

**Town of Kittery
Planning Board Meeting
May 25, 2023**

ITEM 3 – 283 Route 1 Mixed Use Master Site Development Plan – Sketch Plan Review

Action: accept sketch plan or continue review (continued from April 23 meeting).

Sketch plan review is an opportunity for the Planning Board to:

1. Review and provide feedback on a conceptual plan;
2. Determine whether the sketch plan generally complies with the codes and standards of Title 16
3. Make specific suggestions to be incorporated by the applicant in subsequent submissions

Applicant: Ryan Plummer of Two International Group, Ryan@twointernationalgroup.com; 603-431-6400

Agent: Neil Hansen of Tighe & Bond, Inc., nahansen@tighebond.com; 603-294-9213

Parcel: Map 30 Lot 44

Proposal: Re-develop the 6.4-acre property located at 283 Route 1 with a mixed use project comprised of three separate buildings including a 120-room, 18,500 square foot hotel, a 100-unit, 25,000 square-foot apartment building, and a 10,000 square foot retail/ service building.

Zoning: C-1 Commercial 1

Viewpoint Application #: SKPR-23-1

PROCESS OUTLINE

REQ'D	ACTION	COMMENTS	STATUS
YES	Sketch Plan Review	Sketch Plan application submitted 3.23.23	Pending
NO	Site Visit		
YES	Preliminary Site Plan Review Master Site Development Plan Review Preliminary Subdivision Review	Preliminary Master Site Development plan must be submitted with corresponding preliminary Site or Subdivision application.	
YES	Public Hearing	Required for Preliminary Site plan or Subdivision approval	
YES	Final Master Site Development Plan Review	Can be concurrent with or separate from Preliminary Site Plan or Subdivision approvals	
YES	Final Site or Subdivision Plan Review and Decision	Phased project may require multiple Final plan approvals or modifications of Final approval(s).	

Plan Review Notes reflect comments and recommendations regarding applicability of Town Land Use Development Code, and standard planning and development practices. Only the PB makes final decisions on code compliance and approves, approves with conditions or denies final plans. 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 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.

Summary

The subject property is located at the southwest corner of Route 1 and Wilson Road and is currently developed with three strip retail buildings and paved parking areas. The applicant proposes to re-develop the site with a mix of uses including a hotel, an apartment building, and a retail/ service building. The applicant is aware of the Town’s affordable housing requirements and stated verbally that their current

29 intention is to provide affordable units on-site as part of the project. Access to the site would be provided
30 via the existing driveways on Wilson Rd and Old Wilson Rd but the remainder of the existing
31 improvements would be demolished and the site re-developed. After discussing this proposal with the
32 applicant, staff understand that the project may be permitted and constructed in phases, with the retail/
33 service building constructed in the future. The applicant was uncertain as to whether the property would
34 be subdivided into separate parcels as of the writing of this report. Due to the size of the property and the
35 proposed scope of work, this project constitutes a Master Site Development Plan per Chapter 16.6 of
36 Kittery Town Code and is subject to the permitting process outlined above.

37
38 Public water and sewer utilities are available to serve the proposed project; conceptual utility plans were
39 provided by the applicant for this sketch plan review. Local wastewater transmission facilities may
40 require upgrades to support all phases of this project; review of anticipated wastewater data by the Kittery
41 Sewer Department is ongoing. Review and comment by applicable Town or utility District staff is
42 pending. Traffic signal timing and Route 1/ Wilson Rd intersection improvements by Maine DoT and the
43 Maine Turnpike Authority are currently scheduled for Summer 2023. Other permits or approvals that may
44 be required from State agencies include:

- 45 • A Traffic Movement Permit (TMP) from the Maine Department of Transportation (DoT)
- 46 • A Maine Construction General Permit from the Maine Department of Environmental Protection
47 (DEP), in accordance with Maine’s Stormwater Management regulations (Chapter 500)
- 48 • Site Location of Development Act (“Site Law”) review by Maine DEP

49
50 The applicant does not currently own the property. The Board should advise the applicant regarding the
51 feasibility of the overall scope of work so the applicant can decide whether to purchase the property. The
52 Board should also be advised that preparation of detailed project design will be required at the
53 preliminary site plan/ master site development plan phase. The costs for the applicant to prepare
54 additional design information should be borne during future phase(s) of project review.

55
56
57 **Submission Requirements: Master Site Development Plan Sketch §16.6.2-B**
58 • Plans: Location, type and amount of uses; utility and access plan; open space; phasing plan
59 • Written submission: project narrative and anticipated timing of construction

60
61 Apart from phasing details, the applicant provided the required conceptual plan and narrative information.
62 Staff advise discussing prospective phasing during this meeting.

