# Town of Kittery Planning Board Meeting March 10, 2022

#### ITEM 2—98 Dennett Road and 27 Route 236—Master Site Development Plan

Action: Application acceptance, continue application to a subsequent meeting, or vote on sketch plan application. Pursuant to 16.6 Master Site Development of the Kittery Town Code, owners/applicants 98 Dennett Road, LLC and c/o Sheila Grant with agent Hoyle, Tanner & Associates, Inc. requests sketch plan approval for a master site development plan comprising 900 dwelling units, ±30,000-sf of commercial retail space, ±29,000-sf of medical office space and ±42,000-sf of lab/life sciences with appurtenant road and stormwater infrastructure and 13,241-sf of wetland alteration on real property totaling 82 acres with an address of 98 Dennett Road, (Tax Map 12, Lot 3-1), and 27 Rt. 236 (Tax Map 20 Lot 13) in the Mixed-Use—Neighborhood (MU-N), Residential-Suburban (R-S) and Commercial-2 (C-2) zoning districts along with Resource Protection (OZ-RP) and Stream Protection (OZ-SL-75) Overlay Zones.

REQ'D	ACTION	COMMENTS	STATUS
YES	Sketch Plan	March 10, 2022	PENDING
No	Site Visit	TBD	TBD
YES	Preliminary Plan Review Completeness/Acceptance	TBD	TBD
YES	Public Hearing	TBD	TBD
YES	Preliminary Plan Approval	TBD	TBD
YES	Final Plan Review and Decision	TBD	TBD

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 16.4.4.13 - 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.

## **Project Introduction**

The properties of 98 Dennett Road ("98 Dennett") and 27 Route 236 ("Rt. 236 Lot") are located in the Mixed-Use-Neighborhood (MU-N), Residential-Suburban (R-S) and Commercial 2 (C-2) zoning districts in addition to Resource Protection (OZ-RP) and Stream Protection (OZ-SL-75'). The lots have a combination of approximately 82 acres of land area of which 17.5 acres are wetlands. Frontage for the properties can be found along multiple public ways: Dennett Road, Route 236, and Martin Road. 98 Dennett's existing land use is marked as undeveloped with a mosaic of natural features such as wetlands and forested areas, fissured by a CMP utility easement. The Rt. 236 Lot has a single-family dwelling unit, which is planned to be demolished to accommodate the new roadway into the development as described hereinbelow. Abutting the two properties is the approved 282-unit development at 76 Dennett Road, vacant land, natural features, a handful of single-family dwelling units along Martin Road, and a mix of commercial and residential uses along Route 236.

The proposed master site development sketch plan proposes a concept subdivide the lots into 11 different lots. In sum, the new lots would accommodate 900 dwelling units—a combination of rental and fee ownership—along with a variety of commercial, hospitality, office, and medical uses. Moreover, there will be a hybrid trail system comprising of sidewalks and off-road paths connecting the various nodes of the development to small parks, open space amenities and commercial areas; this includes establishing a connection to the 76 Dennett Road trail system. The lot will be bisected by a new arterial roadway connecting Dennett Road and Route 236 which is planned to be multi-modal by providing space for pedestrian and bicyclists in addition to vehicular traffic. To accommodate the new road, the applicant is proposing to fill approximately 13,241-sf of wetland. Further, to support the new development, underground electrical/telecom, water, sewer, and natural gas lines are proposed along with stormwater BMPs.

There will be two permitting phases for this development: Master Site Development Plan review and Site Plan / Subdivision / Wetland Alteration review. The application currently before the Planning Board ("Board") is the first step of the Master Site Development Plan phase: sketch plan review. The purpose of this phase to for the applicant to introduce the project and for the Board to work with the applicant to agree on a concept layout for the development along with providing guidance and requesting more information where lacking.

C. I. D.f	§16.4.26 MU-N Land Use Zone Regulations						
Code Ref.	Standard Comment						
§16.4.26.D(2)(a)	Minimum land area per dwelling unit - mixed-use building: 4,000 square feet for first residential unit plus 3,000 square feet for each additional unit, no minimum land area for business or commercial uses when combined in a building with residential uses except that the total lot size must be at least 20,000 square feet  NOTE: ADA-compliant units may be located on the first floor through a special exception permit by the Planning Board but only 50% of the first floor may be such ADA-compliant residential units	More information is needed. Applicant should provide the calculation of how the unit count was derived.					
§16.4.26.D(2)(b)	Minimum land area per dwelling unit - multiunit residential: 4,000 square feet for first unit, plus 2,500 square feet for each additional unit up to 16 units per acre of lot size. Total lot size must be a minimum of 20,000 square feet.	More information is needed. Applicant should provide the calculation of how the unit count was derived.					
§16.4.26.D(2)(c)	Mixed-use or multiunit residential buildings which encompass at least 50% of required parking within the building: Two additional residential units may be added to each story above the parking with no additional land area required.	More information is needed. Applicant should provide the calculation of how the unit count was derived.					
§16.4.26.D(2)(d)	Mixed-use buildings which encompass at least 50% of required parking within the building and include a liner building for nonresidential uses buffering parking from the street: One additional residential unit may be added to each story with no additional land area required.	More information is needed. Applicant should provide the calculation of how the unit count was derived.					
§16.4.26.D(2)(e)	Minimum land area per bed for long-term nursing care and convalescent care facilities that are connected to public sewer: 2,000 square feet.	More information is needed. Applicant should provide the calculation of how the unit count was derived.					
§16.4.26.D(2)(f)	Minimum land area per residential unit for eldercare facilities that are connected to public sewer: 3,000 square feet.	More information is needed. Applicant should provide the calculation of how the unit count was derived.					
§16.4.26.D(2)(g)	Minimum lot size: 20,000 square feet.	This standard appears to be satisfied, however, a zoning table for each lot should be provided in order to ascertain each lot's area.					
§16.4.26.D(2)(h)	Minimum street frontage: 75 feet.	This standard appears to be satisfied, however, a zoning table for each lot should be provided in order to ascertain each lot's street frontage.					
§16.4.26.D(2)(i)	Minimum front setback on Route 236: 30 feet.	The proposed roadway from Route 236 into the 98 Dennett needs to depict the extent of the new setback which would affect the following lots: 20-14, 20-14A and 20-12. In principle, the new roadway layout cannot make other lots more nonconforming.					
§16.4.26.D(2)(j)	Minimum front setback on Dennett Road: 50 feet.	This standard appears to be satisfied, however, a zoning table for each lot should be provided in order to ascertain each lot's front setback.					
§16.4.26.D(2)(k)	Minimum front setback on Martin Road: 100 feet.	This standard appears to be satisfied, however, a zoning table for each lot should be provided in order to ascertain each lot's front setback.					
§16.4.26.D(2)(1)	Maximum front setback all other roads: 20 feet.	This standard appears to be satisfied, however, the Board should have a discussion on the middle node where the retail development is location. The Board should decide if the current layout is satisfactory, or if there are opportunities to create a better streetscape and pedestrian interaction.					
§16.4.26.D(2)(m)	Spacing between buildings: 15 feet.*	This standard appears to be satisfied.					
	* Or as required by the Fire Department or State Fire Marshal's office.	This standard appears to be satisfied, however, a					
§16.4.26.D(2)(n)	Maximum rear and side setbacks: 20 feet.**  ** Except as may be required by the buffer provisions of Code. See Landscaping, Screening and Buffers § 16.4.26(8).	zoning table for each lot should be provided in order to ascertain each lot's side and rear setbacks.					

