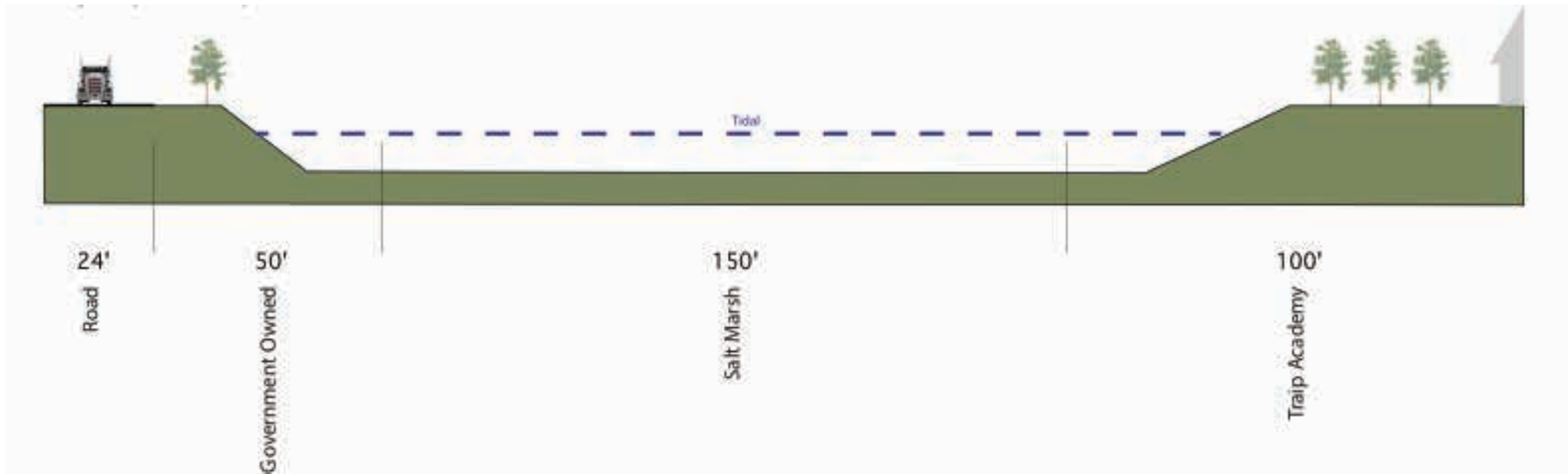
DRAFT: Whipple: Infill Redevelopment to Code

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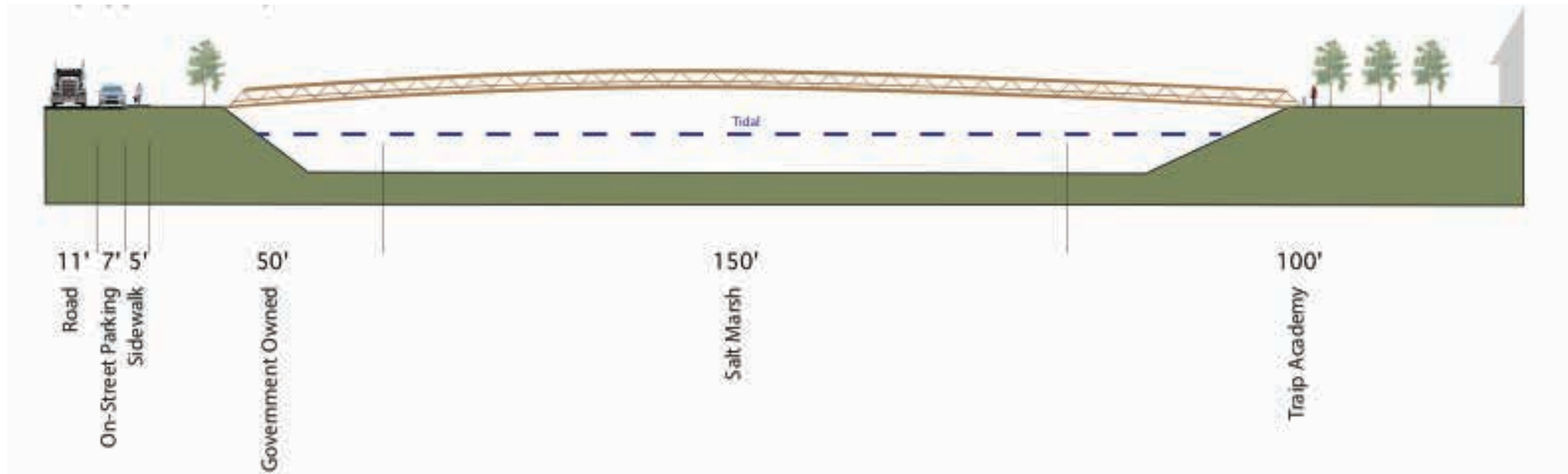
Proposed Greenway Connectivity and Open Space

Kittery Foreside Land Use, Parking, and Transportation Study



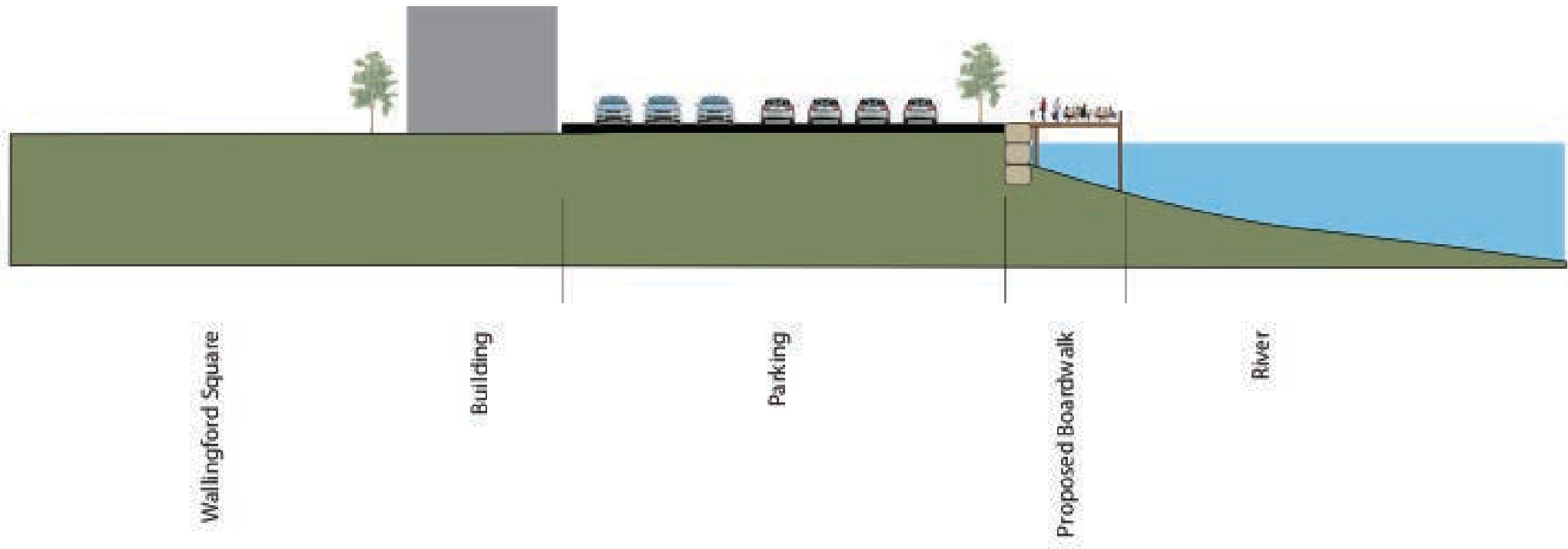
Greenway / Estuary: Existing

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Greenway / Estuary: Proposed

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Wallingford Square Boardwalk: Proposed

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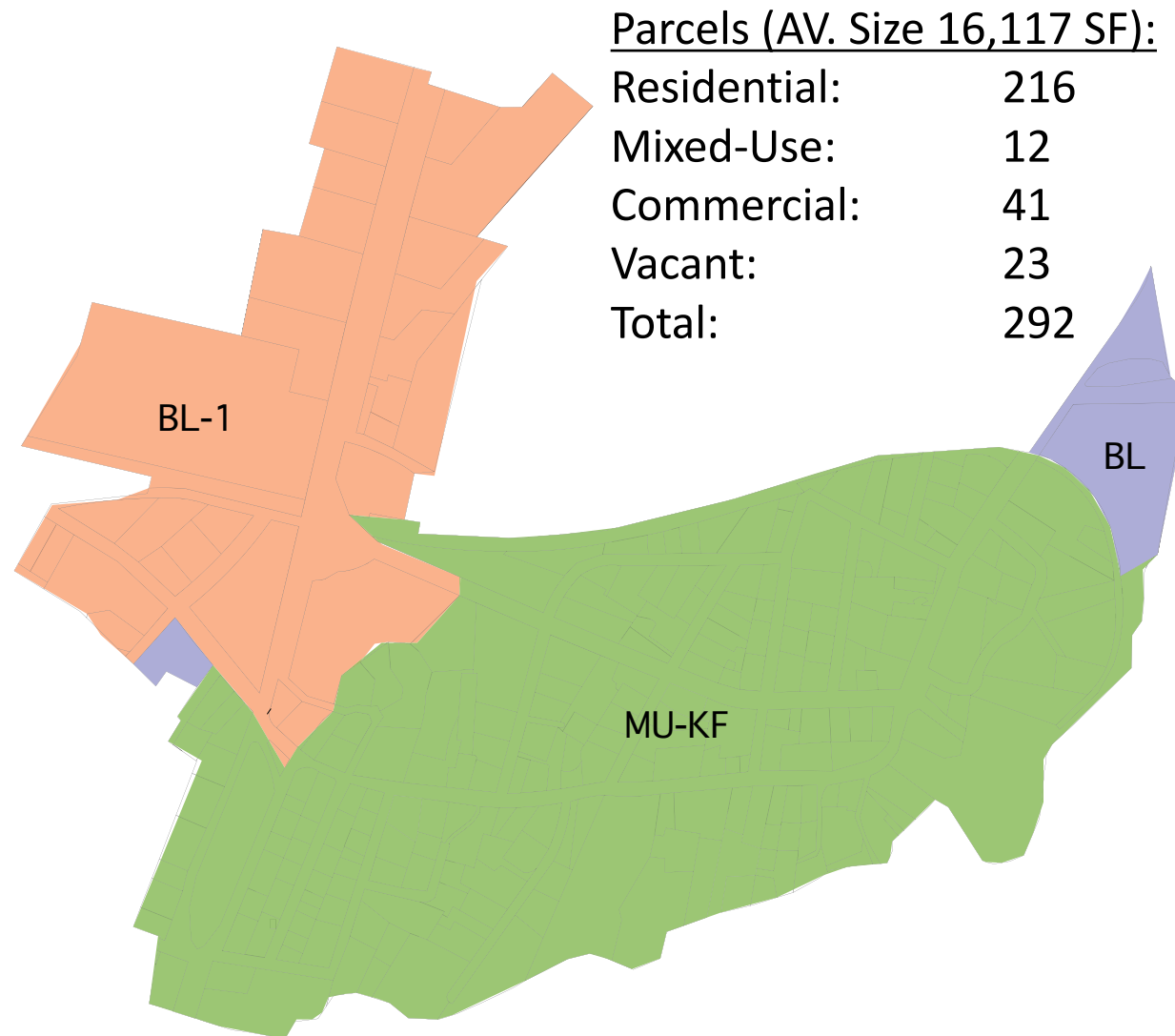
1997: Existing Zoning

Kittery Foreside Land Use, Parking, and Transportation Study



1997: Proposed Zoning

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2017: Study Area Existing Zoning

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Foreside

The Plan recommends enhancing this district by protecting its walkability, encouraging mixed use (housing above retail) and reuse of existing buildings, the development of workforce housing, improving pedestrian and bicycle access to the area, and exploring water-taxi access from Portsmouth. It is also recommended that parking strategies are explored (including shared parking) and that innovative uses such as makerspaces that afford artists and small business owners with space to create, invent and learn be encouraged to compliment the other small scale uses in the district.

Route 1

It is recommended that the Town invite property and business owners in this area to embark on developing a vision and plan for the future redevelopment of the area. Many of the buildings will be reaching the end of their life cycle and the future of brick and mortar retail includes creating more of a pedestrian-oriented mixed use environment.

