

**Town of Kittery
 Planning Board Meeting
 January 9, 2020**

ITEM 2 – 76 Dennett Road – Sidewalk Waiver Discussion

Action: Approve or deny sidewalk waiver. Owners William J. Cullen and Sail Away, LLC and applicant William Wharff were granted preliminary plan approval on September 26, 2019. That approval was granted with conditions, one of which was to present sidewalk options per the requirements of Title 16. Agent is Shawn Tobey, P.E. Hoyle, Tanner & Associates, Inc. Applicant is now requesting a waiver of the sidewalk requirements.

PROJECT TRACKING

REQ'D	ACTION	COMMENTS	STATUS
YES	Sketch Plan Acceptance/Approval	5/9/2019 meeting	APPROVED
YES	Site Visit	7/23/2019	HELD
YES	Preliminary Plan Review Completeness/Acceptance	7/11/2019 meeting	ACCEPTED
YES	Public Hearing	8/8/2019 meeting	HELD
YES	Preliminary Plan Approval	9/29/19 meeting	APPROVED
YES	Final Plan Review and Decision	Not yet submitted	
<p>Applicant: Prior to the signing of the approved Plan any Conditions of Approval related to the Findings of Fact along with waivers and variances (by the BOA) must be placed on the Final Plan and, when applicable, recorded at the York County Registry of Deeds. PLACE THE MAP AND LOT NUMBER IN 1/4" HIGH LETTERS AT LOWER RIGHT BORDER OF ALL PLAN SHEETS. As per Section 16.4.4.L - Grading/Construction Final Plan Required. - Grading or construction of roads, grading of land or lots, or construction of buildings is prohibited until the original copy of the approved final plan endorsed has been duly recorded in the York County registry of deeds when applicable.</p>			

Background

At the Planning Board meeting on December 12th, 2019, the Applicant presented sidewalk plans that showed a sidewalk at the toe of the slope, which would necessitate clearing of existing trees and pose some wetland impacts and a sidewalk located mid-slope which would entail considerable fill and grading plus some clearing of vegetation. The third option which wasn't shown on a plan but was discussed was building the sidewalk within the ROW of Dennett Road. The Applicant's agent stated their position was placing a sidewalk along Dennett Road was risky to pedestrians. The Planning Board did not appear to favor the sidewalk designs (toe of slope and mid-slope locations) shown and asked the Applicant to do two things:

1. Submit a design illustrating how the sidewalk could be built within the ROW of Dennett Road without any clearing of trees
2. Explain why they are seeking a waiver for building a sidewalk

Staff Review

The materials submitted for further discussion are comprised of an application for a waiver and a letter which addresses why the Applicant is seeking a waiver. No plan or standards showing a sidewalk within the ROW was submitted.

The Applicant's request for a waiver is based on their position that building any sidewalk along the frontage of the property exposes pedestrians to high risk conditions due to road speed, existing sidewalks being nearly half a mile away, and the lack of crossing options. The letter addresses these reasons in detail along with the tree clearing and grading issues.

Staff believes that MaineDOT likely has sidewalk designs for roads like Dennett Road which could be presented to the Board fairly easily. Staff also recognizes that while this is the first development in the Neighborhood Mixed-Use Zone, others will follow and these may also have frontage on Dennett Road.

Interconnectivity between developments in the Neighborhood Mixed-Use Zone is desirable but is not a substitute for sidewalk along frontage requirements per *16.8 Table 1 Design and Construction Standards for Streets and Pedestrianways*.

Other Reviews

1. The Board will also find in the packets, a landscape design review of 76 Dennett Road, from Jeffrey Hyland, of Ironwood Design, done at the request of CMA. The review has been forwarded to Shawn Tobey at Hoyle, Tanner & Associates.
2. The Maine DOT Traffic Movement Permit (TMP) Application Sections 1-6 revised per the pre-scoping comments, the Section 7 Traffic Study, and associated Drainage Summary have been submitted for peer review by CMA. The results of the peer review will be submitted to the Board when it is available.