§16.4.26.D(2)(o)	Maximum building height: 50 feet (exclusive of solar apparatus).	More information is needed to determine compliance, as architectural elevations were not provided.		
§16.4.26.D(2)(p)	Maximum impervious and outdoor stored material coverage: 70%.  NOTE: With Best Management Practices (BMPs) and Low Impact Development Practices (LIDs) as defined in Chapter 16.2 and based on Maine DEP's Maine Stormwater Best Management Practices Manual, Volumes I - III, as amended from time to time,	More information is needed to determine compliance.		
§16.4.26.D(2)(q)	incorporated in site design, otherwise 60%. Maximum on-site stormwater infiltration is the desired and measurable outcome.  Minimum setback from streams, water bodies and wetlands in accordance with Table § 16.5.30  [1] With Best Management Practices (BMPs) and Low Impact Development Practices (LIDs) as defined in Chapter 16.2 and based on Maine DEP's Maine Stormwater Best Management Practices Manual, Volumes I - III, as amended from time to time, incorporated in site design, then wetland setbacks pursuant only to Maine Department of Environmental Protection (MDEP) Rules Chapters 305 and 310.  [2] Without Best Management Practices (BMPs) and Low Impact Development Practices (LIDs) as defined in Chapter 16.2 and based on Maine DEP's Maine Stormwater Best Management Practices Manual, Volumes I - III, as amended from time to time, incorporated in site design, wetland setbacks pursuant to Kittery Town Code Title 16, Table 16.9.  [3] The Town shall retain expert consultation (qualified wetland scientist and/or Maine-certified soil scientist) to determine wetland delineations and classifications and to perform soil testing as needed, all of which shall be paid for by the applicant at the time of sketch plan. The qualified wetlands scientist and/or Maine-certified soil scientist shall determine through field investigation the presence, location and configuration of wetlands on the area proposed for use. Any wetland alterations proposed must also be reviewed by the Town's consultant(s) at the applicant's expense. These requirements are in addition to engineering, stormwater management/BMPs, traffic or other types of peer review that may also be required.	It appears the standard is satisfied; however, more information is needed to determine compliance.		
\$16.4.26.D(2)(r)	Minimum open space:  [1] Lot size less than 100,000 square feet: 15%.  [2] Lot size greater than 100,000 square feet: 25%.  NOTE: This requirement may be met by a payment-in-lieu to the Wetland Mitigation Fund. These fees shall be set by Town Council. Landscaping, screening and buffer requirements must still be met.	It appears the standard is satisfied; however, more information is needed to determine compliance.		
§16.4.26.D(3)(a)	Parking is encouraged within buildings. New or revised surface parking areas, garages, and entrances to parking within buildings must be located to the rear of buildings. If a rear location is not achievable, as determined by the Planning Board, parking, garages and entrances to parking must be located to the side of the building. Screening and/or fencing is required for surface parking areas along a street. See Subsection (8), Landscaping, Screening and Buffers. Parking requirements are based on the Institute of Transportation Engineers (ITE) parking generation rates.	The Board should have a discussion with the applicant to determine the reason for have some of the parking areas located in front of the proposed buildings		
\$16.4.26.D(3)(b)	Joint-use agreements (between businesses and residences) for parking are encouraged. A plan describing how joint-use parking needs will be met is required as part of any development that proposes such parking and must be reviewed and approved by the Planning Board.	More information is needed to determine compliance.		
\$16.4.26.D(3)(c)	Parking requirements for nonresidential uses may be met partially or in full by parking on the street except that no parking is allowed on Route 236, Dennett Road, or Martin Road. Such on-street parking plans must be reviewed by planning staff prior to submission and then reviewed and approved by the Planning Board.	There are some off-street parking spaces located in the commercial/retail node. That being said, the applicant should provide a parking table demonstrating that each use satisfies the parking requirements located in \$16.4.26 and \$16.7.11.F		
§16.4.26.D(3)(d)	Electric car charging stations are allowed in parking lots but must not interfere with pedestrian movement on sidewalks.  [1] Parking for development that includes trails and low intensity recreation: Development that includes the creation of public trails and low intensity recreational opportunities such as wildlife observation stations or boardwalks may apply the pertinent off-street parking standards below. All other off-street parking standards as found in § 16.7.11.F(3) shall apply.	It is unclear if electric charging stations will be provided. The Board should inquire about the matter.		
§16.4.26.D(e)	Multiunit residential buildings and mixed-use buildings that include residential.  [1] One parking space for studio and one-bedroom dwelling units.  [2] One and one-half parking spaces for two-bedroom dwelling units plus one guest parking space per every four dwelling units.  [3] Parking spaces for more-than-two-bedroom dwelling units.	More information is needed to determine compliance. Applicant should provide a parking table demonstrating compliance with this standard.		

	Loading docks, overhead doors, service areas and outdoor storage areas.		
\$16.4.26.D(4)	<ul> <li>(a) Loading docks and overhead doors must be located on the rear or side of the building. Loading docks must be screened from view by adjacent residential uses. This screening must consist of the following:</li> <li>[1] A fence, constructed of a material similar to surrounding buildings, of sufficient height as determined by the Planning Board to accomplish the screening. No fence may be less than six feet tall.</li> <li>(b) All service areas for dumpsters, compressors, generators and similar items as well as any outdoor storage areas must be screened by a fence at least six feet tall, constructed of a material similar to surrounding buildings, and must surround the service or storage area except for the necessary ingress/egress.</li> </ul>	More information is needed to determine compliance. The Board should inquire about where the service and delivery trucks will be located for those commercial and office buildings.	
§16.4.26.D(5)	Site design. Site design and building placement must be attentive to the surrounding environment including sun, wind and shade patterns related to proposed and existing buildings. A sun/shade analysis may be required by the Planning Board.	A summary of each respective development was provided in the application's narrative. The Board may want to consider having the applicant provide a supplemental narrative of the reasons for the building placement in order to facilitate a discussion on determining the best location of each lot's building.	
\$16.4.26.D(6)	Energy and sustainability.  Energy efficiency is allowed and encouraged through the use of solar power, geothermal, and other alternative and sustainable power sources.	The Board should have the applicant provide more information on how the development will, if at all, incorporate alternative sources of energy and energy efficiency elements.	
§16.4.26.D(7)	Building design standards.  (a) New buildings must meet the general design principles set forth in the Design Handbook except as noted below. In general, buildings should be oriented to the street from which they derive frontage, with the front of the building facing the street. The front facade must contain the following:  [1] A front door for pedestrian access.  [2] Windows  (b) Flat roofs, proposed to locate heating, cooling, or other such mechanical or electrical apparatus off the ground, are acceptable provided that such apparatus are screened from view and the screening is designed as an integral part of the building to aid both aesthetics and noise attenuation. Flat roofs proposed for the purpose of solar array installations are also acceptable.	It appears that some of the buildings comply with this standard; however, more information is needed to determine compliance as architectural elevations were not provided in the application submission. In general, the Board should have a discussion on building placement.	
\$16.4.26.D(8)	Landscaping, screening and buffers.  (a) A landscape plan prepared by a registered landscape architect is a submission requirement. However, a landscape plan done by other design professionals may be allowed at the Planning Board's discretion.  (b) Native trees, shrubs and herbaceous plantings are preferred and must be drought and salt tolerant when used along streets. A diversity of tree species (three to five species per every 12 trees) is required to provide greater resiliency to threats from introduced insect pests and diseases.	More information is needed to determine compliance, as a landscaping plan was not submitted in this application. In this phase of the plan review, the Board should identified those areas where landscaping is required and have the applicant submit a detailed plan in subsequent plan revisions.	
§16.4.26.D(8)(c)	Any required plantings approved by the Planning Board that do not survive must be replaced within one year.	This note should be added to the plan set.	
§16.4.26.D(8)(d)	Landscaping along the street frontage of each building must consist of one of the following:  [1] Street trees. A minimum of one street tree must be planted for each 20 feet of street frontage. Trees may be planted in groups or spaced along the frontage. However, trees must be planted to ensure survival, using silva cells, bioretention cells or tree wells. Trees are to be a minimum of 2.5-inch caliper and 12 feet high at the time of planting. Existing large healthy trees must be preserved if practical and will count towards this requirement.	More information is needed to determine compliance, as a landscaping plan was not submitted in this application	