2017: Comprehensive Plan Neighborhood Visions

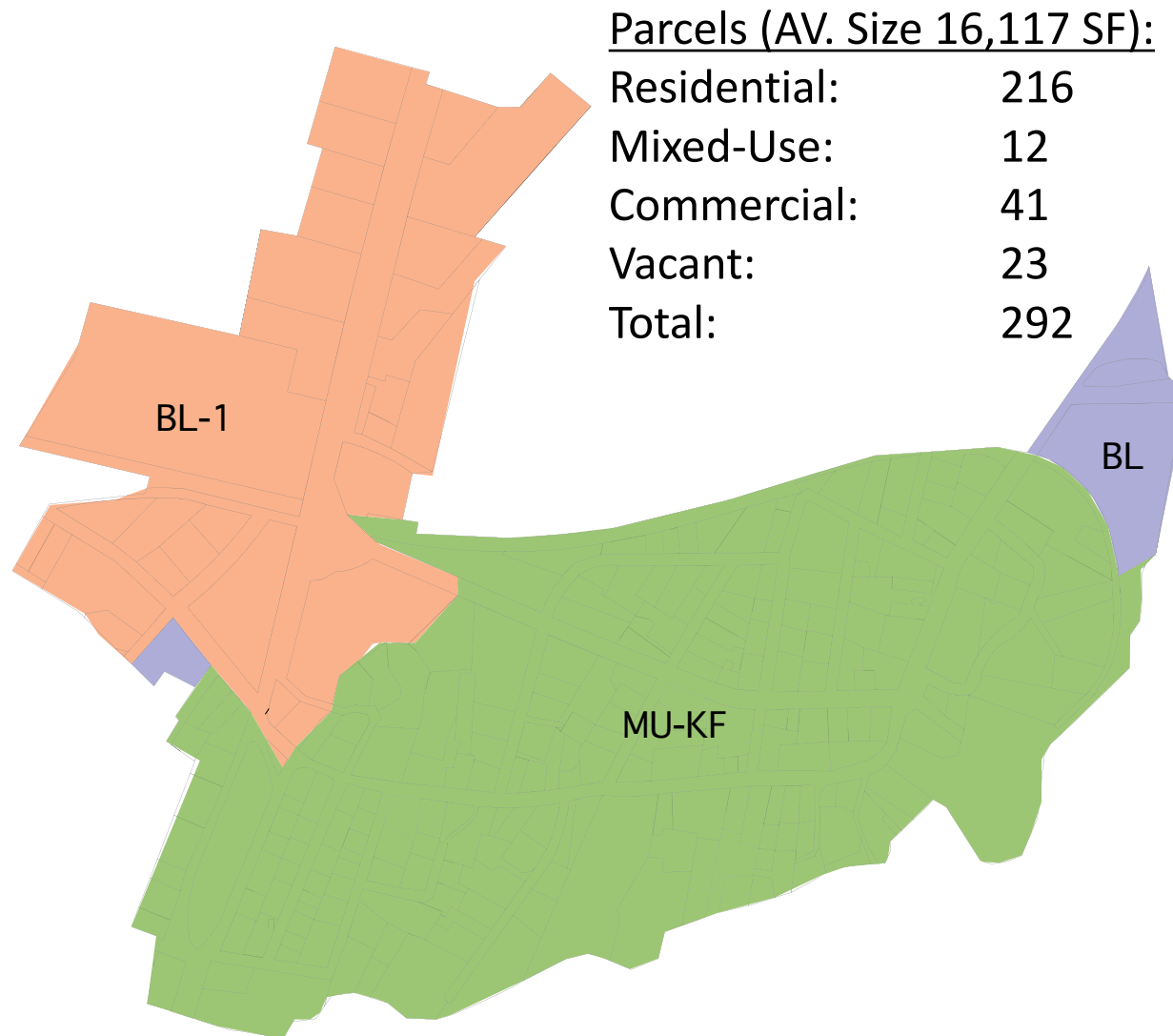


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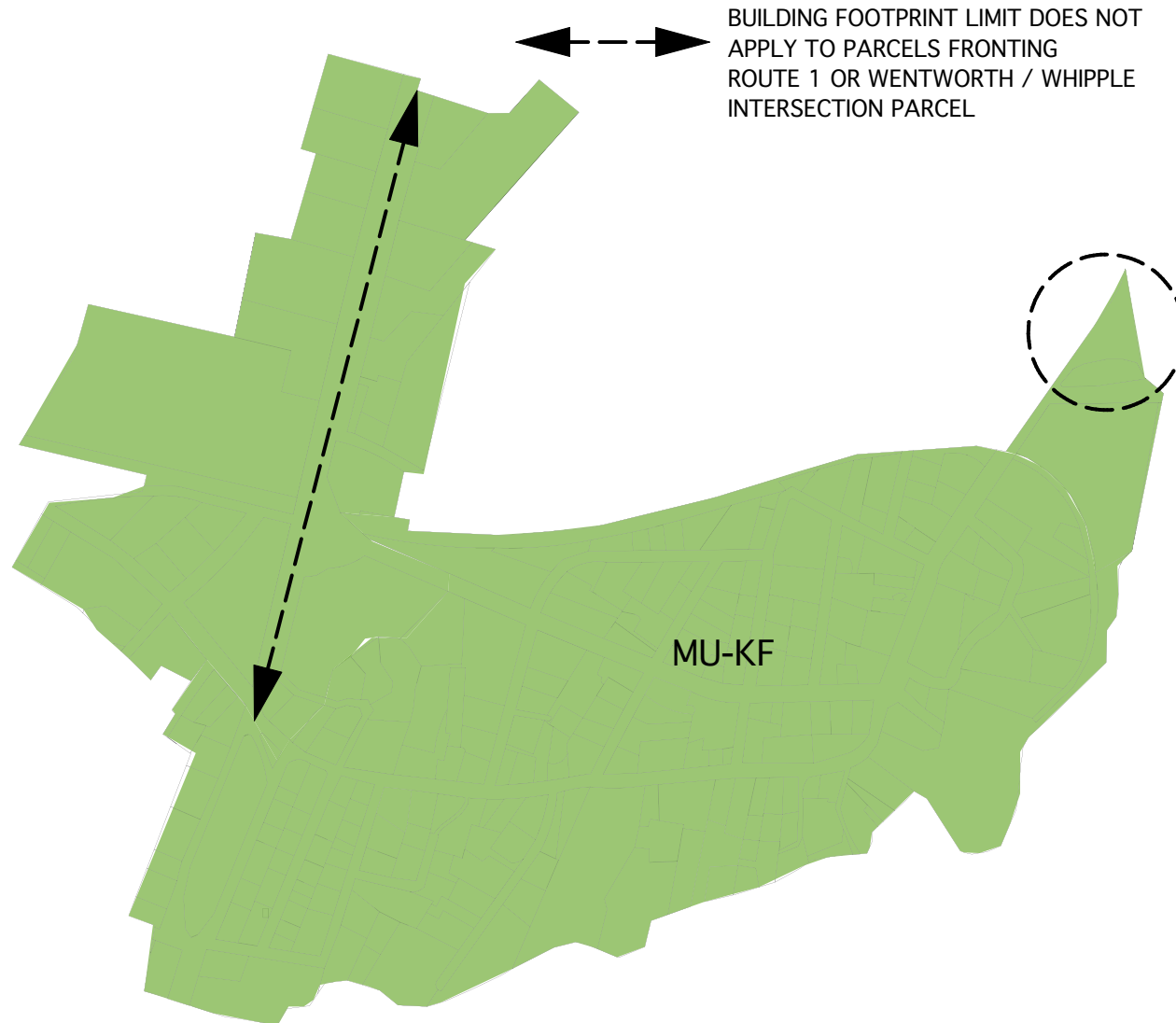
2017: Comprehensive Plan Neighborhood Stabilization

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2017: Study Area Existing Zoning

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2017: Proposed Draft Zoning

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Key Zoning/Design Strategies:

1. Extend walkability and character of Foreside to Route 1
2. Create a more uniform, village like, safe, and attractive Route 1 from the river north through Gourmet Alley
3. Reconcile uses between MU-KF and BL-1 and grandfather/sunset certain uses:

Mass Transit

Building Materials

Garden Supply

Conference Center

Funeral Home

Gas Station

Mechanical Service

Parking Lots as Primary Use



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Key Zoning/Design Strategies *continued*:

4. Reconcile standards between MU-KF and BL-1 (extend MU-KF standards to Route 1)
5. Larger buildings along Route 1 corridor
6. Smaller buildings east of Route 1 following current zoning: 1,000 to 4,500 +/-
7. Coordinate short-term and long-term implementation of parking, mobility, and zoning recommendations to encourage growth while promoting walkability and “Streets and Squares” placemaking
8. Design and zone for what the community wants



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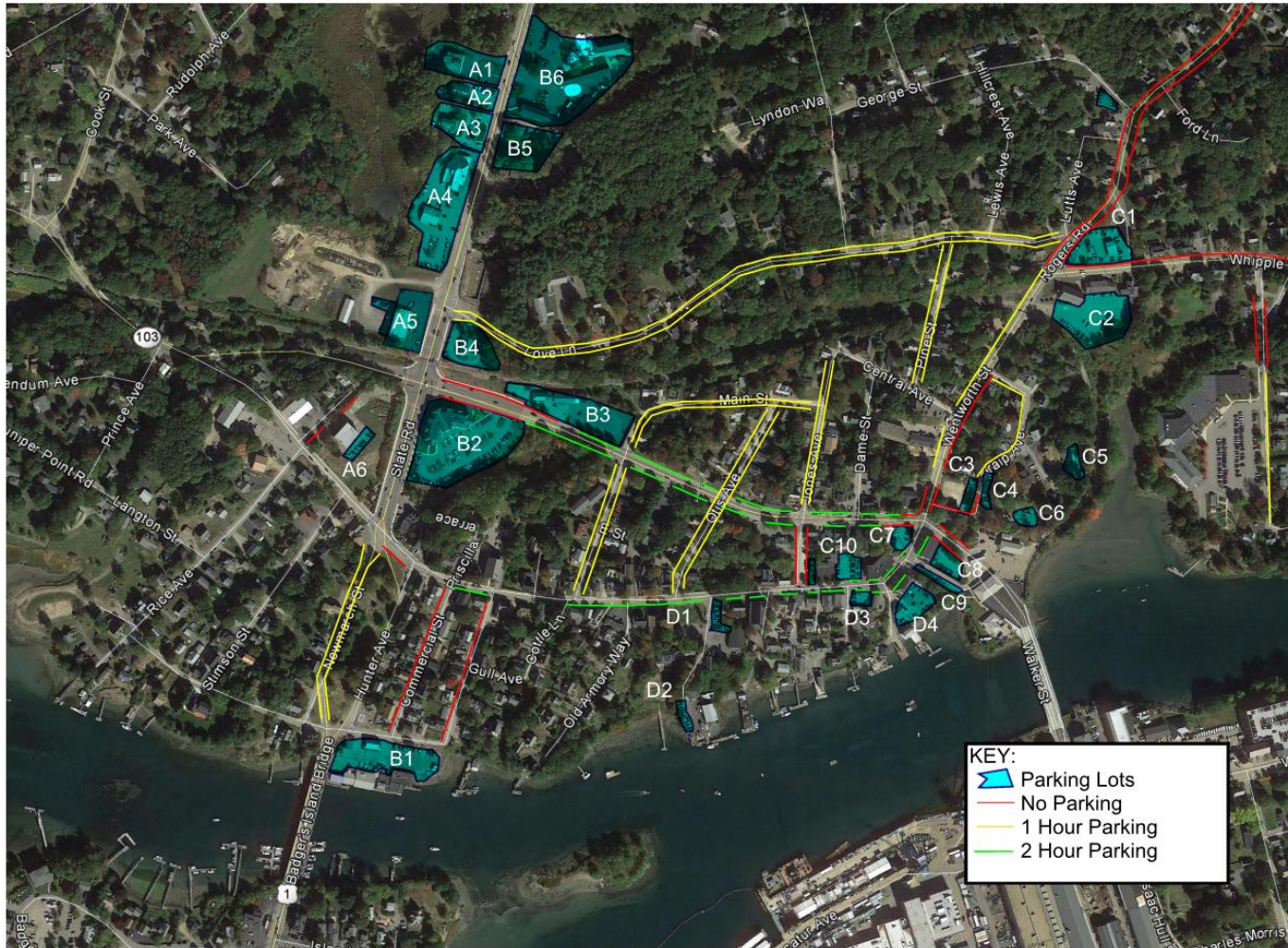


2017: Street and Squares Concept Diagram

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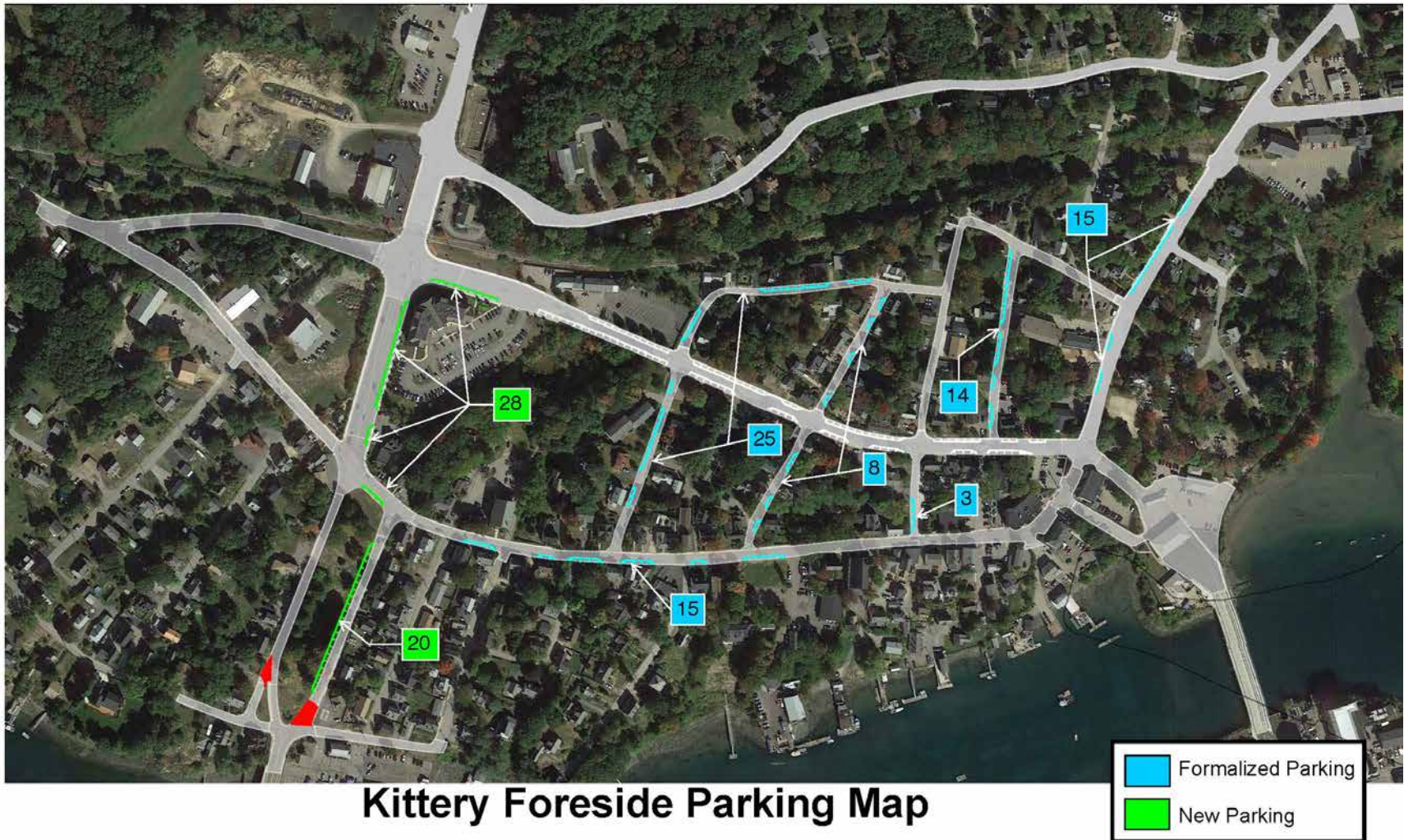
Parking Lot Supply

A1	22
A2	18
A3	30
A4	70
A5	41
A6	13
B1	80
B2	96
B3	53
B4	8
B5	20
B6	82
C1	40
C2	61
C3	16
C4	11
C5	14
C6	15
C7	12
C8	15
C9	9
C10	17
D1	20
D2	10
D3	6
D4	18
Total	797



Off-Street Parking: 797 Spaces

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On-Street Parking Supply Enhancement

