

Town of Kittery Planning Board Meeting August 9, 2018

Estes Mixed-Use (plans still say Business Park) – Subdivision/Site Plan Sketch Plan Review

Action: Accept or deny application. Approve or deny sketch plan. Owner/applicant Michael Estes requests consideration of plans to develop a mixed-use facility, consisting of businesses, elderly housing and residential uses, located south of 506 US Route 1 (Tax Map 67 Lot 4) in the Mixed Use (MU), Residential – Rural (R-RL), Shoreland Overlay (SL-OZ-250') and Resource Protection Overlay (OZ-RP) Zones. Agent is Ken Wood, Attar Engineering, Inc.

PROJECT TRACKING

REQ'D	ACTION	COMMENTS	STATUS
YES	Sketch Plan Concept Review/Approval	Possible for 8-09-2018	PENDING
YES	Preliminary Plan Review Completeness/Acceptance		
NO	Site Visit	11/3/2016 (for a different project). The Board may want to visit the site again since 3 new members have since joined)	HELD
YES	Public Hearing		
YES	Preliminary Plan Approval		
YES	Final Plan Review and Decision		

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.

Background

This is a conceptual review of a plan for a mixed-use residential and business development located on the northern end of US Route 1, directly across from the intersection of Route 1 and Idlewood Lane. The parcel is a vacant lot, approximately 29 acres in size with wetlands, a pond and a stream.

The Planning Board last reviewed a project for this location as a business park with construction service units and mini-storage. The application did not move forward because mini-storage is not an allowed use in the Mixed-Use Zone. The new proposal describes 10 construction services/business/professional offices on the first level of what appear to be three buildings, with apartments on the second floor. An additional three-story building will provide 8 residential units for the elderly on the first floor, with apartments on the second and third floors. Single-car garages for each age-restricted dwelling unit will be provided and 20 single-car garages for the apartments with surface parking provided for the rest of the parking requirements.

This property has extensive wetlands with a large area along Johnson Creek zoned Resource Protection. The wetlands delineation has been confirmed as correct by DEP and IFW. Staff is satisfied with the plans in this regard.

Staff Review

Uses

1. Elderly housing and construction services are special exception uses in both the Mixed Use and Shoreland Overlay Zones. They are not permitted in the Resource Protection Overlay Zone. Professional and business offices and dwellings on the second floor of a mixed-use building are a permitted use in the Mixed-Use zone, and a special exception use in the Shoreland Overlay zone. The development is confined to the upland area with a wetland crossing required to get there.

The Applicant describes one of the uses as “construction services” which means “*the performance of work and/or furnishing of supplies to member of the building trades such as, but not limited to, plumbing, painting, building, well drilling carpentry, masonry or electrical installation, which requires or customarily includes the storage of materials and/or the location of commercial vehicles on site*”. Another use indicated for those same units is business/professional offices which are defined as *offices for a profession or business including but not limited to, banks, insurance, realtors, attorneys, appraisers, engineers, architects, landscape architects, dentists, optometrists and physicians*. There is a significant difference in the two types of commercial uses proposed. Since the construction services use describes parking commercial vehicles and storing materials on site, is this use compatible with residences? Is there any space for commercial vehicles or materials to be stored on site – the units themselves are quite small (only 560 sf each)?

- a. The applicant added notes 20 & 21 on the overall site plan to address the Board’s concerns regarding hours of operation for the construction services units and storage of materials, equipment and vehicles. If the Board determines that construction services are an acceptable use on this site do the added notes address the Board’s concerns about the proposed use?

Housing for the elderly and residences on upper floors in the mixed-use building round out the list of uses for this property. Public sewer is available.

Title 16 clearly states in 16.3.2.13.D.4 (Mixed Use Requirement) that a permitted retail use and a special exception retail use are not eligible to be deemed a mixed-use. The ordinance is silent about a permitted residential use and a special exception residential use.

The Board will want to discuss how the special exception uses requested meet the criteria per 16.4.4., 16.6.6.2, and 16.2 (the definition of special exception) with the Applicant.

2. Per 16.3.2.13.D.4 any development that proposes 20,000 square feet or more of gross floor area must consist of at least two principal uses. The smaller use or uses combined cannot be less than 10% of the total gross floor area. Combining the elderly housing (9,728 sf) and the construction services/offices (5,600 sf) as the smaller of the three uses with the gross floor totaling 45,984 sf shows that the smaller uses consist of about one-third of the total floor area which meets and exceeds the requirement.