	[ [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [	Т	
	[2] Pocket park. The park must be at least 200 square feet. A minimum of three trees and a bench for sitting are required. Park must be vegetated with ground cover except for walkways.		
	Surface parking areas that abut a street must provide screening in one of the following ways:		
	[1] One tree per 25 feet of street frontage backed by a fence constructed of a material similar to surrounding buildings which must screen the parking area from the street except for necessary vehicular and pedestrian access. Trees must be at least 2.5-inch caliper and 12 feet high at the time of planting.		
\$16.4.26.D(8)(e)	[2] A combination of trees and shrubs including at least 50% evergreen species, all at least six feet high at time of planting, in a planting bed at least eight feet wide. Plantings must be sufficient, as determined by the Planning Board, to screen the parking area from the street except for necessary vehicular and pedestrian access. Planting beds may be mulched but no orange- or red-dyed mulching material may be used.	More information is needed to determine compliance, as a landscaping plan was not submitted in this application	
	[3] A minimum of 10% of any surface parking area consisting of 10 or more parking spaces must be landscaped with trees and vegetated islands. This requirement is in addition to the screening requirements in Subsection §16.4.26.D(8)(e)(i) and §16.2.26.D(8)(e)(ii) if the parking area abuts a street. Bioretention cells and rain gardens may be utilized to meet the landscaping requirements and perform stormwater		
	management.		
	Buffers required between residential uses and mixed use or nonresidential uses, and between adjacent residential zones and this zone must be 50 feet wide and consist of one of the following as determined by the Planning Board:		
§16.4.26.D(8)(f)	[1] Existing natural woodland and vegetation. [2] Existing natural woodland augmented by the planting of additional trees consisting of a variety of species at least 2.5-inch caliper and 12 feet high. [3] A fence at least six feet high, constructed of material similar to surrounding buildings, with plantings of trees and shrubs at least six feet tall on either side of the fence.	More information is needed to determine compliance, as a landscaping plan was not submitted in this application	
	Open space. Open space must be provided as a percentage of the total parcel area including freshwater wetlands, water bodies, streams and setbacks. Required open space must be shown on the site plan with a note dedicating it as open space. The open space must be situated to protect significant natural features and resources, minimize environmental impacts and promote an aesthetically pleasing site.		
§16.4.26.D(9)	(a) Wherever possible, large healthy trees and areas with mature tree cover must be included in the open space.	More information is needed to determine compliance. Nevertheless, the applicant has designated certain areas of the development.	
	(b) Location of open space must promote the continuity of open-space networks across adjacent parcels.		
	(c) Where possible, open space and open-space networks must include public trails and low-intensity recreational opportunities.		
	Conditions for approving special exception uses in the Neighborhood Mixed-Use		
§16.4.26.D(11)	Zone. All applications must include a narrative describing why the use proposed will promote the general welfare (specifics may be found in 16.3 Definitions for special exception) of the Town of Kittery, how the use proposed will meet the special exception criteria found in § 16.2.12.F(3) and how the proposed development will adapt and relate to the natural environmental conditions found on the site.	More information is needed to determine compliance, as the uses of the proposed nonresidential area may change.	

Code Ref	§16.6 Master Site Development Plan				
Code Rei	Standard	Comment			
§16.6.2.B(2)(a)	Location, type and amount of the uses proposed to be developed on the parcel, including the proposed area, percentage and intensity of each proposed use;	More information is needed to determine compliance.			
§16.6.2.B(2)(b)	Proposed provisions for utilities, access roads, parking and public and private ways;	More information is needed to determine compliance, specifically the location of the			

		utilities and more detail on the roadways, i.e. sidewalks, bike lanes, road design standards.
§16.6.2.B(2)(c)	Areas proposed to be permanently dedicated for public or private open space or other public purpose;	More information is needed to determine compliance.
§16.6.2.B(2)(d)	Proposed phasing of the overall site development, including the general sequence in which related public and private improvements are to be completed, clearly defined on Master Site Development Plan	More information is needed to determine compliance, as it is unclear how the project will be phased.
§16.6.2.B(3)	Written Submission Requirements  (a) A project narrative, describing the nature of the proposed project along with an anticipated timeframes for project phases and overall project buildout.  (b) In the event the development site is not comprised of a single parcel, the master site development plan must detail the manner in which multiple parcels will be consolidated into a single parcel and subsequently subdivided, if necessary, to facilitate the completion of the plan.	More information is needed to determine compliance,

# Next Steps

The proposed Master Site Development Plan has a good conceptual layout; however, more details are needed in future revisions in order to determine compliance with the zoning standards. The main issue right now is the status of the new road coming off from Rt. 236. The applicant needs to demonstrate that the new roadway will not make any of the surrounding properties more nonconforming. The Board should have a robust discussion of the proposed site layout and building orientation and if there are any opportunities to improve the trail system and public amenities such as parks / parklets. The Board may want to have a discussion concerning the type of housing units proposed and if there are any opportunities to improve the diversity of housing type within the development, such as alternative designs, ownership etc.

While there are outstanding issues and more information that needs to be provided, staff recommends that the Board accept the sketch plan as complete and continue the meeting to a subsequent meeting. The Board should direct the applicant to provide the missing information as described above.

#### **Recommended Motions**

Below are recommended motions for the Board's use and consideration:

#### Motion to accept application as complete

Move to accept the master site development sketch plan application as complete from owners/applicants 98 Dennett Road, LLC and c/o Sheila Grant with agent Hoyle, Tanner & Associates, Inc. requesting approval for a master site development plan comprising 900 dwelling units, ±30,000-sf of commercial retail space, ±29,000-sf of medical office space and ±42,000-sf of lab/life sciences with appurtenant road and stormwater infrastructure and 13,241-sf of wetland alteration on real property totaling 82 acres with an address of 98 Dennett Road, (Tax Map 12, Lot 3-1), and 27 Rt. 236 (Tax Map 20 Lot 13) in the Mixed-Use—Neighborhood (MU-N), Residential-Suburban (R-S) and Commercial-2 (C-2) zoning districts along with Resource Protection (OZ-RP) and Stream Protection (OZ-75-SP) Overlay Zones.

#### Motion to continue application

Move to continue the master site development sketch plan application to the (Insert Date) from owners/applicants 98 Dennett Road, LLC and c/o Sheila Grant with agent Hoyle, Tanner & Associates, Inc. requesting approval for a master site development plan comprising 900 dwelling units,  $\pm 30,000$ -sf of commercial retail space,  $\pm 29,000$ -sf of medical office space and  $\pm 42,000$ -sf of lab/life sciences with appurtenant road and stormwater infrastructure and 13,241-sf of wetland alteration on real property totaling 82 acres with an address of 98 Dennett Road, (Tax Map 12, Lot 3-1), and 27 Rt. 236 (Tax Map 20 Lot 13) in the Mixed-Use—Neighborhood (MU-N), Residential-Suburban (R-S) and Commercial-2 (C-2) zoning districts along with Resource Protection (OZ-RP) and Stream Protection (OZ-75-SP) Overlay Zones.

#### Motion to approve sketch plan

Move to approve the master site development sketch plan from owners/applicants 98 Dennett Road, LLC and c/o Sheila Grant with agent Hoyle, Tanner & Associates, Inc. requesting approval for a master site development plan comprising 900 dwelling units,  $\pm 30,000$ -sf of commercial retail space,  $\pm 29,000$ -sf of medical office space and  $\pm 42,000$ -sf of lab/life sciences with appurtenant road and stormwater infrastructure and 13,241-sf of wetland alteration on real property totaling 82 acres with an address of 98 Dennett Road, (Tax Map 12, Lot 3-1), and 27 Rt. 236 (Tax Map 20 Lot 13) in the Mixed-Use—Neighborhood (MU-N), Residential-Suburban (R-S) and Commercial-2 (C-2) zoning districts along with Resource Protection (OZ-RP) and Stream Protection (OZ-75-SP) Overlay Zones



# Kittery Master Site Development Sketch Plan Review Dennett Landing

98 Dennett Road, Kittery, ME

HTA Project No. 21.569503.00

# February 2022

Applicant: 98 Dennett Road, LLC One City Center P.O. Box 9546 Portland, ME 04112





February 16, 2022

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

Re: Master Site Development Sketch Plan Review

Dennett Landing 98 Dennett Road Lots 12-3-1 and 20-13 Kittery, Maine 03904

Dear Mr. Causey,

On behalf of 98 Dennett Road, LLC, Hoyle, Tanner and Associates, Inc. (Hoyle, Tanner), is pleased to submit this Master Site Development Sketch Plan Application for a Planning Board Sketch Plan Review for the development of 82.69±-acres of land located at 98 Dennett Road and 27 Route 236 in Kittery, Maine. The site is also recognized as Tax Map-Lot 12-3-1 and Tax Map-Lot 20-13. Lot 12-3-1 is split between the Mixed-Use Neighborhood (MU-N) zoning district and the Residential - Suburban (R-S) zoning district with portions in the Resource Protection and Stream Protection overlay districts, while lot 20-13 is solely in the Commercial - 2 (C-2) zoning district. The project includes the development of the site to construct a multiuse development, with a main access roadway, sidewalk network, walking trails, parking, landscaping, and utilities to support the development.