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Formalize
Shared
Parking

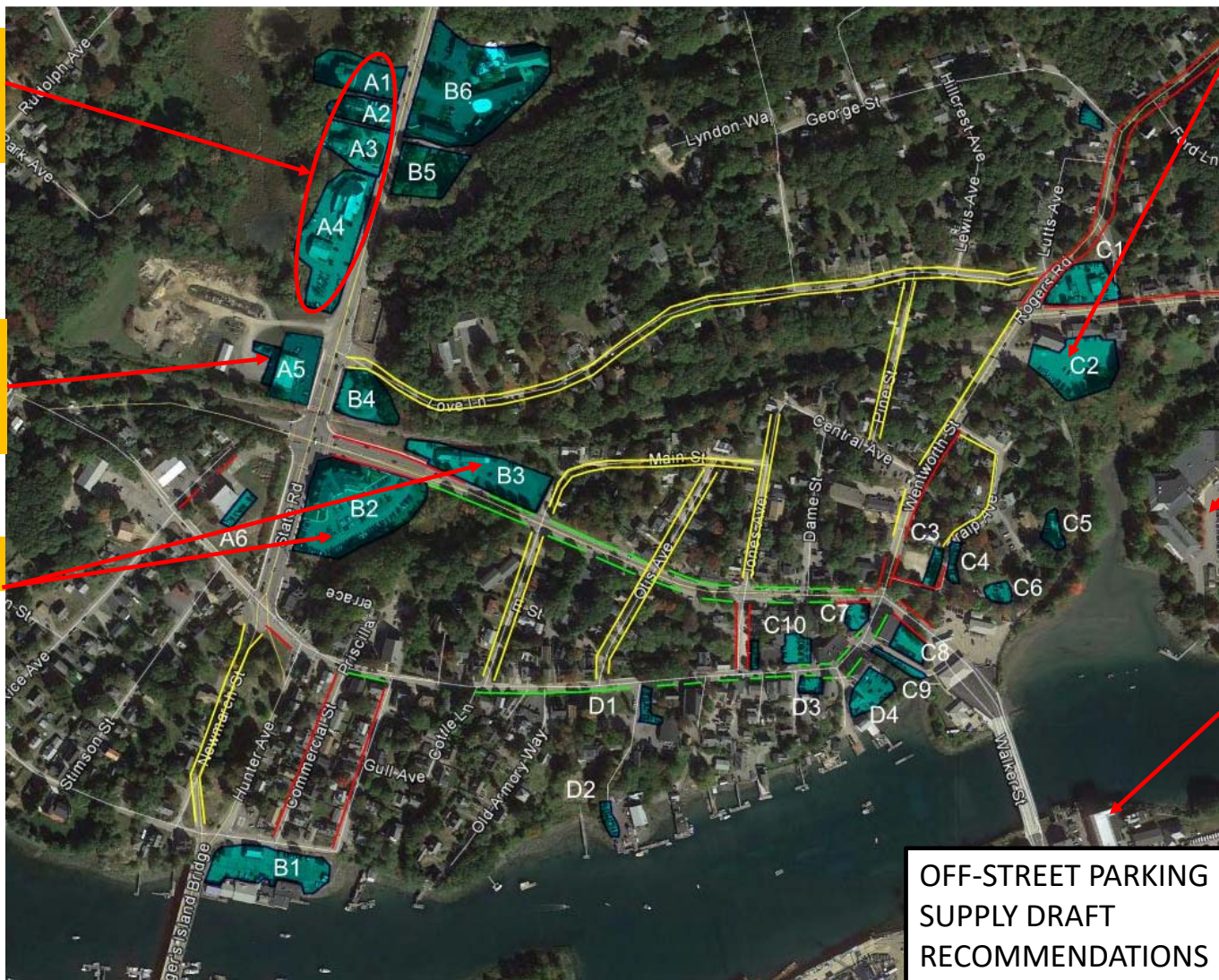
Add Parking
Supply as part of
redevelopment

Off Hour Use

Off Hour Use

Use during
non-school
hours

Work with
Shipyard on
Parking
Management



Off-Street Parking Supply Enhancement

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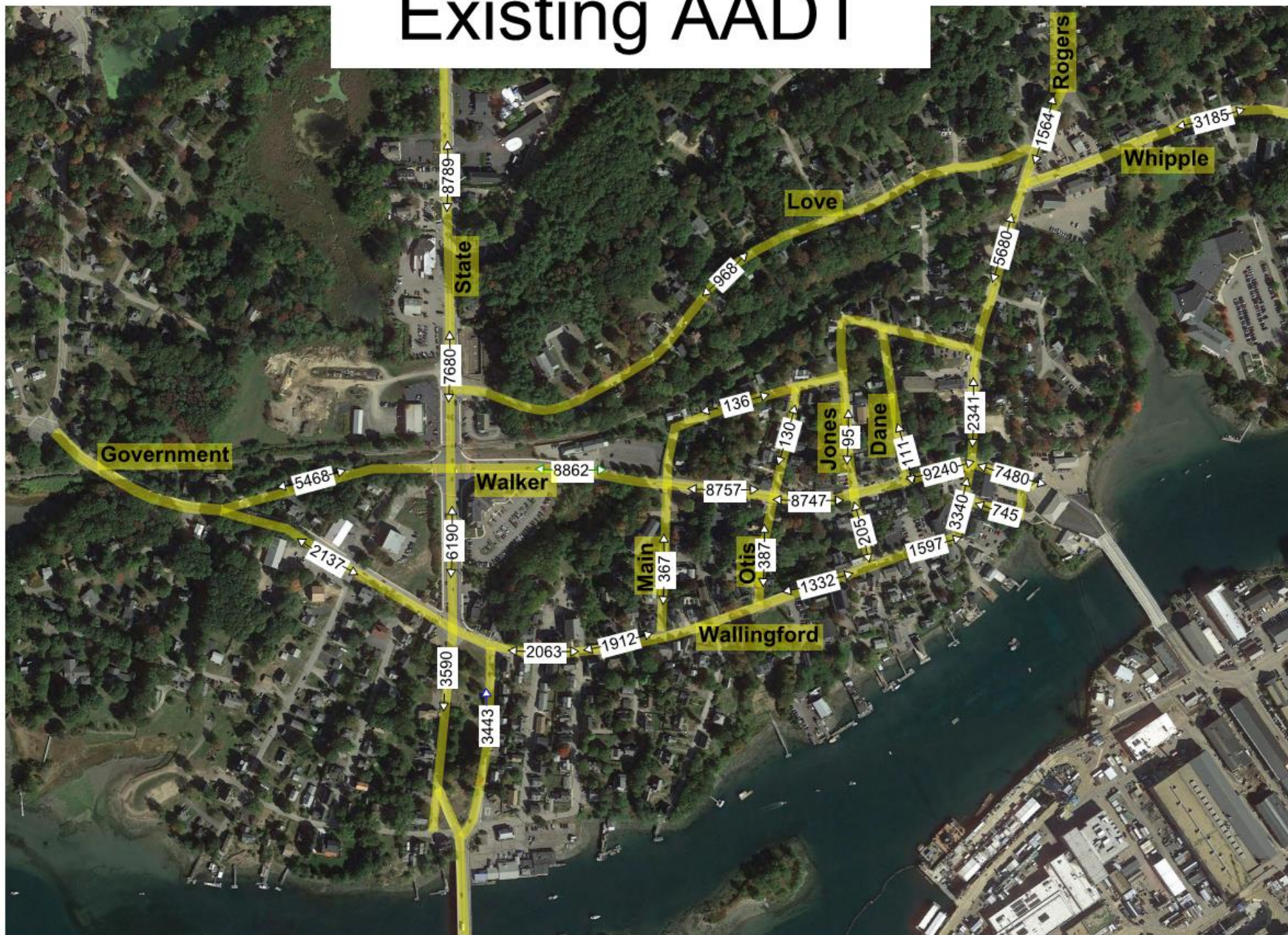
Off-Street Parking Strategies:

1. Off-hour shared parking
2. Shared parking for abutting uses
3. Create new parking supply with redevelopment
4. Coordinate with the shipyard on parking management strategies



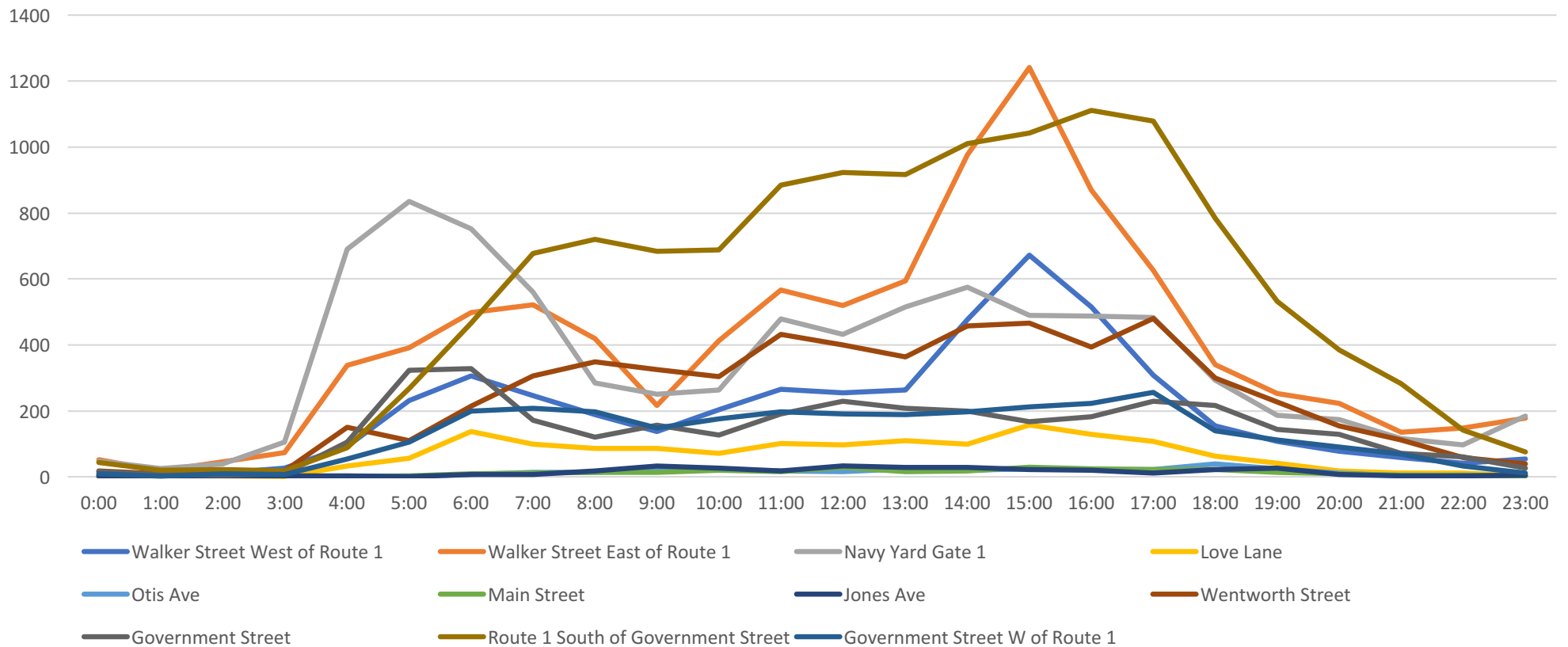
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Existing AADT

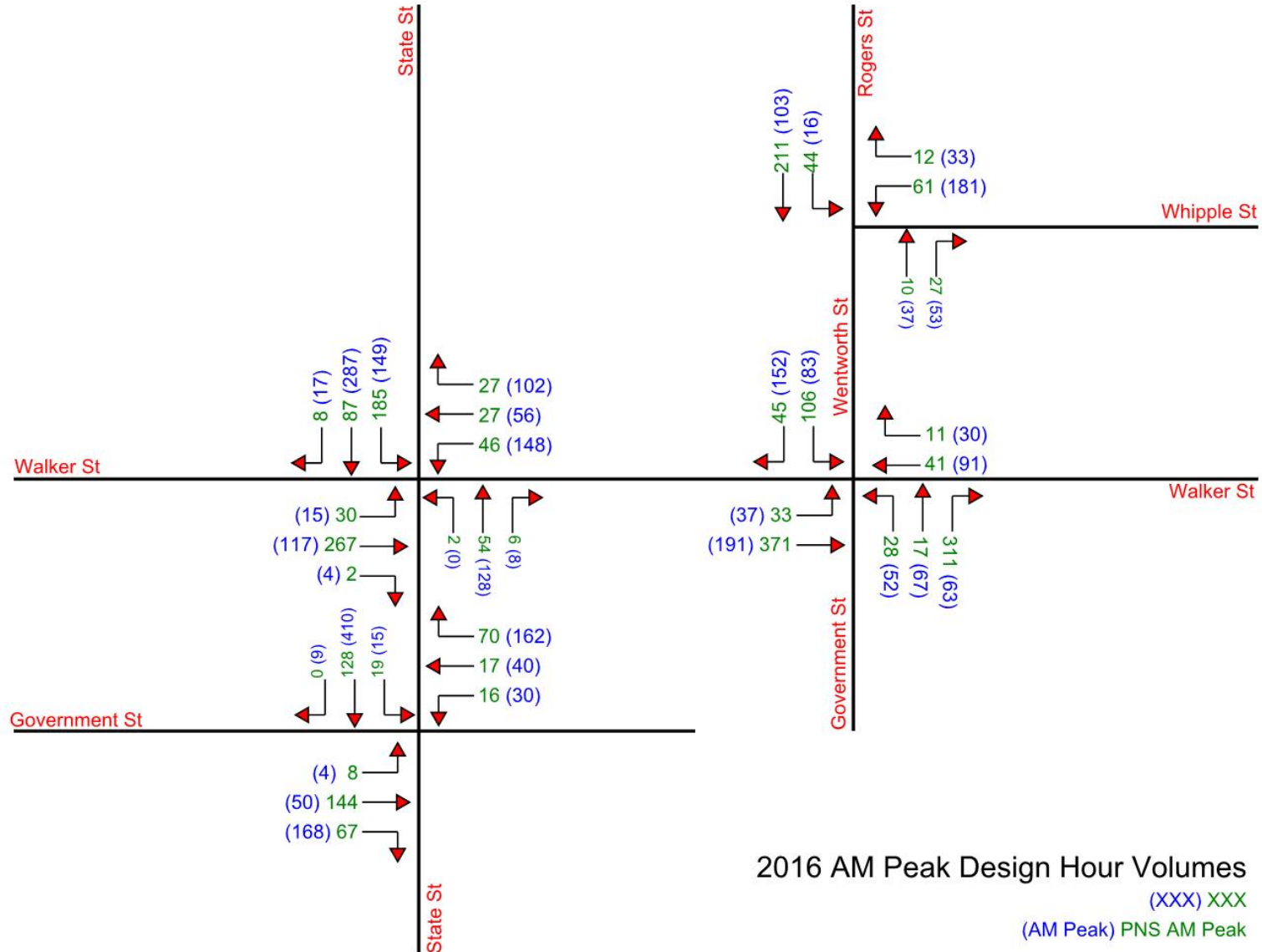


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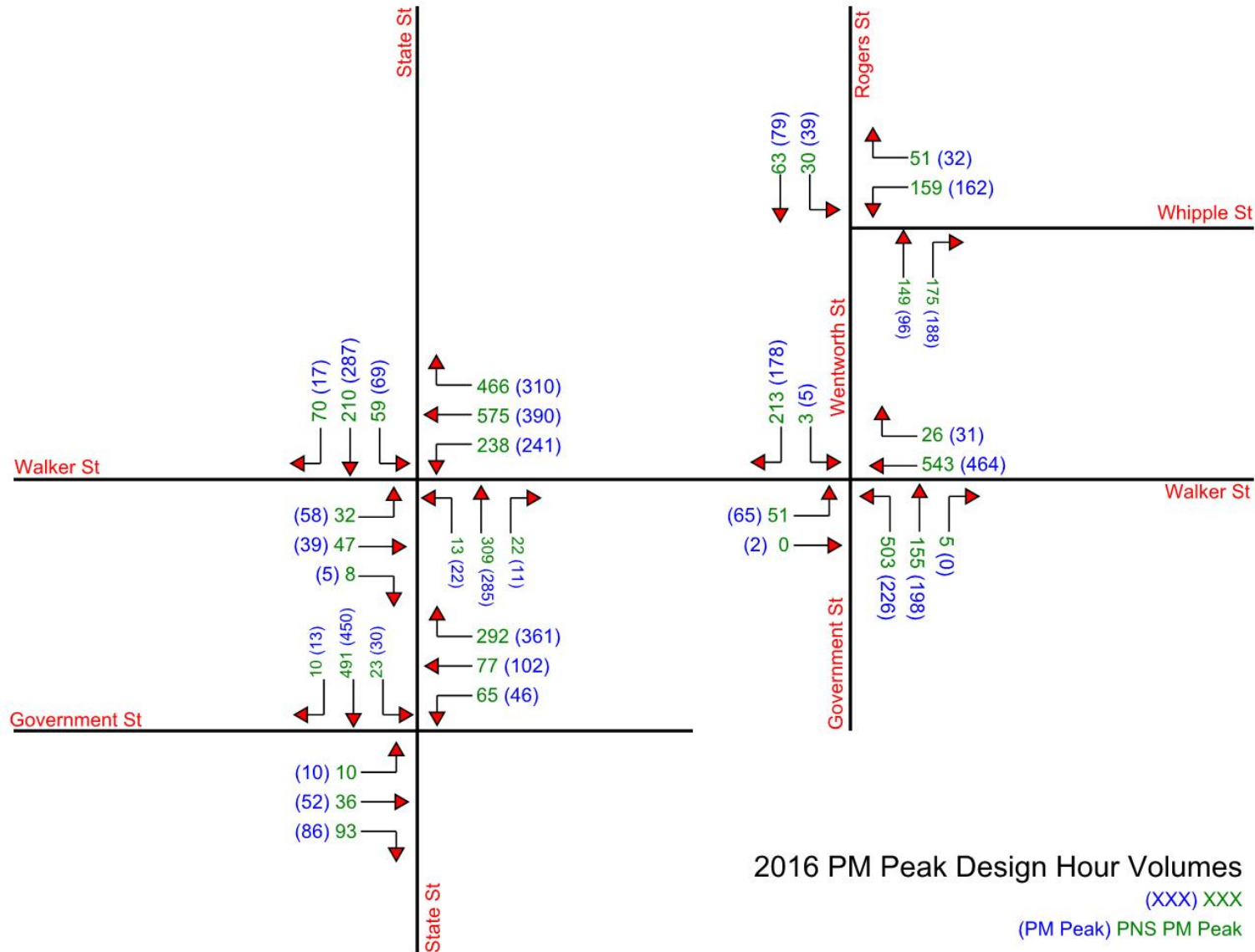
Hourly Volume Variation
According to Tube Counts