63
64 **Discussion Items**
65 A line-by-line summary of the Title 16 standards and criteria which apply to this project follows this
66 memo. The following items are highlighted for discussion:

67
68 **Maximum front setbacks and relationship of buildings to public rights of way:**
69 The definition of front yard in Title 16 indicates that the *maximum* building setback of 15 feet would
70 apply to both street frontages. Should the buildings lie closer to the street/ sidewalks? Discussion with
71 Fire dept. staff pending. Placing buildings closer to sidewalks is generally deemed safer and more
72 attractive for pedestrians by visually encouraging motorists to reduce speeds, reducing crossings of
73 driveways and parking areas, shortening distances between entries and sidewalks, and creating a more
74 visually interesting walking environment. However, the applicant may present convincing rationale for
75 board consideration of alternative design(s). Guidance should be provided during this or a subsequent
76 meeting.

77 **Project phasing:**

78 Staff find that the primary purpose of the master site development plan process is to identify the site work
79 and utility requirements for distinct phases of a multi-phase project. Will all of the utilities and access
80 improvements be constructed as part of the first phase? How will stormwater management and monitoring
81 be phased? Will the site be subdivided? The applicant may not have all of this information at the present
82 time but should be advised for future plan submissions.

83 Building aesthetics:

84 Flat roofs are allowed in this zoning district. What types of building details does the applicant propose for
85 the development to be “compatible” with the zone and to comply with Kittery’s Design Guidelines? Will
86 the buildings all share a common design theme?

87 Open space and landscaping:

88 Code encourages provision of contiguous open space areas. Residential use proposed. Has the applicant
89 identified design opportunities for encouraging active open space uses to benefit future residents of the
90 property? How to balance this with perceived parking needs and with adjacent auto-oriented uses?

91

92

93 Recommendation

94 This is the Board’s opportunity to provide guidance and specific suggestions to the applicant.

95

96 The sketch plan application is substantially complete. Staff finds the concept plan to be in general
97 conformance with the Code, with the discussion items noted above. The project appears to advance
98 community goals as expressed in the Comprehensive Plan.

99

100 Recommended Motions

101

102 *Move to accept master site development sketch plan application as complete; or*

103

104 *Move to continue review of the sketch plan site plan application*

105

106 *Applicant/ owner Ryan Plummer of Two International Group, represented by Neil Hansen of Tighe & Bond,*
107 *Inc, requests consideration of a sketch plan to re-develop the 6.4-acre property located at 283 Route 1 with*
108 *a mixed use project comprised of three separate buildings including a 120-room, 18,500 square foot hotel,*
109 *a 100-unit, 25,000 square-foot apartment building, and a 10,000 square foot retail/ service building. The*
110 *property is identified as Map 30 Lot 44, is within the C-1 Commercial 1 zoning district, and is currently*
111 *developed with retail uses.*

112 **Staff Review; Title 16 Kittery Town Code**

113

114 **Chapter 16.4 Land Use Zone Regulations: Route 1 Commercial Zone (C-1)**115 • Hotels, retail sales uses, and restaurants are permitted in C-1 zoning districts. **§16.4.19(B)**116 • Multifamily dwellings are a special **exception use** in C-1 zoning districts. **§16.4.19(C)**

117

16.4.19-E Subsection	Standard	Complies?	Note/ Reference
2.a Max unit density	16 du/ acre; 20 du/ acre with 25% affordable units	TBD	Complies at gross acreage. Subdivision of parcel may present conflict.
2.b Min street frontage	No minimum. See 16.5.14 Lots.	Yes	Frontage on two public streets. Not a flag lot or spaghetti lot.
2.c Max front setback	15 feet*	No	Prospective hotel does not comply. See discussion items.
2.d Min rear and side setbacks	10 feet	Yes	
2.e Max building height	50 feet	TBD	Flat roofs allowed
2.f Max impervious surface	70% of the lot*	TBD	
2.k Affordable housing	16.5.4 requirements apply	TBD	On-site units or in-lieu fee payment required
2.m underground utilities	required	TBD	
3.a.1 parking: screening	required; see Design Guidelines	TBD	Perimeter buffer areas depicted on plans
3.a.2 parking stalls	19 X 9 minimum size	Yes	As shown on site plan
3.b.1-3 building design		TBD	Elevation drawings and renderings to be provided during preliminary plan review
3.c.1-4 Landscaping	Planter strips, trees, shrubs, and groundcovers required	TBD	Detailed landscaping plans to be provided during preliminary plan review
3.d Traffic and circulation	Sidewalks and roadways required within site and to adjoining areas	Generally	Staff recommend provision of walkways connecting building entries to nearest sidewalk
3.e Open space	25% of property; landscaped	Generally	Amount ok; landscaping design pending
4.a.1 sidewalks	Required in RoW	TBD	Generally complies. Walkways between uses may be desired per a.2
4.a.2 connectivity	See 3.d.	TBD	Staff recommend pavement markings or surface variation to define walkways across driveway and parking areas
4.a.4 service areas	Fencing and screening required	TBD	