The existing site is undeveloped and predominantly forested with wetlands, stream, and emergent marsh located along the eastern boundary of the site. The emergent marsh section is believed to have been created when the old Boston & Maine Corporation railroad was built. The construction of the rail bed prevented water to naturally flow offsite and eventually impounded runoff to create the open water. A portion of the site was also previously cleared during the realignment of Interstate 95 in the 1970s. Fill material was taken from the site to aid in the construction of the current alignment of Interstate 95 through this area of Kittery. The current topography of the site reflects the loss of soil from the site and as a result there are a significant number of wetlands that have been created. Wetlands on site were delineated by Atlantic Environmental in April and May of 2021 and are shown on the included Existing Conditions Plan. No significant vernal pools were identified on the project site.

The development has been designed to minimize impacts on the surrounding natural resources to the greatest extent practicable. Wetland impacts are limited only to the required roadway crossings for site access with no fill proposed to gain additional development area. All crossings are proposed at the narrowest portions of the wetlands to avoid and minimize impacts. Total wetland impacts for the project are approximately 13,241 square feet, which is an extremely small amount considering the site

has roughly 763,350 square feet (17.5 acres) of existing wetlands. Wetland impacts are shown as a blue cross hatch on the conceptual plans. Avoiding disturbances will help to preserve the existing streams and wetlands located in the surrounding area. Wetland permitting will be completed through a Maine Department of Environmental Protection (DEP) Natural Resource Protection Act (NRPA) Tier 1 for crossing impacts and Permit-by-Rule (PBR) for the stream related crossing.

The development process includes the consolidation of lots 12-3-1 and 20-13 into a single lot before subsequently subdividing the lot to accommodate the multiple development projects on separate respective lots. The Master Site Development project includes the development of the site to construct three different multifamily residential complexes, two separate townhouse developments, a food/retail/multifamily development area, a brewery, a medical/office building development, an assisted living/memory care facility, a laboratory/life science building, and a daycare facility. The conceptual development is expected to create approximately 900 dwelling units, over 30,000 square feet of food/retail space, 29,000 square feet of medical/office space, and 42,000 square feet of lab/life science space. Overall, there are 11 different areas of development within the project. Each development area is described below in brief detail and conceptual plans have been attached to this submission.

#### Site 1 - Dennett Road Townhouses

Site 1 is in the southwest corner of the parcel and is comprised of four townhouse buildings that will create 13 dwelling units. Each townhouse will be three (3) stories tall, have garage and surface parking, and will feature a private outdoor amenity space. This development area will also have a sidewalk network that will connect to the Dennett Road sidewalk to provide access to the surrounding area. A total of 39 parking spaces are proposed to serve this development.

#### Site 2 - Western Multifamily Residential Development

Site 2 is on the western side of the parcel and can be referred to as the Western Multifamily Residential Development. The conceptual design of this area will create two (2), four (4) story multifamily residential buildings, a central amenity space, five (5) garages, and parking spaces for the entire development. The residential buildings will have a mix of studio, one bedroom, and two-bedroom units that will total 300 units. A total of 356 parking spaces are proposed to serve this development.

#### Site 3 - Central Multifamily Residential Development

Site 3 is in the central portion of the parcel and can be referred to as the Central Multifamily Residential Development. The conceptual design of this area will create three (3), four (4) story multifamily residential buildings, an amenity space, five (5) garages, and parking spaces for the entire development. The residential buildings will have a mix of studio, one bedroom, and two-bedroom units that will total 300 units. Walking trails are proposed to be constructed around the development to provide attractive outdoor amenity spaces. A total of 347 parking spaces are proposed to serve this development.

#### Site 4 - Southern Townhouse Development

Site 4 is located along the southeast property line of the parcel and can be referred to as the Southern Townhouse Development. The conceptual design of this area will be like Site 1's development but on a larger scale. This area will create 16 buildings that will total 60 townhouse units. Each unit will have its own private amenity space and parking. This area also provides an opportunity for the pedestrian walkway system to be connected by a walking trail to the walkway system on the previously approved project located at 76 Dennett Road. A total of 180 parking spaces are proposed to serve this development.

#### Site 5 - Brewery

Site 5 is located to the south of the Central Multifamily Residential Development and can be referred to as the Brewery. The conceptual design of this area is to create a 14,600 square foot space for a brewery facility, indoor/outdoor dining, and a large outdoor patio area. The brewery facility was sited to be central to the entire development scheme to create a gathering point for the community. Additionally, where this development area is located it makes for a walkable attraction to the surrounding community. A total of 71 parking spaces are proposed to serve this development.

#### Site 6A & 6B - Retail/Restaurant/Multifamily Development Area

Site 6A & 6B are located just to the south of the brewery and can be referred to as the Retail/Restaurant/Multifamily Development. Site 6A proposes a three (3) story building with 6,700 square feet of restaurant, 5,000 square feet of retail, and 4,500 square feet for a coffee shop on the first floor with 42 multifamily units on the second and third floors. Site 6B proposes a three (3) story building with 7,000 square feet of restaurant, 4,000 square feet of retail, and 4,300 square feet dedicated for a convenience store on the first floor with 40 multifamily units on the second and third floors. This area was sited to create a downtown atmosphere and space for people to gather and socialize with outdoor seating. Additionally, this development will create walking trails for people to utilize and explore the nature that exists on the parcel. Two proposed pedestrian bridges will span the existing wetlands and a dock or boardwalk is also proposed to enable the community to have access to the existing open water on the parcel. This outdoor space is large enough to be utilized for kayaking in the warmer months or ice skating in the winter when frozen. A total of 245 shared parking spaces are proposed to serve this development.

#### Site 7 - Eastern Multifamily Residential Development

Site 7 is located east of the Central Multifamily Residential Development and can be referred to as the Eastern Multifamily Residential Development. The conceptual design of this area will create one (1), four (4) story multifamily residential building, an outdoor amenity space, and parking spaces for the entire development. The residential buildings will have a mix of studio, one bedroom, and two-bedroom units that will total 120 units. The site will also have a proposed trail system connecting to the open water and other developments to the south. A total of 135 parking spaces are proposed to serve this development.

#### Site 8 - Medical/Office Building Development

Site 8 is located adjacent to the Eastern Multifamily Residential Development and can be referred to as the Medical/Office Building Development. The conceptual development of this area will create a two (2) story building that can either be a medical or office building. The development will also be connected to the proposed street sidewalk network and will ultimately create access to the proposed trail network to the south. This development location will have a direct viewshed of the existing stream and pond located to the east. A total of 135 parking spaces are proposed to serve this development.

#### Site 9 - Laboratory/Life Science Building

Site 9 is located to the northeast of the Medical/Office building and can be referred to as the Laboratory/Life Science Building development. The conceptual development of this area will create a three (3) story building that can be a mix of laboratory or life science uses. This development location will have a direct viewshed of the existing stream and open water located to the south. A total of 170 parking spaces are proposed to serve this development.

#### Site 10 - Assisted Living/Memory Care Facility

Site 10 is located to the north of the Laboratory/Life Science building and can be referred to as the Assisted Living/Memory Care Facility. The conceptual development of this area will create an assisted living/memory care facility that will have approximately 45 beds. The facility will feature a direct connection to the sidewalk network in the community and will have an outdoor courtyard space for residents. The facility will also have direct views to the existing wetland and stream network below. A total of 36 parking spaces are proposed to serve this development.

#### Site 11 - Daycare Facility

Site 11 is sited to be in the northeast corner of the parcel and can be referred to as the Daycare Facility. The conceptual design of this area will create a daycare facility. The facility will feature a direct connection to the sidewalk network in the community and will have an outdoor playground space for the children. The facility will also have direct views to the existing wetlands to the north. The development will include sufficient parking and a drop off area for the facility. A total of 39 parking spaces are proposed to serve this development.