Kittery Foreside Land Use, Parking, and Transportation Study

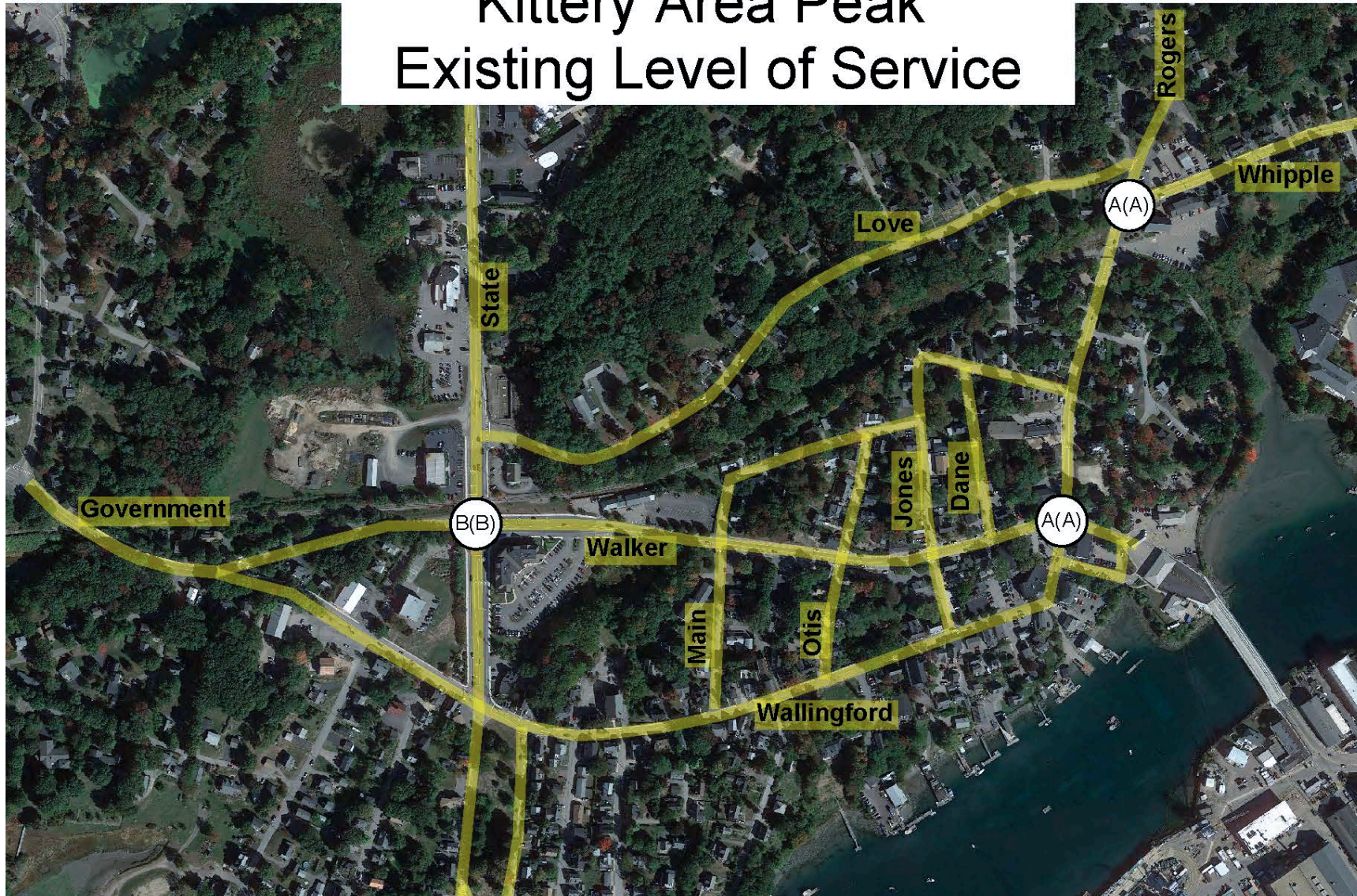


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Kittery Foreside Land Use, Parking, and Transportation Study

Kittery Area Peak Existing Level of Service



Kittery Foreside Land Use, Parking, and Transportation Study

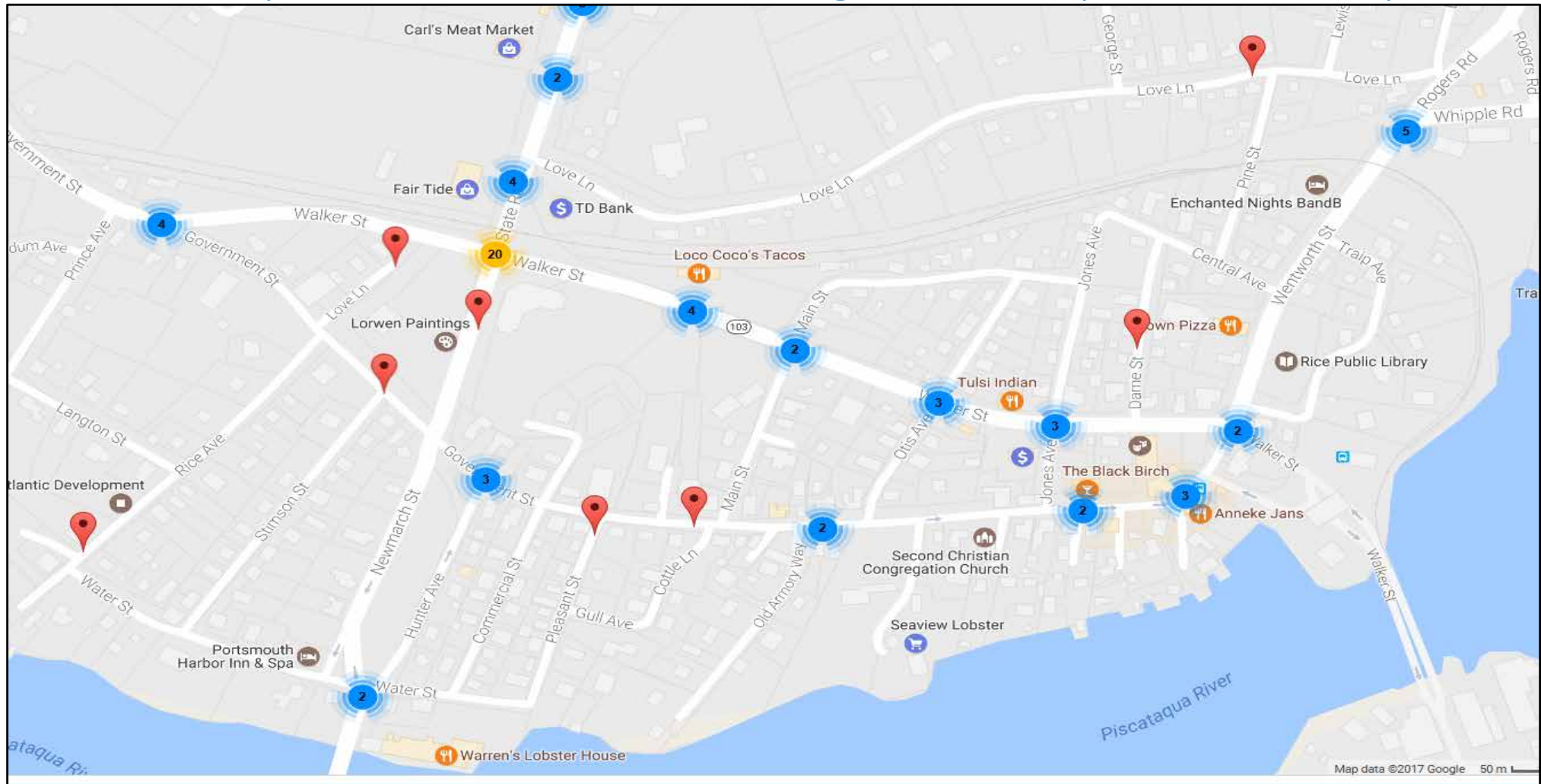
Portsmouth Naval Shipyard Peak Existing Level of Service



Kittery Area Speed Data



Kittery Foreside Land Use, Parking, and Transportation Study



Existing Crash Data



Kittery NHPP-1865(300)

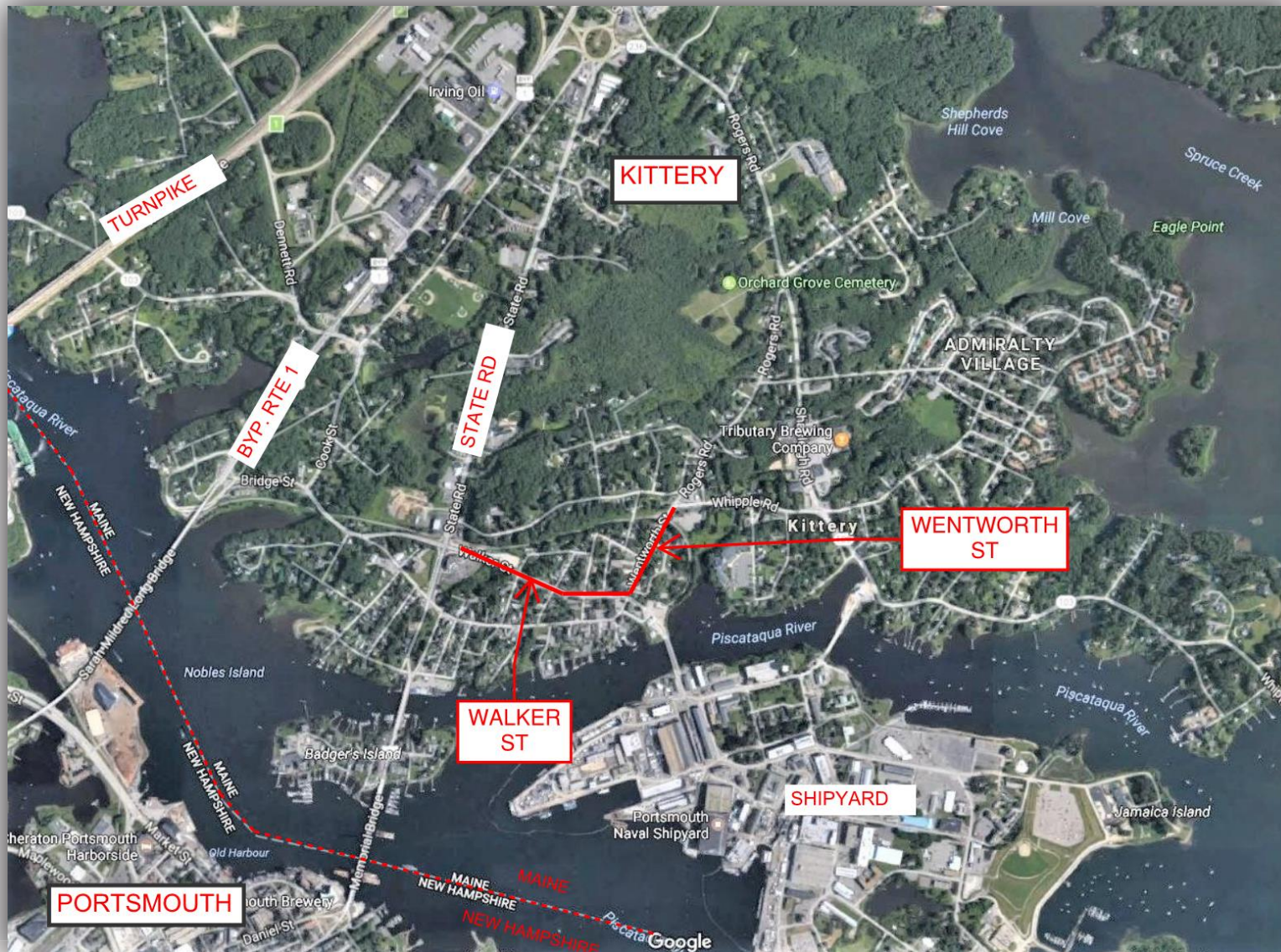
State Route 103 (Walker St. and Wentworth St.)
Pedestrian Facility, Access Management,
Safety, Traffic Signal Improvements



TYLIN INTERNATIONAL

March 23, 2017

Project Location



- ▶ Begins 400' east of State Rd
- ▶ 0.31 mile on Walker Rd
- ▶ 0.19 miles on Wentworth St
- ▶ Ends at Whipple Rd
- ▶ Includes Intersection at Walker / Wentworth / Wallingford Square

Overview

- ▶ Proposed Design
 - ▶ Walker St
 - ▶ 5' Sidewalk both sides
 - ▶ 8' Parking both sides
 - ▶ 11' Travel Lane both sides

Overview

Date: 8/11/2017

Username:

Division: HIGHWAY

File name: ... \MST\A\... \HDPan-01 - AL 02.dgn



KITTERY ROUTE 103		PROJECT MANAGER	BY	DATE	STATE OF MAINE	
		DESIGN DETAIL			DEPARTMENT OF TRANSPORTATION	
		CHECKED/REVIEWED				
		DESIGNED BY				
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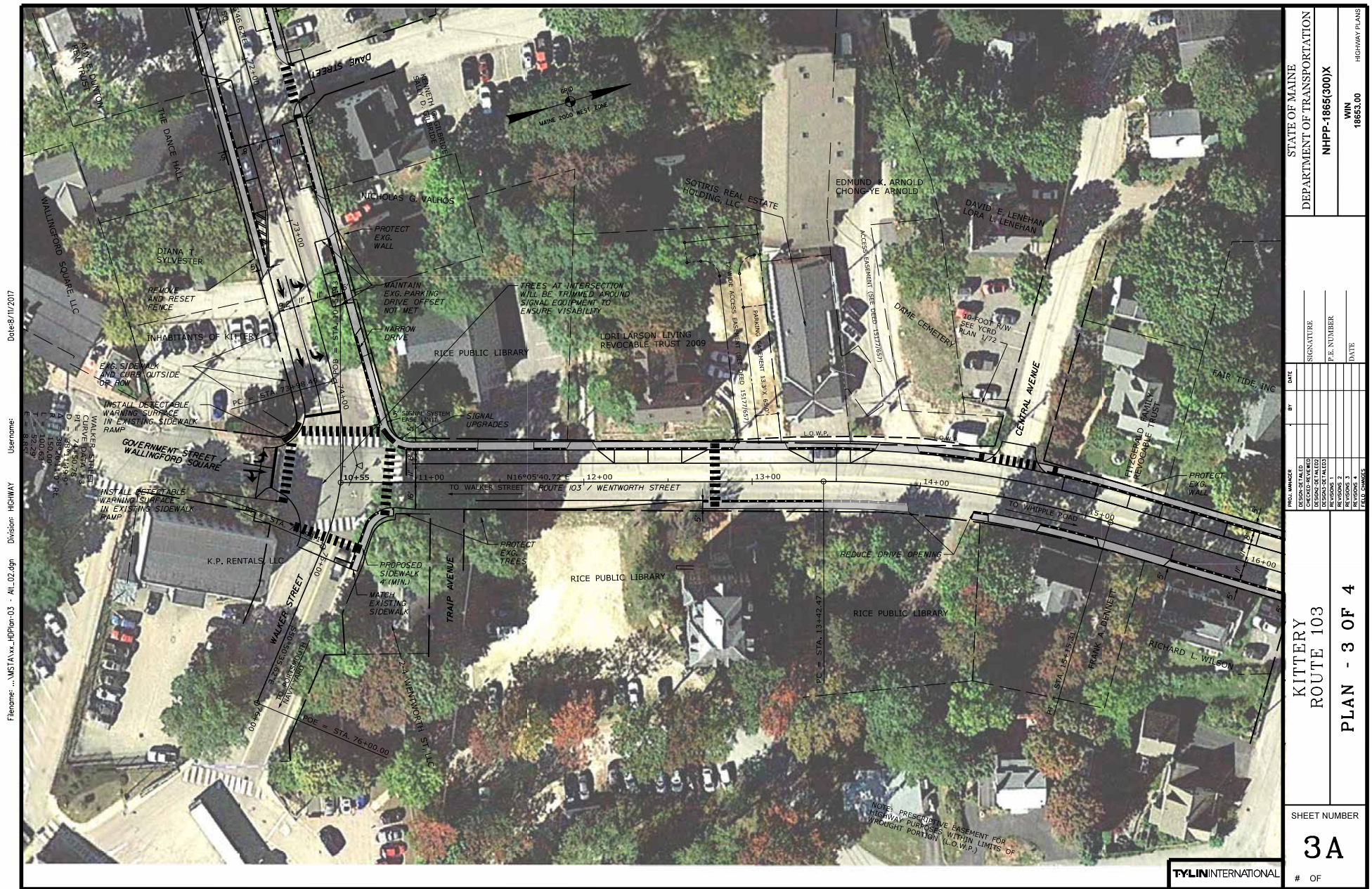
Overview



Overview

- ▶ Proposed Design:
 - ▶ Wentworth St – being Studied
 - ▶ 8' Parking on west side only
 - ▶ 5' Sidewalks on both sides
 - ▶ No shoulder
 - ▶ Requires Design Exception / to go through MaineDOT Approval Process
 - ▶ Drainage and Cost currently being evaluated

Overview



Overview

Date: 8/11/2017

Username:

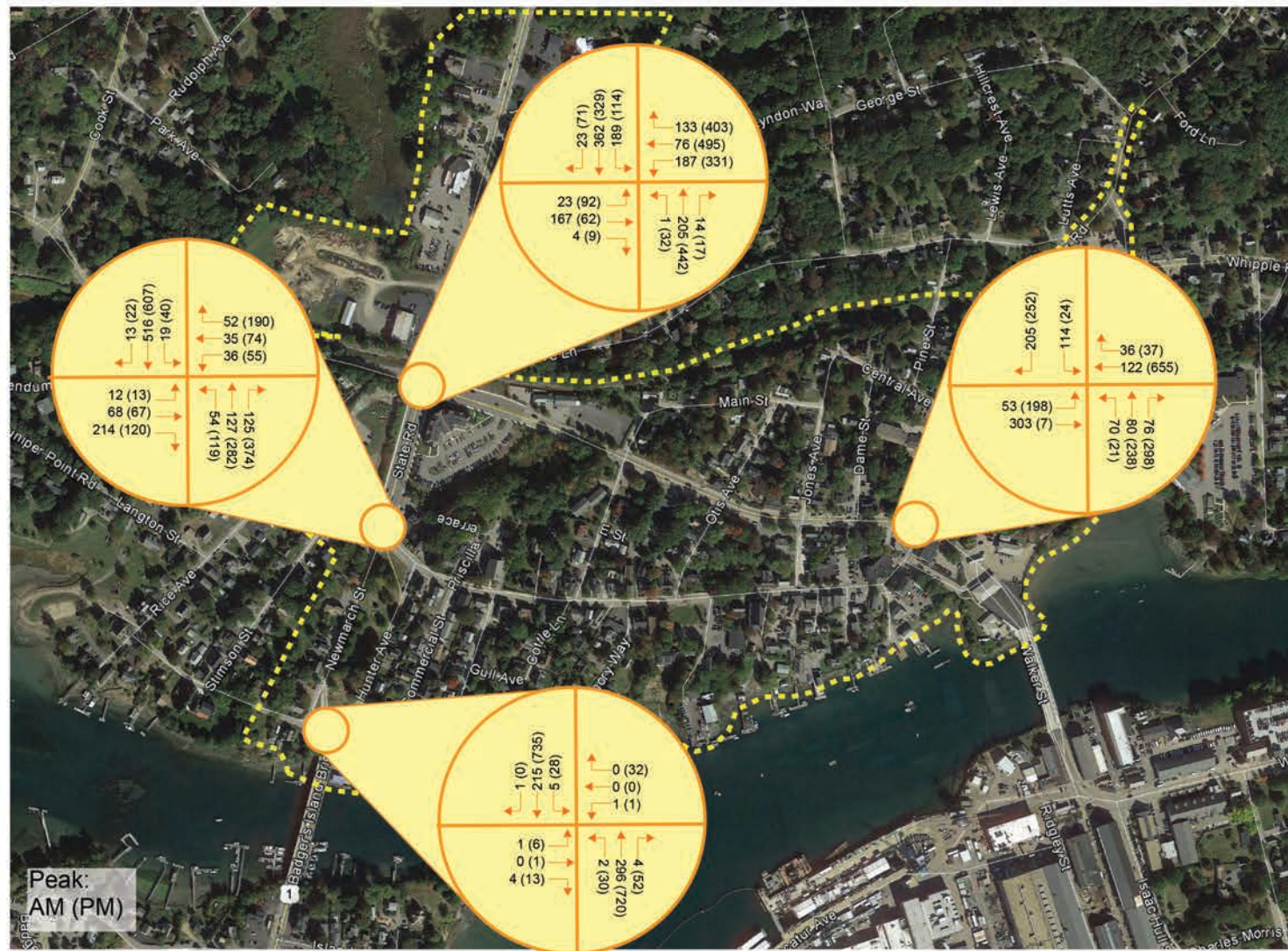
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		PROJECT NUMBER NHPP-1865(300)X	
PROJECT NAME KITTERY ROUTE 103		WIN 18653.00	
SHEET NUMBER 4A		HIGHWAY PLANS	
PLAN - 4 OF 4		# OF	
PRJ. MANAGER		DATE	
DESIGN DETAIL		SIGNATURE	
CHECKED/REVIEWED		P.E. NUMBER	
DESIGNER/REVIEWER		DATE	
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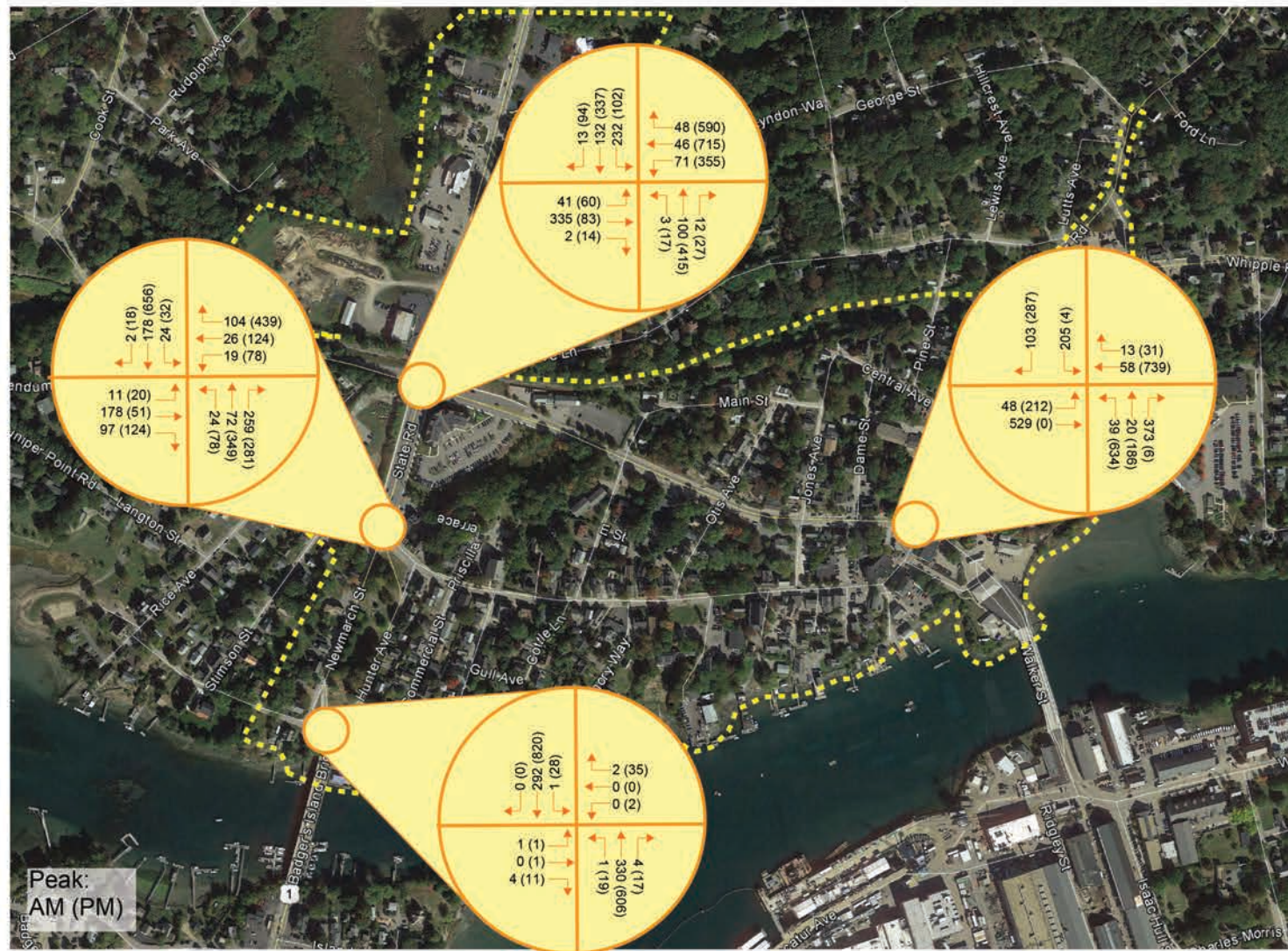
Kittery Foreside Land Use, Parking, and Transportation Study