Wetlands and Stormwater

3. The wetland setback limit lines are complicated because of the amount of wetlands involved but it appears that:
 - All development proposed is outside the Resource Protection Zone.
 - The buildings as proposed are outside the 100-foot building wetland setbacks.

- Stormwater pond #4 is between the 75-foot and 30-foot setback for wetlands not associated with the Resource Protection Zone. Stormwater ponds #2 and #5 are outside the Resource Protection Zone setback.
 - Stormwater pond #1 along the road does not show the wetland setback (and should) but appears to be about 25 feet from the wetland edge.
 - The updated plan shows a 30-foot road setback. It appears that there may be room to move the pond further from the wetland – is that a possibility?
 - The plan key does not indicate retaining walls but there may be some sections proposed. Where are the retaining walls and any guard rails (the label points to the parking area) proposed to be located?
 - Sheet 2 of the plans now show retaining walls and guardrails.
 - Roads, the dumpster and the dumpster's concrete pad are all outside the 30-foot road wetland setback allowed.
4. No snow storage locations are currently shown on the plan that staff could find.
- a. Three (3) snow storage areas are shown on the plans and appear to all be between 30-75' from wetlands though not near any stormwater USF ponds. There does not appear to be any location on the plans for snow storage further from any wetlands. Can the first snow storage location be moved from the 75' parking setback further away to the 100' building setback? Staff recommends a "no snow dumping" sign be installed on the left-hand side of the hammerhead turn around next to USF 4.
5. How do the new uses proposed with the resulting change in building sizes affect stormwater?
6. The maximum devegetated area within the Shoreland Overlay/Mixed Use Zone is 20%. There is no standard for maximum building coverage in the Mixed Use Zone.
7. The proposed road crosses a wetland in order to access the identified buildable area of the lot. An approved wetland alteration application is required, including the submission of a wetland mitigation plan, as outlined in Title 16.9.3, Conservation of Wetlands including Vernal Pools, and a wetland impact fee.

For the last proposal, a wetland alteration application and mitigation plan was submitted because the plan, as proposed then and now, involves significant wetland impacts. The application states that there is no reasonable alternative to the stream/wetland crossing to reach the developable upland. A 15,000 sf area of upland is proposed as a wetland buffer for mitigation as well as the fee (\$51,868 - \$4/sf x 12,967sf of wetland impact). Does this application also apply to this proposal?

Building Design

8. Architectural drawings and building elevation drawings were provided. The drawings provided speak of two structures – the plans show four structures. The drawings appear to show the apartment/office/construction services buildings. There is a discrepancy between the number of apartment/office/construction services units shown in the architectural drawings (five) within the buildings and the number described by the plans (10). If 10 units are proposed, they would be 560 sf which is smaller than the 650 sf that is currently allowed. The larger building with the age-restricted housing and the two stories of apartments is not shown in the architectural drawings provided. All structures must comply with the building design standards as outlined in 16.3.2.13.D.5.

- a. Sheet P1 of the Architectural Drawings has retail listed as a potential use, though retail has not been proposed in the application or narrative from the applicant.

Parking

9. The sketch plan includes 21 (previously 17) surface parking spaces located west and south of the offices/construction services/apartment buildings. There will be a garage for each of the 10 dwelling units in these buildings. For the 3-story building, each age-restricted dwelling unit will have a garage and there are 58 surface parking spaces. This totals 79 (previously 75) parking spaces plus 18 garages for a total of 107 previously (93) parking spaces as counted on the plan by Staff. The proposed development requires either 87 parking spaces if construction services is the use or 106 if business and professional offices is the use, as outlined in the table below.
10. Per 16.8.9.4.C which states in the second sentence that “*In cases not specifically covered*” – which Staff (including the CEO) interprets to mean if the use is not specifically listed in the table of parking – “*the Town Board or officer with jurisdiction to approve the application is authorized to determine the parking requirements and projected development use intensity. Existing parking standards are to be used as a guide where applicable...*” The parking table uses that seem closest to the uses proposed are below.

