

**Town of Kittery  
 Planning Board Meeting  
 April 28, 2022  
 (Continued from March 10, 2022)**

**ITEM 3—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.

<b>Required</b>	<b>Action</b>	<b>Comments</b>	<b>Status</b>
YES	Sketch Plan	Accepted on March 10, 2022	TBD
NO	Site Visit	To be determined by Planning Board	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

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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 ownership units – along with a variety of commercial, hospitality, office, and medical uses. Moreover, there will be a hybrid trail system comprised of sidewalks and off-street 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 best management practices (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 is the first step of the Master Site Development Plan phase: sketch plan review. The purpose of this phase is 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.

This is the second submittal for the sketch plan review phase for the Master Site Development Plan for 98 Dennett Road. The applicant has submitted revised plans to include the master site plan, aerial renderings, and a zoning analysis document. While the plan is still in sketch review, staff will provide general comments in order to help guide the Planning Board and applicant into discussion about the vision for this area and the proposed development.

The sketch plan was accepted as complete at the March 10, 2022 Planning Board meeting. The table below includes the detailed zoning standards from the Mixed-Use Neighborhood (MU-N) zoning district. Highlighted text indicates new staff comments added for the April 28, 2022 Planning Board meeting. Additional staff comments are added below the table in the “Next Steps” section.

Code Ref.	§16.4.26 MU-N Land Use Zone Regulations	
	Standard	Comment
§16.4.26.D(2)(a)	<p>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</p> <p>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</p>	Applicant has provided tables showing the unit mix in each building, including a calculation of how the unit count was derived. More information is needed...
§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.	Applicant has provided tables showing the unit mix in each building, including a calculation of how the unit count was derived. More information is needed...
§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.	Applicant has provided tables showing the unit mix in each building, including a calculation of how the unit count was derived. More information is needed...
§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.	Applicant has provided tables showing the unit mix in each building, including a calculation of how the unit count was derived. More information is needed...
§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.	Applicant has provided tables showing the unit mix in each building, including a calculation of how the unit count was derived. More information is needed...
§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.	Applicant has provided tables showing the unit mix in each building, including a calculation of how the unit count was derived. More information is needed...
§16.4.26.D(2)(g)	Minimum lot size: 20,000 square feet.	Applicant has provided tables showing the lot sizes in each site. This standard appears to be met.
§16.4.26.D(2)(h)	Minimum street frontage: 75 feet.	Applicant has provided tables showing the lot sizes in each site. This standard appears to be met.
§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. Applicant has updated the plans showing the roadway entrance on 236 does not create nonconforming lots with the adjacent properties. A new driveway is proposed for Lot 20-12 and the applicant will need to provide more information on how that might be achieved.
§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. This standard appears to be met.
§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. This standard appears to be met.

§16.4.26.D(2)(l)	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. <b>This standard is not met. The zoning analysis document includes data for a “minimum setback,” however the zone requires a maximum setback from roads other than Dennett Road, Route 236, or Martin Road.</b>
§16.4.26.D(2)(m)	Spacing between buildings: 15 feet.* * Or as required by the Fire Department or State Fire Marshal's office.	This standard appears to be satisfied.
§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).	This standard appears to be satisfied, however, a zoning table for each lot should be provided in order to ascertain each lot's side and rear setbacks. <b>The applicant has included a table and this standard appears to be satisfied.</b>
§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, incorporated in site design, otherwise 60%. Maximum on-site stormwater infiltration is the desired and measurable outcome.	More information is needed to determine compliance.
§16.4.26.D(2)(q)	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. <b>More information is needed on what LID practices and BMPs will be utilized.</b>
§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.	<b>Parking spaces are not permitted between the buildings and the roadway. Site X violates this zoning standard.</b>
§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)	<p>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.</p>	<p>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. The applicant has provided parking calculations. The Board should review and question how much parking is provided relative to the minimums required.</p>
§16.4.26.D(3)(d)	<p>Electric car charging stations are allowed in parking lots but must not interfere with pedestrian movement on sidewalks.</p> <p>[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.</p>	<p>It is unclear if electric charging stations will be provided. The Board should inquire about the matter. The applicant earlier stated that charging stations would be provided, however more information is needed to determine the number and location.</p>
§16.4.26.D(e)	<p>Multiunit residential buildings and mixed-use buildings that include residential.</p> <p>[1] One parking space for studio and one-bedroom dwelling units.</p> <p>[2] One and one-half parking spaces for two-bedroom dwelling units plus one guest parking space per every four dwelling units.</p> <p>[3] Parking spaces for more-than-two-bedroom dwelling units.</p>	<p>More information is needed to determine compliance. Applicant should provide a parking table demonstrating compliance with this standard. The applicant has provided parking calculations. The Board should review and question how much parking is provided relative to the minimums required.</p>
§16.4.26.D(4)	<p>Loading docks, overhead doors, service areas and outdoor storage areas.</p> <p>(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:</p> <p>[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.</p> <p>(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.</p>	<p>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.</p>
§16.4.26.D(5)	<p>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.</p>	<p>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.</p>
§16.4.26.D(6)	<p>Energy and sustainability.</p> <p>Energy efficiency is allowed and encouraged through the use of solar power, geothermal, and other alternative and sustainable power sources.</p>	<p>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. There appears an opportunity to include roof-mounted solar energy systems. The applicant should address this opportunity.</p>
§16.4.26.D(7)	<p>Building design standards.</p> <p>(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:</p> <p>[1] A front door for pedestrian access.</p> <p>[2] Windows</p>	<p>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.</p>

	(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.	
§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 identify 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.  [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.	More information is needed to determine compliance, as a landscaping plan was not submitted in this application
§16.4.26.D(8)(e)	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.  [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.  [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.	More information is needed to determine compliance, as a landscaping plan was not submitted in this application
§16.4.26.D(8)(f)	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:  [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. Site 3 along the northern property line abuts a residential zone and requires a 50-foot-wide buffer. The parking lot as designed violates this buffer.