Recommendation / Action

The Board will want to discuss the waiver request materials submitted. If the Board finds that sufficient information has been submitted, a vote can be taken. The suggested motion is below:

Move to approve/deny the sidewalk waiver request, dated December 19, 2020 as prepared by Hoyle, Tanner & Associates, Inc., for owners William J. Cullen and Sail Away, LLC and applicant William Wharff for a mixed-use residential development on 23.3+- acres of land at 76 Dennett Road (Tax Map 6 Lots 15B & 16A and Tax Map 13, Lot 4) in the Mixed Use - Neighborhood (MU-N) Zone.



TOWN OF KITTERY ~ MAINE

PLANNING OFFICE

200 Rogers Road, Kittery, Maine 03904

PHONE: (207) 475-1323

Fax: (207) 439-6806

www.kittery.org

APPLICATION: REQUEST FOR WAIVER

THIS REVIEW PROCESS REQUIRES APPROVAL FROM BOTH THE TOWN PLANNER AND THE CODE ENFORCEMENT OFFICER

PROPERTY DESCRIPTION	Parcel ID	Map	6 6 13	Lot	15B 16A 4	Zone Base Overlay	MU-N 	Total Land Area	23.34 Acres
	Physical Address	76 Dennett Road, Kittery, ME 03904							

PROPERTY OWNER'S INFORMATION	Name	William J Cullen			Mailing Address	12 Roseberry Lane Kittery, ME 03904
	Phone	(207) 252-1437				
	Fax					
	Email	wmjcullen@gmail.com				

APPLICANT'S AGENT INFORMATION	Name	Shawn Tobey, P.E.			Name of Business	Hoyle, Tanner & Associates, Inc.
	Phone	(603) 431-2520, ext 29			Mailing Address	Pease International Tradeport 100 International Drive, Suite 360 Portsmouth, NH 03801
	Fax					
	Email	stobey@hoyletanner.com				

	Ordinance Section	Describe why this request is being made.
DESCRIPTION	***EXAMPLE*** 16.32.560 (B)- OFFSTREET PARKING.	***EXAMPLE*** Requesting a waiver of this ordinance since the proposed professional offices have a written agreement with the abutting Church owned property to share parking.
	16.8.4.13 (A) Sidewalks	The applicant is requesting a waiver from sidewalk installation along Dennett Road due to unsafe conditions. See attached memo for additional information

I certify that, to the best of my knowledge, the information provided in this application is true and correct and will not deviate from the plans submitted without notifying the Kittery Planning Department of any changes.

Applicant's Signature:		Owner's Signature:	
Date:	12/19/2019	Date:	12/19/2019

December 19, 2019

Adam Causey
Director of Planning and Development
Town of Kittery
200 Rogers Road
Kittery, Maine 03904



Pease International Tradeport
100 International Drive, Suite 360
Portsmouth, New Hampshire 03801
603-431-2520
603-431-8067 fax
www.hoyletanner.com

Re: Waiver Request - Sidewalks
Proposed Mixed-Use Development at 76 Dennett Road
Lots 6-15B, 6-16A, 13-4, Kittery, Maine

Dear Mr. Causey,

On behalf of Aztec, LLC, Hoyle, Tanner and Associates is formally submitting this written waiver request from the provision of Chapter 16.8 of the LUDC (Kittery Land Use and Development Code): *Article IV. Streets and Pedestrian Ways/Sidewalks Site Design Standards, 16.8.4.13. paragraph A.*, which states “Where required, sidewalks must be installed to meet minimum requirements as specified in Table 1 of Chapter 16.8.”

Chapter 16.7 of the LUDC: *Article IV. Waivers, 16.7.4.1 Waiver Authorization* states “Where the Planning Board finds, due to special circumstances of a particular plan, certain required improvements do not promote the interest of public health, safety and general welfare, or are inappropriate because of inadequacy or lack of connecting facilities or in proximity to the proposed development, upon written request, it may waive or modify such requirements, subject to appropriate conditions as determined by the Planning Board.”