Use Proposed	Parking Use Category		Requirement
Construction Services (10 total) OR	Warehouse and Storage	$(10 \cdot 560) / 500 = 29 + (10 \cdot 2)$ (2 additional spaces for the office is required)	23 spaces
Business and Professional Offices (10 total)	Offices, professional and public buildings	$(10 \cdot 560) / 250 + (10 \cdot 2)$	42 spaces
Apartments (26 total)	Dwellings	2 spaces/dwelling unit	52 spaces
Housing for Elderly (8 total)	Dwellings	1.5 for two bedrooms	12 spaces

11. All new parking must be visually screened from Route 1, and, with the exception of 10 or fewer parking spaces, must be located to the side or rear of principal buildings. The sketch plan appears to conform to that standard.
12. The ADA-compliant parking seems rather distant from the buildings. Will there be a common entrance to the larger building to access the units within?

Roads and Traffic

13. No traffic information was included in the application but based on ITE’s (Institute of Transportation Engineers) standards which Staff was able to locate:

$$\text{Apartments (6.65 average trips per day) * 16 units) = 106 trips}$$

$$\text{Apartments for elderly (3.48 average trips per day * 8 units) = 28 trips}$$

The applicant should provide the Average Daily Trips (ADT) for the proposed offices and contractor services.

A traffic impact analysis will be required for Preliminary Plan Review (40 parking spaces or more is the threshold). The Board may wish to request a detailed traffic report from a traffic engineer since the property is located on Route 1 and to clarify which ITE designation best describes the offices and contractor services units. Also receiving information on which hour is considered peak hour, accident rates and the distribution of traffic flowing in or out at that peak hour (including how left turns may affect the site) could be useful to the Board.

14. The road proposed appears to be about 20 feet wide. No details were provided. The road is not designated as private on the plans. Based on the residential ADT numbers alone, it would appear the road should meet Minor Streets standards which require 60 foot ROW and 20 feet of paved travel way. See 6.8 Table 1. Per the Public Works Commissioner, sidewalks will be required on Route 1.

Landscaping and Open Space

15. The plans depict a planting strip with trees along Route 1 and five more trees scattered around the office/construction services/apartment buildings which a note says will be sugar maples. One note says that the remainder of the planting strip will utilize existing trees and shrubs. Another note says that the remainder of the planting strip will utilize shrubs and ground cover from the Design Handbook. It isn't clear what the dimensions of the planting strip is – it must be 30 feet wide with a tree every 25 feet per standards outlined in 16.3.2.13.D.6. Are the trees shown in the wetland existing? More details are needed and could be provided at the Preliminary Plan.
16. A minimum of 35% of the total lot must be designated as open space. Two open space areas are shown and labeled on the plan. Note 9 states that the two areas add up to the required 35%. The open space area in the front labeled Block 1 is 2.8 acres and Note 9 states that it meets the requirement that 25% of the open space be located in the front 50% of the lot area closest to Route 1.

Miscellaneous

17. Per 16.3.2.13.G, the elderly housing component must be an essential element and the development should allow residents to have pedestrian access to services and function as part of the community. The application states that the older residents will be able to avail themselves of the services provided by the offices/contractor services, visit other residents, use a picnic area and walk on trails using the passive recreation area (although no picnic areas, trails or passive recreation areas are shown on the plans).
 - a. A proposed passive recreation area is identified within the Resource Protection. How will this area be maintained? Will it be mowed?
 - b. In the narrative relative to Conditions for approving Special Exception uses in the Mixed use Zone, Note 3 states that elderly residents can visit with the other residents and take advantage of the services offered by the business and professional offices/construction services units. The board will need to determine if this is a sufficient justification for the special exception use.
18. Are the age-restricted units going to be for rent or for sale? Are the apartments going to be rentals?
 - a. In the narrative relative to Housing for the Elderly – Special Exception, Note 2 states “Residents who do not have a family member 55 years or over may decide to rent on of the apartments with a future plan of purchasing an Elderly dwelling unit.” It is still unclear what will be for rent and what will be for sale.
19. One dumpster for all the dwelling units may not be sufficient.
20. Where will snow be stored?
 - a. See Note #4 above.

21. There are several labels on the plan that are incorrect or point to wrong places, including one that refers to the previous uses (storage units).
 - a. **This has been revised.**

Recommendation

Sketch Plan gives the Board an opportunity to provide guidance on a plan still being developed and to consider the basic characteristics of the proposed plan such as the uses proposed, the general layout of the site, and whether or not the special exceptions proposed meet criteria.

Based on the information provided, the sketch plan appears to generally conform to the standards of Title 16. While the applicant has provided additional parking spaces and shown a passive recreation area, has provided additional architectural details on the buildings, and identified the locations of retaining walls, guard rails and snow storage more details are needed on traffic, HOAs, street design, and the planting strip. If the Board is satisfied with the combination of uses and the general site layout, those details could be provided in the Preliminary Plan submission. The Board will want to decide if the special exception uses requested meet Title 16's requirements and if the information required to make that decision has been submitted.