4.a.4 parking location	Behind residential buildings. *	No	Generally complies
4.a.6 Lighting	Must comply with 16.7.11	TBD	Lighting plans and specifications to be provided during preliminary plan review
4.b.1 open space	15% of lot	Generally	4.b.1 (15%) conflicts with 3.e (25%)
4.c.1.a parking stalls	1 per dwelling unit	Yes	
4.c.3 joint use parking	allowed		
4.d Landscaping	Trees required	TBD	
4.e Buffers	required	TBD	See landscaping requirements

118 * Planning board is authorized to allow greater front setback and impervious surface coverage, and to
 119 allow parking beside or in front of residential buildings. See ordinance for conditions.
 120

121 **Chapter 16.5 General Performance Standards**

122 **§16.4.17 D (4)**

- 123 • At least 10% of residential dwelling units must be affordable or in-lieu payment provided. Does not
 124 apply to hotel proposal. (16.5.4-C)
- 125 • Incentives are provided including reduction in permitting fees and potential density bonus (16.5.4.E;
 126 see 16.4.19-2.e)
- 127 • Rental units restricted to households earning no more than 80% AMI (16.5.4-G.2.a).
- 128 • Deed restrictions required for affordable units. (16.5.4-G.2.b)

129
 130 **§16.5.25 Sprinkler Systems** will be required in most or all proposed buildings
 131

132 **§16.4.27 Streets and pedestrianways/ sidewalks site design standards**

- 133 • E. Access control: turning lanes and other controls may be required to avoid hazardous queuing of
 134 vehicles on public streets
- 135 • M. Public sidewalks must be installed to Town standards

136
 137 **Chapter 16.6 Master Site Development Plan**

138 **§16.6.3 standards and criteria:**

- 139 • Applicant must seek required approvals from state and federal agencies
- 140 • Improvements in right-of-way must comply with standards
- 141 • Stormwater treatment must be provided sufficiently for each phase of project at the time of design
 142 and construction.
- 143 • New streets must be designed and constructed to include adequate provisions for emergency and
 144 large vehicle turnarounds

145
 146 **Chapter 16.7 General Development (Site Plan) Requirements**

147 **§16.7.11 Performance standards and approval criteria:**

- 148 A. Water: utilities available. Must be designed to conform with standards.
- 149 B. Sewer: utilities available. Must be designed to conform with standards. Local pump station or
 150 transmission facilities may require upgrade. Connection fees = partial mitigation for impacts. Review
 151 by Sewer Dept. pending.
- 152 C. Stormwater: Maine General Permit and peer review by consulting engineers required.
 153 Redevelopment conditions should improve vs. existing.

- 154 D. Post-construction stormwater management: monitoring plan required by Town code & to be
155 reviewed by peer engineer. Must be approved during preliminary site plan review.
- 156 E. Vehicular traffic: existing access proposed to remain. Traffic analysis should be provided by
157 applicant. Maine DoT Traffic Movement Permit required (assumed).
- 158 F. Parking and loading: conceptual plans appear to generally comply with drive aisle and parking stall
159 standards. Parking count could be reduced.
- 160 G. Utilities: must be underground. Conceptual utility plan provided.
- 161 H. Lighting: lighting specifications and photometric plan to be provided for peer review with
162 preliminary site plan.
- 163 I. Erosion Control: Erosion control plan required for peer review. Implementation and monitoring also
164 required and inspected.
- 165 J. Water quality and wastewater pollution. See stormwater and erosion control.
- 166 K. Air Pollution: No significant air quality impacts are anticipated from the proposed uses.
- 167 L. Noise: No significant noise impacts are anticipated from the proposed uses. Construction hours
168 limited by code. Nearby uses are predominantly commercial or highway in nature.
- 169 M. Radiation: No significant radiation impacts are proposed from the proposed uses.
- 170 N. Site Utilization: Redevelopment of already developed site proposed. Local Comprehensive Plan and
171 zoning support mixed development of property.
- 172 O. Outdoor storage: dumpsters to be screened. Outdoor storage not generally proposed.
- 173 P. Technical and financial capacity: To be verified during preliminary site plan review process. Financial
174 guarantee required for cost of site improvements.

