Village Parking Study

Gorham, Maine

June 3, 2014

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T.Y. Lin International
Ransom Consulting Inc.

Report prepared for the
Town of Gorham

June 3, 2014

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INTRODUCTION

In May 2013, the Town of Gorham solicited proposals to conduct a parking analysis and parking master plan for the village. The goal of the project was to assess parking demand during peak hours, identify where parking lots / properties could be inter-connected, and recommend areas where additional parking could be created.

Terrence J. DeWan & Associates, T.Y. Lin International, and Ransom Consulting, were selected by the Town for the preparation of the Parking Study. The team worked closely with the Committee made up of Town Staff including David Cole - Town Manager, David Galbraith - Zoning Administrator and Department Administrator for Planning, Code & Economic Development, Thomas Poirier - Town Planner, and Robert Burns, PE - Director of Public Works.

Terrence J. DeWan & Associates acted as the lead consultants for this study. T.Y. Lin International performed the Parking Occupancy Study, the crosswalk evaluation, and traffic consultation. Ransom Consulting assisted with civil engineering and stormwater ideas.

In 2012 the Gorham Town Council purchased 2 properties within the Village (21 Main Street & 10 Preble Street), which are being considered for public parking. There is a perception that there is a shortage of parking within the Village particularly around the intersection of Main Street (Route 25) and South / School Street (Route 114).

Because Gorham is a workplace for so many people in the region, it also acts as a retail center. In this regard, residents of Gorham as well as surrounding communities choose the Town as not only their location of employment but a place to shop and conduct daily business.

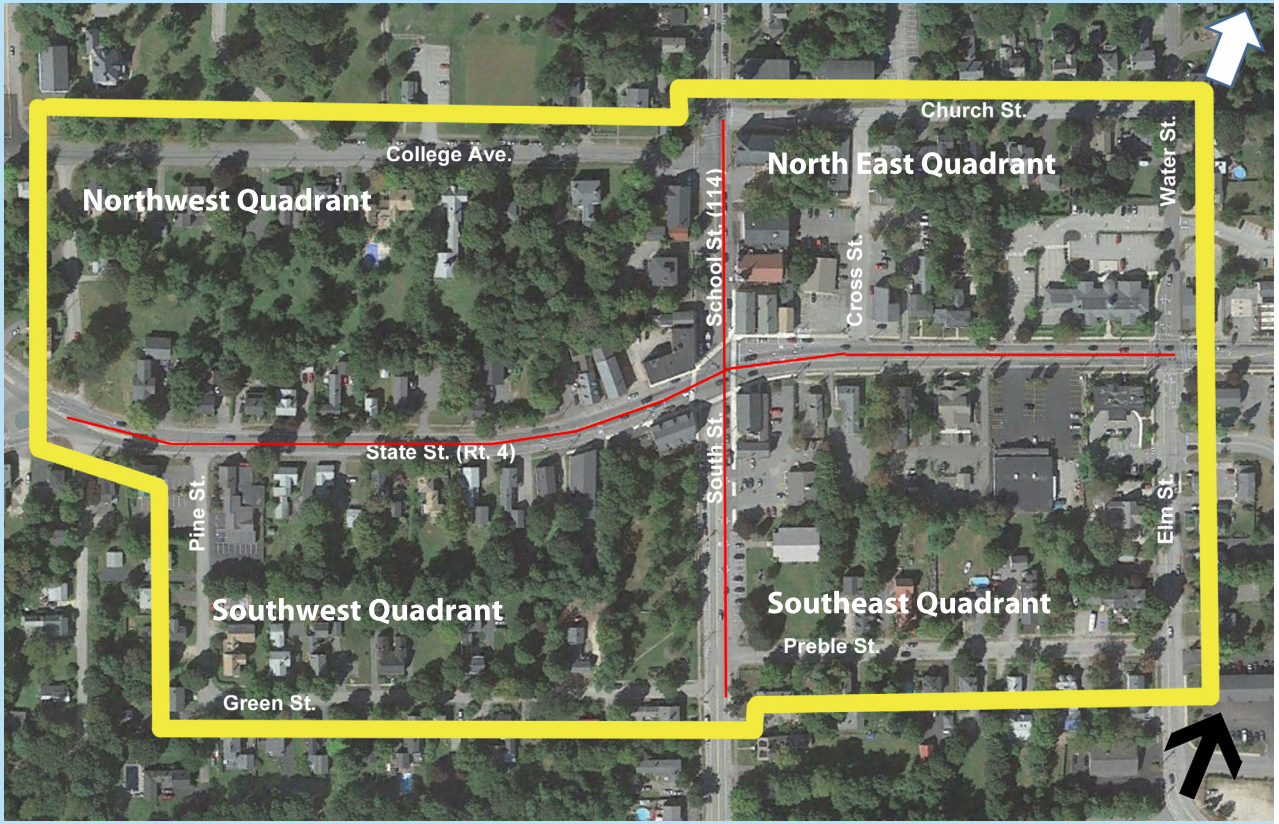
In the Spring of 2013 the town conducted a Village Parking Survey (See Appendix A) that was completed by 112 respondents. The results indicated that businesses at the north and west sides of the intersection of Routes 25 and 114 need additional parking. Approximately 2/3rds of the respondents felt that the high traffic volumes at the major intersection made it unsafe to cross the street, and made them unlikely to park on Main Street.

The purpose of the Gorham Village Parking Study was to:

- Document the existing parking demand during the morning, noon and evening peaks, during both weekdays and weekends
- Understand how parking facilities are currently being utilized.
- Assess the adequacy (quantity and location) of on-street parking to be provided.
- Create a master parking plan to identify areas where the Town could merge / inter-connect parking lots, reduce curb-cuts, and take advantage of other parking opportunities.

STUDY AREA

The Village Parking Study focused on an area within a five-minute walk (approximately 1,000 feet) from the intersection of Main Street / State Street (Route 25) and South Street / School Street (Route 114). The study area is generally defined by College Avenue and Church Street to the north, Green Street and Preble Street to the south, Pine Street to the west, and Elm Street and Water Street to the east. The study evaluated the location and adequacy of both on-street and private off-street parking within this area.



Google Earth aerial image of Gorham Village study area. Red lines define four quadrants.

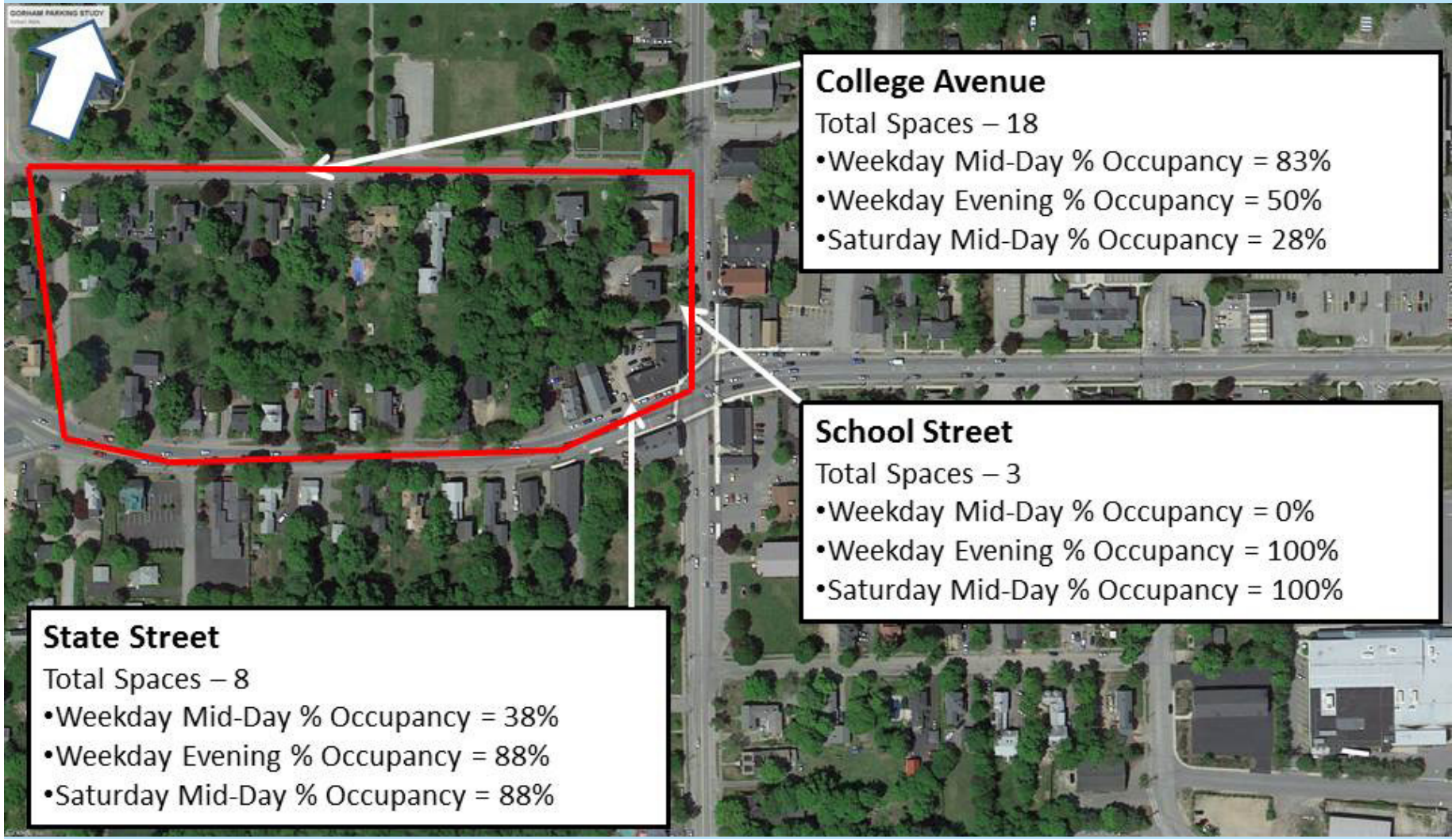
In order to assess current parking demands and usage, an occupancy study was conducted on existing parking spaces. The study area was divided into four main quadrants to better assess where there was the most usage and demand. All four quadrants were evaluated for both on-street and off street parking.

The occupancy study was performed by T.Y. Lin International. Mid-day (11:00 AM - 1:00 PM), and PM (5:00 PM - 7:00 PM) counts were performed on October 24th (Thursday). The mid-day Saturday count was performed between 10:00 AM - 2:00 PM on October 26th, 2013 while the University of Southern Maine was in session. Refer to Appendix C for field notes from the occupancy study.

PARKING OCCUPANCY STUDY

Northwest Quadrant On Street Parking

Performed By T.Y. Lin International



PARKING OCCUPANCY STUDY

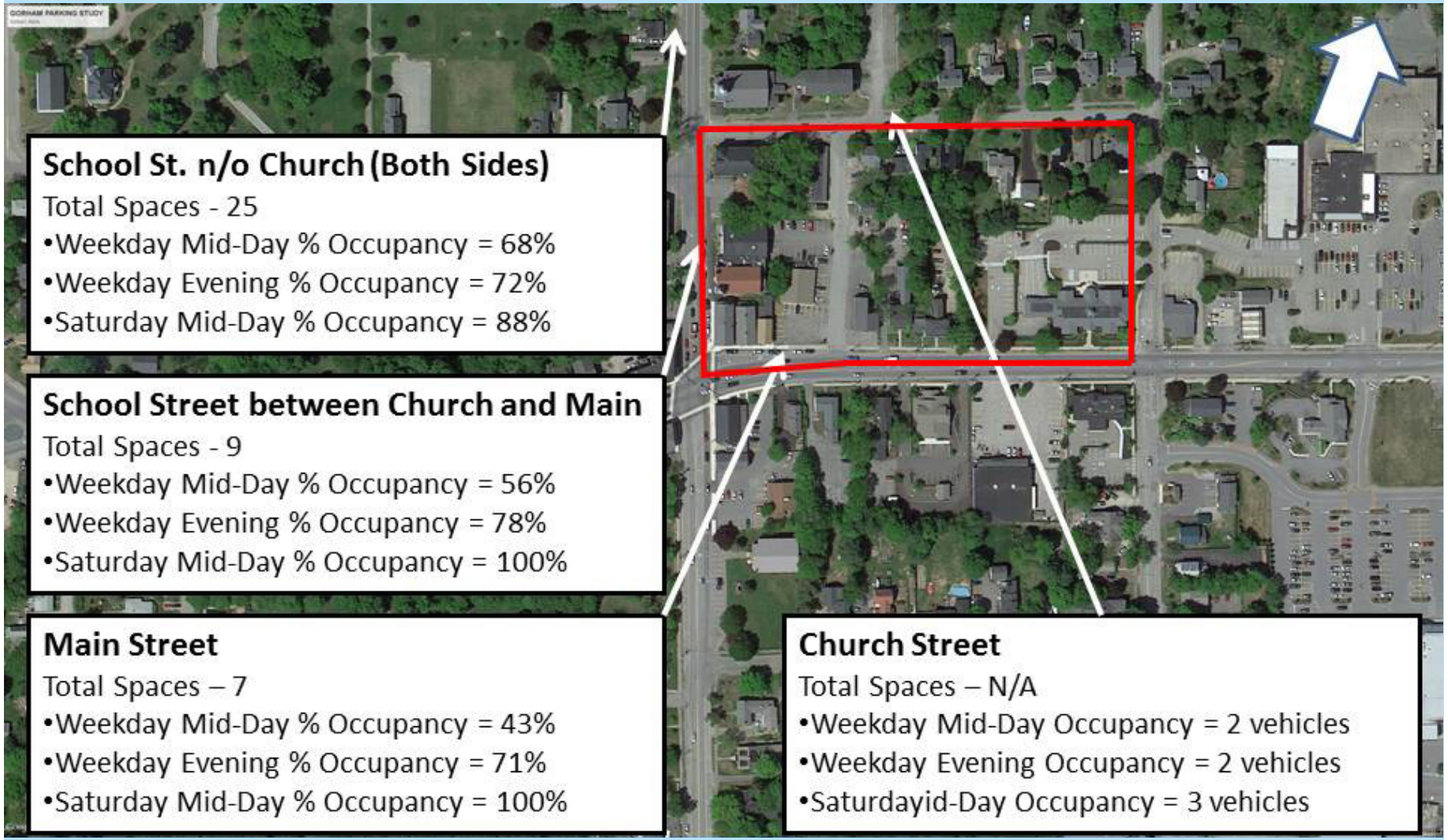
Northwest Quadrant Off Street Parking

Performed By T.Y. Lin International

PARKING OCCUPANCY STUDY

Northeast Quadrant On Street Parking

Performed By T.Y. Lin International



PARKING OCCUPANCY STUDY

Northeast Quadrant Off Street Parking

Performed By T.Y. Lin International

PARKING OCCUPANCY STUDY

Southwest Quadrant On Street Parking

Performed By T.Y. Lin International

PARKING OCCUPANCY STUDY

Southwest Quadrant Off Street Parking

Performed By T.Y. Lin International

PARKING OCCUPANCY STUDY

Southeast Quadrant On Street Parking

Performed By T.Y. Lin International

PARKING OCCUPANCY STUDY

Southeast Quadrant Off Street Parking

Performed By T.Y. Lin International

PARKING OCCUPANCY STUDY

General Conclusions

- On-street parking space availability is limited. 80% of all surveyed locations were occupied with several locations exceeding 90%.
- Many of the larger private off-street parking lots are under utilized where more than 50% of the parking spaces were available.
- Many of the smaller private parking lots are fully occupied.
- For on-street parking spaces, many of the vehicles parked for longer than 1-hour, rendering those spaces unavailable for the passing motorist.

On Street Parking - South Street

Off Street Parking - South Street

On Street Parking - Main Street

Off Street Parking - Cross Street

PARKING DEMAND

This Study used two methods to evaluate parking demand: 1) based on the current demand of the existing businesses, and 2) based on a hypothetical what-if scenario. The what-if scenario takes into account all the unoccupied building space in the study area and calculates parking demand as if those buildings were fully occupied.

The Town zoning regulations specify the amount of parking for designated land uses (See Appendix C). For example, retail stores are required to have one parking spaces for every 200 square feet(s.f.) of gross floor area, or office buildings have to provide one parking space for every 250 square feet.

Not knowing exactly what might occupy those spaces, we have applied an average need of 3 parking spaces per 1000 s.f. of floor space. Based on our research, this is a ratio that is very typical within other New England towns for a village mixed use district. The results provide the Town and local businesses with a reasonable estimate of parking space demand for the foreseeable future.

The following is a summary of known vacant floor space in the study area as of March, 2014:

2 School Street

Three story brick building with approximately 10,000 s.f. gross floor area total. Currently, it has 7 off-street spaces behind the building, and 3 or 4 shared on-street spaces. If fully occupied, an additional 10 to 15 spaces would be needed.

28 School Street

Historical Society Building. Approximately 540 s.f. per floor (2 floors). Currently, there are no designed parking spaces. Visitors must rely on on-street spaces. 3 to 4 spaces are needed.

34 School Street

Old Odd Fellow's clapboard building at the corner of School Street and College Avenue currently has 7 head-in parking spaces on the property. The building contains approximately 5,000 s.f. of floor area and is currently occupied. The second floor has an old stage that could be incorporated into future uses.

As of June 2, 2014, the building has been approved as the home of Gorham Arts Alliance, which will require 25 parking spaces. It may be possible to share parking with other nearby landowners.

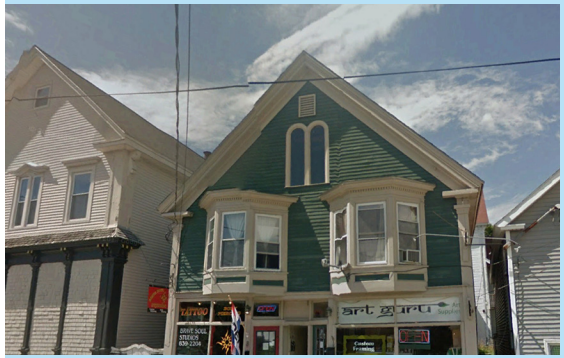
29 School Street

The "Spire at 29" is a multi-tenant building that includes Thatcher's Pub. The property also includes a 19-space parking lot behind the building (immediately north of 7-11). The main building (the old church) has recently started being used for special events. The main building contains approximately 2,900 s.f. per floor, or 5,800 s.f. total. This would require 17 parking spaces if fully occupied.

Approximately 5,000 s.f. of the ground floor accessed via Cross Street is currently unfinished and unused. Approximately 15 parking spaces would be required depending on the eventual use.

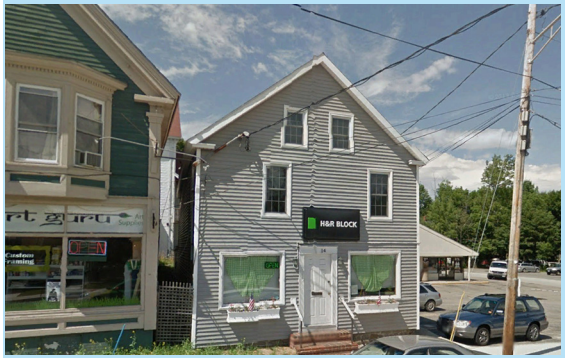
2 Main Street

Gorham House of Pizza has 8 off-street parking spaces and access to16 on-street spaces along the east side of South Street. The 1,850 s.f. 2nd and 3rd floors are fully occupied: the 2nd floor has three 1-bedroom apartments and an office for the restaurant; the 3rd floor has 3 apartments that have a total of 9 bedrooms.