It is Hoyle, Tanner’s position that constructing a sidewalk along the frontage of the proposed development would expose pedestrians to high risk conditions. The nearest sidewalk to the site is on the southern side of the S. Eliot Road intersection with Dennett Road, nearly a half mile away from the limit of the proposed site frontage. Constructing a sidewalk along just the development frontage would encourage pedestrians to perform one of two unsafe actions; cross Dennett Road, a 40 mph facility, or cross both the nearby interstate ramps, within the MaineDOT Controlled Access ROW. In regards to the crosswalk option, MaineDOT has specific guidelines on when crosswalks are allowed based on the speed and number of lanes of the roadway (see Table 2 below from MaineDOT Guidelines on Crosswalks). With the proposed combination auxiliary right turn lane and southbound bypass lane, the number of lanes to cross would be 3 or 4 depending on the location. The posted speed of Dennett Road is 40 mph, however the traffic counts performed report an 85th percentile speed of 45 mph. As the table below shows, crosswalks are only allowed on 45 mph facilities at fully actuated traffic signals, which is not warranted for the intersection of the proposed development with Dennett Road.

Table 2 – Number of Lanes Vs Speed

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.**
@ Crosswalks at unsignalized locations in 40 mph settings should be accompanied by yield bars and associated signage. In areas with 4 or 5 lanes that signage should be installed overhead. See Figure 14.

If the developer were to install the sidewalk along the proposed development frontage, the pedestrians would then have two uncontrolled crossings of the I95 Exit 1 ramps. These crossings present their own challenges as the pedestrian would have to choose between crossing at the edge of Dennett Road, where visibility is the greatest but 120' crossing distances leave them exposed to traffic, or crossing further up the ramps where the distances are reduced to 24' feet but they are no longer visible to traffic until the vehicles have completed the turn, leaving no distance for reaction time.

Both of these options would encourage pedestrians to walk the half mile along either the northbound or southbound shoulder of Dennett Road to connect to the Town's sidewalk network and would lead them to walk beneath the I95 overpass which provides no illumination, exposing both pedestrians and vehicles to a high-risk condition.

The construction of a limited sidewalk section would also pose a problem to the Town for winter maintenance as the snow removal equipment would have to travel a half mile down the shoulder of Dennett Road to clear 640' of unconnected sidewalk. This would often lead to the sidewalk being untreated and not maintained for longer periods of time over the winter months, therefore leading to potential slipping hazards.

Additionally, the construction of a sidewalk would require significant clearing of vegetation and soil fill due to the steep embankments of Dennett Road. Clearing of vegetation would greatly reduce the natural buffer between the proposed development and the existing residential neighborhood.

To comply with the intent of the LUDC, a proposed 7' wide concrete multi-use sidewalk is proposed between the parking at Building 2 and the adjacent parcel. Should this parcel be developed in the future, the 7' wide sidewalk will provide interconnectivity and allow the passage of both pedestrians and bicycles. At the front of the site, a 5' wide sidewalk was extended to the ROW with tip-down ramps and a painted crosswalk. The sidewalk will provide a connection to a possible future Town sidewalk system should one be designed and constructed to S. Eliot Road as part of the Town's overall sidewalk master planning. Within the site, all roadways and parking areas provide adequate sidewalks per the LUDC design standards. The site itself has nearly a mile of interconnected sidewalks and walking trails.

We trust this letter has thoroughly addressed all requirements for a waiver as detailed in the LUDC Chapter 16.7. Please do not hesitate to contact our office with any questions or comments regarding this project.

Sincerely,

HOYLE, TANNER & ASSOCIATES, INC.



Shawn M. Tobey, P.E.
Project Manager

SITE NOTES:

- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
- REFER TO DWG C4 FOR OVERALL SITE PLAN, SITE CALCULATIONS AND DIMENSIONAL REQUIREMENTS.
- REFER TO DWGS C20-C26 FOR CONSTRUCTION DETAILS.
- ALL OPEN SPACE BETWEEN THE LIMITS OF COMMON SPACE, RESERVED, AND THE PROPOSED PAVEMENT/BUILDINGS SHALL BE DESIGNATED AS OPEN SPACE, COMMON.
- THERE ARE NO SETBACKS FOR THE NON-SIGNIFICANT FORESTED WETLANDS.
- THE LOCATION OF PROPOSED BUILDING ENTRANCES ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE FINAL ARCHITECTURAL PLANS.
- COORDINATE ALL WORK ADJACENT TO THE PROPOSED BUILDING WITH THE FINAL ARCHITECTURAL AND MEP DRAWINGS.
- ALL CURBING SHALL BE VERTICAL GRANITE, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL INSTALL DETECTABLE WARNING PANELS ON ALL TIP-DOWN RAMPS LOCATED WITHIN THE SUBJECT PARCEL.
- INSTALL SIGNS OR MARKERS AT THE VERNAL POOL BUFFER LOCATIONS AS SHOWN ON THE PLANS THAT READ "VERNAL POOL BUFFER, NO DISTURBANCE".