T5037-003
May 4, 2023

Mr. Jason Garnham, Director of Planning and Development
Town of Kittery Planning Department
200 Rogers Road
Kittery, Maine 03904

**Re: Request for Site Sketch Plan Review
Proposed Mixed Use Development, 283 US Route 1, Kittery, ME**

Dear Jason,

On behalf of 283-360 Kittery, LLC (owner) and 283 Route 1, LLC, C/O Two International Group (applicant), we are pleased to submit the following revised information to support a request to meet with the Planning Board (PB) for Sketch Plan Review at their next scheduled meeting for the above referenced project:

- Five (5) full size & ten (10) half size copies of the Color Sketch Plan, last revised May 4, 2023;

The proposed project is located along US Route 1 on property identified as Map 30 Lot 44 on the Town of Kittery Tax Maps. The project includes the construction of three buildings consisting of hotel, retail/ restaurant, and residential use. The buildings consist of a 4-story, 120 key hotel along US Route 1, a retail/restaurant building at the corner of US Route 1 and Wilson Road, and a 4-story residential building to the rear of the site. The project also consists of on-site improvements including driveways, sidewalks, access improvements, stormwater management, lighting, landscaping, and utilities.

The proposed project will require the following site related approvals from the Planning Board:

- Site Plan Review Permit
- Special Exception Request for Multifamily Dwelling

As part of the Sketch Plan Review we are requesting discussion of the following:

- Potential Waiver for the 15' maximum front setback along Route 1

As per Section 16.7.10 B of the Town of Kittery Land Use and Development Code, the proposed project is major site plan and may meet with the Planning Board for Sketch Plan Review, in order to receive feedback on the proposed plan prior to preparing an advanced site plan design.

In our April 13, 2023 Sketch Plan Review meeting we heard comments from the Planning Board which we have made an attempt to incorporate into this plan, understanding that much of this will be further developed in the remaining submissions (Site & Subdivision Review specifically). Specifically, two primary comments were discussed. The first related to evaluating greenspace around the apartment building and the second related to the front yard setback along Route 1.

While we exceed the open space requirements for the site as previously depicted, we were able to modify the footprint of the apartment building to place more of the green space toward Route 1. Around the apartment building there is an opportunity for patio space as well as



general landscaping buffers. We anticipate those areas to be developed in further detail as plans progress. We have also shown the removal of ~44 parking spaces at the southwest portion of the site which we intend to use as a dog park for both the apartment occupants and hotel guests.

One of the major items of discussion was the reading of Section 16.4.19(E)(2)(c) which indicates a Maximum front setback of 15 feet.

(c). Maximum front setback:

C-1 Zone	
All uses	15 Ft*

* NOTE: The Planning Board may, at its discretion, allow a greater setback when public amenities such as benches, pocket parks, outdoor dining or seating areas are proposed. Properties in the C-3 Zone with frontage on Old Post Road, including those lots which also have frontage on Route 1 Bypass, are required to have at least a 15-foot setback on Old Post Road.

In the zoning ordinance the Definition of "Setback" is as follows:

SETBACK

The minimum horizontal distance from an identified object, line, boundary or feature to the nearest part of a regulated object, use or feature. (Note: See § 16.1, for setbacks from water bodies and wetlands. See § 16.7.8 for applying setbacks in special situations.)

There does not appear to be a separate definition of building setback versus parking setback in Kittery's ordinance, however parking lots are often regulated objects, uses or features in most zoning ordinances. Further, in Article 16.4.19(E)(3)(a), which relates to Parking in the C-1 Zone, the ordinance states "All new or revised parking must be visually screened by landscaping, earthen berms and/or fencing from adjacent public streets or residential properties." This last section seems to indicate some expectation of parking along the public street. Thus, the Planning Board could apply the 15-foot maximum setback to the parking area as the "nearest regulated object, use, or feature."

The Planning Board pointed out the note in 16.4.19(E)(2)(c) above which allows the Planning Board discretion to allow a greater setback for the "regulated object, use or feature". In the event the Planning Board still interprets the regulated object, use or feature to be the building, we have made some improvements at the front of the site to supply more pedestrian friendly space. In addition to the large patio at the corner of Route 101 and US Route 1, we have added some landscape areas on the corner of Old Wilson Road and US Route 1, and a small park leading up to the hotel entrance which will extend from the top of that park to the main entry with hardscaping. The details of these areas will be developed further as plans progress, but there is space along the entire front of the site for plantings and landscape features to improve the curb appeal and pedestrian experience. Because the project is offering these public amenities, the Planning Board has discretion to allow a setback greater than 15 feet.

Lastly, as it relates to the setback discussion, the Planning Board is able to provide a waiver per Section 16.7.8 of the ordinance. 16.7.8(A) states that the Planning Board may "Waive or modify certain required improvements, due to special circumstance of a particular plan, if the applicant demonstrates that the interest of public health, safety, the natural environment, and general welfare are not harmed, or if those improvements are inappropriate because of the inadequacy or lack of connecting facilities adjacent or in proximity to the proposed



development, subject to appropriate conditions as determined by the Planning Board, and provided the waivers do not have the effect of nullifying the intent and purpose of the Comprehensive Plan and Title 16.”