§16.4.26.D(9)	<p>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.</p> <p>(a) Wherever possible, large healthy trees and areas with mature tree cover must be included in the open space.</p> <p>(b) Location of open space must promote the continuity of open-space networks across adjacent parcels.</p> <p>(c) Where possible, open space and open-space networks must include public trails and low-intensity recreational opportunities.</p>	<p>More information is needed to determine compliance. The applicant has designated certain areas of the development. However, the open spaces are not arranged to promote continuity of open-space networks across adjacent parcels.</p>
§16.4.26.D(11)	<p>Conditions for approving special exception uses in the Neighborhood Mixed-Use 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.</p>	<p>More information is needed to determine compliance, as the uses of the proposed nonresidential area may change.</p>

§16.6 Master Site Development Plan		
Code Ref	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. The applicant has not provided information on how the proposed roadway or sites will be phased, including the likely completion horizon.
§16.6.2.B(3)	<p>Written Submission Requirements</p> <p>(a) A project narrative, describing the nature of the proposed project along with an anticipated timeframes for project phases and overall project buildout.</p> <p>(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.</p>	<p>More information is needed to determine compliance.</p>

## Next Steps

**April 28, 2022**

The applicant resubmitted application materials for the Master Site Development Plan Sketch Plan Review on April 19, 2022. Planning Department staff have reviewed the updated materials and have the following observations and questions:

1. The zoning district allows the state minimum setbacks to wetlands only with the inclusion of Low Impact Development (LID) practices and Best Management Practices (BMPs) for stormwater management based on the Maine DEP's Best Management Practices Manual. What LID or BMPs

2. Parking is located in front of the buildings (e.g., daycare Site 11, medical office Site 8, multifamily Site 7, brewery Site 5, multifamily Site 2), which is not permitted. Only rear and side parking is allowed.
3. Has the applicant considered a “wrap construction” design for the multifamily buildings in Sites 1, 3, & 7? Each of these sites includes large surface parking lots. The scale of this multifamily buildings should allow for the design of a wrap-around configuration, consisting of a centralized above-ground concrete parking structure that is surrounded or “wrapped” by 4 stories of wood construction. The smaller footprint means less site work, less grading, less stormwater runoff, and valuable covered parking amenities for potential residents. Parking deck wrapped with multifamily construction would shield the parking from the street and assist with integrating the design of the buildings within the natural setting.
4. No shared parking between non-residential and residential appears to have been considered, even when the uses are next door to each other (e.g., medical office Site 8 and multifamily Site 7) or in the case of the downtown development area (Site 6a and 6b).
5. Parking is excessive (beyond requirements) for the townhouses.
6. Parking is excessive (beyond requirements) for the assisted living/memory care facility at Site 10
7. No parking is proposed on the new main street even though it is encouraged.
8. Compact car parking could be included (would require a modification from standards from the Planning Board – compact car parking standards have been adopted by the Town).
9. Setbacks for nearly all the buildings on the new road exceed the maximum allowable 20 feet (per Development Summary & Zoning Analysis’ Dimensional Requirements Table)
10. Development Summary & Zoning Analysis often lists the maximum front setback standard incorrectly and calls it “minimum front setback”
11. The pond is a scenic amenity – why aren’t residential uses overlooking it instead of non-residential? The open space amenity seems isolated and an afterthought.
12. Why not move the medical or office uses in Site 8 or 9 closer to the retail/restaurant hub? People working in the commercial buildings could walk to lunch, errands, etc. This could also move the residential building in Site 7 closer to the pond amenity.
13. Townhouses in Site 1 are cut-off from the rest of the development. Why not incorporate them into the larger plan?
14. No pedestrian access is shown to the 76 Dennett Road project, whose approved plan included a required shared access connection to this adjacent parcel. This development should reciprocate.
15. A 50-foot buffer is required between development in the MU-N zone when it abuts a residential lot. There is no 50-foot buffer shown between the R-S zoned lot to the north and the parking lot for Site 3.



16. The plan shows a continuous sidewalk on only one side of the proposed main street, yet there are uses on both sides of the street. Sidewalks should be provided on both sides of this street.
17. Have bicycle facilities been considered along the proposed main street? The applicant should refer to the Town's Pedestrian and Bicycle Master plan (linked here: <https://www.kitteryme.gov/projects/news/bicycle-and-pedestrian-master-plan>) to determine if any of the design concepts could work on their proposed street.

## **Recommended Motions**

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Based on staff's review of the resubmitted application, below is the recommended motion for the Board's consideration:

### *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, ±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.

If the Board chooses to accept or approve the submitted sketch plan, the following motions are provided for the Board's consideration:

### *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, ±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