DIMENSIONAL REQUIREMENTS (MU-N)

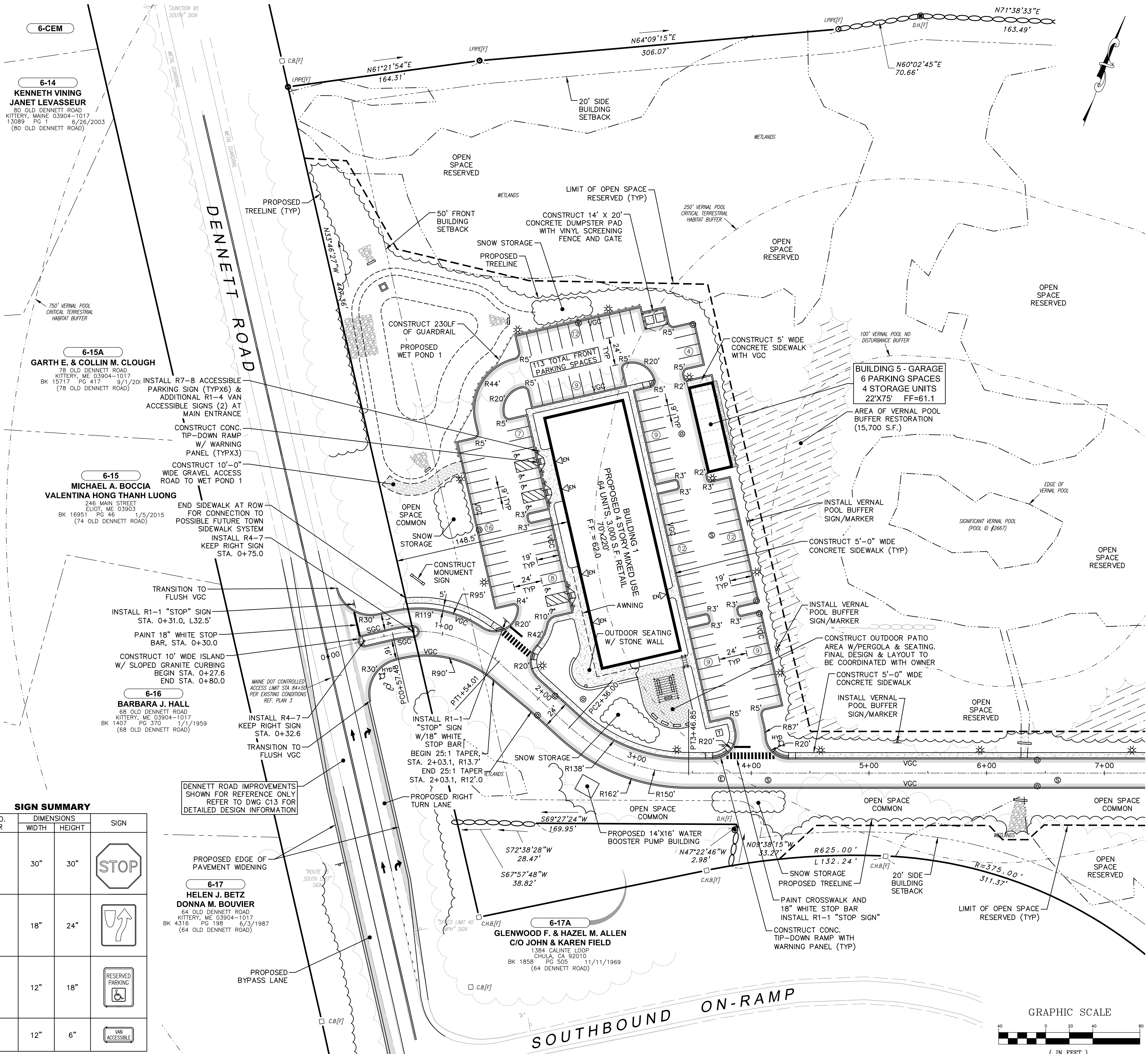
REGULATION	REQUIREMENT	PROVIDED
MIN. LOT AREA:	20,000 S.F.	23,34± AC.
MIN. LOT AREA FOR 303 UNITS:	797,500 S.F.	866,732 S.F.
MIN. STREET FRONTAGE:	75 FT	641.6 FT
MIN. FRONT SETBACK:	50 FT	148.5 FT
MIN. SIDE SETBACK:	20 FT	81.5 FT
MIN. REAR SETBACK:	20 FT	85.5 FT
MIN. SPACE BETWEEN BUILDINGS	15 FT	37.5 FT
MAX. BUILDING HEIGHT:	50 FT	50 FT
MAX. IMPERVIOUS COVER:	70% (711,571 S.F.)	26.5% (269,590 S.F.)
MIN. OPEN SPACE	25% (254,132 S.F.)	73.5% (746,877 S.F.)
PARKING:	356 SPACES	398 SPACES
ACCESSIBLE PARKING:	12 SPACES	16 SPACES
VAN ACCESSIBLE PARKING:	2 SPACES	8 SPACES
STALL DIMENSIONS:	9X19 FT	9X19 FT
AISLE WIDTH (90° PARKING):	24 FT	24 FT