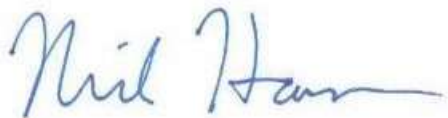
In the case of the 15-foot setback there is a clear benefit to public health, safety, natural environment and general welfare by having the building set back further than 15 feet from the street, especially at this location in the C-1 Zone. At this location vehicles are going faster than other sections of Route 1 given they are typically coming off of, or going onto, I-95. Moving the building 15 feet from the road is not likely to cause these vehicles to slow down at this location, it will simply make for a more dangerous environment. A combination of things would happen if the building were placed this close to the road.

- The fire department would have to fight any fires on that side of the building from Route 1 which makes their job more dangerous and creates risk for vehicular traffic as well.
- It makes the probability of a vehicle crashing into the building at a high speed much more likely, which is especially concerning given occupants may be sleeping at the time.
- It will require placing the entry to the hotel on the north side of the building, which is a much less visible location and will create confusion for guests coming off of the highway looking for the hotel.
- It would obstruct the view of the proposed retail building and Kittery Trading Post, potentially creating more dangerous driving conditions. Currently that intersection of Route 101 and Route 1 benefits from the open space at this corner. Drivers coming to/from Kittery Trading Post have unobstructed views making it easy to find. We have proposed a 1-story building with an outdoor patio at that same corner which will generally maintain the visibility of KTP so that arriving shoppers can identify the safer left turn onto Route 101 (vs the main entrance that lacks a lit intersection and crosses two lanes of traffic). Bringing the Hotel 15 feet from the lot line will obstruct views to the proposed retail building as well as KTP to drivers still slowing down coming off the highway. Setting the hotel back further allows drivers to identify that turn earlier so they have time to safely slow down and change lanes.
- Moving the building further toward Route 1 will make the overall site less pedestrian friendly. Because of this site’s location the only pedestrians walking down Route 1 past this site are going to be hotel guests or residents of the apartment building. The site terminates at a major onramp to the highway and there is no pedestrian way extending beyond the site. As proposed the layout balances pedestrian safety both on and off the site. Shifting all the parking to the rear would require hotel guests and apartment dwellers to walk across larger swaths of parking. It will also create a big opening through the site which will make it more enticing for drivers to use the site as a shortcut around the stop light at Route 101/Route 1. Both of these things make for a less safe pedestrian environment within the site boundaries.

As proposed the above concerns are all mitigated substantially. Further, they do not “nullify the intent and purpose of the comprehensive plan or Title 16”. The proposed plan significantly improves the existing conditions that represent much of Route 1. The proposed plan breaks up the parking and places the front of the hotel toward Route 1. In contrast, moving the building 15 feet from the lot line would require moving the front of the hotel to the back of the site, effectively turning the building’s back to Route 1. If the Planning Board determines during Sketch Plan Review that a waiver under Section 16.7.8 is required for the 15-foot maximum front setback, the project will submit demonstration of compliance with the provisions of Section 16.2.12F for consideration in Preliminary Plan Review.

The applicant respectfully requests to be placed on the May 25, 2023, Planning Board meeting agenda for Sketch Plan Review. If you have any questions or need any additional information, please contact Neil Hansen by phone at (603) 294-9213 or by email at nehansen@tighebond.com.

Sincerely,
TIGHE & BOND, INC.