8 Main Street

This building has approximately 900 s.f. per floor. The first floor has 2 existing businesses, and, according to the Assessor's notes, there are 2 apartments on the 2nd floor. Approximately 5 parking spaces are needed. The building has access to 8 on-street parking spaces on Main Street and does not seem to have a problem with parking.



14 Main Street

The Assessors records indicate that the 2nd and 3rd floor spaces (approximately 40' x 25') are unfinished. The use of the second floor would require 2 additional parking spaces.

21 Main Street

Town owned property (ID# 102-105). This two story structure is approximately 18 x 40 feet, or 720 s.f. per floor. If converted to an office building on one floor, 3± spaces would be needed, which could be easily located on site. If both floors were occupied, 5 to 6 total spaces would be needed.

3 Main Street, Amato's

This building has approximately 2,000 s.f. per of gross floor area per floor, and 9 off-street spaces. Approximately 3 additional spaces are needed for full occupancy.

2 Main Street / 6 School Street

This building has approximately 2,000 s.f. of gross floor area per floor, which would require 12 to 14 parking spaces depending on use. There are currently 4 to 5 shared spaces on-street.

19 State Street

Approximately 2,500 s.f. of gross floor area per floor. Currently there are 9 off-street parking spaces and 3 or 4 shared on-street spaces. Approximately 3 or 5 additional spaces are needed depending on future use.

10 Preble Street

Town Owned Parcel. This parcel abuts the Robie Gym parcel and previously contained residential units, and a barn structure that was converted to residential. The main house and middle ell contains 1,380 s.f. per floor or 2,760 s.f. total, which would require approximately 8 spaces total. Currently there are 6 off-street parking spaces adjacent to the vacant structure.

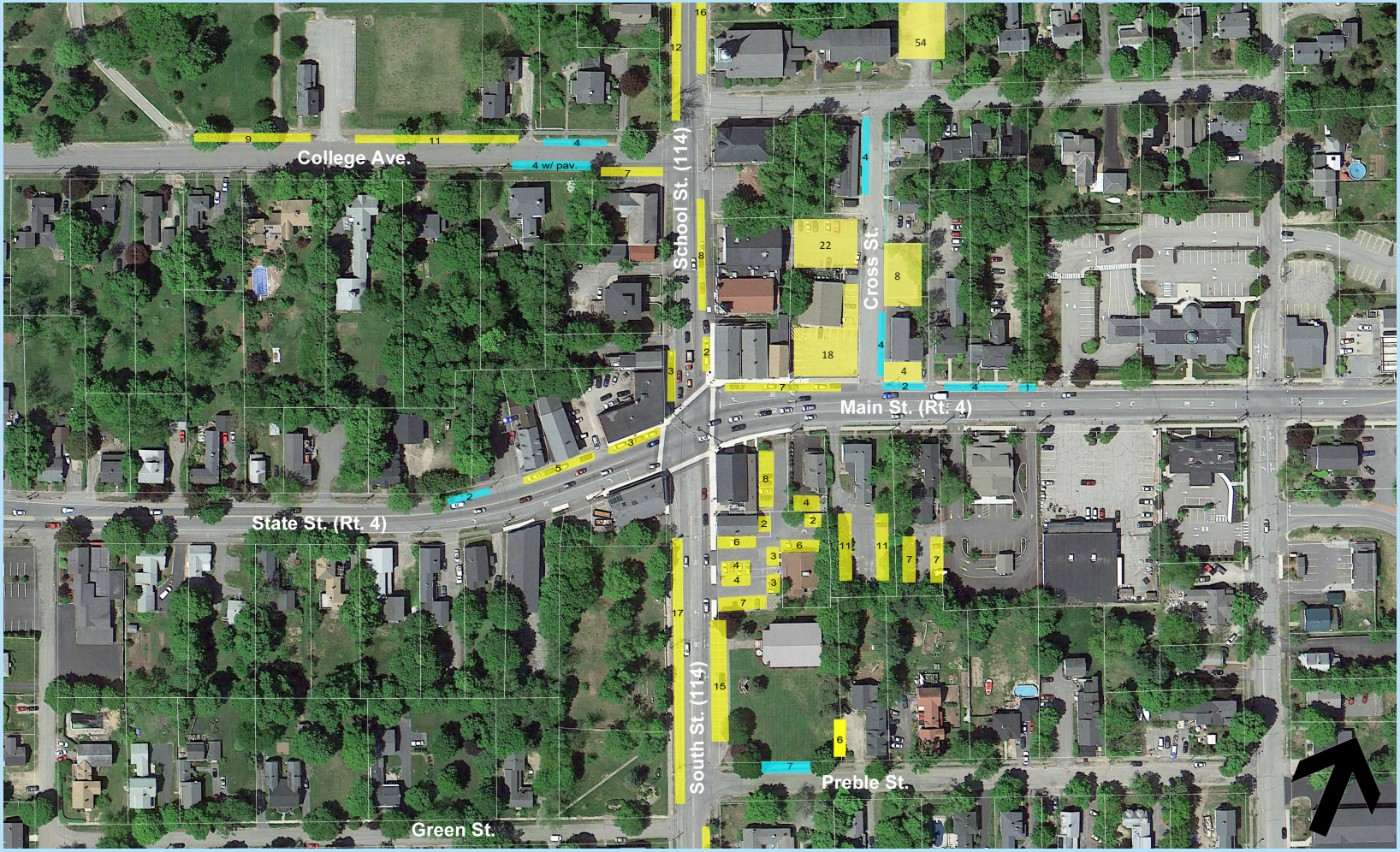
Parking Demand Summary - If all of the current vacant floor space were 100% occupied, there would be a need for an additional 106 to 133 parking spaces within the village.

PARKING ANALYSIS

The parking analysis looked at the existing parking areas and identified opportunities for additional spaces. Particular attention was given to the potential of adding on-street parking throughout the area. Existing spaces are shown in **yellow**, while potential spaces are shown in **blue**.

Existing Spaces

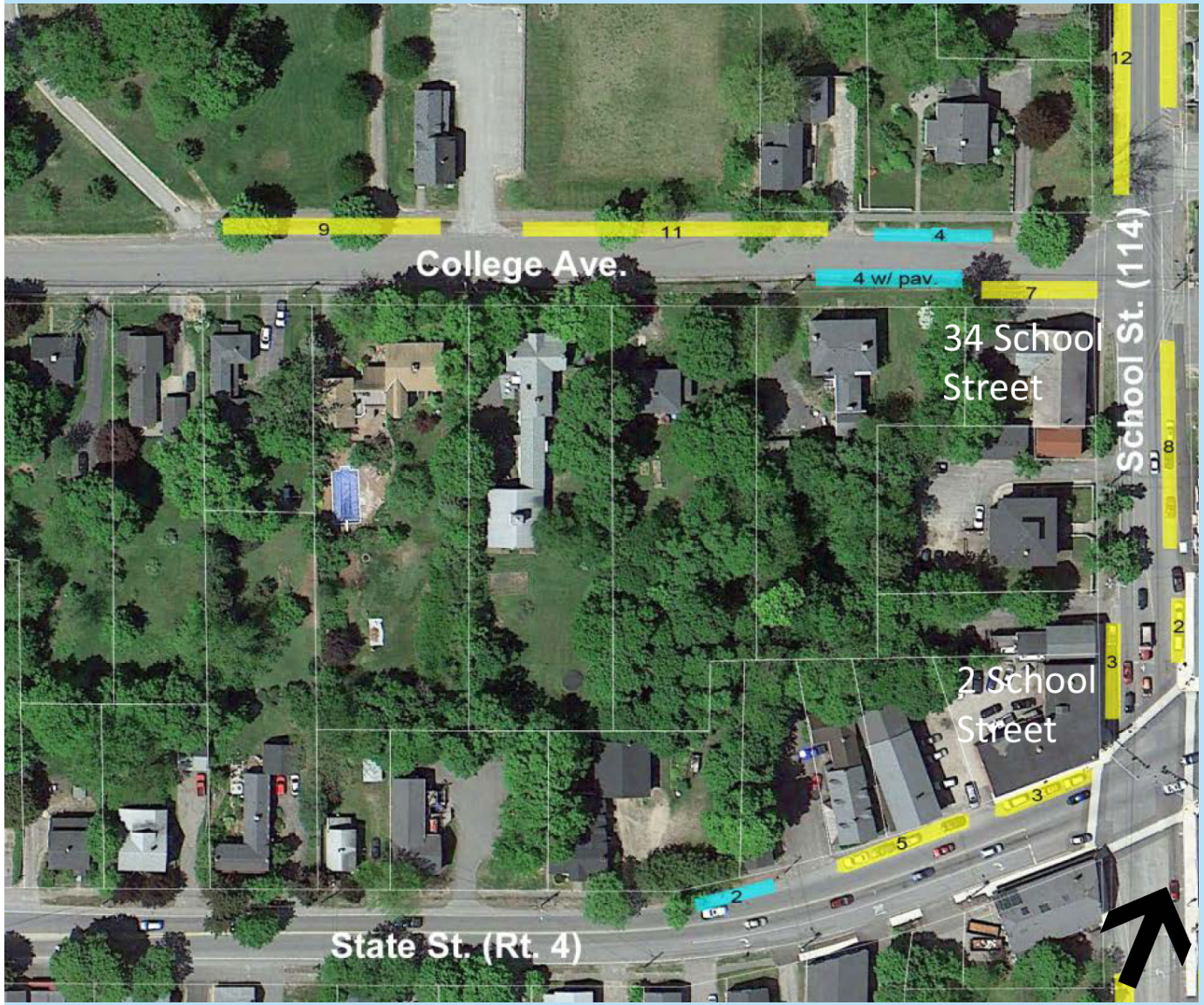
Potential Spaces



General Area of Analysis

NORTHWEST QUADRANT

PARKING ANALYSIS



Existing Spaces

Potential on-street Spaces (Parallel)

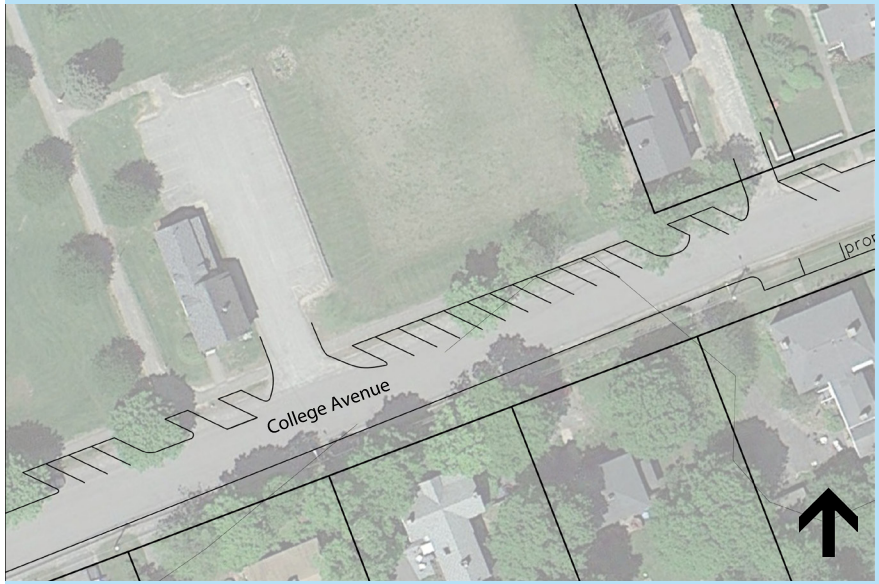
PARKING ANALYSIS - Northwest Quadrant

Existing view looking west on State Street.

Photosimulation of two additional spaces on State Street along with the expansion of the adjacent sidewalk width. Additional spaces could be added with the removal of trees.

PARKING ANALYSIS - Northwest Quadrant Alternatives

Alternative showing a 46 car lot on USM property and 8 new on street parallel spaces.



Alternative showing conversion of parallel to head in parking. Adds 22 spaces while maintaining a 24' travel way.

College Avenue

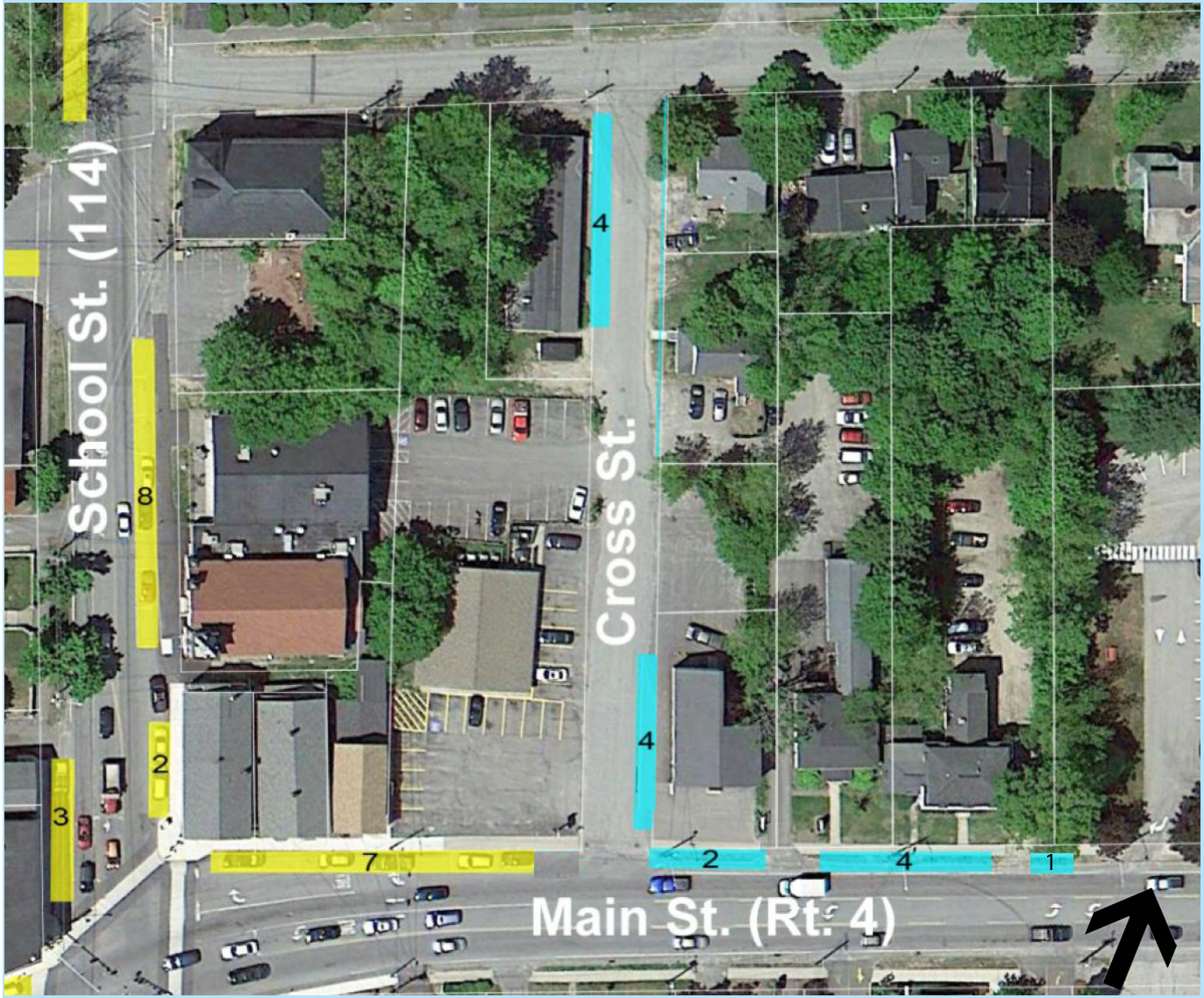
College Avenue appears to have a 66' right-of-way, based on the GIS parcel data. The pavement width is 36', which allows for the current parallel parking and 28' off travel way. Because College Avenue is a Town Road in the northwest quadrant of the Study where parking is in most demand, we examined several ways to increase parking spaces.

Although the parking study did not determine the destination of the parking users, it is likely that the majority of parked cars on College Avenue belong to USM students. Most likely there are other streets within the study area that are being used by USM commuters. We recommend that the Town should encourage the University to build a commuter lot, possibly where the old tennis courts were off College Avenue. This would free up the twenty College Avenue on-street parking spaces. A commuter lot in this location might also be able to be shared by the community after certain hours, e.g., after 6 PM. Depending on the future use within the Old Odd Fellow's building at 34 School Street, a shared lot in this location could be a resource for the greater community.

Alternatively, if the grass esplanade were eliminated and the parallel spaces converted to 45 degree angled parking there is the possibility to gain 22 additional spaces along this stretch of College Avenue.

NORTHEAST QUADRANT

PARKING ANALYSIS - On-Street Parking Alternatives



Existing Spaces

Potential on-street Spaces (Parallel)

Recommendation to add 8 parallel spaces on Cross Street, but none on Main Street.

PARKING ANALYSIS - Northeast Quadrant Area Photos

Limited on-street parking on Main Street.

Looking south on Cross Street. Potential to add 4 on-street spaces adjacent to Allstate Insurance building.

Looking south on Cross Street, potential to add 4 on-street spaces, while leaving 20' of 2-way travel.

Public off-street parking on Cross Street.

PARKING ANALYSIS - Northeast Quadrant - Area Photos

Intersection of Main Street and Cross Street.

Looking North on Cross Street.

Main Street looking towards Cross Street. Location where on-street parking is possible.

PARKING ANALYSIS - Northeast Quadrant Alternatives

Cross Street & Main Street Parallel Parking

Existing aerial view of Main Street & Cross Street area.

Potential alternative of additional on-street parking spaces (shown in blue).

Advantages of Added Parking

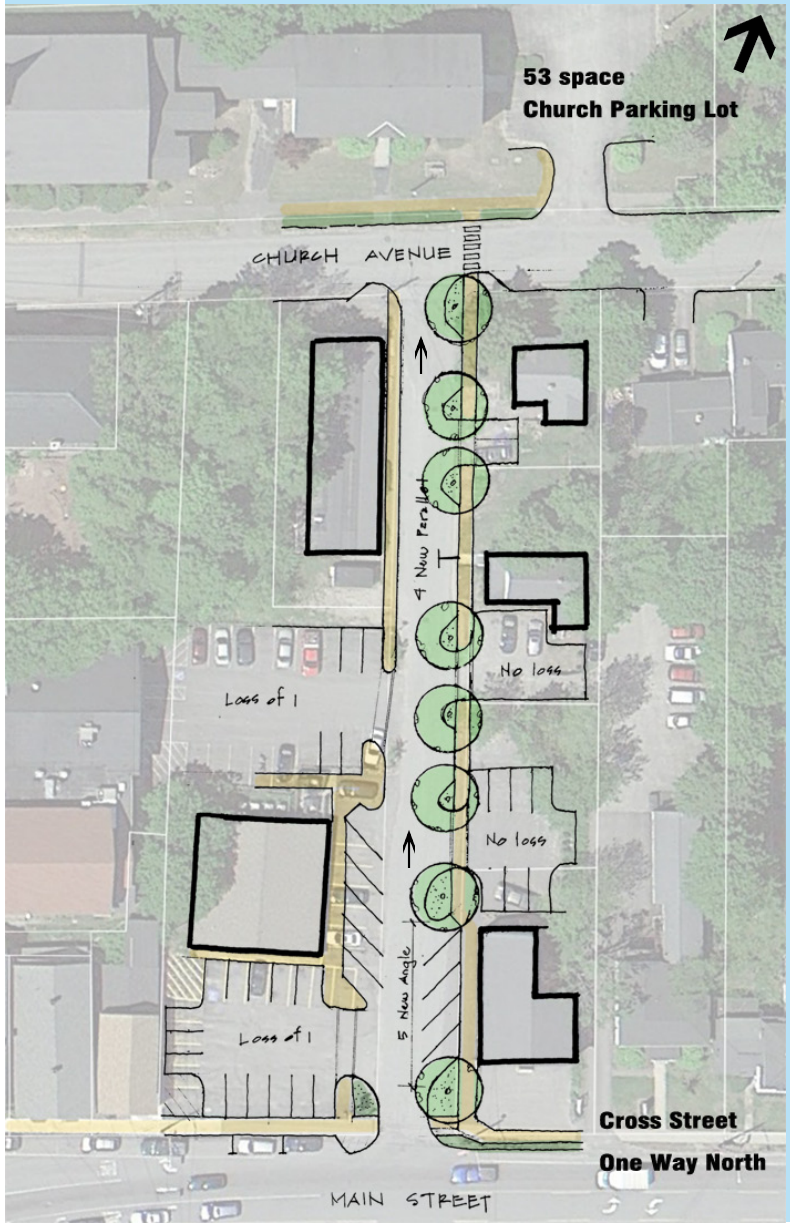
- 12 additional parallel parking spaces.
- Highly visible and easily accessible.
- Re-establish front yard at Allstate building and elimination of curb cut on Cross Street.