SITE DATA

- APPLICANT: AZTEC, LLC
62 PORTLAND ROAD, SUITE 25
KENNEBUNK, ME 04043
- LOT/OWNER INFORMATION:
 - TAX MAP LOT 6-15B
13.29± ACRES
76 DENNETT ROAD
SAIL AWAY, LLC
12 ROSEBERRY LANE
KITTERY, ME 03904
 - TAX MAP LOT 6-16A
4.99± ACRES
70 DENNETT ROAD
PISCATAQUA REALTY, LLC
WILLIAM J CULLEN
12 ROSEBERRY LANE
KITTERY, ME 03904
 - TAX MAP LOT 13-4
5.06± ACRES
DENNETT ROAD
WILLIAM J CULLEN
12 ROSEBERRY LANE
KITTERY, ME 03904
- ZONING: MIXED USE-NEIGHBORHOOD (MU-N)
- TOTAL LOT AREA: 1,016,530± S.F. (23.34± AC.)
- TOTAL UPLAND AREA: 717,060± S.F. (16.46± AC.)
- TOTAL WETLAND AREA: 299,470± S.F. (6.88± AC.)
- DISTURBED AREA:
 - IN ROW = 32,200± S.F. (0.7± AC.)
 - ONSITE = 495,000± S.F. (11.4± AC.)
 - TOTAL = 527,200± S.F. (12.1± AC.)
- DEVELOPED AREA:
 - IN ROW = 12,800± S.F. (0.3± ACRES)
 - ONSITE = 412,880± S.F. (9.5± ACRES)
 - TOTAL = 425,680± S.F. (9.8± ACRES)
- ACCESSIBLE PARKING:
 - FRONT 113 SPACES
101 TO 150 = 5 REQ'D
 - REAR 285 SPACES
201 TO 300 SPACES = 7 REQ'D
 - TOTAL = 5+7 = 12 SPACES REQ'D
- VAN ACCESSIBLE: 1 PER 6 OF TOTAL. 12/6 = 2 REQ'D
- INTERSECTION SIGHT DISTANCE:
 - REQUIRED = 445 FT
 - PROVIDED = >1,000 FT
- SITE ENTRANCE: DESIGNED TO ACCOMMODATE A WB-40

SIGN SUMMARY

M.U.T.C.D. NUMBER	DIMENSIONS WIDTH	DIMENSIONS HEIGHT	SIGN
R1-1	30"	30"	STOP
R4-7	18"	24"	RESERVED PARKING
R7-8	12"	18"	RESERVED PARKING
R7-8A	12"	6"	VAN ACCESSIBLE



SHAWN M. TOBEY
1337
LICENSED PROFESSIONAL ENGINEER
STATE OF MAINE

DATE	REVISION DESCRIPTION
12/19/19	ISSUED FOR PLANNING BOARD REVIEW - REVISED SIDEWALKS
11/25/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)
09/19/19	COLOR CODED POND DRAINAGE AREA PLAN
08/22/19	REVISED ENTRANCE & MISCELLANEOUS REVISIONS PER PLANNING BOARD
08/07/19	REV. PER PUBLIC HEARING/PLANNING BOARD COMMENTS - ISSUED FOR APPROVAL
07/24/19	ISSUED FOR MAINE DEP SITE LOCATION OF DEVELOPMENT PERMIT
	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL

THIS DOCUMENT IS PREPARED AS AN INSTRUMENT OF SERVICE AND HOYLE, TANNER & ASSOCIATES, INC. IS NOT BEING ASSUMED RESPONSIBILITY FOR THE PROJECT WITHOUT THE WRITTEN PERMISSION OF HOYLE, TANNER & ASSOCIATES, INC.