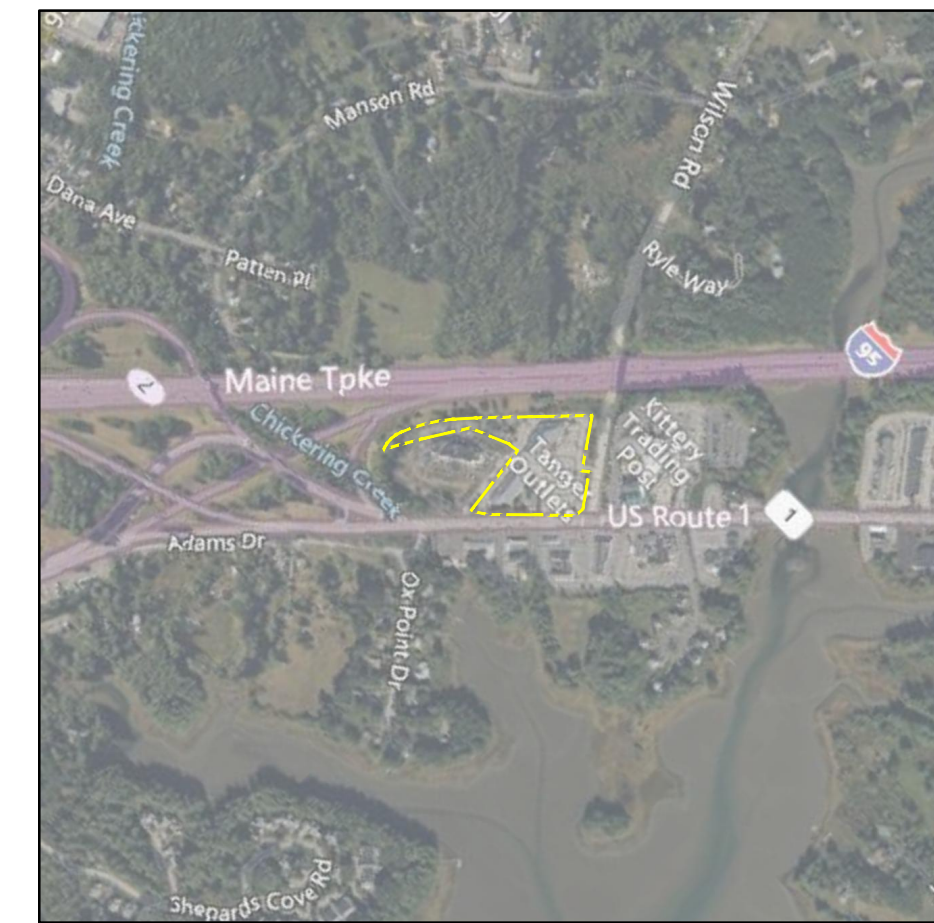
Neil A. Hansen, PE
Project Manager



Patrick M. Crimmins, PE
Vice President

Copy: 283 Route 1, LLC (via email)

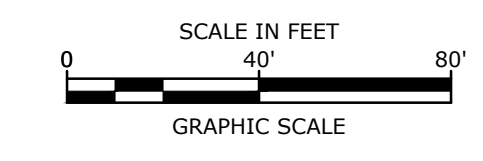
KITTERY MIXED USE DEVELOPMENT
 283 US ROUTE 1
 KITTERY, MAINE



VICINITY MAP
 SCALE: 1" = 1,000'