Disadvantages

- Added congestion on Main Street due to parking movements, due to Main Street spaces.
- Loss of shoulder/bike lane, due to Main Street spaces.
- Loss of esplanade and snow storage, due to Main Street spaces.

PARKING ANALYSIS - Northeast Quadrant Alternatives

Cross Street Alternative One-way Parking Configuration.



Advantages

- 7 additional spaces overall.
- New or improved sidewalk connections.
- Improvements to streetscape of Cross Street.

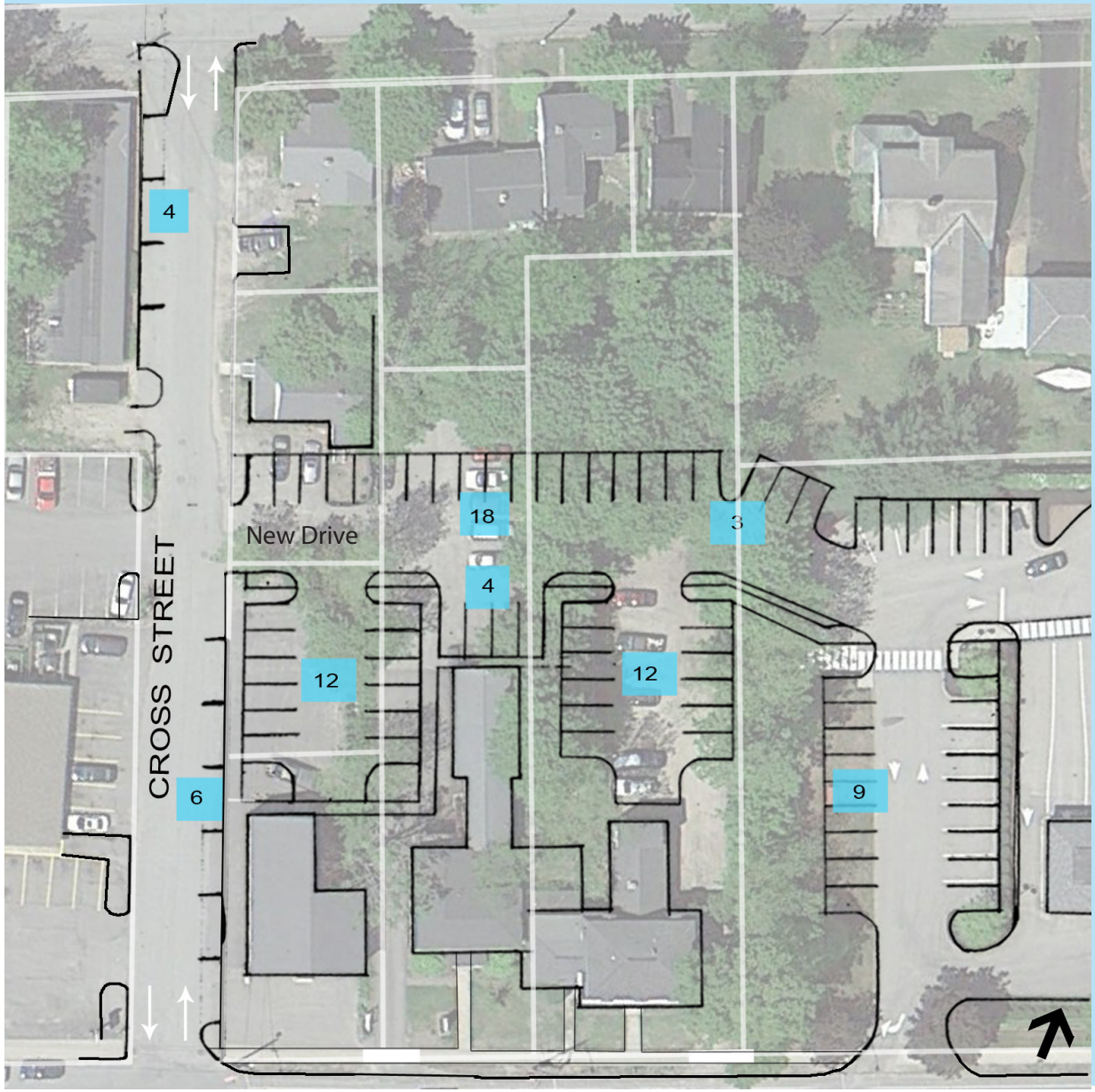
Disadvantages

- Cross Street public ROW is only 33' wide, making circulation and parking tight. Private property easements could be required as well.
- High construction expense for only 7 additional space.
- Reduction in overall traffic accessibility.
- Traffic would be forced to flow to Church Street to circulate back to Main Street.

This alternative is not recommended.

PARKING ANALYSIS - Northeast Quadrant Alternatives

Interconnected Parking Lots Between Cross Street & Gorham Savings Bank



Advantages

- Adds 28 new spaces to the existing 40 for a total of 68.
- Eliminates 2 curb cuts on Main Street.
- Provides mid block access road connection.
- Improves traffic flow on Main Street.
- New or improved sidewalk connections.
- Re-establishes front yard at Allstate building and elimination of curb cut.

Challenges

- Involves coordination and agreement between five land owners.

PARKING ANALYSIS - Northeast Quadrant Alternatives

School Street Angled Parking Alternative

Alternative study for conversion of parallel parking to angled head-in parking on School Street.

Advantages

- Provides 3 additional spaces.
- Located where parking is in high demand.

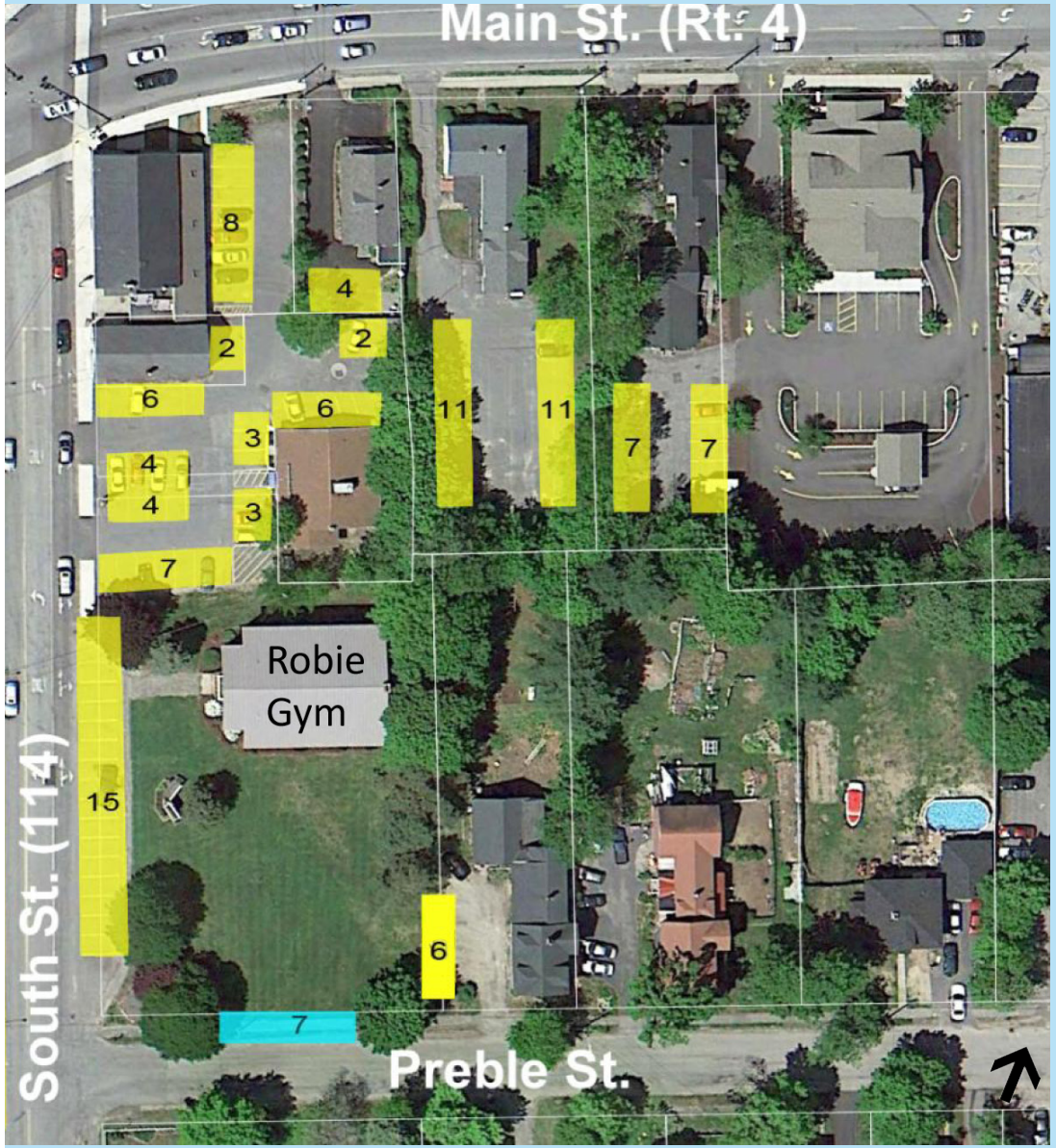
Disadvantages

- High cost for only 3 new spaces..
- Requires narrowing of travel lanes which may not meet MDOT standards.

This alternative is not recommended.

SOUTHEAST QUADRANT

PARKING ANALYSIS



Existing Spaces

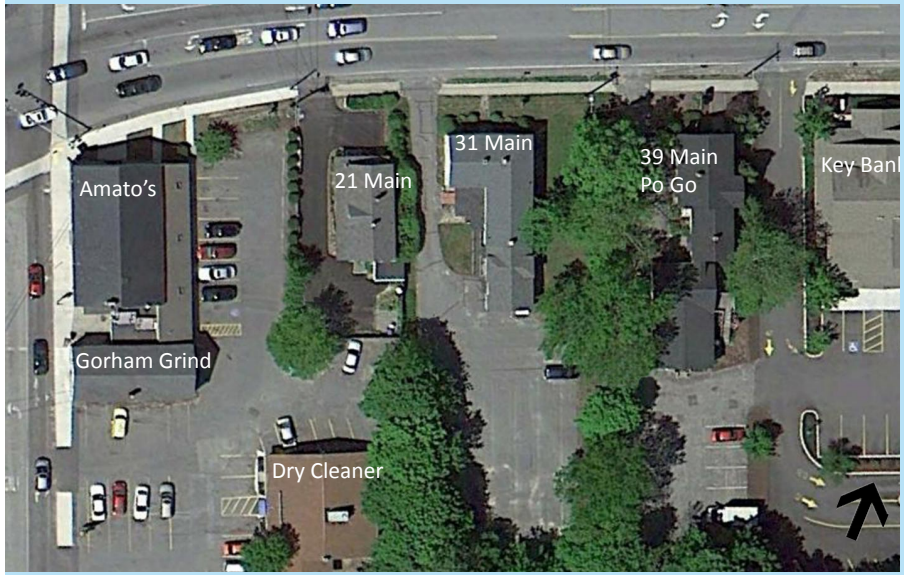
Potential on-street Spaces (Head-in)

Town owned parcels outlined in yellow.

21 Main Street, (town owned).

10 Preble Street, (town owned).

PARKING ANALYSIS - Southeast Quadrant Alternatives



Parking Lot Alternatives on Town Owned 21 Main Street and surrounding parcels.

Existing Conditions

- Existing aerial image shows 21 Main Street with 4 off-street parking spaces.

Alternative 1:

- Shared parking with Amato's.
- 8 news spaces (net of 4 additional)
- Eliminates curb cut on Main Street.

PARKING ANALYSIS - Southeast Quadrant Alternatives

3.

Alternative 2: connected parking lots with Amato's, Laundromat, 21 Main Street, and 31 Main Street

- Maintain one way driveway from Main Street.
- Results in the loss of 2 parking spaces for 31 Main Street.

4.

Alternative 3: connected parking lots with Amato's, Laundromat, 21 Main, 31 Main, and 39 Main Street, and Key Bank

- Maintain one way in at 31 Main Street.
- Eliminates curb cut at 39 Main Street.
- Creates mid-block access drive.
- Results in Loss of 5 spaces from 31 Main Street.
- No decrease in parking spaces for 39 Main Street or Key Bank.

PARKING ANALYSIS - Southeast Quadrant Alternatives

1. Main Street view of town owned 21 Main Street.

3. Photosimulation showing street trees and fence.

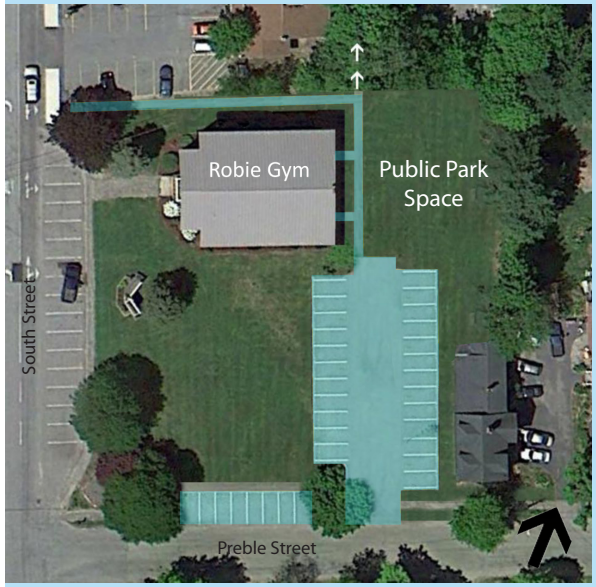
2. Photosimulation of 21 Main Street showing shared parking with Amato's and elimination of curb cut.

See Appendix E: Evaluation of Town-Owned Properties for further discussion on both 21 Main Street and 10 Preble Street.

PARKING ANALYSIS - Southeast Quadrant Alternatives

Aerial image of town owned Robie Gym and 10 Preble Street parcel. Existing View.

Photo looking north towards Robie Gym and 10 Preble Street.



Photosimulation showing 8 head-in public parking spaces off Preble Street and 17 public parking spaces at 10 Preble Street. This would require the removal of the barn at 10 Preble Street.

See Appendix E: Evaluation of Town-Owned Properties for further discussion on 10 Preble Street.

This alternative is recommended.

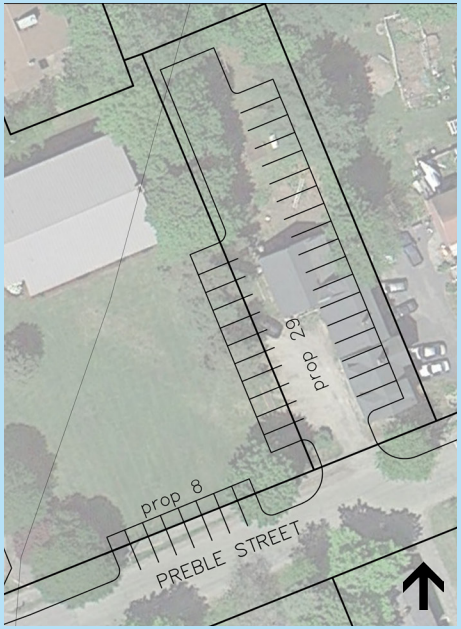
Existing parking at 10 Preble Street.

10 Preble Street front yard.

PARKING ANALYSIS - Southeast Quadrant Alternatives

This alternative shows the removal of the house on the town owned 21 Main Street parcel. The lot is only 48' wide, which is not enough for head-in parking (18'), a drive isle (22'), and required town regulated setbacks (10' each side). This sketch shows 45 degree angle parking at 14' and a drive isle at 16'. With these dimensional requirements, only 6 total spaces could be achieved. This alternative is not recommended.

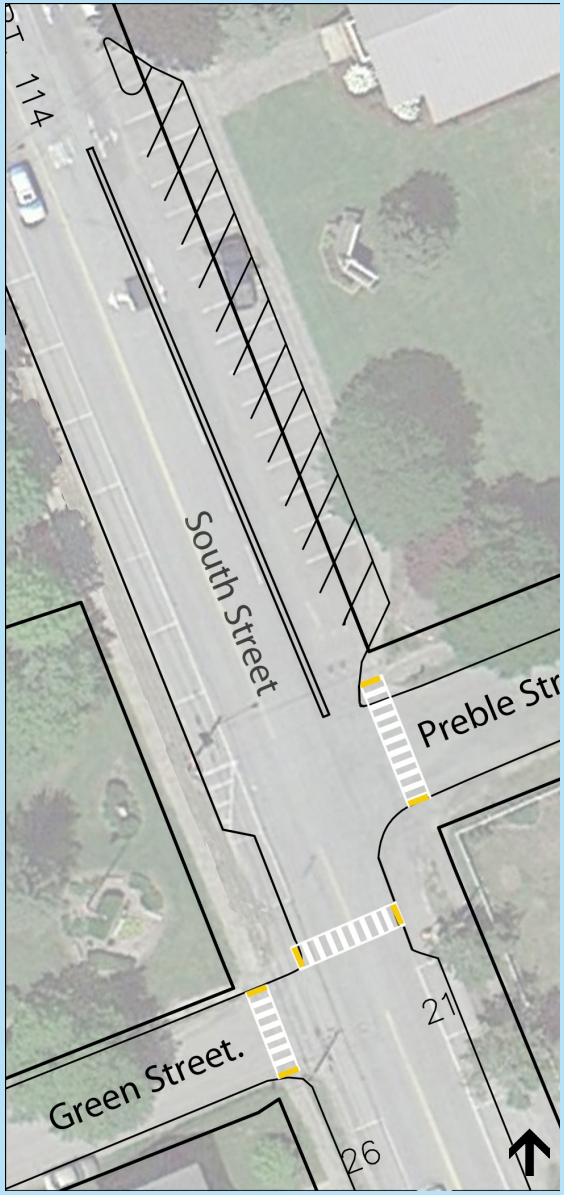
This alternative is not recommended.



This alternative maximizes the use of 10 Preble Street for the sake of public parking. The image shows 29 total spaces with 10' setbacks and the use of some land on the Robie Gym parcel.

This alternative is not recommended.