DESIGNED BY: SMT
DRAWN BY: SMT
CHECKED BY: WRD
REV.:

APPLICANT: AZTEC, LLC
62 PORTLAND ROAD, SUITE 25
KENNEBUNK, ME 04043

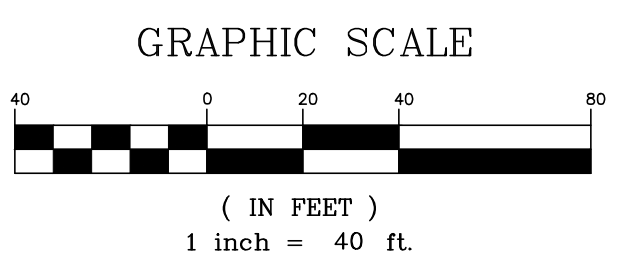
PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT
TAX MAP LOTS 6-15B, 6-16A & 13-4
76 DENNETT ROAD, KITTERY, ME 03904

SCALE: AS SHOWN
ORIGINAL DATE: JUNE 20, 2019

HOYLE, TANNER & ASSOCIATES, INC.
100 International Dr., #360, Portsmouth, NH 03801
Tel: (603) 431-2520 Fax: (603) 431-8067 Web: www.hoyletanner.com
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FRONT SITE PLAN
C8

PROJECT NO. 569200
SHEET 8 OF 26



STATE OF MAINE
SHAWN M. TOBEY
1337
LICENSED PROFESSIONAL ENGINEER
02/19

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REAR SITE PLAN
C9
PROJECT NO. 569200
SHEET 9 OF 26