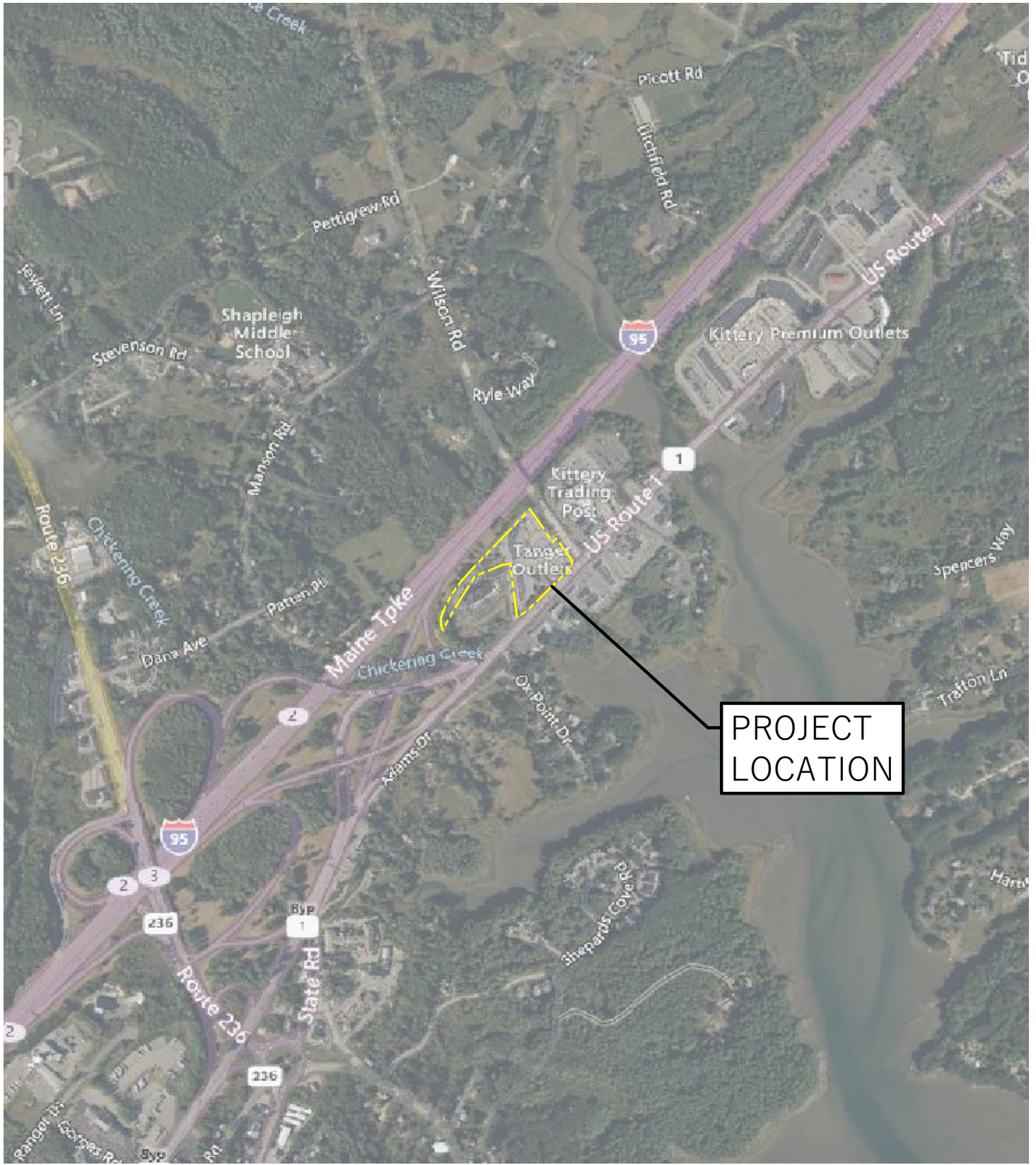
SKETCH COLOR SITE PLAN



SITE DATA:
 OWNER: 283-360 KITTERY, LLC
 20 MARGINAL WAY
 PORTLAND, ME 04101
 APPLICANT: 283 ROUTE 1, LLC
 TWO INTERNATIONAL GROUP
 1 NEW HAMPSHIRE AVE, SUITE 123
 PORTSMOUTH, NH 03801
 PROJECT LOCATION: TAX MAP 30, LOT 44
 283 US ROUTE 1
 TOWN OF KITTERY, MAINE
 ZONING DISTRICT: COMMERCIAL 1 (C-1)
 DATE: MARCH 23, 2023
 LAST REVISED: MAY 4, 2023

Tighe & Bond
 177 Corporate Drive
 Portsmouth, NH 03801
 (603) 433-8818

Date Saved: 4/28/2023
 Project On: May 02, 2023 3:52:30pm By: NAHANSON
 Tighe & Bond: J:\VT\5037 Two International Group\003 Kittery Mixed Use Development\Drawings\AutoCAD\Concept Base 7.dwg



PROJECT
LOCATION

KITTERY MIXED USE DEVELOPMENT
KITTERY, MAINE

283 US ROUTE 1
VICINITY MAP

MARCH 23, 2023



SCALE IN FEET



T5037-003
March 23, 2023

Mr. Jason Garnham, Director of Planning and Development
Town of Kittery Planning Department
200 Rogers Road
Kittery, Maine 03904

**Re: Request for Site Sketch Plan Review
Proposed Mixed Use Development, 283 US Route 1, Kittery, ME**

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- Five (5) full size & ten (10) half size copies of the Sketch Plan Set, dated March 23, 2023;
- Fifteen (15) copies of the Site Sketch Plan Review Application, dated March 23, 2023;
- Fifteen (15) copies of the Design Overview Memorandum, dated March 23, 2023;
- One (1) Application fee check in the amount of \$200.00

The proposed project is located along US Route 1 on property identified as Map 30 Lot 44 on the Town of Kittery Tax Maps. The project includes the construction of three buildings consisting of hotel, retail/ restaurant, and residential use. The buildings consist of a 4-story, 120 key hotel along US Route 1, a retail/restaurant building at the corner of US Route 1 and Wilson Road, and a 4-story residential building to the rear of the site. The project also consists of on-site improvements including driveways, sidewalks, access improvements, stormwater management, lighting, landscaping, and utilities.

The proposed project will require the following site related approvals from the Planning Board:

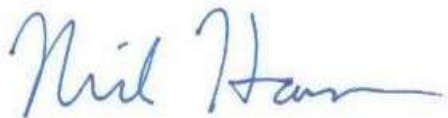
- Sketch Plan Review
- Site Plan Review Permit
- Subdivision Plan Review Permit
- Special Exception Request for Multifamily Dwelling

As per Section 16.7.10 B of the Town of Kittery Land Use and Development Code, the proposed project is major site plan and may meet with the Planning Board for Sketch Plan Review, in order to receive feedback on the proposed plan prior to preparing an advanced site plan design.



The applicant respectfully requests to be placed on the April 13, 2023, Planning Board meeting agenda for Sketch Plan Review. If you have any questions or need any additional information, please contact Neil Hansen by phone at (603) 294-9213 or by email at nehansen@tighebond.com.

Sincerely,
TIGHE & BOND, INC.