The different development areas will be connected by a new public roadway that will extend from one end of the parcel to the other. The proposed street will be designed in accordance with Kittery street design standards. The design will also feature sidewalks, bike lanes, and landscaping to create a complete street design and an attractive street for all users. The street will create two access points into the parcel, one located along Dennett Road and the other being along Route 236. Both entrances will be designed to Maine DOT standards and coordinated with Kittery and Maine DOT. A traffic study, as part of the required Maine DOT Traffic Movement Permit (TMP), will provide the anticipated trip generation used for the intersection design

Due to the scale of the project, a Maine DEP Site Location of Development (Site Law) permit is required. The intent is to design and permit the project a whole under one Site Law permit. The main roadway and each individual site will have stormwater facilities to meet the regulations of the Site Law permit. General locations for the proposed stormwater ponds are outlined on the conceptual plans.

Each development will be served by underground electric utilities, telecom lines, gas, water, and sewer services. Each utility will be run under the main access roadway through the site to provide the appropriate service to each development. The public water service will be extended up Dennett Road, through the development and connect to the existing water main in Route 236 to provide a loop connection. A second loop will also be provided by connecting to the proposed water stub at the back of the 76 Dennett Road project. The sewer services will drain by gravity and connect to the existing sewer line in the former Boston & Maine corridor along the eastern edge of the site. This existing gravity sewer drains to a pump station and then through a force main back to the treatment facility.

We look forward to presenting this exciting project at the March 10, 2022 Planning Board meeting. Should you require additional information, please contact me at (603) 391-2118 or via email at <a href="mailto:stobey@hoyletanner.com">stobey@hoyletanner.com</a>.

Sincerely,

Hoyle, Tanner & Associates, Inc.

Shawn M. Tobey, P.E.

Shrun Tobey

Project Manager



# TOWN OF KITTERY MAINE TOWN PLANNING AND DEVELOPMENT DEPARTMENT

200 Rogers Road, Kittery, Maine 03904 Phone: (207) 475-1323 Fax: (207) 439-6806 www.kittery.org

### APPLICATION: SITE OR SUBDIVISION-SKETCH PLAN REVIEW

Application Fee:				□ \$2	00.00	Amount Paid:\$		Date:	
PROPERTY DESCRIPTION		Parcel	Мар	12 & 20	Zone(s)- Base:	MU-N, R-S,	and C-2	Total Land Area	82.69+/- Acres
		ID	Lot	3-1 & 13	Overlay:	Resource Pr Stream Prote		MS4	YESXNO
		Physical Address	98 🛭	98 Dennett Road (Lot 12-3-1) and 27 Route 236 (Lot 20-13)					
		Name	98 Der	nett Road,	LLC c/o S	heila Grant			
PROP		Phone	(207) 4	51-2441		Mailing	One City Center P.O. Box 9546 Portland, Maine 04112		
OWN	ER'S RMATION	Fax				Address			
(SAME	AS APPLICANT)	Email	sheila.	grant1313@	gmail.com				
		Name	Shawı	n Tobey, P.E	Ξ.	Name of Business	Hoyle, Tanı	ner & Associates,	Inc. (Hoyle, Tanner)
	CANT'S	Phone	(603)	291-3118		Dosmicos			
AGEN INFO	RMATION	Fax				Mailing Address	100 International Drive, Suite 360 Portsmouth, New Hampshire 03801		
		Email	stobey	/@hoyletanı	ner.com		. Grandan, Han Hampania adda		
	See reverse side regarding information to be provided.								
	Existing Land Use(s):								
	The existing site is currently undeveloped and forested with a stream and associated wetlands.								
	Proposed Land Use(s) and Development:								
PROJECT DESCRIPTION	The proposed development of the site intends to construct multifamily residential buildings, townhouse developments, a food/retail development area, a brewery, a medical/office building, an assisted living/memory care facility, a								
SCRIF	laboratory/life sciences building, and a daycare facility.  Please describe any construction constraints (wetlands, shoreland overlay zone, flood plain, non-conformance, etc.)								
T DE	The existing site has a stream, wetlands, and an area of emergent marsh located on site that constrain where the								
OJEC	proposed development will take place. As seen on the Kittery GIS website, portions of the site are located within the								
PR	Resource Protection and Stream Protection Overlay zones. Due to the natural water resource presence on site, there								
	are also areas of the site that are located in the FEMA 100-year floodplain. The proposed development seeks to								
	avoid disturbance and development to these areas to the maximum extent practicable.								
I certify, to the best of my knowledge, this application information is true and correct and I will not deviate from the Plan submitted without notifying the Town Planning and Development Department of any changes.									
Applicant's Signature: Date:		Now.		02/17/2	s	Owner's ignature: Oate:	Am.	02/17/2	2022

#### MINIMUM PLAN SUBMITTAL REQUIREMENTS

■ 15 Copies of this Application, Vicinity Map, and the Sketch Plan - 5 of which must be 24"X 36"

#### **Sketch Plan format and content:**

- A) Paper Size; no less than 11" X 17" or greater than 24" X 36"
- B) Plan Scale
- $\square$  Under 10 acres: no greater than 1" = 30'
- **■** 10 + acres: 1" = 50'
- C) Title Block
- ☑ Applicant's name and address
- Name of preparer of plan with professional information
- Parcel's Kittery tax map identification (map lot) in bottom right corner

Vicinity Map – map or aerial photo showing 1,000 feet around the site.

NOTE TO APPLICANT: PRIOR TO A PLANNING BOARD SITE WALK, TEMPORARY MARKERS MUST BE ADEQUATELY PLACED THAT ENABLE THE PLANNING BOARD TO READILY LOCATE AND EVALUATE THE DEVELOPMENT'S DESIGN.

#### Sketch Plan must include the following existing and proposed information:

#### **Existing:**

- ☑ Land Use Zone and boundary
- ☑ Topographic map (optional)
- Wetlands and flood plains
- ☑ Water bodies and water courses
- ☑ Parcel area
- ☑ Utilities (Sewer/septic, water, electric, phone)
- Streets, driveways and rights-of-way

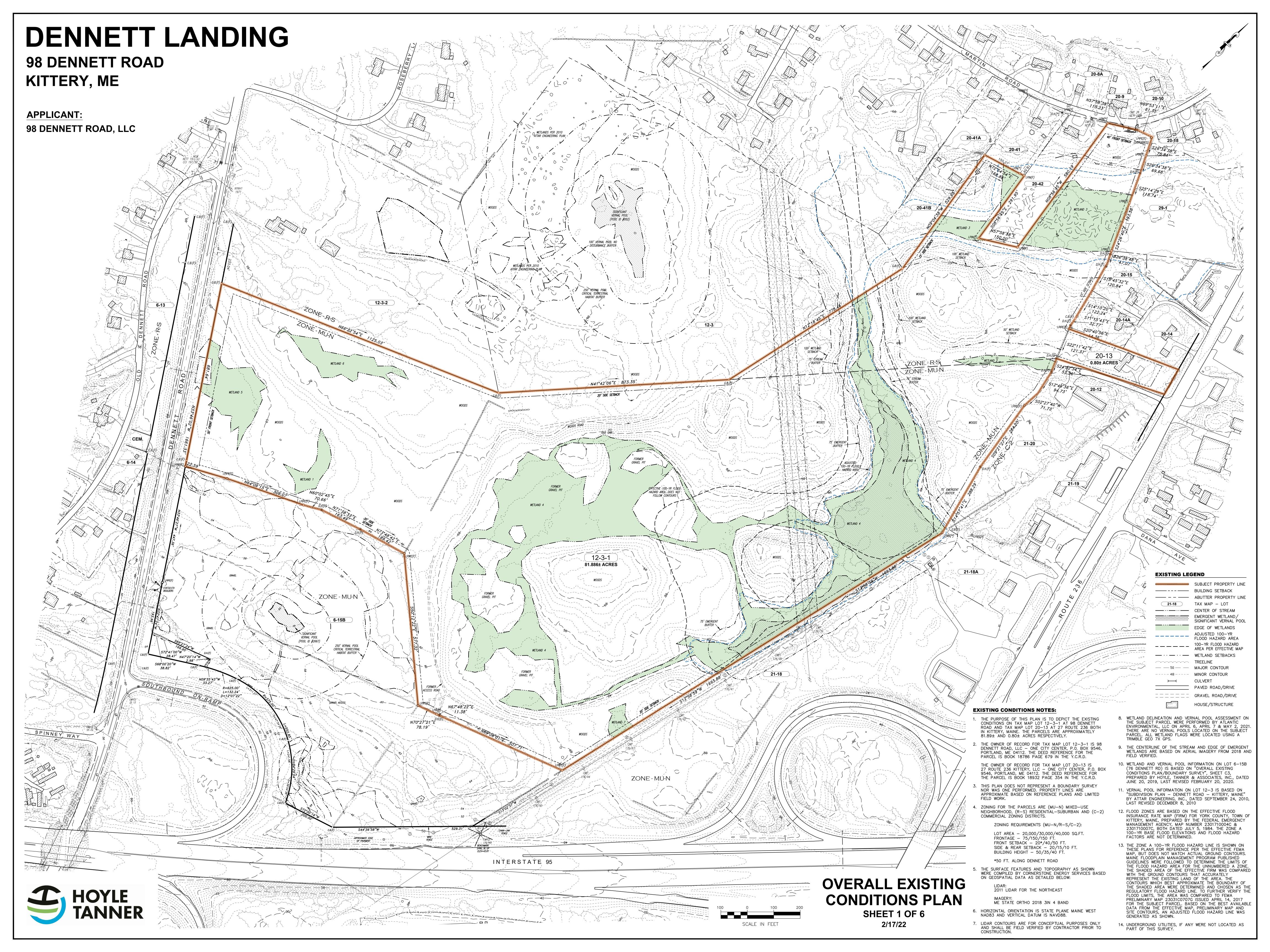
**Proposed**: (Plan must show the lightened existing topography under the proposed plan for comparison.)