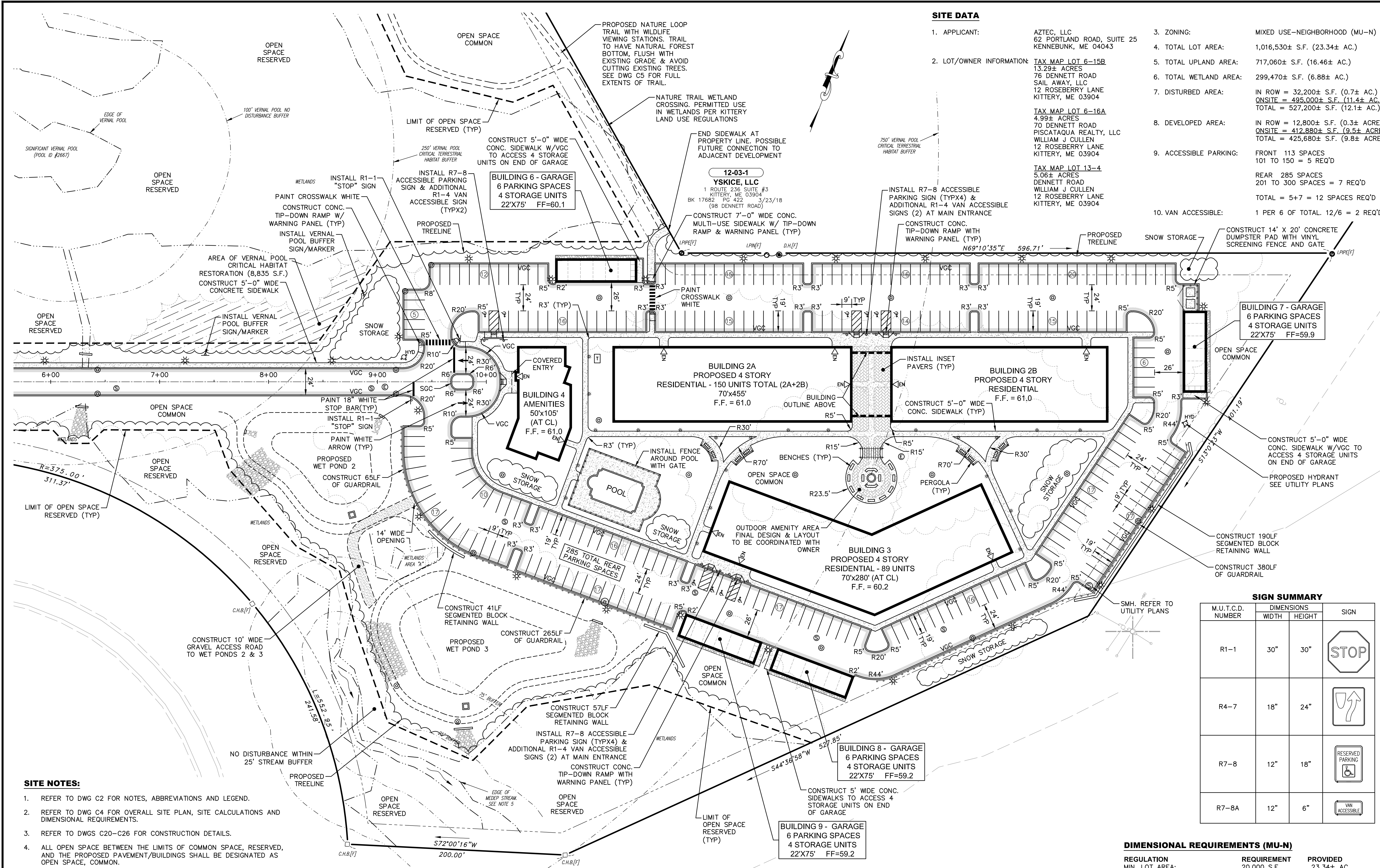
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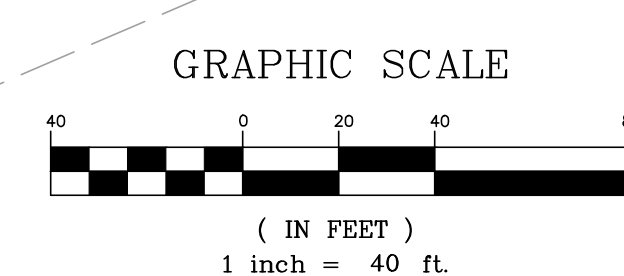
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R4-7	18" 24"	TURN RIGHT
R7-8	12" 18"	RESERVED PARKING
R7-8A	12" 6"	VAN ACCESSIBLE

DIMENSIONAL REQUIREMENTS (MU-N)

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MAINE TURNPIKE I-95

Memo

To: William Straub, PE
CMA Engineers Inc.

From: Jeffrey Hyland, PLA, ASLA
Maine License #LAR4319

Date: 12/9/2019

Re: Landscape Design Review for Mixed Use Residential Development Project, Tax Map Lots 6-15B, 6-16A, and 13-4, 76 Dennett Road, Kittery, Maine, 03904

Ironwood Design Group, a landscape architectural firm based in Newmarket, NH, was enlisted to review the proposed landscape improvements included in the September 19, 2019 Planning Board submission prepared by HTA, Inc. for the Mixed-Use Residential Project proposed at 76 Dennett Road in Kittery. The review focused on Title 16 of Kittery's Land Use and Development Code, and landscape architectural best practices relating to materials and methods for plantings and general landscape improvements to safeguard public safety and welfare.

Summarized below are my recommendations and opinions as a Maine-licensed professional landscape architect:

1. Clarify the soil and planting treatment for the area of vernal pool buffer restoration. Clumps of shrubs are shown but the planting for the large areas between these shrubs is unclear. If the area is to be seeded, seed mix should be specified.
2. Specify seed mix/planting plan for the proposed wet ponds.
3. Specify grass seed mix and provide grass planting detail.
4. Include a the 'Vernal Pool Restoration' hatch in legend.
5. Include a 'life maintenance' note for street trees per § 16.8.18.1.