PARKING ANALYSIS - Southeast Quadrant Alternatives



This sketch shows the conversion of the public parking spaces on South Street from head-in parking to 45 degree angled parking and the elimination of a section of the right hand turn lane. Restricting vehicles from using the right hand turn lane could be aided with the construction of a curb extension at Preble and South St., and by installing a concrete rumble strip at 32' from the sidewalk curb line. This conversion decreases the current 15 spaces to 13 spaces for a loss of 2, but would increase safety in terms of vehicle movements.

Also included in this alternative is the schematic location for the Green Street/ Preble Street/South Street crosswalk on South Street. Refer to Crosswalk Evaluation Report in Appendix B.

Both of these alternatives are recommended, but will require additional study and design.

This image is an example of 45 degree angle parking with a concrete rumble strip at 32' from the curb line.

The Study did not evaluate a multi-level parking garage, simply due to the high costs associated with structures and the fact the town has 2 available parcels to use for surface parking. In 2014 dollars, the Town could assume $20,000 to $22,000 per space for a garage with internal ramps. As an example, if the Village core demand called for 120 additional spaces, a 2 level garage would cost in the range of $2.4 to $2.6 million to design and construct.

RECOMMENDATIONS

NORTHWEST QUADRANT

The northwest quadrant of the village is the area most in need of additional parking. Although the existing parking on College Avenue was never fully occupied during our counts, we feel this road has the most potential to develop additional parking at a relatively low cost. College Avenue is currently 34' to 36' wide paved, which allows for 2-way traffic and 8' parallel parking spaces. Parallel parking could be continued west on College Avenue to University Way. Approximately 18 spaces could be made available with paint striping. "Public Parking" directional signage would help direct motorist that are looking for parking within this area. The signs should be placed at the intersection with School Street and Main Street. Sidewalks and crosswalks in this area are present and in good condition, which will provide pedestrians a safe connection to the businesses on School Street and Main Street.

Recommendations

- Widen College Avenue on both sides near the east end to allow for 8 new on-street parallel parking spaces (4 on the north side and 4 on the right side). Maintain a minimum of 2 - 12' travel lanes.

- Remove no-parking signs on western end of College Ave and stripe new parking stalls at 8' x 22'.

- Install "2 hour maximum" parking signs along entire College Avenue and enforce with parking violation tickets.

- Install "Public Parking" directional signage at the intersection of Main Street and School Street, and the intersection of School Street and College Avenue.

- Consider the redesign and reconstruction of the intersection of College Avenue and School Street. Currently, the paved opening and crosswalk length is 72', which exceeds normal widths over 35', making it intimidating and unsafe to cross as a pedestrian.

- Contact the University of Southern Maine to make them aware of the 2 hour maximum parking limit. Discuss partnership for public parking, perhaps on old tennis courts off College Avenue.

NORTHEAST QUADRANT

Several alternatives for the northeast quadrant were explored during this study, but only two were worthy of recommending.

Recommendations

- Add 8 (4 on the north end and 4 on the south end) on-street parallel parking stalls on Cross Street.

- Continue to study interconnected parking lots and mid-block access drive behind the businesses between Cross-Street and Gorham Savings Bank. This could net an additional 28 spaces, some of which could be dedicated to public parking.

SOUTHWEST QUADRANT

The southwest quadrant has sufficient on-street parking on South Street, Green Street, and Pine Street. Green Street and Pine Street are very under utilized for public parking. Although it is mostly residential, there are 1 hour parking signs on the north side of Green Street and the west side of Pine Street.

As part of this study, T.Y. Lin also reviewed the need for and safety of crosswalks at the intersection of Pine Street and State Street, and ultimately did not recommend the construction of a mid block crosswalk there. Refer to Appendix B for the Crosswalk Evaluation Report.

Recommendations

- None

SOUTHEAST QUADRANT

Several alternatives for the southeast quadrant were explored during this study in order to maximize parking on the Town Owned parcels of 21 Main Street and 10 Preble Street.

Recommendations

- Keep the existing structure at 21 Main Street and resell or lease to a new use that supports the village environment. Negotiate with the owner of Raney's Laundromat to allow rear access to 21 Main Street and/or negotiate with the owner of Amato's to expand their existing parking, which would result in 8 spaces (4 new) at 21 Main Street.

- Perform a more detailed study to a) convert head-in parking on South Street at Robie Gym to 45° angled parking, and b) eliminate a portion of 160' of the right hand turn on South Street to allow for safer backing of cars.

- Construct additional head-in public parking at Robie Gym off Preble Street to net an increase of 8 new spaces.

- Keep the main house at 10 Preble Street but remove the barn and possibly the middle connecting structure. Construct additional public parking that would net an increase of 24 spaces.

- Work with local businesses to interconnect existing rear parking between South Street and Key Bank in order to reduce curb cuts on Main Street and improve traffic flow.

- Install a crosswalk at the interesection of South, Green, and Preble Streets, as described in Appendix B.

ROUTE 25 / ROUTE 4 CROSSWALK

- A crosswalk is *not* recommended for the intersection of Route 25 and Pine Street near Green Street (See Appendix B). Undertake a detailed study to evaluate how best to cross pedestrians in the Route 25/Route 4 intersection area. This study should include pedestrian counts to better understand pedestrian origin/destination patterns.

VILLAGE-WIDE RECOMMENDATIONS

- **Signage:** Develop a simple and consistent signage program to inform motorist where public parking lots exist and how to access them.

- **Enforcement:** Enforce existing parking limits to provide more availability and encourage turnover, especially on Main Street.

- **Crosswalks:** Prior to the installation of new crosswalks, the Town should develop specific criteria to determine when crosswalks are warranted (e.g., pedestrian crossing demand).

- **Meeting Parking Requirements:** Consider ordinance changes that allow applicants to meet parking requirement by using spaces available a) within the same block, b) on an adjacent block within a public parking lot or parking structure, or c) by a parking agreement or easement submitted with the application. This approach would encourage applicants to reach out to their neighbors for shared parking agreements or easements.

The following ordinance language is from the Yarmouth, Maine Character- Based Development Code, Route 1 Corridor, Article 5, Section K: Parking and Lot

Density Calculations. It is one example that the Town of Gorham could consider to provide more flexibility in meeting parking requirements. It would require an ordinance revision and eventual adoption by the Town Council.

Parking and Lot Density Calculations

1. Lot Density / Parking Requirement

a. Maximum Density on a lot shall be determined based on the quantity of principal use(s) of the lot and the number of spaces of actual parking required to be available to the lot, as determined by Table 5.K.1 (Parking Requirements).

b. The number of spaces of Actual Parking available to a Lot is the sum of (I) all spaces within the lot, (II) all spaces adjacent to the frontage line on the same side of the thoroughfare as the lot, and (III) if elected by the applicant, all spaces available to the Lot within the same block or an adjacent block within a public parking lot or parking structure or by parking agreement or easement. Any fractional spaces shall be rounded down to the nearest whole number.

c. The number of spaces of actual parking available to a Lot shall not be greater or less than the number of spaces of parking determined by Table 5.K.1 (Parking Requirements) based on the quantity of Principal Use(s) of the Lot.

TABLE 5.K.1 PARKING REQUIREMENTS

PRINCIPAL USE	
Residential	n/a
Lodging	1.0 space / bedroom
Office	3.0 / 1000 sq ft
Retail	4.0 / 1000 sq ft
Civic	3.0/1000 sq ft
Other	3.0/1000 sq ft

2. Actual Parking

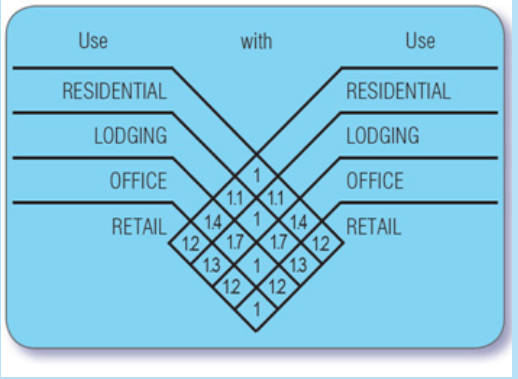
For purposes of this Article 5.K, "Actual Parking" shall mean and be calculated as set forth in paragraph 5.K.1 above.

3. Shared Parking Factor

For purposes of this Article 5.K, the number of parking spaces available to a Lot may be reduced, at the election of the applicant, by dividing the number of spaces of Actual Parking required to be available to the lot by the applicable Shared Parking Factor. The applicable Shared Parking Factor is determined under Table 5.K.2 (Shared Parking Factor) for any two principal uses within the lot or within the lot and any other lot within the same or any adjacent block.

For example: If an applicant proposes a 3000 square foot office space, the Actual Parking requirement is 9 spaces (3 spaces / 1000 s.f.). If they are able to reach an agreement with a retail use to share parking within the same or any adjacent block they could reduce their required parking to 7 (9 divided by 1.2 shared parking factor = 7.5, rounded down to the nearest whole number = 7).

TABLE 5.K.2 SHARED PARKING FACTOR



Future Parking Lot Design Considerations

Pedestrian Connections

Part of our approach to the Gorham Village Parking Study was to evaluate the pedestrian experience, starting at a parked car and leading to nearby destinations. The objective is for drivers to find convenient parking spaces easily, park their vehicles and walk safely to their destinations. Parking lot design and location must consider not only maximum capacity, access, mobility, and traffic safety, but also appropriate pedestrian movement through the Village. Any new and expanded public parking should promote quality growth of the business village district, which includes safe and adequate sidewalk connections.

Accessibility

Any new parking lots must be accessible to all users, i.e., compliance with Americans with Disabilities Act (ADA) recommendations.

Signage

Many of the existing parking lots are located at the rear of businesses, where they may not be obvious to the passing motorist. Any new public parking lot will most likely be in a similar situation. Simple direction signs such as the one shown below, would alert motorist of additional parking facilities, if no on-street spaces are readily available.

Parking Lot / Sidewalk interface

Ideally, parking lots in the village core should not create significant gaps along the "street wall". Where buildings cannot be placed at the sidewalk edge, or where significant store front gaps exist, there are alternatives that may be appropriate for the space. Similar to the street wall formed by buildings placed at the sidewalk, the street frontage of the parking lot could be created through the use of decorative fences (as currently seen throughout the village), a row of street trees, hedges, bollards, and/or structural screens. A shallow setback with over-story trees and a low screen made of stone, brick, and/or ornamental iron railings could effectively buffer views while maintaining the "street wall". The buffer area could also provide a minimal area for snow storage, when necessary.

Lighting

Existing lighting levels are generally adequate along the major streets within the study area by the use of MDOT cobra head fixtures. Lighting levels on private lots is mostly non-existent, with the exception of the relatively new parking lot behind Thatcher's off Cross Street, and the Gorham Savings Bank. The safety and aesthetic benefits of adequate lighting should be considered for any new parking lot within the village core, to create an environment in which pedestrians are comfortable walking to and from their cars after dusk. Particular attention should be given to the drive connections between interconnected parking lots, intersections of parking lots and streets, and at pedestrian cross-walks.

Bicycle Environment

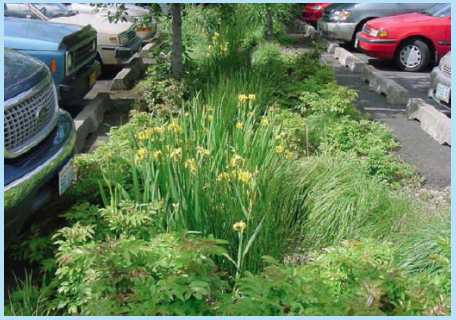
Similar to the required ADA spaces per parking lot, any new parking lot should take into consideration proper accommodations for cyclists. With adequate facilities, the demand for auto parking could decrease significantly during months when the USM is in session and during summer months, when there tends to be a higher parking demand.

Amenities

While parking lots can be sufficiently functional with pavement and paint, certain amenities will enhance the village environment, visual and cultural interest, and give it a quality that draws and attracts people to the village. Amenities may include plantings for seasonal color, seating areas, directional signs (especially at access points), artworks, and lighting.

Water Quality

Parking lots greatly increase the amount of impervious area. Too much increase in impervious surfaces can alter the area's hydrologic system and cause runoff mixed with oil and other contaminants to pollute receiving streams, rivers, lakes, and wetlands.



Example of parking lot stormwater treatment.

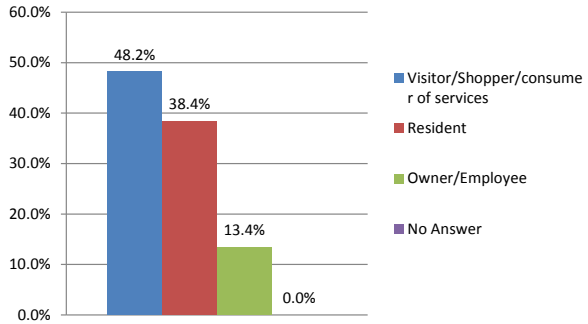
The Town of Gorham is a MS4 (Municipal Separate Storm Sewer) community. This requires Gorham to address the quality of stormwater runoff to their streams, ponds and wetlands. The Inter-local Stormwater Group (ISWG) with the assistance of the Maine Department of Environmental Protection (MEDEP) has prepared watershed maps and lists of "priority watersheds" where there is current or potential natural resource degradation. Within Gorham, the Tannery Brook watershed is on this list. The watershed incorporates the downtown section of Gorham and special attention to stormwater collection and treatment will need to be considered to ensure that stormwater treatment features can work harmoniously with the structured parking lot layouts, entrances and snow storage areas.

Appendix A - Village Parking Study - Spring 2013

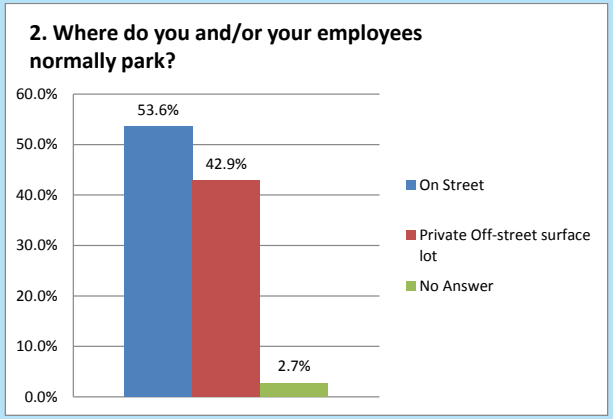
Town of Gorham Village Parking Survey, Spring 2013

TOTAL NUMBER OF SURVEYS RECEIVED 112

1. What type of downtown parking customer are you most of the time?

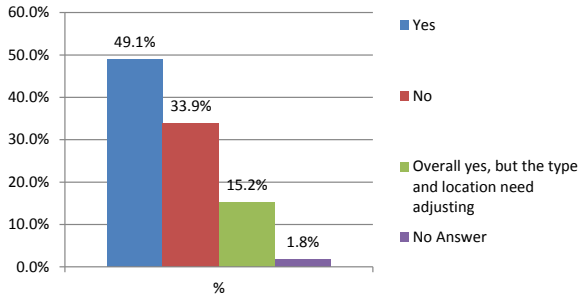


2. Where do you and/or your employees normally park?

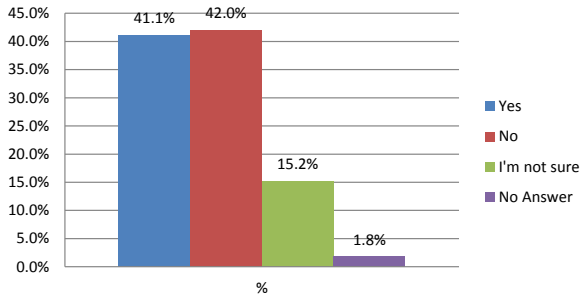


Town of Gorham Village Parking Survey, Spring 2013

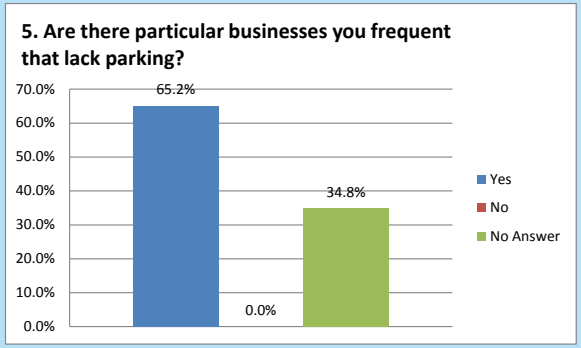
3. Is there enough total parking downtown to meet current needs?



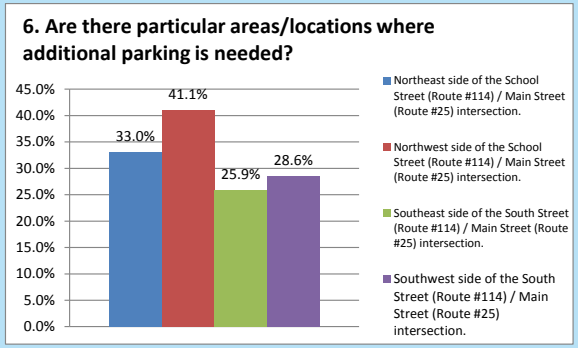
4. Should the Town construct additional parking within the village?