2036 Future Volumes

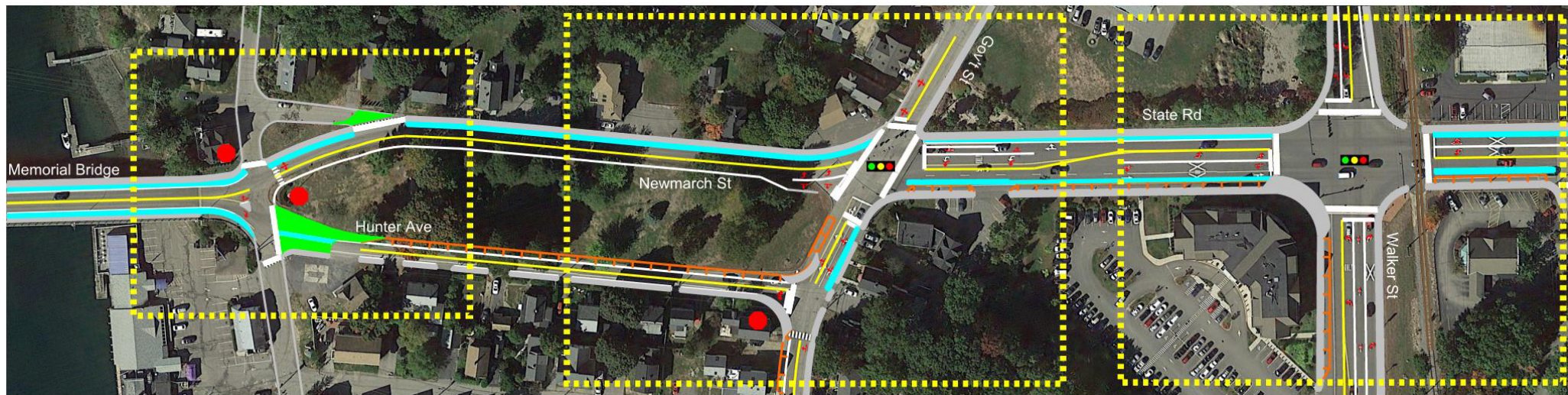


Kittery Foreside Land Use, Parking, and Transportation Study

2036 PNS Future Volumes

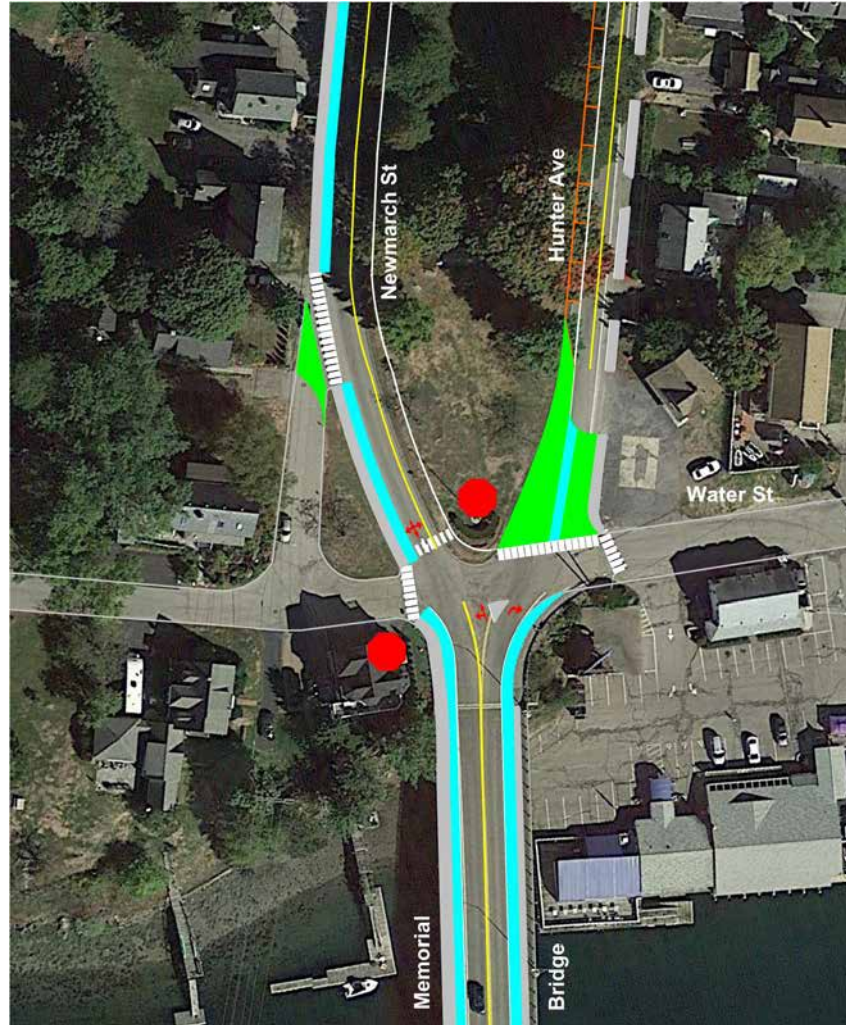


Kittery Foreside Land Use, Parking, and Transportation Study



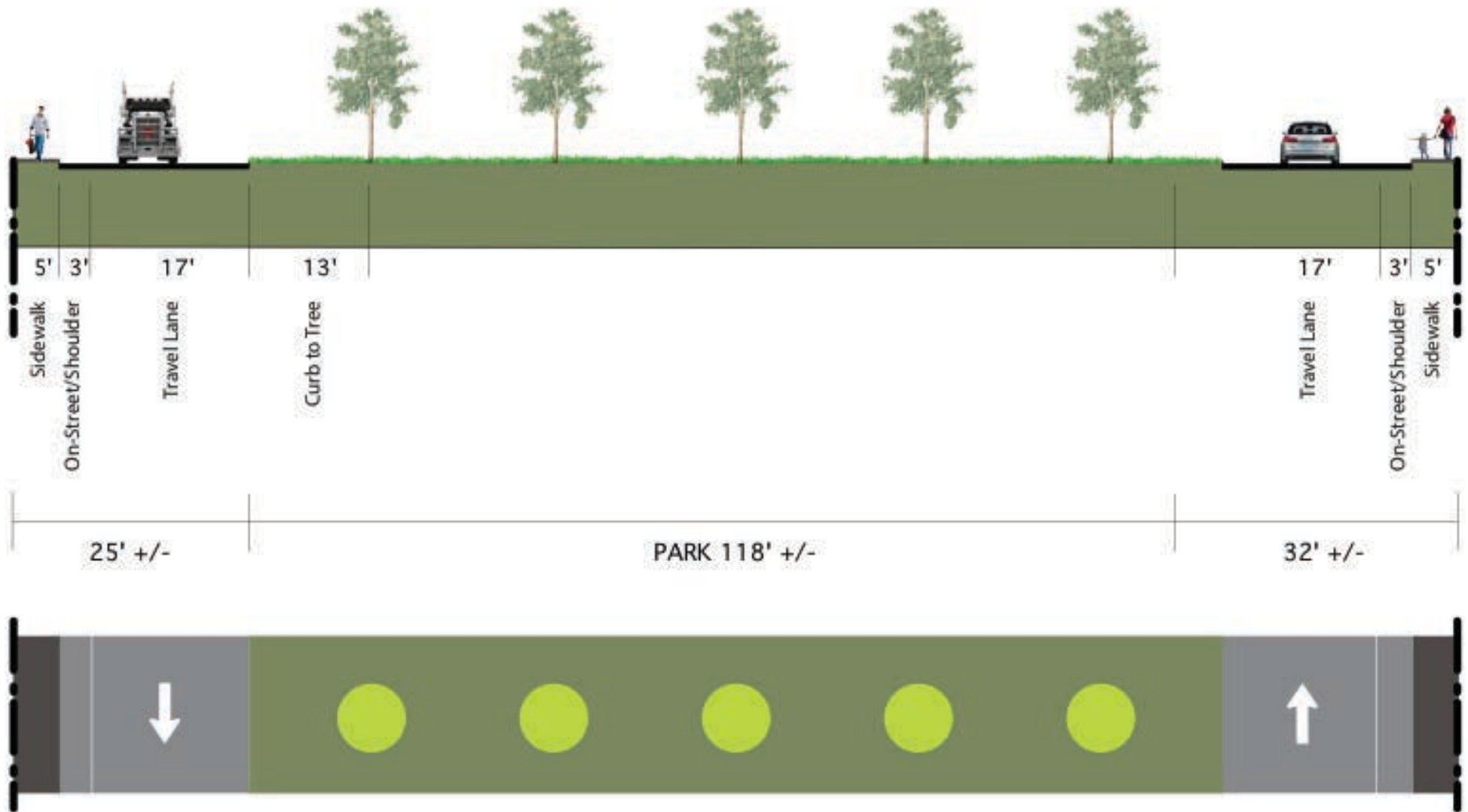
Route One Intersection / Corridor Improvements

Kittery Foreside Land Use, Parking, and Transportation Study



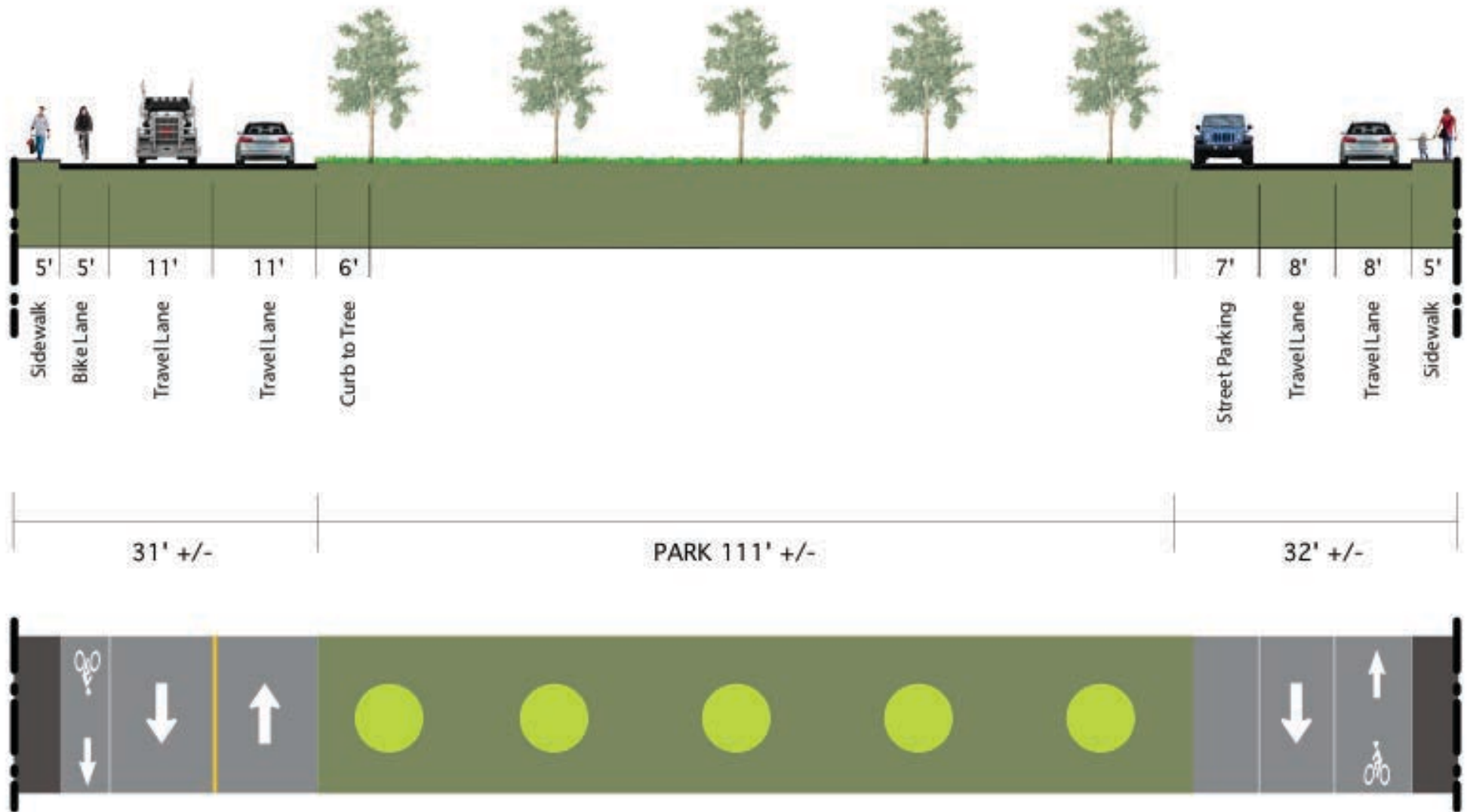
Route One / Water Street Intersection & Corridor Improvements