6. Include Landscape plan for preservation of natural and historic features per § 16.9.2.4.
7. The parking lot screening at Building I does not seem adequate to meet the requirements of section § 16.8.4.12. The code calls for the screen to either consist of street trees and a fence or an 8'-wide continuous planting bed with 50% evergreen plants at 6'-high minimum.
8. Consider providing irrigation, especially at the plantings along the street frontage.
9. Per § 16.8.4.12 Street Trees shall be 12' minimum height. *Picea glauca* and *Magnolia 'butterfly'* are specified at 8-10'.
10. Consider including more trees around parking lots. According to square foot calculations on the drawings, 51 trees are required, but only 37 trees are provided within the parking lot area.
11. Several light pole locations conflict with tree locations. Coordinate light pole and street tree plantings so that the mature growth of the tree does not block the light.
12. One *Betula nigra (Bn)* at main entrance is shown on the curb line. Consider moving that tree into a plant bed and ensure that it does not block sight lines.
13. Consider alternatives to the following plant materials:
 - a. *Pyrus Calleryana 'New Bradford'* has invasive tendencies.
 - b. *Acer saccharum 'Green Mountain'* is not salt tolerant and should not be used in parking lots or along roadways that will be salted.
 - c. *Thuja occidentalis* is prone to deer browse damage and does not recover well from that damage.
 - d. *Ilex glabra*, *Spirea bumalda*, and *Buxus* are not shade tolerant and should not be planted on the north side of the building.
 - e. *Ilex glabra* grows to 6'-wide and will grow into the path where it is planted at the Building I foundation, in a 4' plant bed. Consider planting a dwarf or compact variety.
14. Verify that locations of foundation plantings will not be subjected to heavy snow falling off the roof. Where a plant bed might receive heavy snowfall from the roof, consider replacing woody shrubs with perennial or other non-woody plant material.
15. Provide more information in plan or detail related to the relationship between the 3' wide Drip Edge Infiltration (Detail 7/C21) and proposed foundation plantings.

16. *Betula nigra* has a tenancy to bend under heavy snow. They should be planted 20' minimum from the edge of a pedestrian walkway or roadway to prevent blocking these pathways when this bending occurs.
17. The following comments refer to Detail 10/C25 Typical Tree Planting:
 - a. Replace galvanized wire with wide woven polypropylene straps to prevent gouging into tree trunk. Rubber hose does not provide adequate trunk protection.
 - b. Include a note that staking should be removed after two growing seasons.
 - c. Guying is recommended for deciduous trees greater than 6" caliper and all evergreen trees. Vertical stakes should be used for deciduous trees less than 6" caliper.
 - d. Details show mulch placed higher than the plant's root flare. Include a note that root flair should be exposed above finished grade and mulch should be kept 3" away from base of the tree.
 - e. To reduce the likelihood of settlement it is preferable to not over excavate the planting pit by 6".
 - f. Include a note that at least ½ of the wire basket should be removed completely.

Additional Comments

18. Curb ramps at the second Building I driveway should orient the pedestrian across the driveway. As drawn, the pedestrian is oriented into the street. Consider extending the sidewalk further into the driveway so the curb ramps can be more perpendicular to the driveway.
19. Consider providing a paved access path to the Booster Pump Building.
20. The following comments refer to Detail 6/C25 Brick Pavement Detail.
 - a. The detail provided lacks some information and raises feasibility concerns. Provide the following information and/or question responses:
 - i. Is the paver being proposed clay or concrete?
 - ii. A bituminous base in this application would be more typical unless heavy weight loading is anticipated.

- iii. Consider providing weep holes in the base especially given the sand swept joints.
- iv. Consider a sand or drypac setting bed with polymeric sand joints.
- v. Identify the means of edge restraint,

21. The following comments refer to Detail 10/C24 Dumpster Vinyl Fence:

- b. The fence detail lacks information to determine if it will be able to withstand the demands that a typical dumpster enclosure is subjected to. Provide the following information:
 - i. Information related to internal rail reinforcement. Given the 9' span steel reinforcement may be warranted.
 - ii. Provide clarification on the style of panel. Typically a picket (specified) is spaced out vs. inter-locking T&G which would be solid.
 - iii. Provide post information, is the post pressure treated with a vinyl sleeve, solid vinyl, or hollow.
 - iv. Provide additional hardware information for the following: hinges, latches, drop pin, fasteners, Specifically size, material, finishes, and strength rating.

Respectfully submitted,



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