Town of Gorham Village Parking Survey, Spring 2013



Question 5 Totals	
STORE	# TIMES MENTIONED
GHOP	29
DANCE STUDIO	18
THATCHERS	10
ST. JOE'S	10
AMATOS	13
TINSEL BRIGHT	5
GORHAM GRIND	4
CHINA VILLA	2
JAN MEE	6
CENTER OF MOVEMENT	2
LAUNDRY	2
GOODWILL	1
ODD FELLOWS	1
CHIROPRACTIC CENTER	1
NEU DU	2
VILLAGE HAIR	1
WHISPY END	1
SUBWAY	1
HISTORICAL SOC	1
BOOKWORM	1
RITE AID	1
ROOTS	1
HANNAFORDS	3
THRIFT SHOP	1
SEBAGO BREWING	1
GORHAM INSURANCE	1
	119



7. How many employees do you have during your peak hours?	
# Responses	12
Average # Employees during peak hours	6.5
8. What are your hours of operation?	
# of Answers	14
Average: 8 am to 5 pm / Most responses did not indicate which days of the week they are open.	
9. What are your peak hours of operation?	
# of Answers	10
8 am; 10-2; 10 am to 5 pm M-Sat; 11 am to 2 pm; 11 am to 3 pm; 9 am to 12 Noon & Sun am; 9 am to 4 pm; 9 am to 8 pm; M-F 9 am to 10 pm; Sat & Sun 10 am to 9 pm; varies	

Town of Gorham Village Parking Survey, Spring 2013

7. How many employees do you have during your peak hours?	
# Responses	12
Average # Employees during peak hours	6.5
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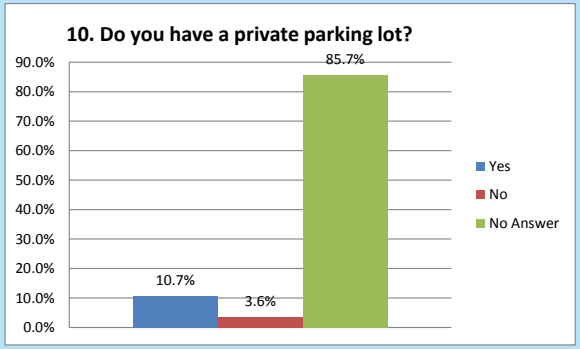
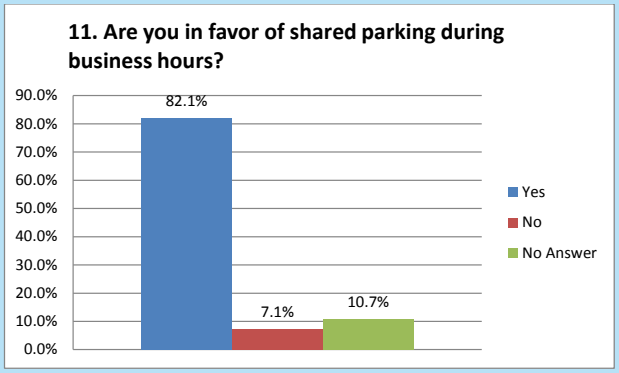
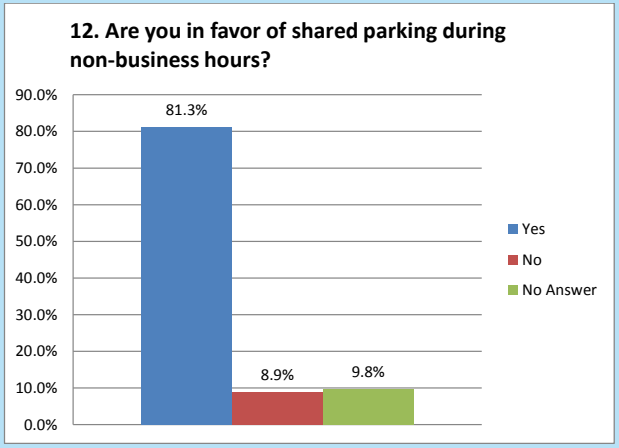
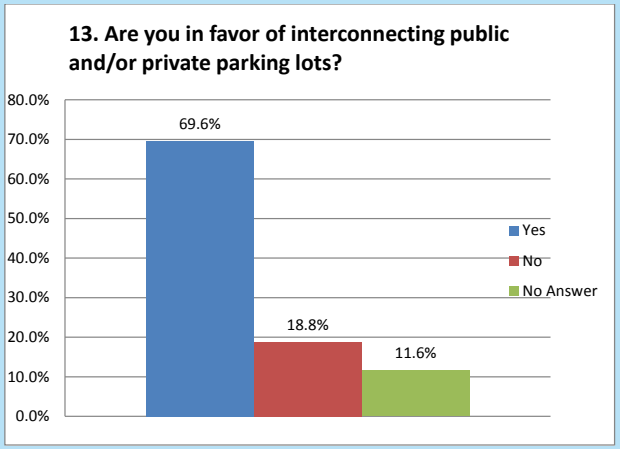


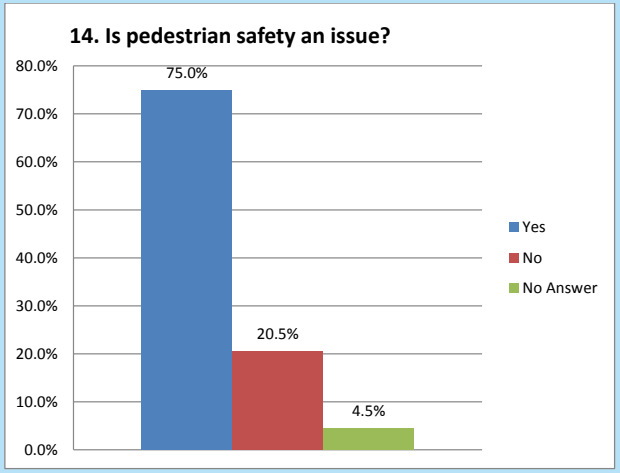
Town of Gorham Village Parking Survey, Spring 2013



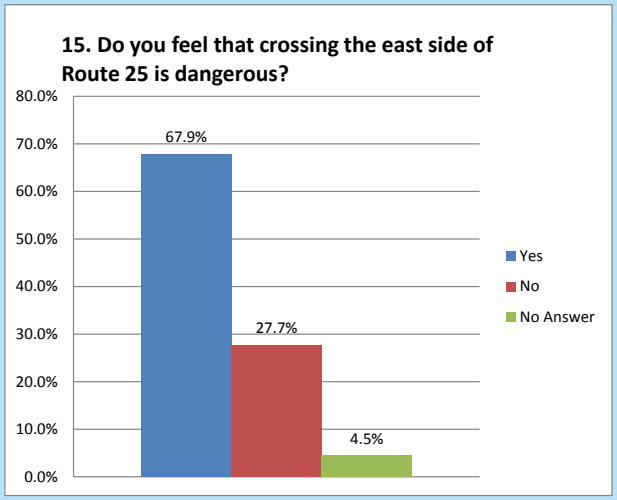


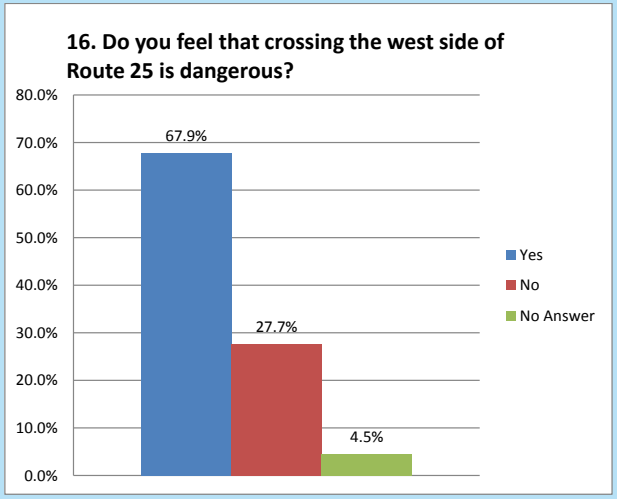
Town of Gorham Village Parking Survey, Spring 2013



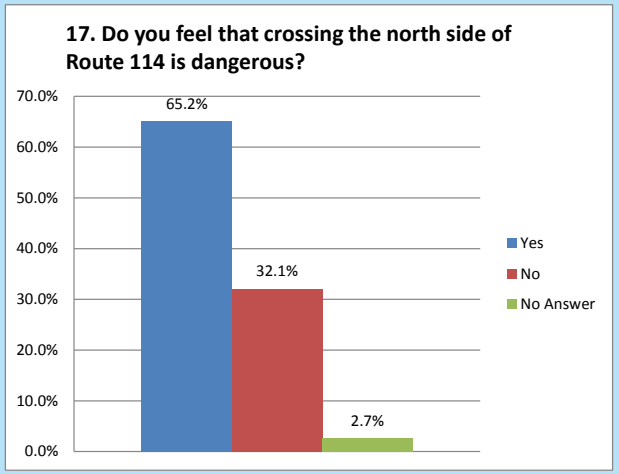


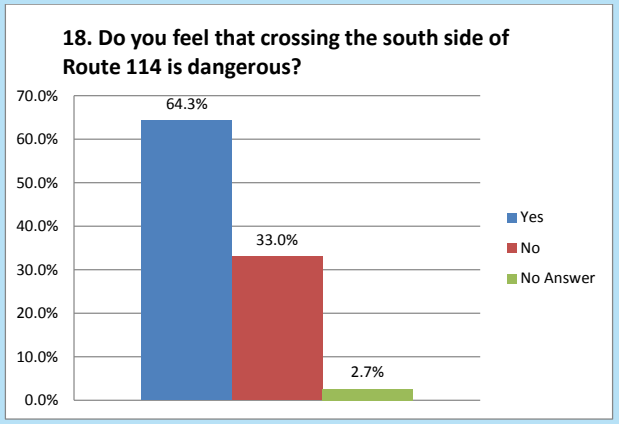
Town of Gorham Village Parking Survey, Spring 2013





Town of Gorham Village Parking Survey, Spring 2013





ADDITIONAL COMMENTS

Question 2 Comments

- Allstate has a good lot for tenants and clients
- Use Both On the Street at Baxter Library and GHOP and Private (Hannaford, Bookworm)

Question 4 Comments

- I would start with only one lot beside Amatos on Main Street

Town of Gorham Village Parking Survey, Spring 2013

Question 11 Comments

- Absolutely logical, friendly and efficient! To go to, say, Cooks and then need to go to Gorham Savings Bank and feel obligated to move the car rather than walk across seems dumb.

Question 13 Comments

- Interconnecting public and/or private parking lots should be on foot -- not driving through.

Question 16 Comment

- Better stop/go signage for cars when pedestrians are crossing

Question 19 Comments

- Parallel parked cars across from Church block visibility.
- Since 2001, four couples have gone to GHOP for dinner at six pm. We have always found parking within two blocks of GHOP.
- Favor shared parking only if a tax break is offered.
- Foot traffic to businesses would increase if there were more public parking in the village. Personally, I would use more if it were more convenient.
- Pedestrian safety needs to be addressed. I have 5 & 7 year olds -- very stressful
- I'd like to see more parking. Our lot is private, however people from other businesses park there. More public parking is needed and depending what the plan for it is.
- GHOP has managed with parking on South Street, but businesses north of Bookworm on Rt 25 do not have sufficient parking. Nor is there enough parking on School Street.
- Parking for BH2M is good since we have our own parking. Retail parking on Main St. is poor near 114/25 Intersection, but crossing the road is worse. Remote parking will not help. South St. (west side) and Robie Gym typically have space.
- Do not make a parking lot on Main Street -- Ugly!
- The new sidewalks -- nice job -- makes the center of town look nice
- Tearing down 2 houses that are in good shape and are in use now is NOT good sense.
- Do not tear down old beautiful houses for parking.
- That old building in front of Hannaford's needs to go. It is a shame that is still standing.
- Make Cross Street into a parking lot.
- I really don't understand how the potential new lots will attract people to park in order to go to businesses that are on the north side of Main St. Crossing is dangerous and destinations too far to bother.
- Cross Street Idea has promise
- Although there may be a parking problem, I do not believe it is a lack of parking. The problem is a lack of clear signage & shared lots.
- Pedestrian Safety is a much bigger problem than a lack of parking and an additional parking lot letting out onto Rt 25 or 114 at or near an already treacherous intersection would only make the situation less safe for pedestrians.
- Don't build more parking. Enough exists in the Village area and adding more will lead to more vehicular congestion. Make better walking/pedestrian pathways and sidewalks between existing parking areas and businesses/stores/restaurants. Bring "Main Street" back to the pedestrians and revitalize Gorham's downtown as a pedestrian hub and center of community activity. Currently it seems that the center of Gorham and the Village is something that tourists and commuters simply want to "get through" instead of something that they want to stop, enjoy and walk around in.
- Parking & Pedestrian Safety is a HUGE concern. You also need to look at parking at its peak need. That is, in the middle of winter with snow banks, when USM is open and businesses are at peak. Of course, when there are no snow banks in the summer when college isn't open, there is more than enough parking. Also the Raineys lot is VERY dangerous to get in and out of.

Town of Gorham Village Parking Survey, Spring 2013

- I have a feeling that there are some merchants who are having troubles with their own parking conditions, that are trying to get the town to solve their problem, originally tried to black top Robie Gym lawn.
- 25/114 is a nightmare for foot traffic. I walk to work on South Street and I cross near the library. Speed of traffic is a big issue. Traffic is routinely 10-15 mph too fast.
- Crossing is fine if people wait for the light to cycle through and don't J-walk
- Provide another crosswalk at the end of Preble and 114. Make it easier for people to get from the car to the place of business. The town should do a better job with signage, and keep the striping fresh, so people know where on-street parking is available. Find a way to use the Cooks lot for municipal uses.
- Informal parking study of the current 36 spaces available from GHOP to Robie Gym parking area to end of Preble Street showed a 17% utilization. Presented to the Town Council a while ago… and we want to put more parking in this area? FOOLISH… We need parking for the Dance Studio Building and that side of the street... Most every business has their own parking up to Amato's... The issue is the Dance Studio Building Area and the Old Church Area... People will NOT park by Robie Gym and risk crossing the street to walk up to that area... Traffic and Crossing Lights are Horrific.
- I'm not necessarily in favor of destroying a building to make a parking lot but the grass area next to Robie Gym would be a nice area to make a parking lot. I never see it used for anything and if people are worried about losing park area, there is a nice little park across the street next to the cemetery as well as next to the library where the farmer's market is held.
- Gorham is a walkable community and should remain so. There is need for central parking so that it is possible to walk to those businesses on Main and School streets.
- Crossing 114 and 25 is NOT dangerous if you are obeying the law and using the cross-walks provided to us at the intersection
- If it is businesses that need more parking for their employees, then there should be opportunities for someone to own parking privately and charge for parking. This would generate tax revenue.
- People drive too fast through the center of town, parking has nothing to do with that issue. If folks were to slow down the crossing concerns would take care of themselves.
- A parking lot in the neighborhood will encourage vagrancy and loitering in the neighborhood during times when it's unoccupied.
- I live near the village and can walk to it easily but crossing Main St. can be hazardous. The lights at Rts 25 and 114 do not give enough time to cross and can still be dangerous. We do NOT need more parking. We need more people walking. We should NOT be taking down buildings. Reminder: At one time someone thought we should take down Shaw and Robie Schools -- now being used.
- Do not supply parking for downtown businesses, fix the cross walks with signs and better signals.
- Thanks for considering these comments.
- Excellent survey. Hope it helps the effort.
- The town should not spend money unnecessarily.
- The shops within the corner building at 2 School Street (old brick building) and Tinsel Bright.
- Fort Hill Road on the hill is problematic
- The town needs a center "park" like riverbank in Westbrook
- The businesses in the large building that houses the two dance studios. They desperately need parking.
- The Amato's, Raney's, Gorham Grind parking lot is too small and often times it is difficult to drive into and out of. Also parking on School St. to get to those businesses can be tricky especially with street parking since cars speed by you when you're trying to get out of your vehicle.
- I have never had a problem finding a place to park. There are times when I have had to walk a little distance when parking for an event at the high school or middle school, but NEVER an issue for parking to shop or eat at a business in town.

Town of Gorham Village Parking Survey, Spring 2013

- Gorham Grind can get busy but there is Always plenty of parking at Robie or on street. Pedestrian Friendly = Business Friendly!
- Going to any of the four corner businesses in town always causes a problem if it becomes necessary to cross.
- The only place parking is really needed is on Church Street (or 114 north of 25). Parking is not needed on the South Side (where you bought property)
- Thank you for seeking input. Monies spent for enhancing pedestrian safety are a higher priority than parking a vehicle, particularly when the need for parking cannot be justified but the urgency for safe crossing is all too clear and ignored consistently.
- Always space available in front of Robie Gym. Often see more cars for sale than visitor cars parked. Very dangerous crossing the intersection with school children that do not watch or remotely look all ways and elderly (me) that can only run so fast. Cars do not see sign that states cars must yield to pedestrians.
- More crosswalks are needed, not just at the intersections, with traffic stopping when someone is in the crosswalks.
- You will note that major portions of the questionnaire are unanswered. I find the questions vague & the reasons for the questions not explained. I am hesitant to answer until a more specific "agenda" is delineated. In sum, parking issues are not a "huge" problem... given others (& a budget that is limited)
- Foot traffic (Street crossing) anywhere in Gorham is deplorable
- I have never had trouble finding parking before and after 5 pm. I have, however, had a lot of concern over how pedestrian unfriendly the Village is. Crosswalks are not safe and lights are not conducive to safety. I am not in favor of additional public parking for the expense as well as the appearance.
- I do not feel the town should be subsidizing parking for private businesses, nor do I think the intersections are hazardous to pedestrian crossing. Common sense rules here. IF, and I say IF, we do town parking, how about putting in meters to cover the cost over time and repay the town for the investment? Since when should a few businesses be favored over another? It's time for the business to take responsibility for their growth? How about offering the business the opportunity to buy into a cooperative agreement and the town finances the parking lot with the business benefitting repaying the town cost plus interest. The money spent here would have better spent on green space easement or conservation easement.
- I think the most concerning issue in terms of roads is the intersection of 25/114. There is not enough time allowed to cross the street and it is dangerous.
- I would like to see SOME parking spots at all business be designated as common business parking by compensating for these spaces. The money for compensation could be with either meters and/or $$ paid by the business profiting from the parking spaces. On another note, I heard one business could not make his whole front a parking area due to town law. Maybe just looking at that law would help all by itself.
- I frequent nearly all of the businesses at the intersection of 25 & 114. There are spaces, but traffic makes getting in and out dangerous.
- There are businesses I don't frequent because of the parking. It is also very hard to cross Rt. 25 safely.
- There are already large parking areas for the strip mall and Hannaford that could be utilized in different ways. The parking area at the strip mall is never full, could it not be shared by other businesses in the village? There are many people that do not even know Amato's has a small parking area, better signage? The Thatcher's parking area is also never full.
- I'm not frequently a pedestrian downtown but when I am haven't had any concerns.
- Using the recent purchase of 2 buildings as a parking lot is a great idea. It is not far to walk to all the area businesses and would make Gorham a more reliable place to have guaranteed parking. It is not too far to walk from there as some have proposed. We are a society that does not walk and wants door to door access... so unhealthy and unnecessary. A proper parking area would realize huge gains for all the local businesses and those that park there would benefit from a few hundred feet of walking.
- Gorham Village has quite a bit of available parking. Sometimes having to walk just a little further is OK and really healthy. I hope that the environmental (runoff) and aesthetic implications of more parking will also be taken into consideration.
- Better lighting at intersection of Rts 25 and 114. Pedestrians dash across the streets with pizza, Chinese food without using intersections. I really don't want to kill anyone taking their dinner home but I have had several close calls while driving. When I purchase items on the way home from work, I am very nervous on foot.
- I did not answer the questions above, all I wanted to do is to state that the Robie Gym lawn area needs to be changed to a parking lot. I realize this idea has been shot down before, but that is ridiculous. Children mostly use the gym and getting in and out of the current Route 114 parking area is a nightmare and hazard. The lawn area is not used, ever. Pave it, put up some shrubs at the far [end], closest to the nearest house, (which I believe Gorham purchased). The entrance/exit could be located on the side road instead of the busy 114. Much safer, more room to park for everyone.
- Tear down the eye sore gas station in front of Hannaford!
- As a resident, I am in favor of BUSINESSES purchasing property for parking, NOT THE TOWN OF GORHAM. There is unequal cost v. benefit for the town to buy up property… and don't even think about parking meters if financed by the town.
- Crosswalk is dangerous for young children and parents trying to get to dance classes.

Town of Gorham Village Parking Survey, Spring 2013

Appendix B - Crosswalk Evaluation Report

TY LIN INTERNATIONAL
engineers | planners | scientists

January 13, 2014

Tom Farmer, Associate
tjd&a | **Terrence J. DeWan & Associates**
Landscape Architects / Planners

RE: Gorham Parking Study – Crosswalk Evaluation at Green Street and South Street and Rte. 25

Dear Tom:

Per the Town's request I have conducted an evaluation of the feasibility of providing crosswalks at two locations in Gorham Village. The first location evaluated is a proposal to install a new crosswalk on South Street at the Green Street/Preble Street intersection. The second location is on Route 25 west of the village at the intersection of Green Street. The following summarizes my analysis and conclusions for both locations.

South Street/Green Street/Preble Street Crosswalk
Attached are two documents that I have reviewed and used to assist in the determination on whether a crosswalk should be installed. The first document is an excerpt from the Manual on Uniform Traffic Devices, Federal Highway Administration. No specific trigger or threshold is provided in that document that guides engineers when to formally install a crosswalk. The MUTCD notes that an "Engineering Study" should be conducted. Otherwise, the only direction provided is related to four lane facilities. In addition to the MUTCD, I have attached MaineDOT's Guidelines on Crosswalks. That document provides several suggested guidelines for consideration when evaluating the installation of a crosswalk. I have summarized guidelines below with my general conclusions.