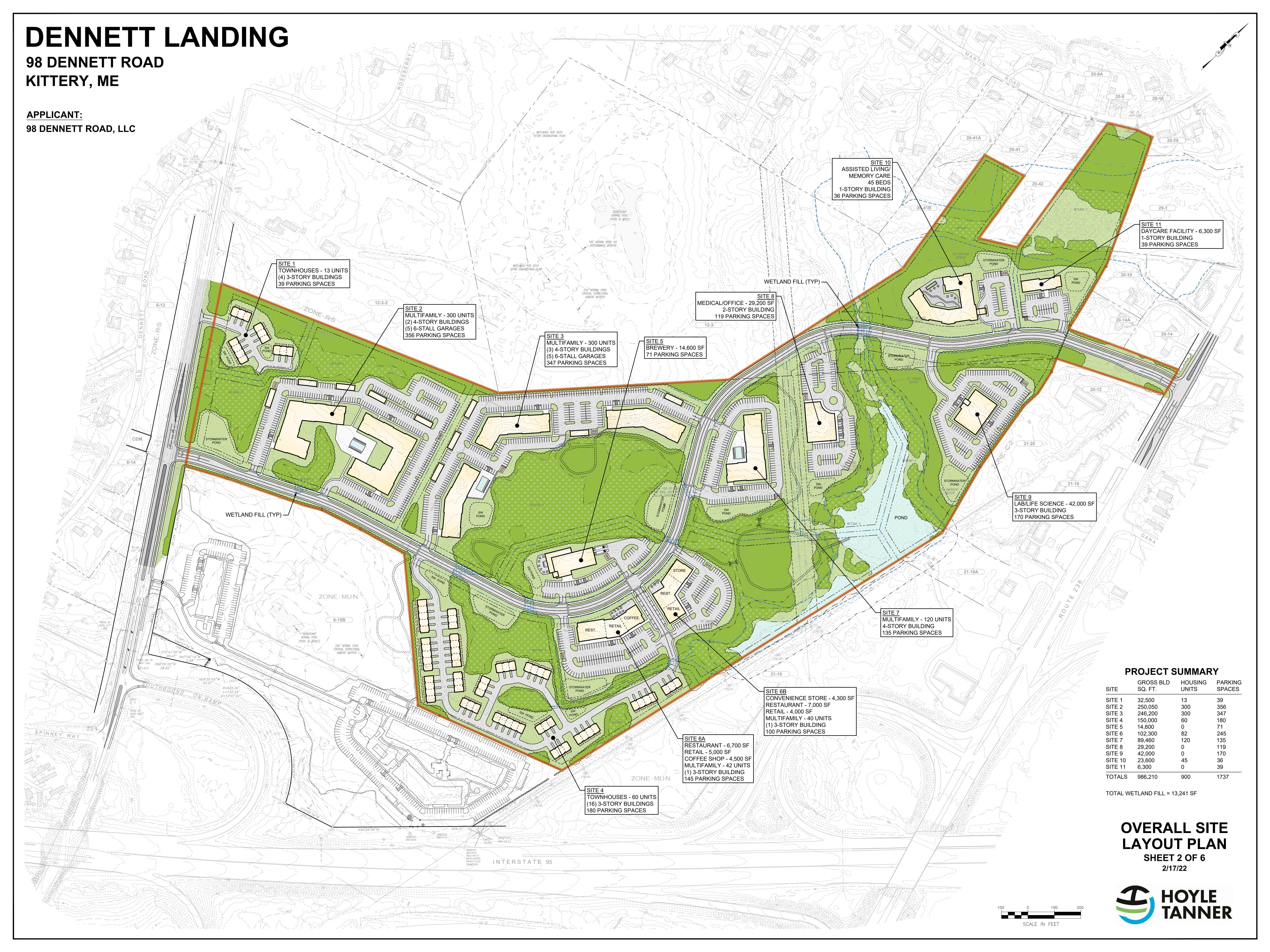
- Recreation areas and open space
- Number of lots and lot areas
- ☑ Setback lines and building envelopes
- ☑ Utilities (Sewer/septic, water, electric, phone)
- Streets, driveways and rights-of-way

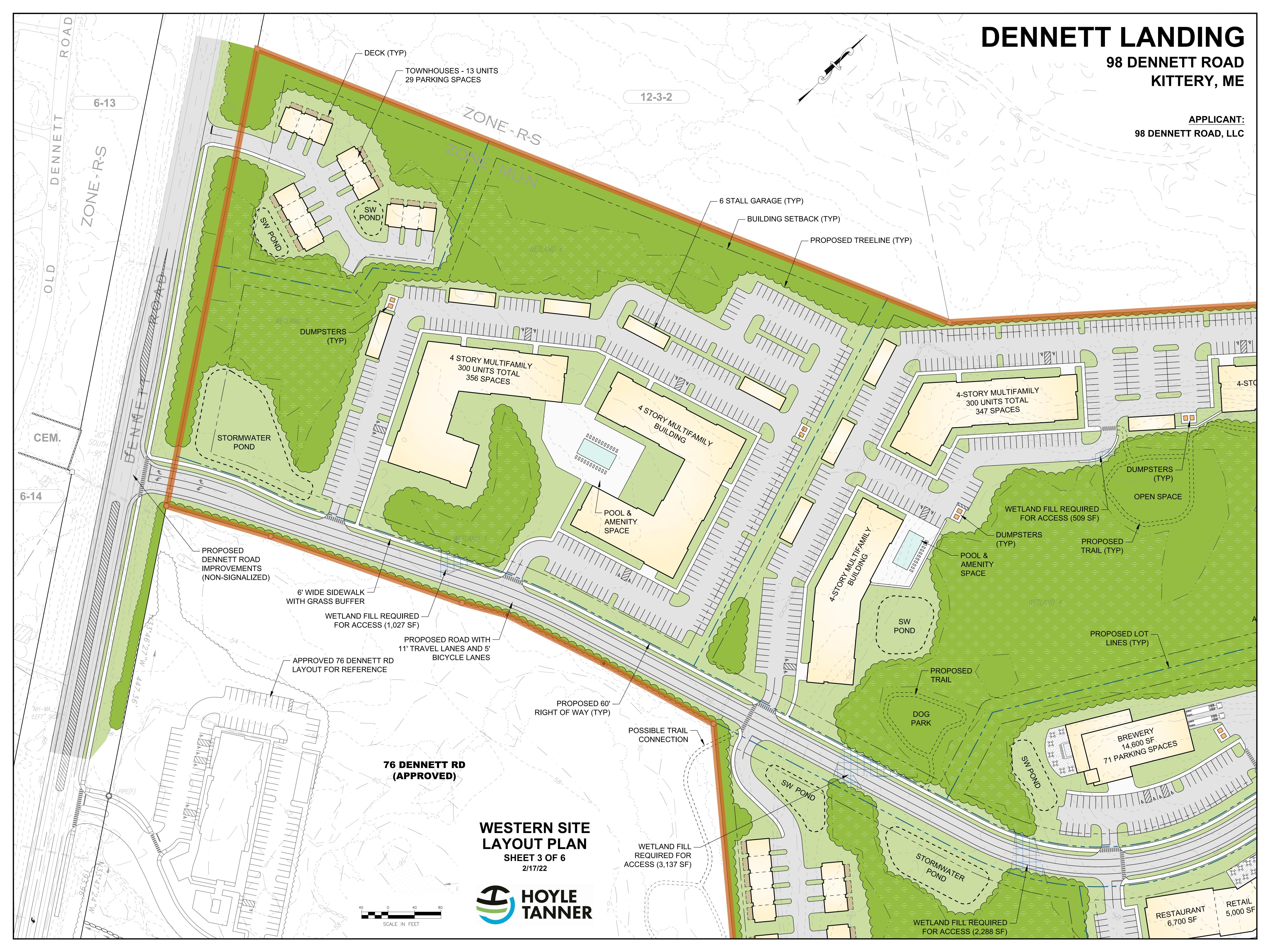
#### Distance to:

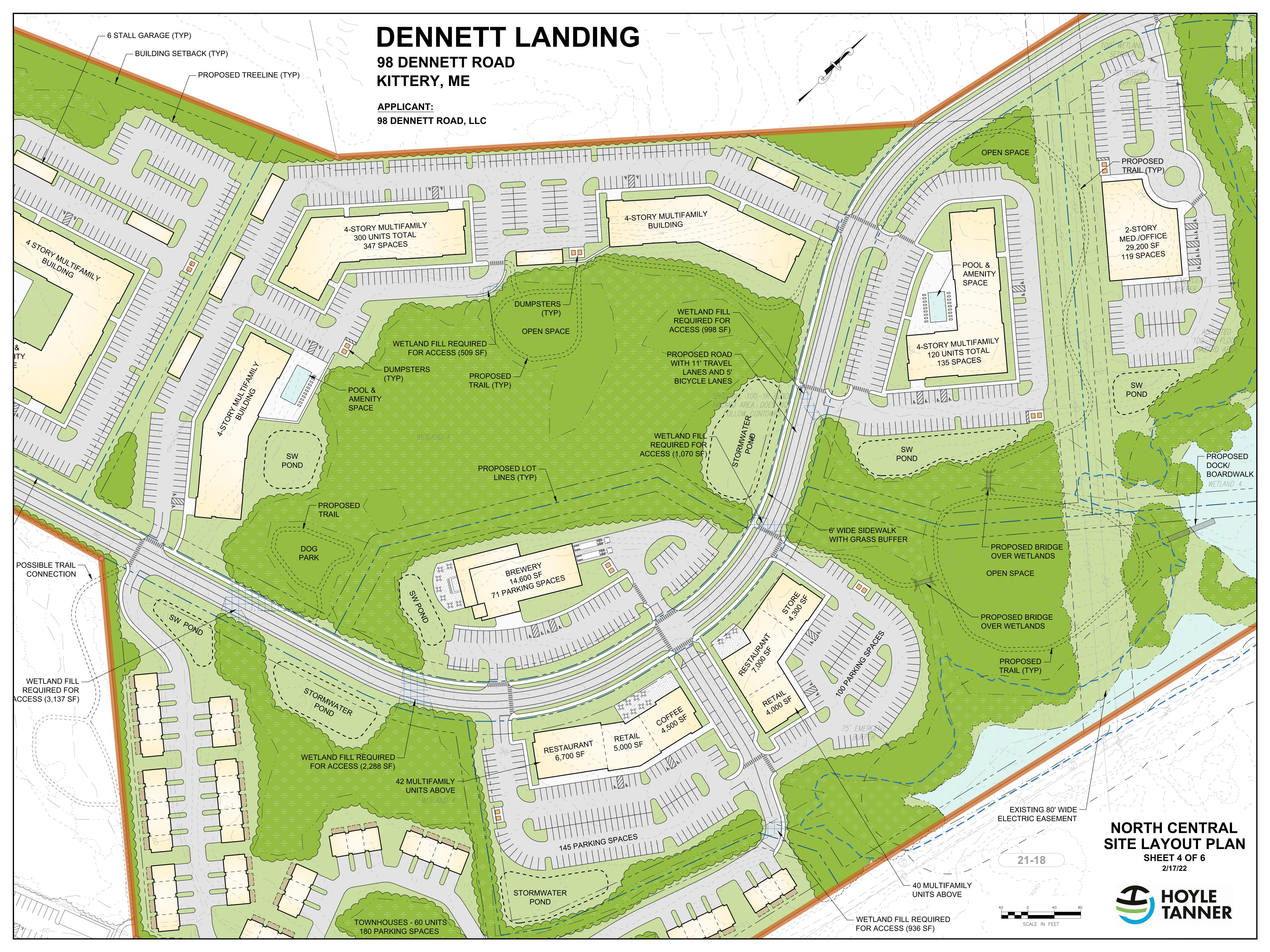
- ☑ Nearest driveways and intersections
- Nearest fire hydrant
- ☑ Nearest significant water body

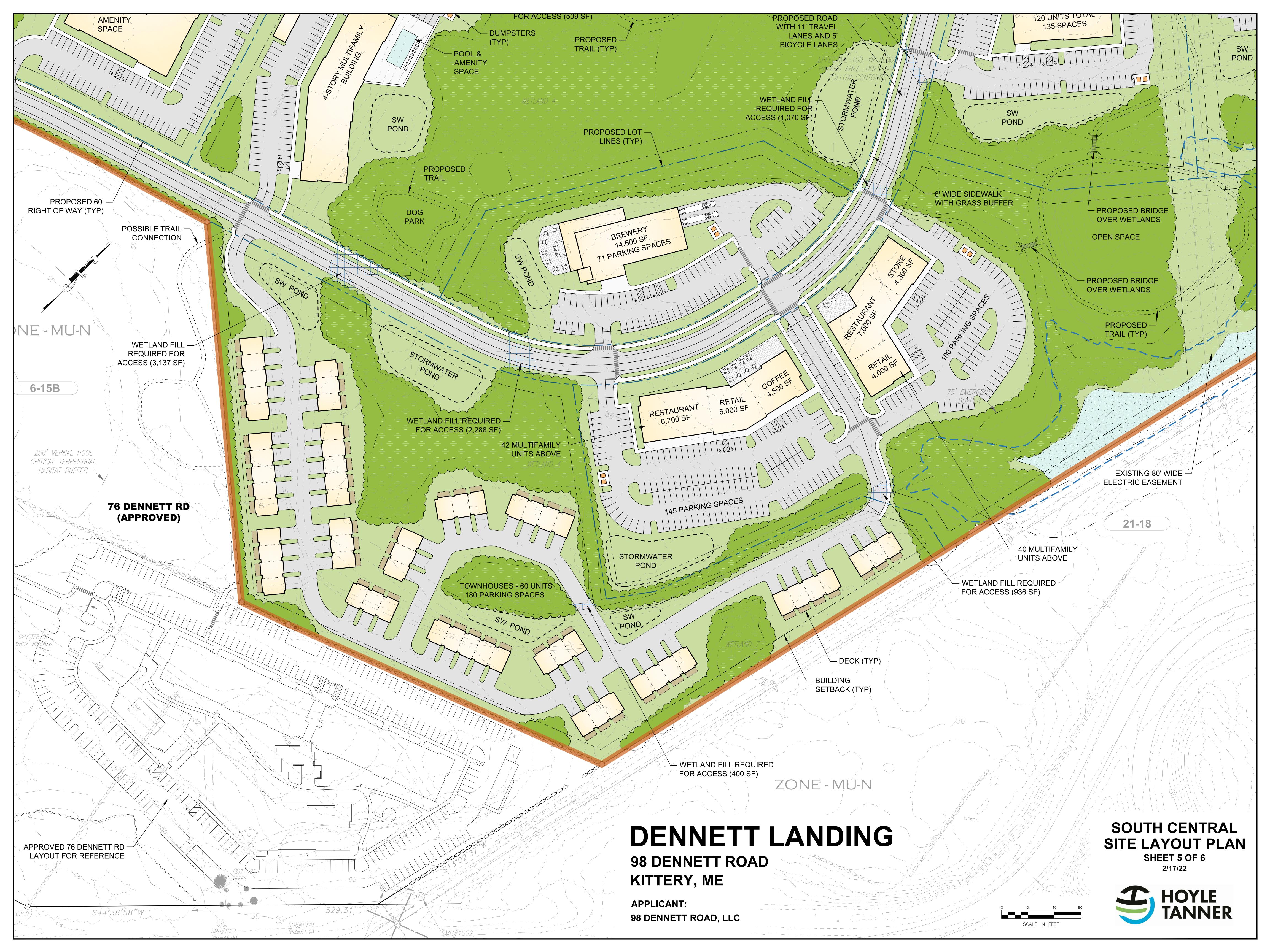
AN APPLICATION THE TOWN PLANNER DEEMS SUFFICIENTLY LACKING IN CONTENT WILL NOT BE SCHEDULED FOR PLANNING BOARD REVIEW.