Kittery Foreside Land Use, Parking, and Transportation Study



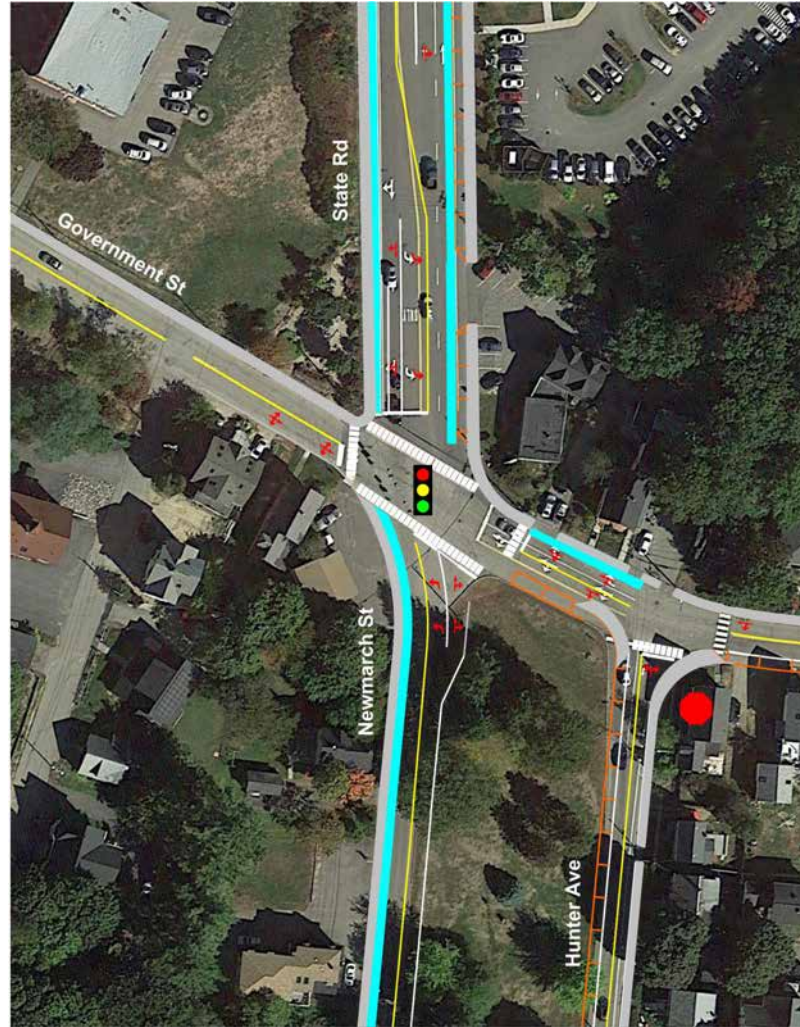
John Paul Jones Park: Existing

Kittery Foreside Land Use, Parking, and Transportation Study



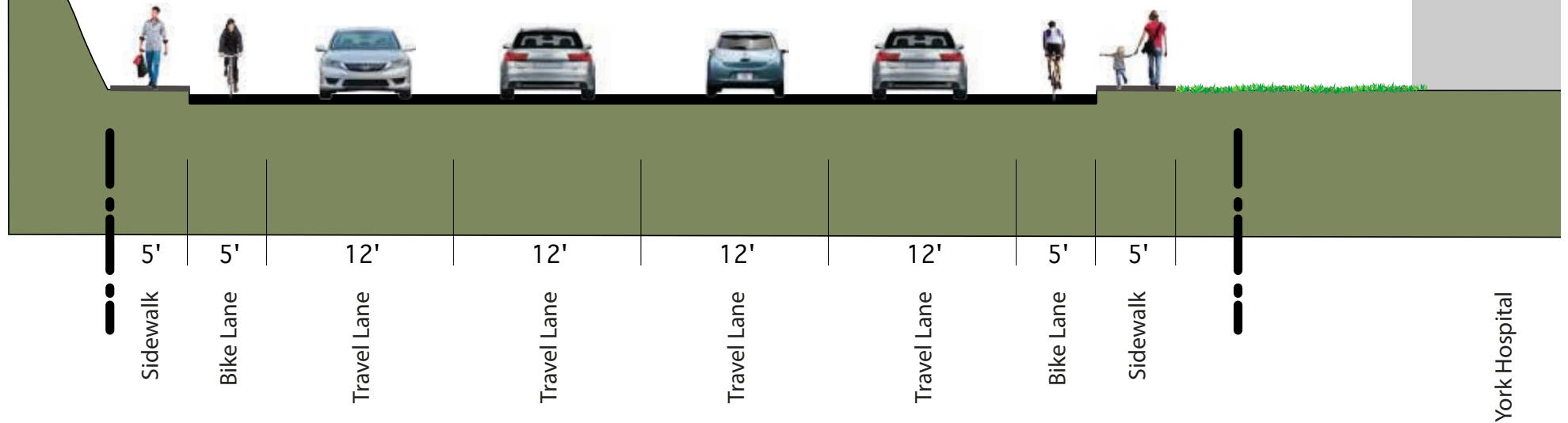
John Paul Jones Park: Proposed

Kittery Foreside Land Use, Parking, and Transportation Study

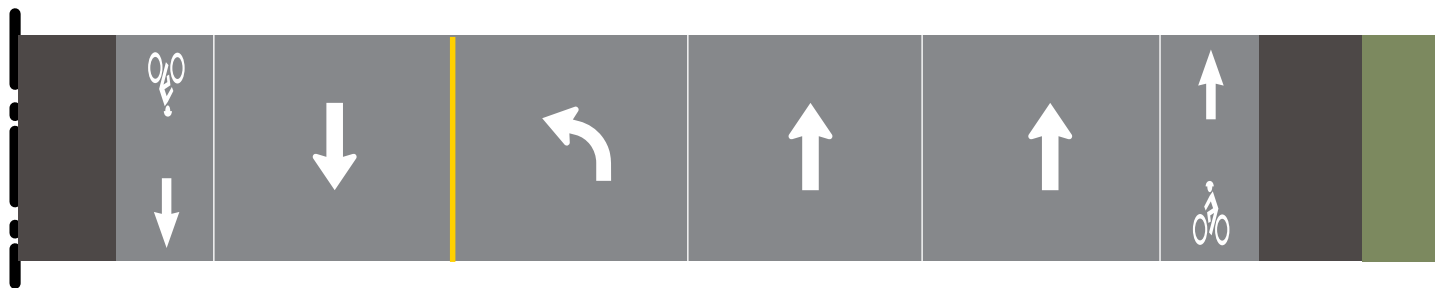


Route One / Government Street Intersection & Corridor Improvements

Kittery Foreside Land Use, Parking, and Transportation Study

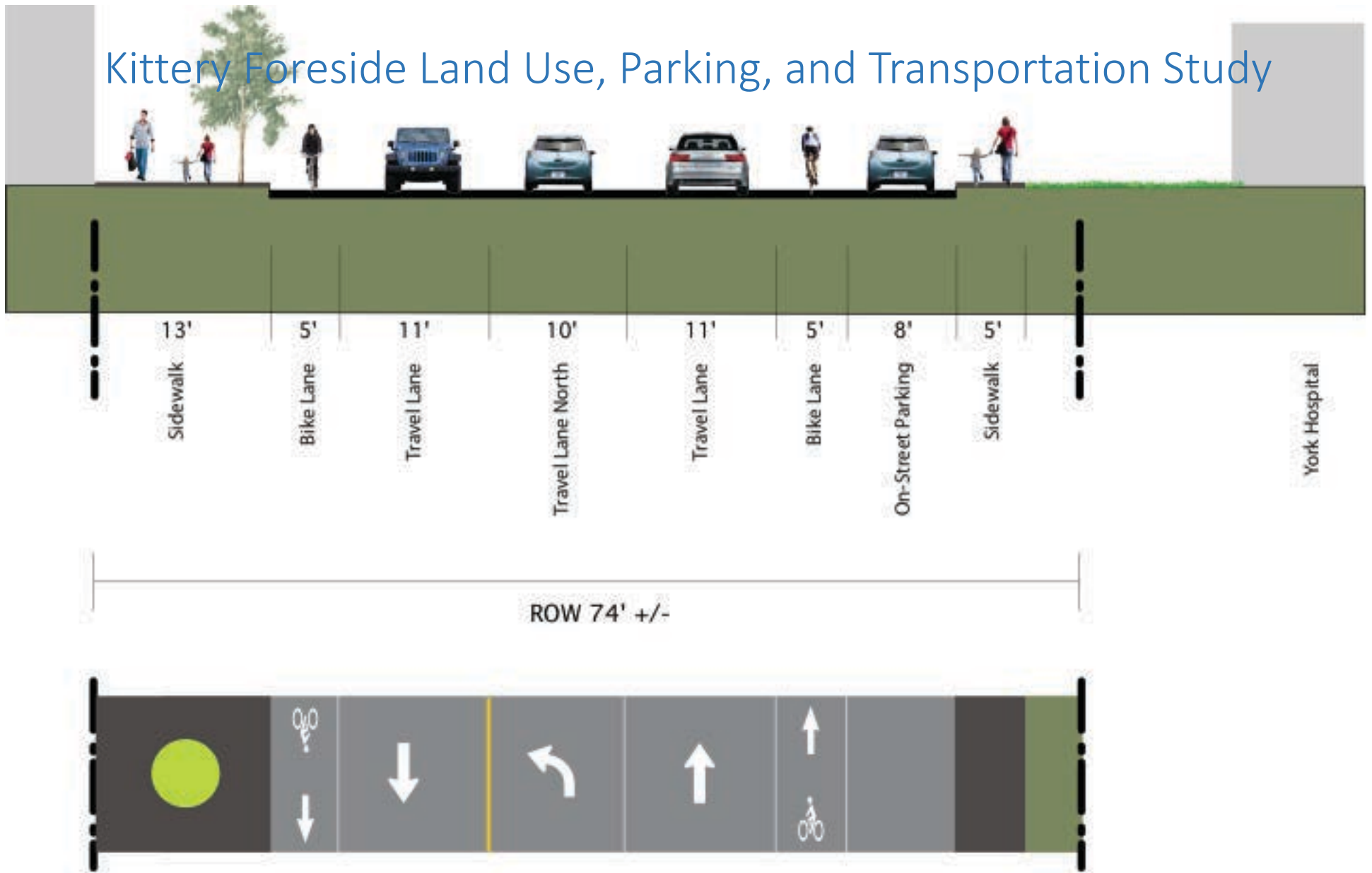


ROW 74' +/-



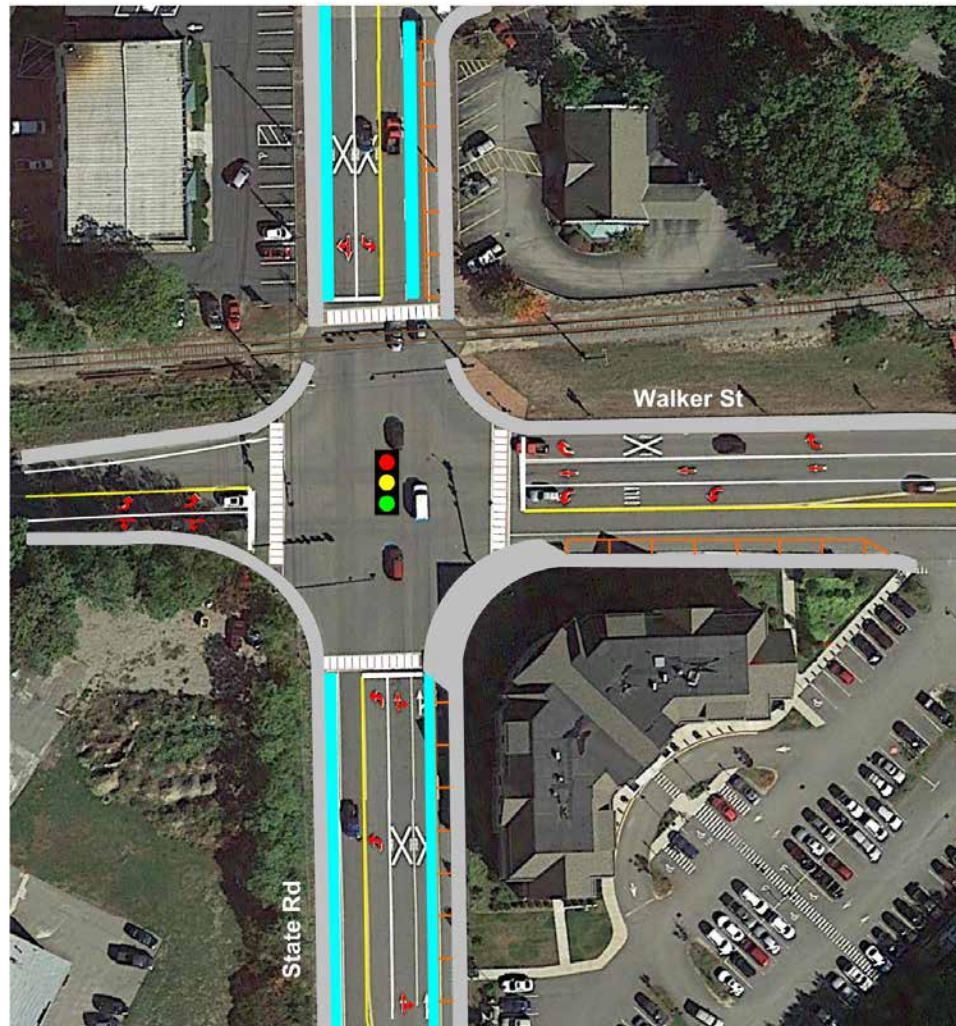
State: Existing

Kittery Foreside Land Use, Parking, and Transportation Study



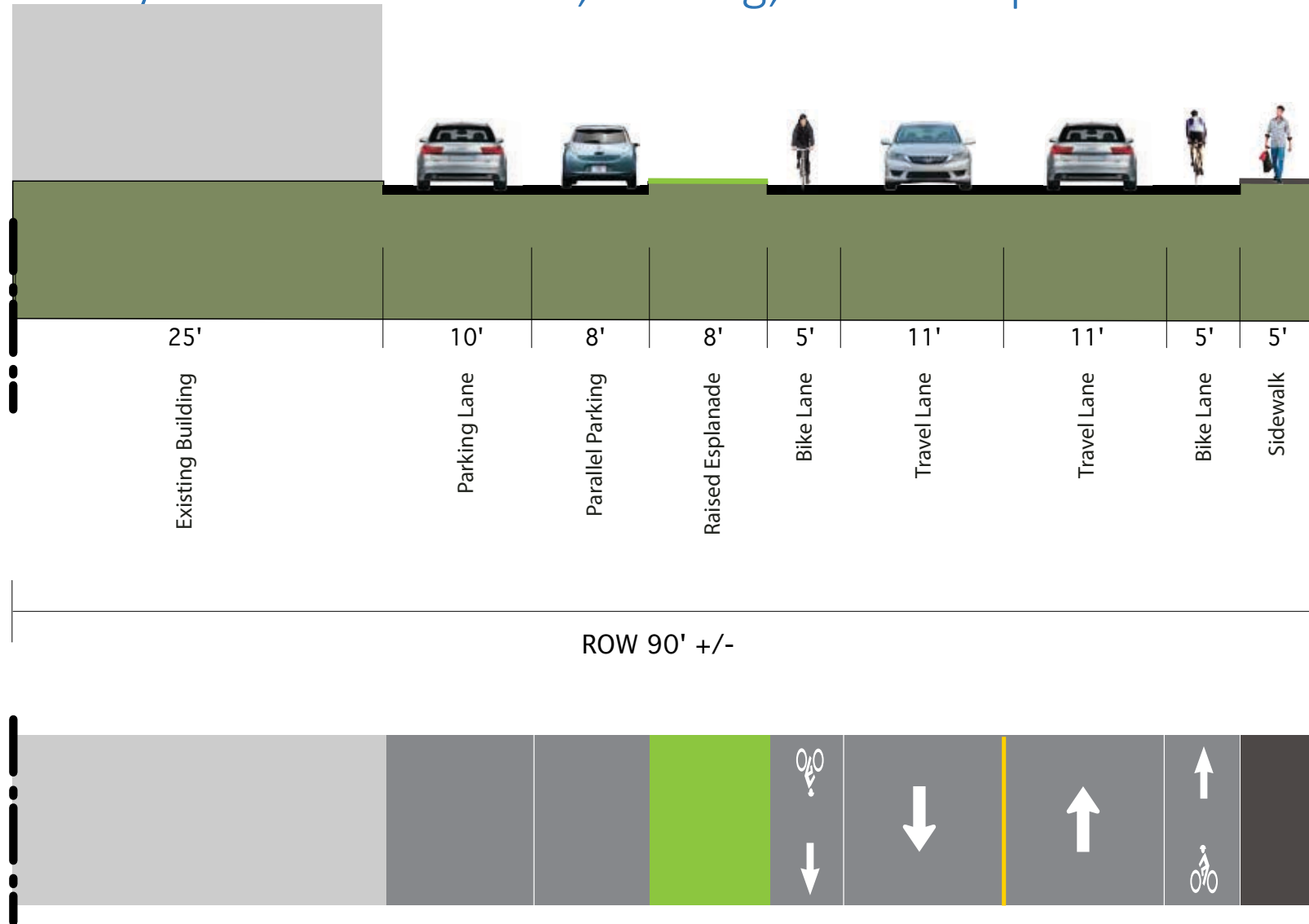
State: Proposed

Kittery Foreside Land Use, Parking, and Transportation Study



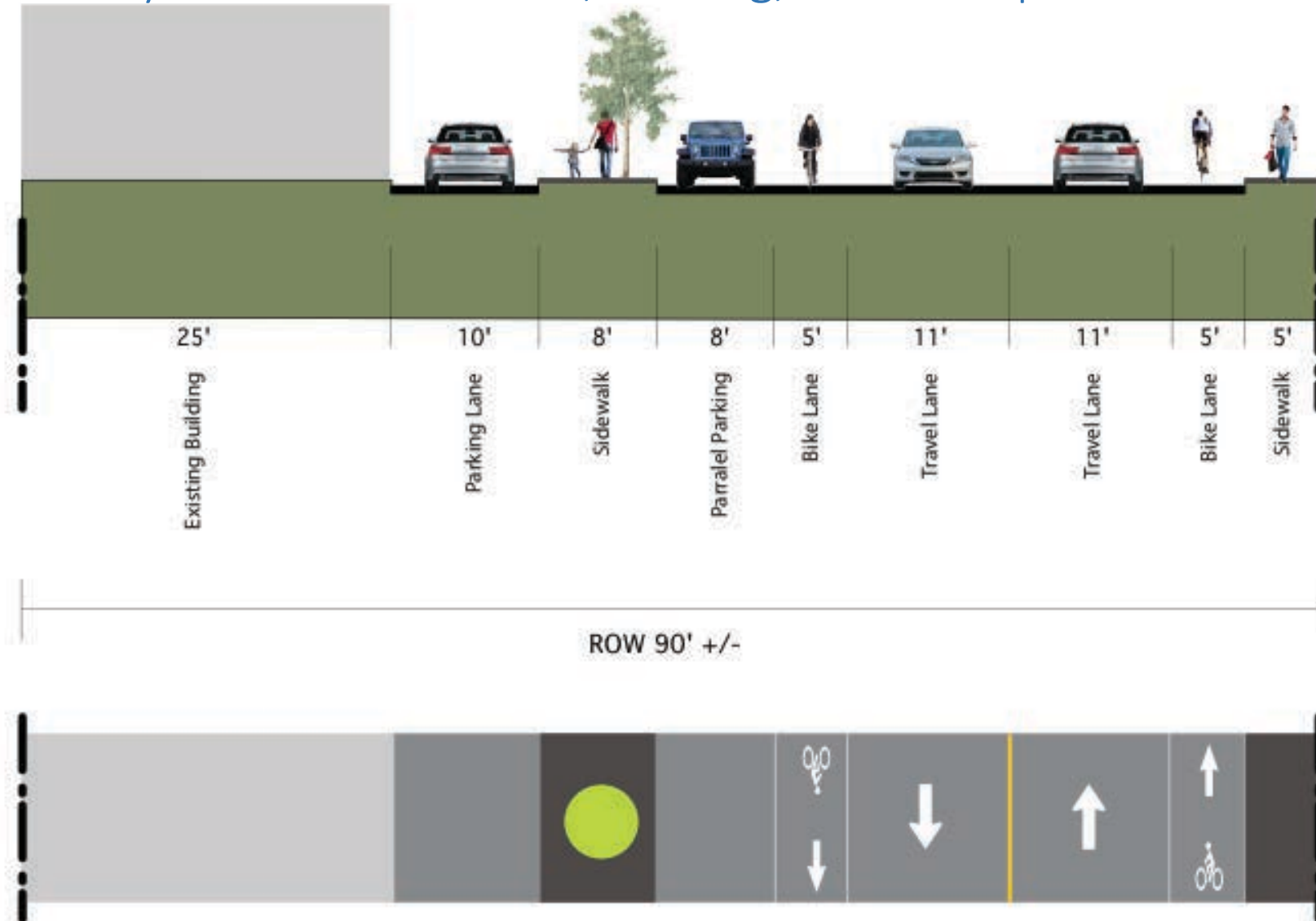
Route One / Walker Intersection & Corridor Improvements