1. All crosswalks shall meet the latest *Manual on Uniform Traffic Control Devices (MUTCD)* Section 3B.18 Crosswalk marking standards. They shall be a minimum of six (6) feet wide and marked with white paint as shown on the attached sheet Figure 2. Crosswalks shall be painted at least annually and shall be retro-reflective for nighttime visibility. Crosswalks should be lighted for nighttime use. For added visibility, the zebra (diagonal style markings) or the Continental (piano key style marking) should be used.
Response: If installed the crosswalk would need to meet all requirements of the MUTCD.

2. All crosswalks shall meet the criteria put forth in the American's with Disabilities Act (ADA).
Response: If installed the crosswalk would need to be ADA compliant.

3. All crosswalks should extend from one safe landing zone to another. A safe landing zone is an area where a pedestrian is safe from vehicle conflict while waiting to cross or when completing the crossing. Islands, walkways and sidewalks are typically considered safe landing zones, while road shoulders, driveways (under normal circumstances) and parking areas are not considered safe landing zones. Provisions should be made for winter maintenance of the landing zones, including but not limited to snow and ice removal.

Response: Some physical alterations to the corner would be required to meet this guideline.

4. Crosswalks shall, to the maximum extent practicable, be perpendicular to the highway. No crosswalks shall be constructed more than 30 degrees from perpendicular.
Response: The proposed crosswalk would meet this criteria.

5. Crosswalks shall only be installed in areas where the speed limit is 40 mph or less, unless the intersection is controlled by a traffic signal.
Response: The posted speed limit is less than 40 mph.

6. Crosswalks shall only be placed in areas where there is sufficient stopping sight distance for the posted speed limit as set forth in Table 1. Stopping sight distance for the purpose of evaluating a crosswalk shall be measured from a 3.5 foot driver eye height to a 3.5 foot pedestrian height.

Table 1 – Sight Distance

Posted Speed (MPH)	Sight Distance (Feet)
20	155
25	200
30	250
35	305
40	360

Response: Acceptable sight distance would be provided at the proposed crosswalk.

7. Crosswalks shall have the appropriate signage (W11-2 series from the *Manual on Uniform Traffic Control Devices*, see section 2C.50 of the MUTCD). These signs shall be black symbol on yellow background or black symbol on fluorescent yellow-green background. Signs of different background colors should not be mixed at a given site or area.
Response: Signage would be required for this location.

8. Crosswalks should be located a minimum distance of 400 feet apart. The July 2009 edition of *Complete Streets Design Guidelines* (p.23) indicates "pedestrians will not walk more than 200 feet laterally in order to cross a street, and pedestrians will begin to seek out mid-block crossing opportunities when spacing exceeds 400 feet."
Response: The proposed crosswalk location and that the nearest crosswalks are over 400 feet away. This critera suggests that from a spacing perspective, the proposed crosswalk is acceptable.

9. No parking shall be allowed within 20 feet of any unsignalized crosswalk and 30 feet at a signalized intersection. Signs should be installed indicating that no parking is allowed.
Response: On-street parking is already prohibited in the vicinity of the proposed crosswalk, although some adjustment may be required.

10. Crosswalks in school zones should have crossing guards for times when school is starting and ending. School crosswalks should be at roadway intersections. Mid-block crossings should only be used when a high concentration of students will be using them, as driver expectation is not to have to stop at a mid-block location.
Response: This crosswalk may fall into this category and therefore may need to include crossing guards.

11. If a municipality proposes a crosswalk on a roadway with more than 1 lane in any direction, it shall require approval by the State Traffic Engineer or his/her designee.
Response: South Street has one lane in each direction and there approval is not required. I would note that two approach lanes begin just north of the subject crosswalk. In my professional opinion, this condition does not trigger a multi-lane configuration and thus approval from MaineDOT.

Maine or National standards on when crosswalks should be installed as a function of pedestrian demand do not exist. Many communities and States throughout the country have used a variety of thresholds to determine an appropriate demand for a crosswalk. Some are noted below:

- The State of Florida has established the following demand criteria for a mid-block crosswalk:
  - Minimum of 20 pedestrians per hour (any four consecutive 15-minutes periods)
  - Minimum of 60 pedestrians during any four hours of the day, not necessarily consecutive hours.

- City of Boulder, Colorado
  - Minimum Pedestrian Volume Warrants
    - 20 pedestrians per hour in any one-hour
    - 18 pedestrians in any two hours
    - 15 pedestrians in any three hours
- ITE Recommended Practice – Designing Walkable Urban Thoroughfares
  - A minimum pedestrian crossing volume of 25 pedestrians per hour for at least four hours of a typical day.

Conclusion

Based upon the previously noted analyses, the installation of a crosswalk at the subject location meets MaineDOT and MUTCD guidelines. This conclusion is not based upon pedestrian demand. My professional opinion is that a crosswalk should be considered for this location. This

conclusion is based upon general origin/destination patterns and the location of alternative crossing options. I would note that pedestrian crossing demand information is not available, and this location may not meet minimum demand criteria established by other jurisdictions. If the crosswalk is deemed appropriate the following is recommended:

- The crosswalk should be located between Green Street and South Street.
- ADA ramp improvements will be required. It is preferred that the crosswalk alignment be perpendicular and therefore will require some sidewalk/curbing adjustments. I have not fully evaluated this and how it impacts utilities.
- Some on-street parking adjustments may be required to maximize sight distance.
- If considered a school crossing, MaineDOT suggests use of a Crossing Guard.
- Warning signs will be required. In my professional opinion, flashing beacons are not required, but would be beneficial if provided.
- The crosswalk marking style should be "block" design (not simple parallel lines).

Pine Street/Route 25
Based upon a field review of this location, I do not support the installation of a crosswalk given site conditions in the location area. The proposed crossing location is complicated by many issues, including the horizontal curve, development of a dedicated left-turn lane and general vehicle speeds. It is suggested that a detailed study be undertaken that evaluates how best to cross pedestrians in the Route 25/Route 4 intersection area and this study should include pedestrian counts to better understand origin/destination patterns.

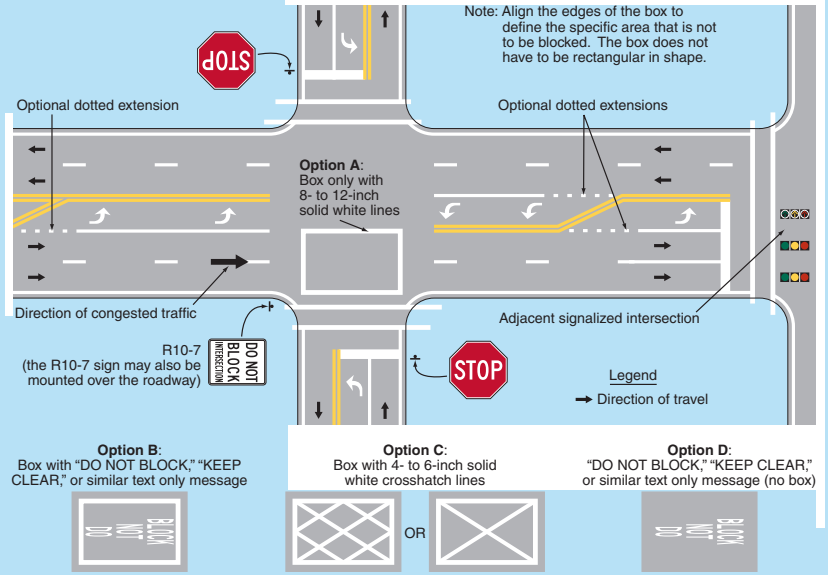
Please contact me if you have any questions relative to this proposal.

Best regards,

T.Y. LIN INTERNATIONAL

Thomas A. Errico, PE
Senior Associate

Figure 3B-18. Do Not Block Intersection Markings



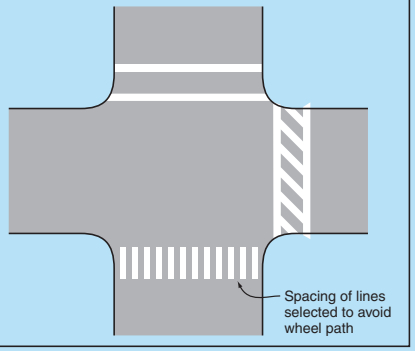
08 *Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.*

09 *New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:*

A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or

B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.

Figure 3B-19. Examples of Crosswalk Markings



MaineDOT
ENGINEERING INSTRUCTION

Title: MaineDOT Guidelines on Crosswalks	Number: C6
Discipline: General Engineering	
Originators: Stephen Landry and Regional Traffic Engineers	
Approved By: Kenneth L. Sweeney, P.E., Chief Engineer	Issue Date: March 6, 2013

Crosswalks are marked areas where pedestrians can safely cross a roadway. By law in the State of Maine (Title 29-A Subsection 2056,4) any vehicle must yield the right-of-way to a pedestrian who has entered a marked crosswalk when a traffic control device is not in operation. This law makes it imperative that crosswalk placement, markings and usage be done in a uniform way.

1. All crosswalks shall meet the latest *Manual on Uniform Traffic Control Devices (MUTCD)* Section 3B.18 Crosswalk marking standards. They shall be a minimum of six (6) feet wide and marked with white paint as shown on the attached sheet Figure 2. Crosswalks shall be painted at least annually and shall be retro-reflective for nighttime visibility. Crosswalks should be lighted for nighttime use. For added visibility, the zebra (diagonal style markings) or the Continental (piano key style marking) should be used.

2. All crosswalks shall meet the criteria put forth in the American's with Disabilities Act (ADA).

3. All crosswalks should extend from one safe landing zone to another. A safe landing zone is an area where a pedestrian is safe from vehicle conflict while waiting to cross or when completing the crossing. Islands, walkways and sidewalks are typically considered safe landing zones, while road shoulders, driveways (under normal circumstances) and parking areas are not considered safe landing zones. Provisions should be made for winter maintenance of the landing zones, including but not limited to snow and ice removal.

4. Crosswalks shall, to the maximum extent practicable, be perpendicular to the highway. No crosswalks shall be constructed more than 30 degrees from perpendicular.

5. Crosswalks shall only be installed in areas where the speed limit is 40 mph or less, unless the intersection is controlled by a traffic signal.

6. Crosswalks shall only be placed in areas where there is sufficient stopping sight distance for the posted speed limit as set forth in Table 1. Stopping sight distance for the purpose of evaluating a crosswalk shall be measured from a 3.5 foot driver eye height to a 3.5 foot pedestrian height.

Revised 3-14-13

Table 1 – Sight Distance

Posted Speed (MPH)	Sight Distance (Feet)
20	155
25	200
30	250
35	305
40	360

7. Crosswalks shall have the appropriate signage (W11-2 series from the *Manual on Uniform Traffic Control Devices*, see section 2C.50 of the MUTCD). These signs shall be black symbol on yellow background or black symbol on fluorescent yellow-green background. Signs of different background colors should not be mixed at a given site or area.

8. Crosswalks should be located a minimum distance of 400 feet apart. The July 2009 edition of *Complete Streets Design Guidelines* (p.23) indicates "pedestrians will not walk more than 200 feet laterally in order to cross a street, and pedestrians will begin to seek out mid-block crossing opportunities when spacing exceeds 400 feet."

9. No parking shall be allowed within 20 feet of any unsignalized crosswalk and 30 feet at a signalized intersection. Signs should be installed indicating that no parking is allowed. (see Figure 1)

10. Crosswalks in school zones should have crossing guards for times when school is starting and ending. School crosswalks should be at roadway intersections. Mid-block crossings should only be used when a high concentration of students will be using them, as driver expectation is not to have to stop at a mid-block location.

11. If a municipality proposes a crosswalk on a roadway with more than 1 lane in any direction, it shall require approval by the State Traffic Engineer or his/her designee.

Roadway Lanes	≤35 MPH	40 MPH	≥45 MPH *
2 Lanes	Allowed	Allowed, Consider pedestrian activated flashers	Allowed at fully actuated traffic signals only
3 Lanes	Allowed	Allowed with pedestrian activated flashers	Allowed at fully actuated traffic signals only
4 or more lanes	Allowed, Consider pedestrian activated flashers	Allowed with pedestrian activated flashers	Allowed at fully actuated traffic signals only

***Only at fully actuated signals with existing or proposed sidewalks.**

12. Municipalities are entitled to place crosswalks on state or state aid highways, if they are in accordance with these guidelines. Municipalities are highly encouraged to create an ordinance, indicating at a minimum, that sections 1 through 11 are followed. If a municipality wants a crosswalk other than as defined in these guidelines, they would need to submit a traffic study indicating that the location of the crosswalk would be safe. Placement of crosswalks other than as specified shall require approval by the State Traffic Engineer or his/her designee.

Revised 3-14-13

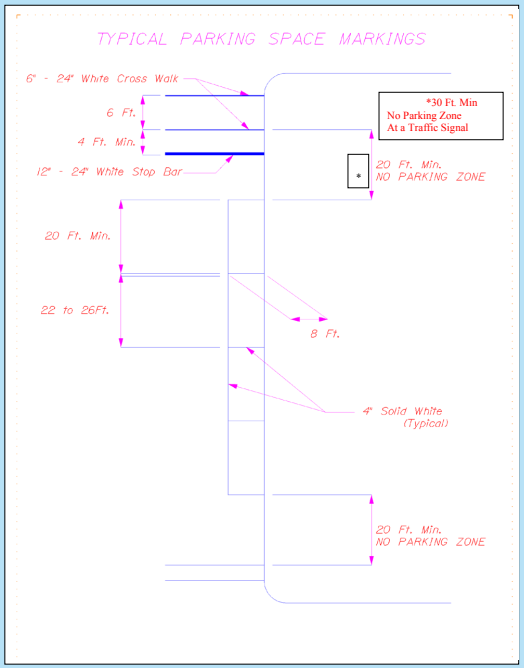


Figure 1

Revised 3-14-13

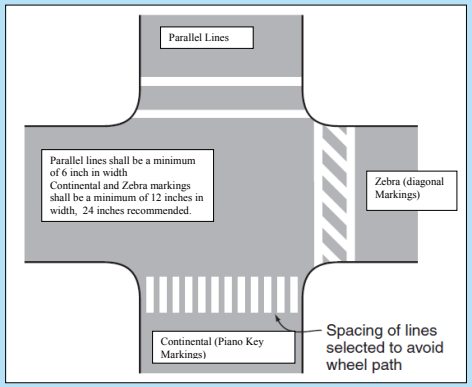


Figure 2

Appendix C - Gorham Zoning Regulations: Off-Street Parking Standards

SECTION II - PARKING, LOADING AND TRAFFIC

A. OFF-STREET PARKING STANDARDS

1) Off-street parking, in addition to being a permitted use, shall he considered as an accessory use when required or provided to serve conforming uses located in any district.

2) The following minimum off-street parking and loading requirements shall he provided and maintained in case of new construction, alterations and changes of use. Such parking may be provided in the open air in spaces each nine feet wide by eighteen feet long, or in garages. All spaces shall be accessible from lanes of adequate size and location.

Dwellings	2 parking spaces per each dwelling unit.
Accessory Apartments	1 parking space per each accessory apartment[1]
Motels, tourist homes, rooming houses, fraternities	1 parking space for each sleeping room
Bed and Breakfast and Bed and Breakfast Establishments	1 parking space per guest room and 2 parking spaces for the residential unit, plus 1 parking space for each additional staff person employed[2]
Bed and Breakfast Establishments with Public Dining as an Accessory Use and Inns	1 on-site parking space per guest room and 2 parking spaces for the residential unit, plus 1 parking space for each additional staff person employed; and 1 parking space for each 2 licensed restaurant seats in the public dining facility. Legal on-street parking spaces located along the lot frontage adjacent to a public right-of-way may be counted as off-street parking[3]
Hotels	1 parking space for each 2 guest rooms.
Schools: Nursery Schools	1 parking space for each 2 rooms used as nursery rooms.
Elementary Schools	1 parking space for each adult employee plus 3 parking spaces.
Junior High Schools	1 parking space for each adult employee plus 6 parking spaces.
Senior High Schools	1 parking space for each adult employee plus 15 parking spaces for each 100 students or major fraction thereof of total enrollment.
Hospitals, sanatoria, nursing homes	1 parking space for each 500 square feet or major fraction thereof of floor area, exclusive of basement.
Theaters, auditoria, churches, arenas	1 parking space for each 4 seats for each 100 square feet or major fraction thereof of assemblage space if no fixed seats.
Mortuary Chapels	5 parking spaces for each chapel.
Retail Stores	1 parking space for each 200 square feet of gross floor area.
Bowling Alley	4 parking spaces for each bowling lane.
Restaurants:	1 parking space for each 100 square feet, or major fraction thereof, of floor area not used for storage or food preparation.
Drive-in restaurants, snack bars:	Minimum 25 parking spaces plus 4 square feet of parking for each square foot of floor space in excess of 2,500 square feet.
Offices, professional and public buildings:	1 parking space for each 250 square feet of gross floor area..
Medical and Dental Offices:	1 parking space for each 250 square feet of gross floor area plus 1 space for each examination, treatment or consultation room.
Industry, manufacturing and business	1 parking space for each 1,000 square feet of floor area, or major fraction thereof, for that part of every business, manufacturing and industrial building not catering to retail trade and with floor area over 3,000 square feet.

3) Required off-street parking in all districts shall be located on the same lot as the principal building or use except that where it cannot reasonably be provided on the same lot, the Planning Board[1] may authorize residential off-street parking to be located on another lot within 300 feet of the residential uses served as measured along lines of public access if safe and convenient[2]. Such parking areas shall be held under the same ownership or lease as the residential uses served and evidence of such control or lease shall be required.

4) Required off-street parking in all business and industrial zones shall be located on the same lot with the principal building or use, or within 100 feet measured along lines of public access, except that where off-street parking cannot be provided within these limits, the Planning Board[3] may permit such off-street parking to be located a reasonable distance from the principal building or use, measured along lines of public access if safe and convenient[4]. Such parking areas shall be held under the same ownership or lease, and evidence of such control or lease shall be required. Such lots shall be located within business or industrial districts.

5) Where off-street parking for more than six vehicles is required or provided on a lot in a Residence Zone and vehicles are to be or may be parked within the area otherwise required to be kept open and unoccupied for front, side, and rear yards in the zone in which such parking is located, the following requirements shall be met:

a) A continuous guard curb, rectangular in cross section, at least six inches in height and permanently anchored, shall be provided and maintained at least five feet from the street or lot line between such off-street parking and that part of the street or lot line involved; or a continuous bumper guard of adequate strength, the top of which shall be at least 20 inches in height, shall be provided and maintained between such off-street parking and that

part of the street or lot line involved so that bumpers of vehicles cannot project beyond its face toward the street or line involved, either above or below the impact surface.

b) Where such off-street parking shall abut a lot in residential use or an unoccupied lot which is located in a Residence Zone, a landscaped buffer and/or a fence,[1] not less than 48 inches in height, shall be provided and maintained between such off-street parking and that part of the lot line involved.

6) Where off-street parking for more than six vehicles is required or provided on a lot in any Business Zone, the following requirements shall be met:

a) Where vehicles are to be or may be parked within ten feet of any street line, a continuous guard curb, rectangular in cross section, at least six inches in height and permanently anchored, shall be provided and maintained at least five feet from the street line between such off-street parking and that part of the street line involved; or a continuous bumper guard of adequate strength, the top of which shall be at least 20 inches in height, shall be provided and maintained between such off-street parking and that part of the street line involved so that the bumpers of vehicles cannot project beyond its face toward the street line involved, either above or below the impact surface.

b) Where such off-street parking shall abut a lot in a Residence Zone or a lot in residential use, a landscaped buffer and/or a fence, not less than 48 inches in height, shall be provided and maintained between such off-street parking and that part of the lot line involved.