Neil A. Hansen, PE
Project Manager



Patrick M. Crimmins, PE
Vice President

Copy: 283 Route 1, LLC (via email)



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:		<input type="checkbox"/> \$200.00		Amount Paid:\$		Date:	
PROPERTY DESCRIPTION	Parcel ID	Map	30	Zone(s)-Base:	C-1	Total Land Area	6.436 +/- acres
		Lot	44	Overlay:		MS4	___ YES ___ NO
	Physical Address	283 Route 1					
PROPERTY OWNER'S INFORMATION	Name	283-360 Kittery, LLC			Mailing Address	20 Marginal Way Portland, ME 04101	
	Phone						
	Fax						
	Email						
APPLICANT'S AGENT INFORMATION	Name	Ryan Plummer			Mailing Address	C/O Two International Group 1 New Hampshire Ave, Suite 123 Portsmouth, NH 03801	
	Phone	603.431.6400					
	Fax						
	Email	Ryan@twointernationalgroup.com					
PROJECT DESCRIPTION	<i>See reverse side regarding information to be provided.</i>						
	Existing Land Use(s):						
	Retail						
	Proposed Land Use(s) and Development:						
	Hotel, Apartments, Retail						
	Please describe any construction constraints (wetlands, shoreland overlay zone, flood plain, non-conformance, etc.)						
	N/A						
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:				Owner's Signature:			
Date:	3/22/2023			Date:	3/22/2023		

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

- 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

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.

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

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
- Lot dimensions
- Utilities (Sewer/septic, water, electric, phone)
- Streets, driveways and rights-of-way
- Structures

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
- Lot dimensions
- Utilities (Sewer/septic, water, electric, phone)
- Streets, driveways and rights-of-way
- Structures

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.

283 US Route 1 – Concept Design Overview

To: Mr. Jason Garnham, Director of Planning and Development
FROM: Neil Hansen, PE, Project Manager, Tighe & Bond
Patrick Crimmins, PE, Vice President, Tighe & Bond
COPY: 283 Route 1, LLC
DATE: March 23, 2023

Tighe & Bond has prepared this technical memorandum to supplement the Sketch Site Plan and Sketch Drainage & Utility Plan submitted as part of the request for Site Sketch Plan Review. This memo provides additional technical summaries of key project features including stormwater and utilities, and calculations for parking.

Project Overview

The project includes the redevelopment of a retail plaza. The proposed plan includes the construction of three buildings consisting of hotel, retail/restaurant, and residential use. The buildings consist of a 4-story, 120 key hotel along US Route 1, a 10,000 SF retail/restaurant building at the corner of US Route 1 and Wilson Road, and a 4-story 100 unit residential building to the rear of the site.

Site History

The proposed project site is the location of an existing retail shopping plaza and associated parking areas. The plaza includes three separate retail buildings with two curb cuts on US Route 1 and once curb cut on Wilson Road. The existing parking area is mostly impervious, with limited landscaping.

Parking Calculations

The Town of Kittery Land Use and Development Code regulations has the following parking requirements for the proposed uses. For multifamily development in the C-1 zone, Section 16.4.19(4)(c)[1][a] requires one (1) space for every dwelling unit. Hotel and retail/restaurant parking requirements in Section 16.7.11 requires one (1) space for each hotel room, one (1) space per 175 square feet of retail space, and one (1) space for each 3 seats of restaurant space.

Parking demand calculations for proposed plan:

- 120 key hotel, requires 120 parking spaces
- 100 dwelling unit multifamily building, requires 100 parking spaces
- 10,000 square foot retail/170 seat restaurant, requires 57 parking spaces

Total parking spaces required for the proposed uses is 277 parking spaces. The Sketch Site Plan includes 344 proposed parking spaces.

Stormwater

Stormwater runoff from the proposed development will be designed to meet the requirements of Section 16.7.11 C of the Town of Kittery Land Use and Development Code stormwater

regulations as well as the regulations of the Maine Department of Environmental Protection (MDEP). All the stormwater from the impervious surfaces on site will be directed to offline deep sump catch basins for pre-treatment. Stormwater runoff will be treated via off-line deep sump catch basin and underground detention/infiltration systems. The underground system will be design to allow for infiltration if the site conditions are suitable for infiltration. Additional stormwater BMP's will be provided as necessary to meet all requirements of the Town of Kittery and MDEP.

Utilities

Proposed water, sewer, gas, electric, telecom and cable for the project are anticipated to be connected to the existing services along Old Wilson Road.

Open Space

The proposed lot is approximately 6.44 acres. The Town of Kittery Land Use and Development Code, Section 16.4.19E.(4)(b)[1] requires 15% of each lot be retained as open space which is 0.97 acres. The proposed plan calls for approximately 31% (2.00 acres) open space on site.

Wetlands

There are no wetlands located on the project site. Off-site wetlands in the vicinity of the site includes Chickering Creek which is located to the west of Old Wilson Road. There is no work proposed in the wetlands or wetland buffers.