Kittery Foreside Land Use, Parking, and Transportation Study



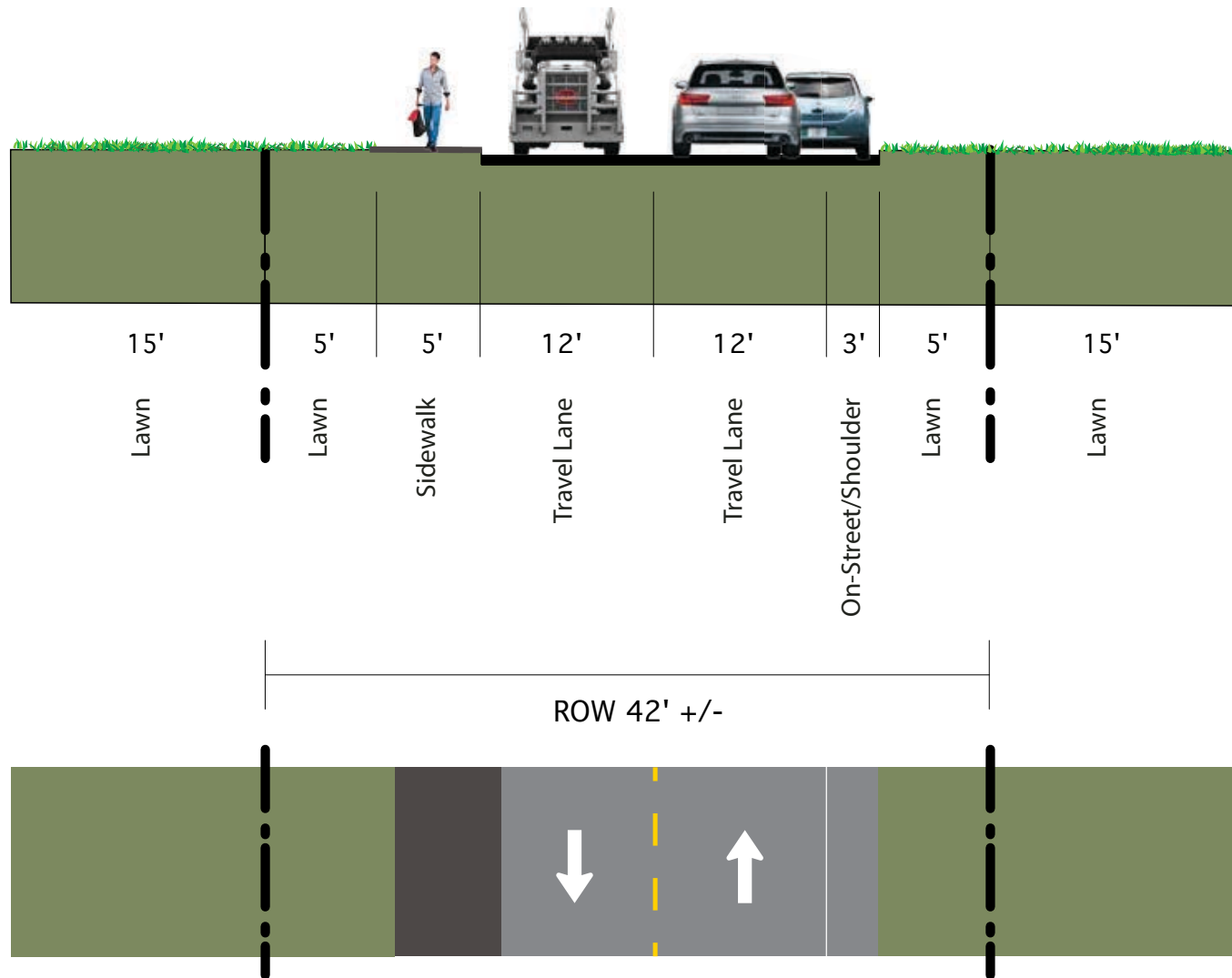
Gourmet Alley: Existing

Kittery Foreside Land Use, Parking, and Transportation Study



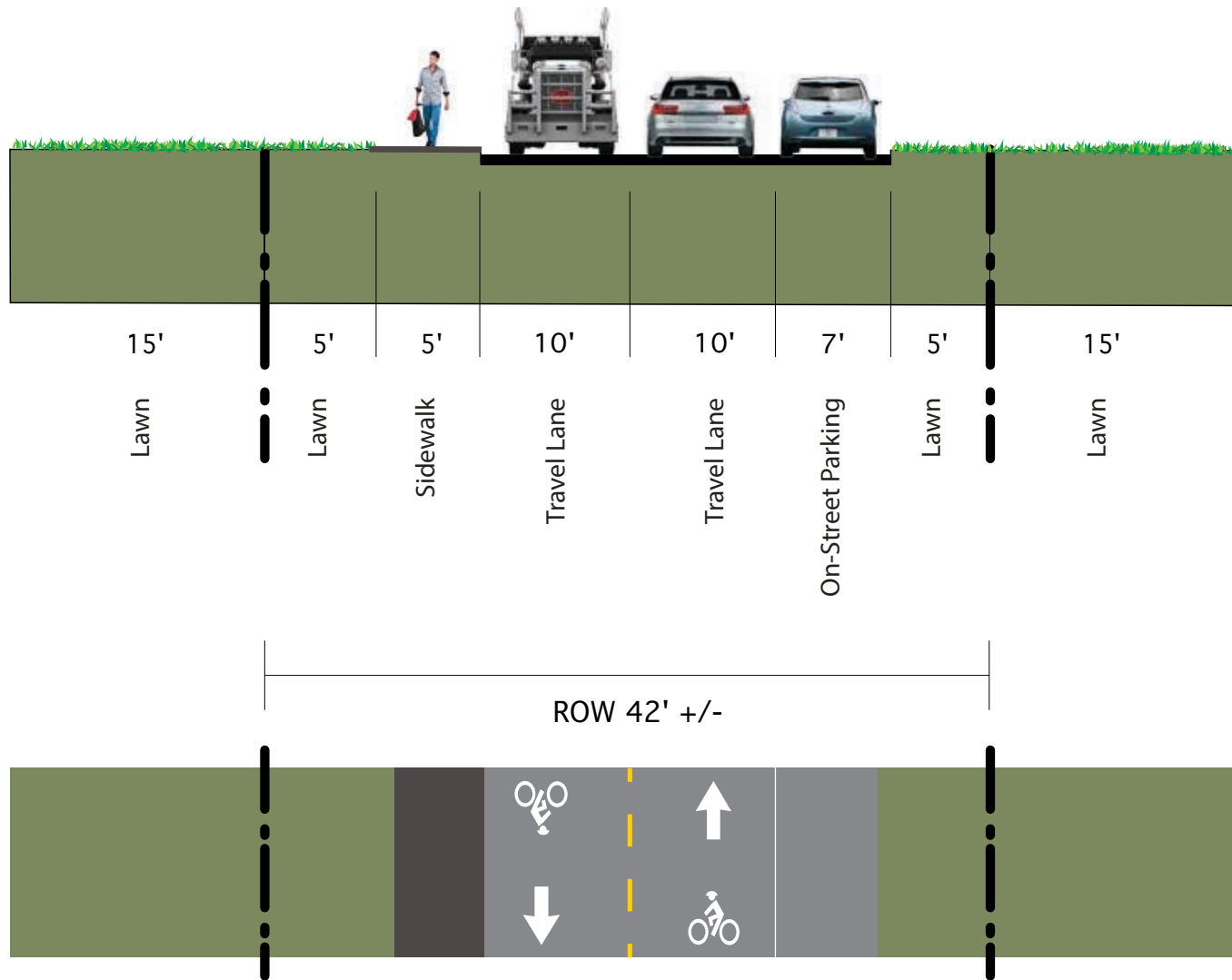
Gourmet Alley: Proposed

Kittery Foreside Land Use, Parking, and Transportation Study



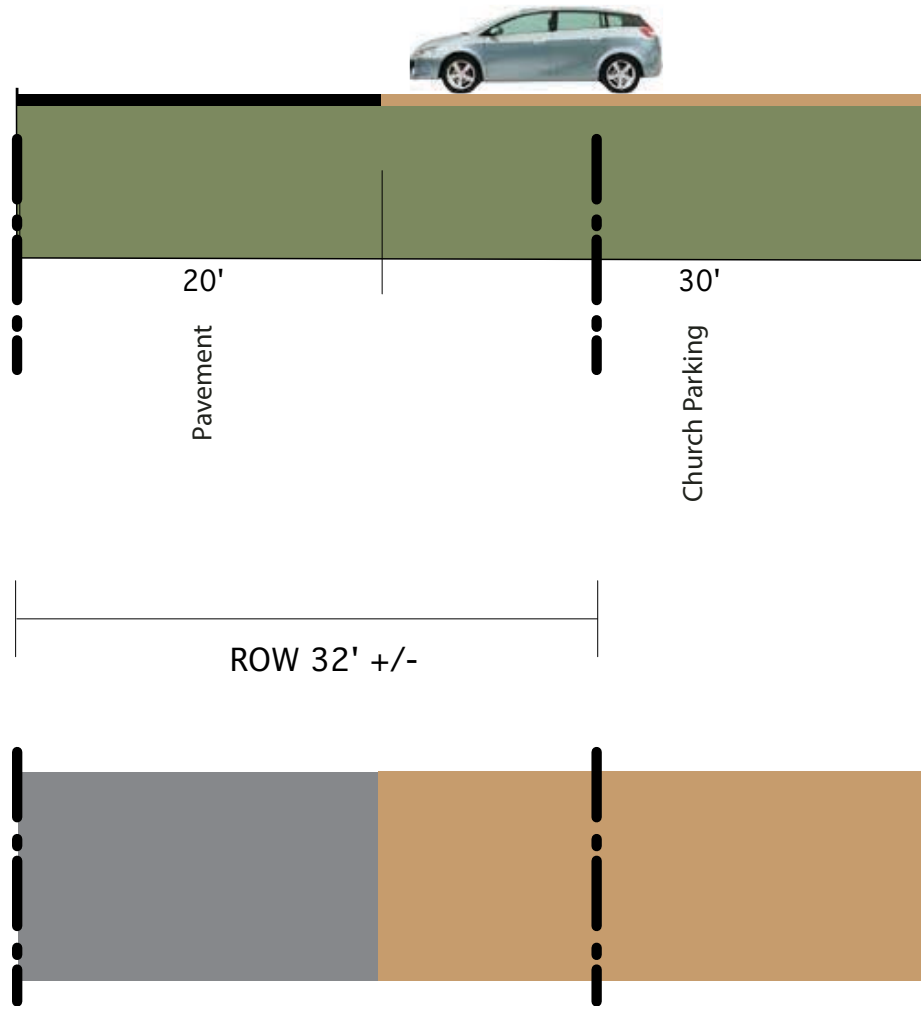
Government: Existing

Kittery Foreside Land Use, Parking, and Transportation Study



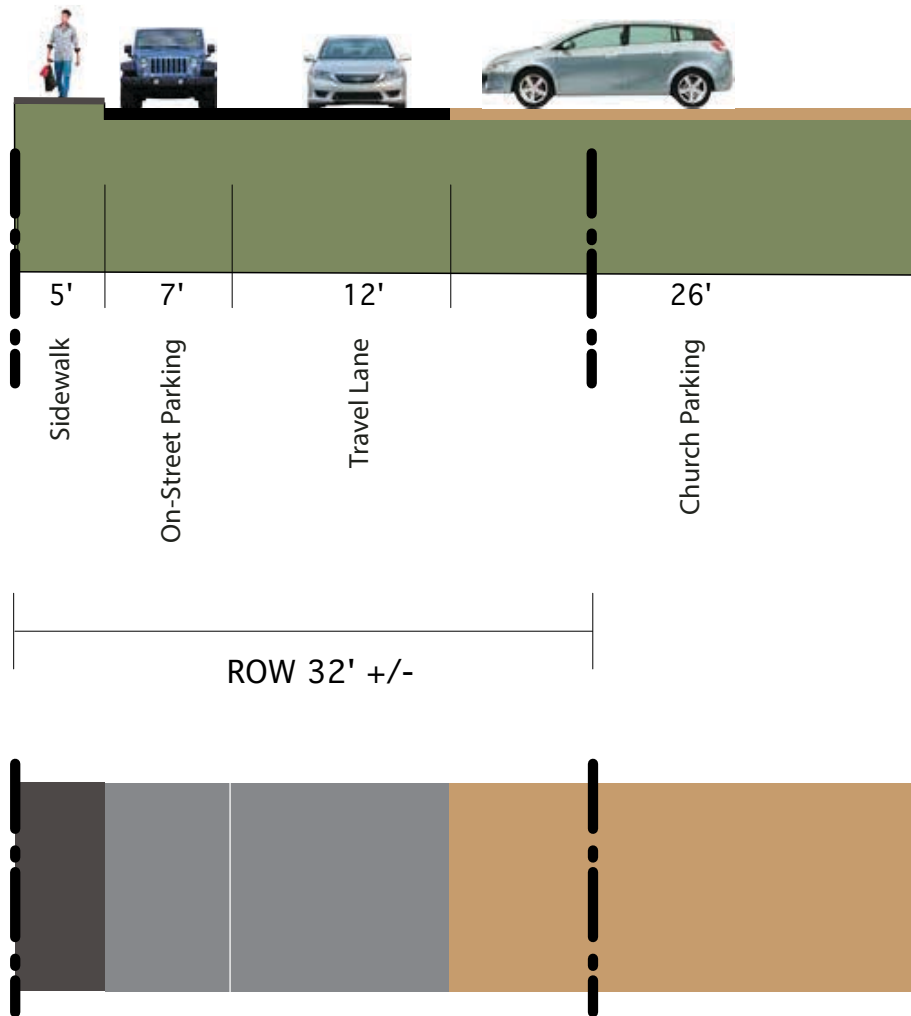
Government: Proposed

Kittery Foreside Land Use, Parking, and Transportation Study



Jones: Existing

Kittery Foreside Land Use, Parking, and Transportation Study



Jones: Proposed

Kittery Foreside Land Use, Parking, and Transportation Study

Next Steps / Schedule:

- Notice To Proceed – December 19, 2016
- Staff Kick-Off Meeting – January 10, 2017
- Public #1 Kick-Off Meeting – February 8, 2017
- Kick-Off Working Group Meeting #1 Site Walk – March 6, 2017
- Existing Conditions Technical Memorandum – March 2017
- Working Group Meeting #2 to Review Existing Conditions – May 3, 2017
- Public Meeting #2 Listening Session and Design Workshop – June 15, 2017
- Working Group Meeting #3 to Review Draft Scenarios – August 2017
- Working Group Meeting #4 to Review Draft Scenarios – October 2017
- Public Meeting #3 – October 25, 2017
- Present Draft Recommendations to Planning Board – November 9, 2017
- Present Draft Recommendations to Town Council – December 11, 2017
- Prepare Draft Report – December 2017
- Working Group Meeting #5 – December 2017
- Final Report – December 2017