7) Where off-street parking is required or provided, the following construction requirements shall apply:

a) Appropriate driveways from streets or alleys, as well as maneuvering areas, shall be provided. Location and width of approaches over public sidewalks shall be approved by the Building Inspector. When access to parking areas is available from more than one street, the location of points of ingress and egress shall have the approval of the Planning Board.

b) The surface of driveways, maneuvering areas, and parking areas shall be uniformly graded with a sub grade consisting of well-compacted gravel or equivalent materials at least six inches in depth. Except as provided in subsection c) below,[2] for commercial, industrial, and institutional uses and apartment buildings, the drives, maneuvering areas and parking areas shall be covered with two inches of bituminous concrete properly prepared and laid in two courses of one inch each in accordance with specifications prepared by the Public Works Department. All other installations shall have a wearing surface equivalent in qualities of compaction and durability to fine gravel.

c) For commercial, industrial and institutional uses (excluding retail or service businesses) that will generate an estimated average of thirty-five (35) vehicle trips or less per day or for Rural Entrepreneurial Uses that meet the Performance Standards of Chapter II, Section VII, Subsection E. 2. in the Suburban Residential District or of Chapter II, Section VIII, Subsection E. 2. in the Rural District, parking areas shall be constructed with a suitably durable material (including gravel) that minimizes dust and is appropriate for the type of land use activity. Surfacing, grading and drainage shall be required to facilitate groundwater recharge by minimizing impermeable surface and stormwater run-off. Parking lots constructed in conformance with this provision shall have a paved apron 30 feet in length commencing at the existing edge of pavement on the adjacent public road.[1]

d) A system of surface drainage shall be provided in such a way that the water run-off shall not run over or across any public sidewalk or street.

e) Where artificial lighting is provided, it shall be shaded or screened so that no light source shall be visible from outside the area and its access driveways.

8) The Planning Board may reduce the off-street requirements of 2) in the following situations:

a) Where legal on-street parking is located within two hundred (200) feet of a non-residential use and the Board determines that this parking will be available to meet some or all of the parking demand.

b) Where publicly supplied off-street parking is located within two hundred (200) feet of a non-residential use and the Board determines that this parking will be safe, convenient, and available to meet some or all of the parking demand.

c) Where it is clearly demonstrated that the parking demand will be lower than that established by this section and that the reduction will not detract from neighborhood property values, inconvenience the public, or increase congestion on adjacent streets.

d) For the reuse or redevelopment of a parcel in the Village Centers or Urban Commercial Districts if the Planning Board determines that the new use will not significantly increase the demand for parking compared to the former use.

e) For uses in the Village Centers or Urban Commercial Districts if the Planning Board determines that the demand for parking will be less than the standard because some customers/users will walk or take alternative transportation to the site.

In these cases, the owner of the property seeking the reduction or his/her representative shall be responsible for providing documentation to the Planning Board substantiating the reduced parking demand or alternative supply.[2]

9) The Planning Board[3] may approve the joint use of a parking facility by two or more principal buildings or uses where it is clearly demonstrated that said parking facility will substantially meet the intent of the requirements by reasons of variation in the probable time of maximum use by patrons or employees among such establishments.

10) No portion of any lot which is used to satisfy the front yard requirements of this ordinance shall be used for parking for any commercial or industrial use, except that any paved area existing in a front yard as of March 2, 2011 may be used for parking for a new or existing Bed and Breakfast establishment with or without public dining facilities, provided that the Planning Board reviews such parking and determines that the buffering and screening for the parking meets the requirements set forth in Chapter II, Section I(I) of this Ordinance.[4]

Appendix D - Parking Occupancy Data / Field Notes

Midday Count: 11:00 - 1:00, Thursday, October 24, 2013
PM Count: 5:00 - 7:00, Thursday, October 24, 2013
Saturday Count: 10:00 - 2:00, Saturday, October 26, 2013

		Thursday Mid-day		Thursday PM		Saturday Midday				
Title Company (off-st)		11:00	12:15	4:50	5:55	10:00	10:45	11:30	12:15	1:00
	1	TH	TK	1ME	✓	-	-	-	-	-
	2	-	MT	-	-	-	-	-	-	-
	3	-	ETOPIA	-	-	-	-	-	-	-
	4	-	SZ	-	-	-	-	-	-	-
	5	-	TOM 2	-	-	-	-	-	-	-
	6	-	TM	-	-	-	-	-	-	-
	1	-	415	-	-	-	-	-	-	-
	2	-	MW	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	281	✓	✓	✓	-	-	-	-	-
	5	HT	✓	✓	✓	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-
Elm St (on-st)	1	TH	TK	-	-	-	-	-	LOADME	-
	2	-	-	1TNC	✓	-	-	-	-	-
Carriage House	1	HF	✓	777	✓	-	2NB	-	-	-
	2	4709	95	-	-	-	-	-	-	-
Elm Street	1	PX	✓	-	-	-	-	-	-	-
	2	SF	✓	-	-	-	-	-	-	-
Gorham Insurance	1	TF	✓	87K	✓	-	-	-	-	-
	2	-	RM	2RM	-	-	-	-	-	-
	3	59L	✓	✓	-	-	-	-	-	-
Carter's	1	RX	✓	-	-	-	-	-	-	-
	2	JM	-	-	-	-	-	-	-	-
Norway Savings Bank (off-st)	1	-	AMN	-	-	-	-	-	-	-
	2	-	LN	-	-	-	-	-	-	-
(at 1pm there was a car parked in the	3	-	TQ	AML	✓	-	7HT	-	-	-
teller lane after the bank was closed)	4	-	RE	-	-	-	6RA	-	-	-
	5	-	RV	-	-	-	-	-	-	-
	6	-	JD	-	-	-	21R	-	-	-
	7	-	AKL	81E	-	6TY	✓	✓	-	-
	8	-	787	-	-	-	-	-	-	-
	9	-	-	-	-	-	7ML	-	-	-
	1	-	FRENCHI	-	-	-	-	65M	-	-
	2	-	518	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	FRENCHI	✓	✓	✓	-
	6	-	-	-	-	518	✓	✓	✓	-
Not a spot		-	-	-	-	-	-	-	-	8TE

		Thursday Mid-day		Thursday PM		Saturday Midday				
		11:00	12:15	4:50	5:55	10:00	10:45	11:30	12:15	1:00
School St (on-st)	1	RT	✓	97N	4NY	AMJ	✓	-	813	✓
	2	NK	✓	1718	8NC	2RV	✓	-	IKO	✓
	3	-	-	-	-	2MC	✓	✓	-	-
	4	AMJ	✓	-	7PN	ITX	✓	✓	✓	✓
	5	AKE	✓	✓	-	TII	✓	✓	✓	✓
	6	-	-	-	✓	7SW	✓	-	3TS	-
	7	TN	✓	AND	-	ASB	✓	-	✓	✓
	8	-	-	-	-	3NU	✓	-	-	-
	9	ASB	✓	✓	✓	2KI	✓	-	-	-
	10	31M	✓	ATB	-	4SF	CIAO	✓	✓	-
	11	-	-	9PB	✓	-	130	✓	✓	-
	12	TW	✓	-	-	-	40A	✓	✓	-
	13	-	grey car	✓	✓	-	847	✓	-	-
School St - other side (on-st)	1	SH	✓	✓	✓	7SN	✓	-	-	-
	2	-	-	4SF	-	-	852	✓	✓	✓
	3	-	-	2NL	✓	-	BIZ	✓	✓	✓
	4	TX	✓	6TS	✓	1SX	✓	✓	✓	✓
	5	SK	✓	9SZ	✓	5TL	✓	-	5TG	-
	6	Fuller	✓	7RT	✓	LER	-	Motor Cty	-	-
	7	TR	✓	✓	✓	-	75C	✓	✓	✓
	8	GU	✓	4NM	✓	9TR	11Q	OTQ	-	-
	9	-	-	-	-	AJA	-	-	✓	-
	10	TQ	✓	✓	✓	-	-	-	-	-
	11	-	-	5RQ	✓	OTQ	✓	-	-	-
	12	RZ	✓	-	-	-	2LY	✓	-	-
Church Street (on-St)		None	-	-	-	-	-	-	-	-
In front of Church	1	-	-	665	-	-	584	✓	✓	-
	2	010	RZ	-	RM7	2897	✓	✓	ABX	✓
	3	-	-	9PB	7NM	OSS	✓	✓	✓	✓
	4	SL	-	-	-	-	-	-	-	-
Brick Daycare (on-st)	1	-	Tango	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-
Brick Daycare (off-st)	1	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
	3	PZ	✓	✓	✓	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	P&C	✓	✓	✓	✓
	6	-	-	-	31F	-	-	-	-	-
	7	-	-	-	-	-	-	-	-	-
	8	-	-	-	-	-	-	-	-	-
Thatchers (on-st)	1	SX	✓	369	-	-	9NL	✓	-	OTP
	2	Stampin	✓	1TJ	✓	6SN	7RA	-	PABI	-
	3	TS	✓	194	✓	2TB	✓	✓	✓	✓
	4	-	ALJ	6MG	✓	9JC	73F	✓	3R2	-
	5	LT	-	-	-	552	SE-R	✓	✓	8SJ
	6	-	-	SP	✓	-	7ST	✓	-	-
	7	-	-	-	-	4TE	✓	27C	✓	K75
Victoria's (on-st)	1	-	-	ABM	✓	6TC	✓	✓	INH	-
	2	SZ	✓	AGV	739	8RD	✓	✓	✓	-
Tinsel Bright (on-st)	1	-	-	AEN	✓	AGW	✓	✓	✓	-
	2	991N	-	OTB	-	ALR	527	AMF	-	-
	3	LE	SJ	-	2TB	-	E67	-	-	-
	4	-	ASH	AEK	2LB	16A	3SE	✓	-	-
	5	-	-	-	-	5NM	✓	✓	ASH	✓
	6	-	-	-	ITX	-	-	-	✓	✓
	7	NM	✓	✓	✓	1PW	✓	-	-	ALI

		Thursday Mid-day		Thursday PM		Saturday Midday				
7-11 (off-st)		11:00	12:15	4:50	5:55	10:00	10:45	11:30	12:15	1:00
	1	-	TL	-	-	6TL	✓	✓	✓	✓
	2	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-
	2	NU	✓	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	6TN	-	-	2TB	-
	5	-	-	-	-	-	ITX	-	379	-
	6	-	-	-	-	-	-	2RQ	-	-
	7	-	-	DOW	2SY	-	-	-	-	-
	1	-	ACE01	-	-	-	IKJ	5RW	MP	5SS
	2	-	-	SQA	✓	-	-	-	OTV	5NL
	3	-	-	-	-	8TH	457	9TJ	ISU	-
	4	-	-	2TG	GR6	-	-	-	-	-
	5	-	-	-	-	-	71F	-	7SD	71D
	6	JL	-	-	-	-	-	71K	-	-
	7	-	-	30	✓	-	TD	-	TM	2TR
		-	-	-	-	-	5ML	-	-	-
Back of Thatchers	1	-	-	7SB	✓	7LQ	✓	✓	✓	✓
	2	TE	-	7LQ	✓	-	1448	8RM	6PN	✓
	3	-	-	5TW	✓	99TD	✓	✓	-	-
	4	Beau11	✓	✓	✓	Beau11	✓	✓	✓	✓
	5	-	AC2	-	-	-	-	-	3TF	✓
	6	TF	✓	TN3	-	-	7SC	-	-	BXF
	7	TD	✓	Guy	✓	-	-	-	-	-
	8	GX	-	1TK	✓	-	-	-	IRD	✓
	9	TX	✓	✓	✓	-	-	-	-	-
	1	TV	741	✓	✓	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
	3	-	-	ANA	✓	-	-	-	-	-
	4	-	-	-	3TG	-	-	-	-	-
	1	-	-	1SU	✓	-	-	-	-	-
	2	-	-	7TS	✓	-	-	-	9TD	✓
	3	-	PR	-	-	-	-	-	-	-
	4	864	✓	ALT	✓	-	-	-	9RH	-
	5	-	TJ	✓	✓	-	5TX	✓	-	-
	6	-	-	7TP	✓	ALT	✓	✓	5SH	-
	7	-	368	-	6SH	-	ITV	✓	O2T	✓
	8	SJ	✓	OSJ	✓	-	-	-	ITV	✓
Backside of Bookworm (off)	1	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	LB	-	-	-	-	-	843	-	-
	5	LC	✓	-	-	OLB	✓	✓	✓	✓
	6	NK	✓	LOV	✓	9NK	✓	✓	✓	✓
	7	RU	✓	✓	✓	ORU	✓	✓	✓	✓
	8	594	✓	✓	-	594	✓	✓	✓	✓
	9	MATTAWA	✓	✓	-	-	-	-	-	-
Off-street by Allstate Side	1	Truck	-	-	398	-	-	-	-	-
	2	Rango		-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	NE	-	✓	✓	ILC	✓	-	2TR	-
	5	RE	✓	✓	✓	-	2RK	✓	✓	-
	6	RI	✓	✓	-	-	-	-	-	-
	7	RT	✓	✓	✓	-	-	-	-	-
Illegal	8	-	ST	-	-	-	-	-	-	-
Allstate Front (off-st)	1	-	-	-	-	-	-	TOUS	-	-
	2	-	AE4	✓	✓	-	-	-	-	-
	3	-	-	-	-	-	-	-	4ES	-
	4	-	-	-	-	-	-	-	-	-

		Thursday Mid-day		Thursday PM		Saturday Midday				
		11:00	12:15	4:50	5:55	10:00	10:45	11:30	12:15	1:00
White House (48 Main)	1	Truck	✓	✓	✓	✓	✓	✓	✓	✓
	2	-	-	-	-	-	-	-	-	-
	3	SH	✓	✓	✓	-	-	-	-	-
	4	SX	✓	✓	✓	✓	✓	✓	✓	✓
	5	-	-	-	105	✓	✓	✓	✓	✓
	6	TX	✓	✓	✓	✓	✓	-	-	-
	7	TC	✓	✓	✓	✓	✓	✓	✓	✓
	8	-	-	-	-	-	-	-	-	-
	9	SZ	✓	✓	✓	✓	✓	✓	✓	✓
(not a spot)	10	105	✓	-	-	-	-	-	-	-
Gorham Savings (off-st)	1	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
(at 12:15 there was one car parked	3	-	-	-	-	-	-	-	-	-
in a non-spot, it was gone by 1pm)	4	-	-	-	-	-	-	-	-	-
	5	TB	-	-	TB	✓	✓	✓	✓	✓
	6	-	-	-	-	-	-	-	-	-
	7	TK	✓	-	-	-	-	-	-	-
	8	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-
	2	MV	✓	-	-	-	-	-	-	-
	3	PS	✓	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-
	7	TN	-	-	-	-	-	-	-	-
	8	-	-	-	-	-	-	-	-	-
	9	-	-	-	-	-	-	-	-	-
	10	-	-	-	-	-	-	-	-	-
	1	IX	✓	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
	3	10	-	-	-	21X	✓	✓	-	-
	4	TK	✓	-	-	-	-	-	-	-
	5	AEK	✓	-	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-
	7	-	-	-	-	9TM	✓	✓	-	-
	8	-	KD2	-	-	ALU	✓	✓	-	-
	9	ALU	✓	-	-	-	-	-	-	-
	10	-	SU	-	-	BTQ	✓	✓	-	-
	11	TM	✓	-	-	6RG	✓	✓	-	-
	12	-	-	-	-	7KE	✓	✓	✓	-
	13	-	-	-	-	-	128	✓	✓	-
	14	-	PR	-	-	-	-	-	ZEK	-
	15	-	-	-	-	-	-	-	-	-
	16	-	TL	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	7RA	-	-
	4	-	-	-	-	-	-	-	-	-
	5	-	545 JW	-	-	-	-	-	-	-
	6	RM	-	-	-	-	-	-	-	-
	7	-	-	-	-	5MR	-	-	-	-
	8	SW	-	-	-	-	-	-	-	-
	9	-	-	-	-	-	-	-	-	-
	10	-	-	-	-	-	-	-	-	-
	11	-	-	-	-	-	-	-	-	-
	1	TA	-	-	-	-	-	-	-	-
	2	-	38L	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	1	RX	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	AMR	-	-	-
	4	-	-	-	-	-	-	5SX	-	-
	5	RZ	-	-	-	2RD	-	-	-	-
	6	-	-	-	-	-	-	8TR	AA	-
	7	-	-	-	-	2TM	-	-	-	-

		Thursday Mid-day		Thursday PM		Saturday Midday				
Cook's Hardware (off-st)		11:00	12:15	4:50	5:55	10:00	10:45	11:30	12:15	1:00
Right Edge	1	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	352	-	-	-
	6	-	-	-	-	-	-	-	-	-
	7	KD	-	✓	✓	733	✓	✓	✓	-
	8	-	-	-	-	982	✓	✓	✓	✓
	9	-	-	-	-	9RN	-	-	-	-
	10	-	-	-	-	-	-	-	-	365
	11	TN	✓	-	-	3TN	✓	✓	-	-
	12	-	-	-	-	-	8080	✓	✓	-
	13	-	-	-	-	7U2	-	✓	✓	-
	14	-	-	27P	2SN	-	-	-	-	702
	15	-	-	-	-	-	-	-	-	-
Front	1	-	-	-	-	SNG	✓	✓	✓	✓
	2	-	-	-	-	2RQ	717	-	9RB	-
	3	-	-	-	-	-	-	-	7KT	-
	4	IX	-	-	-	-	3LN	-	-	-
	5	-	-	-	-	-	-	-	-	-
	6	26L	-	SNG	✓	-	-	-	-	-
Middle	1	-	-	-	-	-	5KE	-	-	5KL
	2	-	-	-	-	-	-	-	-	-
	3	-	-	8SF	✓	9GL	-	-	-	-
	4	-	-	-	-	41X	2GH	-	-	02A
	5	TIX	-	-	-	-	2NW	-	-	-
	6	-	-	-	-	-	-	-	-	-
	7	-	-	-	-	7PC	-	-	-	GRA
	8	-	-	-	-	-	3LY	✓	✓	✓
	9	-	-	-	-	9LQ	8GH	-	-	715
	10	IX	-	-	-	-	-	-	-	GRA
	11	-	-	-	-	097	-	-	-	-
	12	-	-	-	-	-	AKD	-	9RA	-
	13	-	-	2KD	-	-	-	-	-	-
	14	-	-	-	-	-	-	-	-	-
Left Edge	1	-	-	-	-	9GH	0NE	-	-	61X
	2	-	-	-	-	-	-	-	75X	-
	3	-	-	-	-	-	-	-	-	80L
	4	-	-	-	-	0RF	✓	-	-	-
	5	-	-	-	464	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-
	7	-	-	-	-	-	-	-	-	-
	8	-	-	-	-	-	-	-	-	-
	9	-	-	-	-	-	-	-	-	-