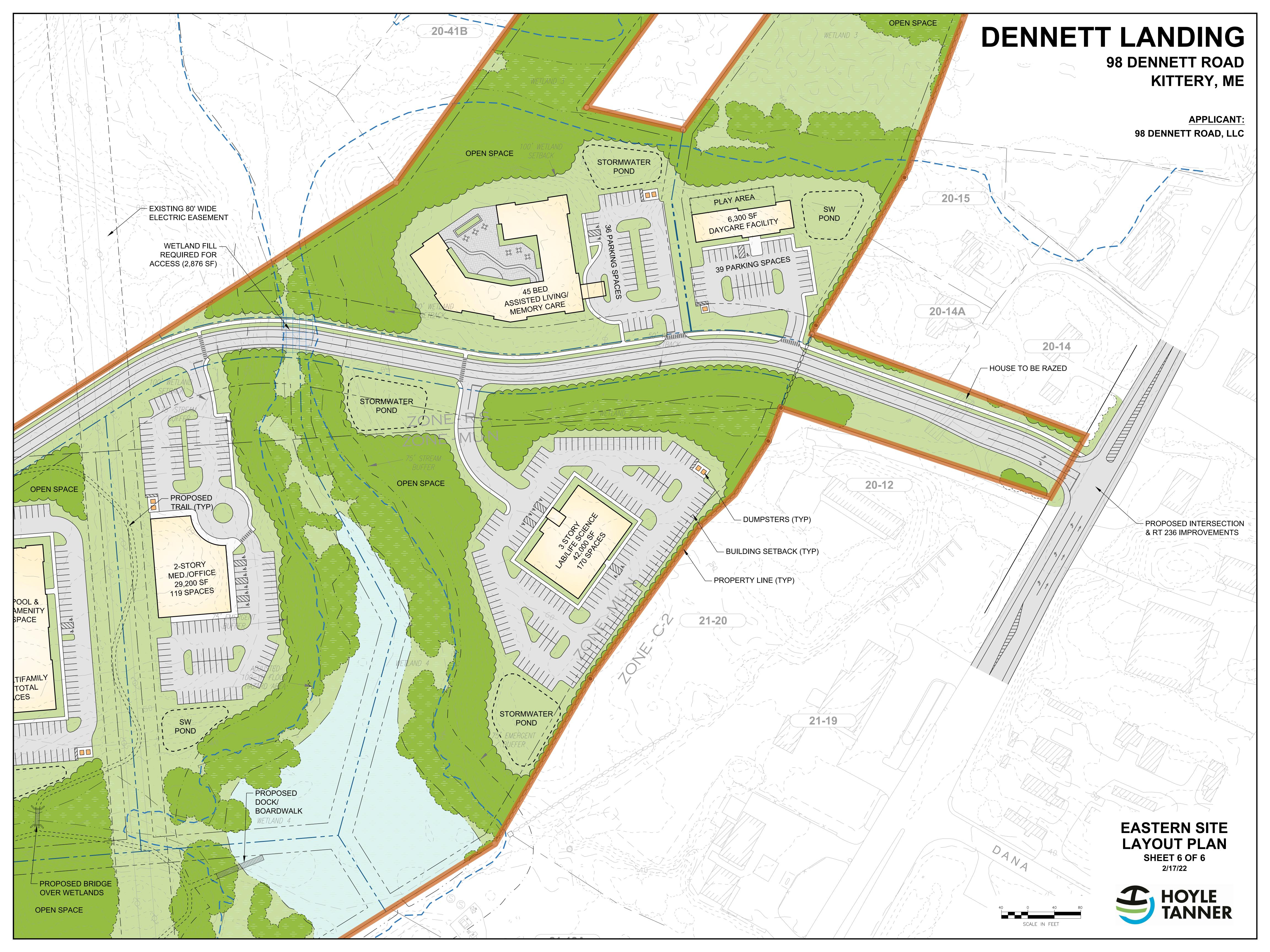


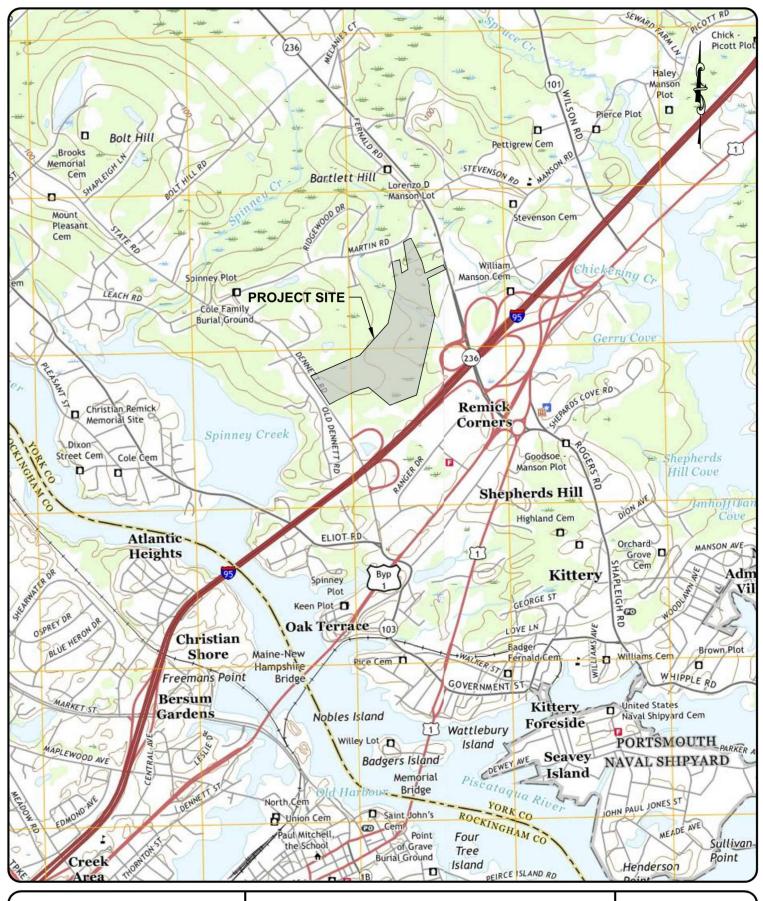












### **USGS LOCATION MAP**

DENNETT LANDING DEVELOPMENT 98 DENNETT ROAD KITTERY, MAINE 03904



Pease International Tradeport 100 International Drive, Suite 360 Portsmouth, NH 03801 (603) 431-2520 www.hoyletanner.com DATE: 02/17/2022

SCALE: FIGURE:

1"=2000'

1