		Thursday Mid-day		Thursday PM		Saturday Midday				
Key Bank (off-st)		11:00	12:15	4:50	5:55	10:00	10:45	11:30	12:15	1:00
	1	SH	ALS	-	-	-	SHROOM	-	-	-
(there was one car parked in a non-	2	-	RY	-	-	-	-	-	-	-
spot at 12:15 that remained through the	3	ND	✓	-	-	0KD	8LY	3TF	-	-
count)	4	-	IQ	-	-	6TS	-	784	-	-
	5	-	ST	-	-	-	-	-	-	-
	6	-	PQ	-	-	-	-	-	-	-
	7	RA	-	-	-	2PN	-	-	-	-
	8	935	✓	✓	-	-	-	-	-	-
	9	KD	✓	✓	-	-	-	-	-	-
	10	-	-	-	-	-	0LI	-	-	-
	11	-	-	-	-	-	-	-	-	-
	12	-	-	-	-	-	-	-	-	-
	13	IM	-	-	-	-	21V	-	-	-
	14	-	-	-	-	6SH	✓	✓	-	-
	15	-	-	-	-	-	-	-	-	-
	16	-	-	-	-	0ND	✓	✓	-	-
	17	995	-	-	-	-	-	-	-	-
	18	-	-	-	-	-	-	-	-	-
	19	-	-	-	-	9RA	✓	✓	-	-
	20	-	-	-	-	-	5C7	-	-	-
Pogo Realty (off-st)	1	AGS	✓	-	-	-	-	-	-	-
	2	-	TF	-	-	-	-	-	-	-
there was one car parked at the bldg	3	LV	-	-	-	-	-	-	-	-
side at 1045, gone at 1130	4	795	✓	✓	✓	✓	✓	✓	✓	✓
	5	-	6506	-	-	-	-	-	-	-
	6	-	3144	-	-	-	-	-	-	-
	7	-	AMT	✓	-	-	-	-	-	-
	8	TRIK	-	-	-	-	-	-	-	-
	9	-	-	-	-	0TR	✓	✓	✓	✓
	10	SU	-	-	07K	-	-	-	-	-
	11	KL	-	-	-	5TJ	✓	-	-	-
	12	SB	-	✓	-	-	-	-	-	-
31 Main St (White House)	1	-	-	51 IT	-	048	✓	✓	✓	-
	2	-	black car	✓	-	black car	✓	✓	✓	-
	3	-	-	00C	-	-	-	-	-	-
	4	-	-	-	2JP	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-
	6	FL	-	-	-	-	-	-	-	-
	7	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-
	2	RD	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	048	✓	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-
	7	JF	-	1042	-	-	-	-	-	-
	8	-	-	-	9VY	-	-	-	-	-
	9	33E	-	048	✓	-	-	-	-	-

		Thursday Mid-day		Thursday PM		Saturday Midday				
Amatos Parking Area		11:00	12:15	4:50	5:55	10:00	10:45	11:30	12:15	1:00
Illegal Spot		TF	✓	-	-	-	6RG	✓	✓	✓
Far side of the lot	1	-	60845	AKM	✓	-	-	-	2SU	-
	2	SH	-	-	-	-	16BW	-	-	4KV
	3	-	AEH	61D	-	-	-	-	-	REY
	4	AKA	-	-	52E	17P	-	4RB	✓	8TR
	5	LT	382	-	4TV	-	032	-	3PT	8PE
	6	-	129P	OKJ	5TG	5TE	-	4US	9SB	AML
	7	MAIL	IV	OBO	-	-	-	-	-	9RT
In the middle	8	-	-	-	-	-	AL	-	AMB	-
	9	RZ	-	-	AND	-	0IQ	ABG	-	-
	10	ALZ	✓	ALK	9LB	-	-	4QD	✓	4QD
	11	-	63168	-	4TR	-	474	-	BIN	-
	12	-	AMH	86H	7RH	-	-	-	8R2	-
	13	RD	7063	-	ALT	IRN	ALK	✓	-	-
	14	PN	-	1KG	-	028	-	2TQ	-	197
	15	-	-	-	-	6TU	-	-	6TU	-
	16	-	-	-	-	-	-	-	-	-
	17	-	-	-	-	-	-	-	-	UPS
Next to the Grind	18	SW	-	-	2LR	-	209	-	-	-
	19	-	-	-	AZN	0PN	✓	956	-	-
	20	SZ	-	-	-	7TR	✓	0NX	-	DER
	21	T4	-	7TK	-	-	-	850	7TR	TNE
	22	-	-	-	-	-	-	-	-	5SK
	23	-	-	-	-	-	-	-	-	SET
	24	TS	-	-	-	GOAWAY	954	-	-	-
Front of Laundro-mat	25	-	-	-	-	-	-	TSN	-	-
	26	White	-	-	-	41X	✓	-	-	IHF
	27	JM	-	-	-	ISG	✓	2TM	-	-
	28	TF	-	-	ALB	-	4SA	O9L	-	7JS
	29	-	-	OKN	✓	7SU	TSN	✓	-	465
Behind Amatos	30	-	-	-	-	-	9RP	37P	✓	3065
	31	-	4357	1SZ	✓	-	RHD	✓	✓	-
	32	ASF	-	-		952	✓	✓	✓	ORT
	33	-	SW	2TM	✓	-	-	-	-	-
	34	932	-	9TE	✓	4SA	9LN	6TU	2SC	✓
	35	-	TA	4PT	✓	-	7SU	-	-	-
	36	-	-	-	-	-	-	-	-	-
	37	-	S2	-	-	5TL	✓	✓	✓	✓
Back Area	38	-	-	AJJ	✓	8RV	✓	✓	✓	✓
	39	-	-	95L	-	ISZ	✓	✓	✓	✓
	40	-	-	-	-	-	-	-	-	-
	41	TS	-	ALK	-	-	-	-	-	-
	42	-	-	8RQ	-	-	-	-	-	-
	43	-	-	-	-	-	-	-	-	-
	44	-	-	-	-	-	-	-	-	-
	45	-	-	-	-	-	-	-	-	-
	46	-	-	-	-	-	-	-	-	-
	47	Bumble	-	-	-	-	-	-	-	7GZ
On Street Parking (Comm Ctr)	1	-	-	2LE	✓	-	HEM	✓	CAN	-
	2	65L	-	-	55J	-	-	-	-	9SX
	3	848	-	7SP	9SZ	-	ITX	✓	✓	✓
	4	TH	-	-	TS4	-	RPX	-	8TR	✓
	5	ALK	✓	-	0TV	-	-	-	-	21M
	6	PH	-	-	ITE	6RK	-	5SE	5SE	-
	7	-	-	-	-	-	-	AMH	-	XN3
	8	AGV	-	6RS	3RW	-	-	O9R	-	-
	9	AGY	-	723	✓	-	-	9SK	-	-
	10	RM	✓	-	7TE	OKE	✓	-	-	-
	11	-	-	-	6RV	IMLOST	-	YF	-	-
	12	IX	✓	757	BCH	-	-	-	-	-
	13	-	ANB	-	8SA	-	-	-	-	-
	14	HT2	-	-	3TP	-	-	-	265	-
	15	-	512	-	5KC	-	-	-	-	-
	16	-	-	R10	✓	9SZ	✓	✓	-	-

		Thursday Mid-day		Thursday PM		Saturday Midday				
		11:00	12:15	4:50	5:55	10:00	10:45	11:30	12:15	1:00
Preble Street		None	-	1 veh	✓	-	-	-	-	-
In front of Cemetary (on-str)	1	-	-	-	402	5TN	✓	✓	-	O37
	2	-	IQ	-	AK2	-	-	-	-	-
	3	-	TWC	-	1TR	7SM	✓	✓	✓	✓
	4	-	TD	167	4K2	-	-	OLA	ITW	✓
	5	-	MT	L13	✓	-	-	-	4SJ	
	6	-	SJ	9TS	✓	5TC	✓	✓	✓	✓
	7	TS	✓	9NT	✓	977	✓	✓	✓	✓
	8	NT	✓	9PT	✓	9NT	-	9NT	✓	✓
	9	TW	✓	5SY	-	9TS	✓	✓	✓	✓
	10	-	B77	5KE	6MD	-	-	3PN	LZI	OTS
	11	-	SW	ACU	✓	3PN	-	IKB	37A	-
	12	-	LS	-	6ST	456	4KC	-	4PD	LSH
	13	CAN	✓	976	✓	CAN	✓	✓	✓	✓
	14	-	NQ	937	117	OGP	INIT	✓	-	ITL
	15	977	✓	AKV	ALQ	-	-	-	-	AGS
House of Pizza (off-st)	1	-	-	-	-	-	-	-	-	522
one car parked illegally in front at 1130	2	-	-	4SX	AMP	-	-	-	-	-
House of Pizza (off-st)	1	MG	RI	506	ALS	-	-	-	-	-
	2	608	SM	IPD	4KG	3SU	-	7KQ	✓	✓
	3	SO	SU	✓	✓	7RA	-	-	8NU	INW
	4	-	IQ	AAL	✓	-	-	-	-	-
	5	QB	IQ	1MV	QSM	-	-	-	5MP	UGO
	6	JAZZ	✓	✓	✓	-	-	-	-	O87
Not a spot		-	-	-	KA	-	-	-	-	-
E-J - parked along entry	A	MY	-	5ST	✓	-	-	-	-	-
	B	RV	-	-	-	-	-	-	-	-
parked behind	1	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-
	3	TR	✓	-	-	-	-	-	-	-
	4	533	-	-	-	-	-	-	-	-
	5	PT	✓	-	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-
	7	-	-	-	-	-	-	-	-	-
	8	AKF	✓	-	-	-	-	-	-	-
	9	-	-	-	-	-	-	-	-	-
	10	-	-	-	-	-	-	-	-	-
	11	-	-	-	-	-	-	-	-	-
	12	PT	✓	-	-	-	-	-	-	-
	13	SA		-	-	-	-	-	-	-
	14	-	-	-	-	-	-	-	-	-
	15	TD	-	-	-	-	-	-	-	-
	16	SX	✓	-	-	-	-	-	-	-
	17	SZ	✓	-	-	-	-	-	-	-
	18	ST	-	-	-	-	-	-	-	-
	19	TD	-	-	-	-	-	-	-	-
B/t Yellow and Green House	1	-	-	-	-	357	✓	✓	✓	-
	2	357	✓	✓	-	KENT	✓	✓	✓	✓
	3	SC	✓	-	-	593	✓	-	-	-
	4	KENT	-	-	-	-	-	-	-	-
	5	-	-	-	-	7NM	-	-	-	-
	6	TQ	✓	870	✓	-	-	-	-	-
	7	-	-	-	-	2RV	✓	✓	-	-
	8	SH	-	-	USH	-	-	-	-	-
	9	-	-	-	9SH	OKV	✓	-	-	-
	10	RV	-	2RV	✓	-	-	-	-	-
	11	KW	✓	-	-	-	-	-	-	-

		Thursday Mid-day		Thursday PM		Saturday Midday				
		11:00	12:15	4:50	5:55	10:00	10:45	11:30	12:15	1:00
In Front of Theater (on-st)	1	-	SE	✓	BUS	OSM	✓	✓	✓	✓
	2	PG	NJ	OTH	681	-	-	-	BY3	-
	3	-	-	-	-	3SZ	✓	-	-	-
	4	-	293	RDSOXX	-	5TJ	-	-	-	-
	5	-	-	66BD	✓	RDZ	✓	76GGI	✓	-
Behind the Theater (off-st)	1	-	-	1MQ	✓	IMQ	✓	✓	✓	✓
	2	-	-	DNC	✓	8ND	✓	-	✓	✓
	3	-	-	-	-	-	NAV	✓	6TS	-
	4	-	-	4SK	✓	ATA	-	-	SRA	-
	5	-	-	8RG	-	IJZ	-	-	-	-
	6	-	-	8JN	✓	9JN	✓	✓	✓	✓
	1	OF ME	✓	5RS	-	-		-	XRI	-
	2	-	-	ATA	✓	2TX	✓	✓	✓	✓
	3	QB	✓	9KJ	✓	62Y	2QB	✓	✓	✓
	4	NU	✓	1TH	✓	322	372	8QP	✓	ARU
	5	TX	-	-	-	ITH	-	8TS	✓	✓
	1	QA	✓	2TX	✓	AJB	✓	✓	OMP	✓
	2	16	-	-	-	AJJ	✓	✓	✓	✓
	3	HAIR	P	AJB	9RV	2QA	✓	✓	✓	✓
						OUT	✓	✓	✓	✓
In Front of Brick Building (on)	1	-	-	-	5RZ	EC	ITS	-	9GH	ASE
	2	-	-	-	A38	RLS	✓	✓	9LD	3TP
	3	-	-	RG2	✓	7IU	✓	AGX	-	-
In Front of Brick Building (on)	1	FFT	-	ALJ	✓	-	AMH	-	92M	✓
	2	AMK	-	4NJ	-	5RQ	✓	✓	9QQ	✓
	3	-	PN	-	-	OTY	5NK	-	XCG	NOFAT
Jan Mee II (off-st)	1	SW	-	1SW	✓	1SW	✓	✓	✓	✓
	2	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-
100F	1	25G	-	AMM	BRN	-	-	-	-	-
	2	-	-	ZRV	✓	-	-	-	IRP	✓
	3	-	-	-	82M	-	-	-	8PX	-
	4	-	-	73M	✓	-	-	-	AJL	-
	5	-	-	SHADY 6	-	-	-	-	-	-
	6	-	-	ALQ	-	-	-	-	5SN	✓
College Ave (on-st)	1	HF	✓	ORD	✓	-	-	-	2KN	-
	2	-	228	-	-	-	-	-	2RE	✓
	3	SR	✓	-	-	-	-	-	-	OTP
	4	125L	✓	-	-	870	✓	✓	-	✓
	5	TN	✓	516	✓	-	-	-	-	-
	6	ATC	SD	4RJ	✓	-	-	-	-	-
	7	AMH	TL	-	-	-	-	-	-	-
	8	KTA	MV	401	-	-	-	-	-	-
	9	SJ	✓	1SS	-	-	-	-	-	-
	10	DH2	✓	-	-	-	-	-	-	-
	11	SX	✓	OSX	✓	-	-	-	-	-
	12	ABZ	✓	-	-	-	-	-	-	-
	13	-	7KW	77NV	-	-	-	-	-	-
	14	-	-	-	-	AML	-	-	-	-
	15	SN	-	-	-	-	-	-	-	-
	16	RD	✓	2PM	✓	-	-	-	-	2TD
	17	KN	-	2SR	✓	-	-	-	6TK	✓
	18	LU	✓	-	-	-	-	-	317	-

Appendix E - Evaluation of Town-Owned Properties

tjd&a Terrence J. DeWan & Associates Landscape Architects / Planners

121 West Main Street
Yarmouth, ME 04096
207.846.0757
www.tjda.net

April 4, 2014

TO: David Cole / Town Manager
David Galbraith / Zoning Administrator
FR: Terry DeWan / TJD&A
RE: GORHAM PARKING STUDY
TOWN-OWNED PROPERTIES

As per your request, we have prepared the following memo to provide you with more detailed analysis of the potential to use the Town-owned properties at 21 Main Street and 10 Preble Street for off-street parking.

21 Main Street

According to the town's GIS mapping, 21 Main Street is approximately 49 feet wide and 99 feet deep. The lot is in the Gorham Village Center District (VCD). The purpose of this district, according to the Zoning Ordinance, is:

> To provide space within Gorham Village for small, local, retail sales, commercial service, and office uses which are in keeping with the scale and character of the Village while minimizing the traffic problems and interruptions created by such development. *In addition, the rehabilitation and reuse of existing structures is encouraged (Emphasis added).*

As noted in the Parking Study, the lot currently has four off-street spaces, including two in the front setback that would not be allowed if this were new construction.

In determining the number of spaces that could be realized by demolishing the building and replacing it with a parking lot, we assumed the following:

- Parking spaces should be 200 SF minimum. This translates into spaces that are either 10' x 20' or 9' x 22.2'. Since the space for the access drive is limited, the shorter parking space dimension should be used.
- Typical drive aisles in parking lots should be 22-26' in width for head-in parking. The Planning Board would have to grant a waiver to allow a narrower aisle width, and to allow it to be located within the side setback.
- Parking is not allowed in the side or rear setbacks, both of which are 10 feet.
- One accessible space would be required; ADA requires that it be van accessible. This space plus its access aisle would be a minimum of 16 feet in width.
- While there is no front setback in the VCD, parking should be set back some distance from the front property line for landscaping and buffers. We assumed that a reasonable setback would be equivalent to the existing setback of the adjacent structure at 31 Main Street, which is approximately 15 feet. For purposes of this exercise, we assumed that a 13' setback would be acceptable to the Planning Board.

Taking these into consideration, the land available for parking would be: 99 feet (depth) minus (13 feet + 10 feet) = 76 feet. This would provide room for 1 accessible space (16' width) and 6 standard spaces, for a total of 7 spaces. This represents an increase of 3 spaces over the current number of spaces available on the property.

On the other hand, Alternative 1 that we showed in the report (sharing parking with Amato's) would result in 4 additional spaces. It would also keep the existing building and remove the parking from its front setback, which is in keeping with the purpose of the zoning ordinance.

Page 33 of the report shows a diagonal parking arrangement for the property that would meet the aisle width requirements. The sketch shows a maximum of 6 spaces. However, if one space was designed as van accessible, and parking was not allowed in the rear setback, a maximum of 5 spaces would be allowed. This design assumes that a one-way circulation system would be acceptable, and that an access easement could be negotiated with the owner of the abutting property to the south. As noted in the report, this alternative was not recommended.

10 Preble Street

According to the town's GIS mapping, 10 Preble Street is approximately 62 feet wide and 211 feet deep. The lot is in the Gorham Urban Residential District (UR). The purpose of this district, according to the Zoning Ordinance, is:

> To preserve the physical, aesthetic and social quality of Gorham's urban area and, consistent with this stated goal, to provide therein for the location of a variety of residential and service uses in accordance with the standards of this chapter.

As noted in the Parking Study, the lot currently has six off-street spaces, all of which are partially in the side yard setback, which would not be allowed if this were new construction.

In determining the number of spaces that could realized by demolishing the building (home and barn) and replacing it with a parking lot, we assumed the following:

- Parking spaces should be 200 SF minimum. This translates into spaces that are either 10' x 20' or 9' x 22.2'.
- Typical drive aisles in parking lots should be 22-26' in width for head-in parking.
- Parking is not allowed in the front setback (25 feet) or the side or rear setbacks (15 feet).
- One accessible space would be required; ADA requires that it be van accessible. This space plus its access aisle would be a minimum of 16 feet in width.
- The ordinance does not have a limit on the maximum amount of impervious coverage in the UR district.

Taking these into consideration, the width of the land available for parking would be: 62 feet minus 30 feet (side yard setbacks) = 32 feet. This is not adequate for head-in parking, which typically requires at least 40' for single-loaded designs.

One-way diagonal parking could be considered if the town had permission to exit the lot onto the abutting land to the north. Using a 45-degree layout, the lot may be able to accommodate up to 13 spaces (one van-accessible and 12 standard spaces). This would represent an increase of 7 spaces over the current number of spaces available on the property.

Page 33 of the report shows a head-in parking arrangement for the property that would require using some of the land on the Robie Gym parcel and the removal of several significant trees on the boundary between 10 Preble and the Robie parcel. A maximum of 29 spaces would be realized under this scenario. However, this results in a dead-end parking lot, which is never ideal for municipal purposes. This could be avoided if the lot were to continue to the north onto private property.

Page 32 of the report illustrates a design that preserves the house and the space behind the gym. This scenario would also require a portion of the Robie Gym parcel. This would gain approximately 17 spaces over the current 6 that are on 10 Preble Street. If the town were to pursue this option, we would recommend that a master plan be done for the land adjacent to Robie Gym to more fully understand the impact that would result from the loss of this land and possibly the large trees on the border.

Please contact me if you have any further questions on this issue.