Because there are three members on the Planning Board that were not on the previous site walk back in 2016 and because the uses being proposed are quite different than previous proposals, the Board may want to schedule a site visit.

If the Board wants to schedule a site walk and/or continue the sketch plan review discussion, use the following motion:

Move to continue the sketch plan presented by owner/applicant, Michael Estes for a mixed-use development located at Tax Map 67 Lot 4 in the Mixed Use, Shoreland Overlay and Resource Protection Overlay Zones.

If the Board is satisfied with the combination of uses and general site layout, use the following motion:

Move to [approve or deny] the sketch plan application dated July 18, 2018 from owner/applicant Michael Estes for a mixed-use development located at Tax Map 67 Lot 4 in the Mixed Use, Shoreland Overlay and Resource Protection Overlay Zone [with conditions].



Town of Kittery, Maine

Conservation Commission

P.O. Box 808, Kittery, Maine 03904

DATE: June 19, 2018

TO: Kathy Connor, Interim Kittery Town Planner
Ann Grinnell, Planning Board Chair

FROM: Earldean Wells, Chair

RE: Michael Estes, 519 Rte 1, proposed development, Map 67 Lot 4

The Kittery Conservation Commission continues to have concerns regarding the proposed development of the Michael Estes parcel which have never been satisfactorily addressed. The applicant has submitted several proposals to develop his property in recent years. All of his proposals indicate the desire to fill a large stream/wetland for an access road to the back of his property. This most recent proposal is for a mixed-use facility of businesses, elderly housing and residential uses.

The application states 'that there is no reasonable alternative to the stream/wetland crossing to reach the developable upland'. The applicant has concluded that the only way to cross the stream/wetland is with a wetland impact of 12,967 square feet of fill, at \$4.00 sq. ft. the impact fee will be \$51,868.00 – making this the largest wetland impact/fill in Kittery to date. Add to the \$51,868.00 impact fee the cost of culverts, guard rails, engineering and construction fees, road under layment and paving costs makes the option of a bridged crossing a viable alternative that will reduce the impacts to this stream/wetland and the wildlife habitat. There are two bridged wetland crossings in Kittery to date, making this a reasonable option.

The proposed plans, most recently submitted, still do not show the location of the probable vernal pool that was noted by the attendees of a sitewalk in April, 2017. While the applicant's agent, Ken Woods, has repeatedly dismissed this issue by saying that the 'vernal pool is not on this property' the fact remains, that all pertinent natural features must be shown on the proposed development plans; that the peeper frogs were clearly heard by all attending the sitewalk; that the applicant must maintain at least a 250 foot buffer from the edge of the vernal pool and the only way to insure this is to show the location of the vernal pool in relation to the proposed structures on the development plans.

There is still an issue of the need for major grading of the hill on the other side of the stream/wetland to reduce the road grade in that area – during the sitewalk the applicant stated that the soil from the grading in this area would be used as fill in the wetland impact area. Since this proposed grading would be done between two wetlands there is a need for information as to affect this will have on those wetlands' capacity to function properly in the future.

The Conservation Commission's letters of January 19, 2017 and November 10, 2013 are attached so that the Planning Board and applicant can see that the issues have long been apparent and should be answered.



Town of Kittery, Maine

Conservation Commission

P.O. Box 808, Kittery, Maine 03904

DATE: January 19, 2017

TO: Chris DiMatteo, Kittery Town Planner
Ann Grinnell, Planning Board Chair

FROM: Earldean Wells, Chair

RE: Michael Estes, 519 Rte 1, proposed development, Map 67 Lot 4

Attached please find a memo to the Planning Board dated November 10, 2013 regarding the then proposed development of storage tanks on the above listed property owned by Michael Estes. The questions that the Conservation Commission posed at that time are still pertinent today.

These questions were never answered in 2013. KCC requests that these questions be answered for the new proposed development of structures to house businesses, storage and a residence. The 2013 proposal called to fill the wetland for a road that would require 11,985 sq feet of fill, 3 culverts and guard rails—there is no reason to believe that a road to cross the wetland would have different requirements. Therefore, the Conservation Commission requests that a discussion with the applicant regarding a bridge is still a reasonable request taking into account that this would possibly be the largest proposed wetland fill in the town of Kittery to date. At \$4.00 a sq. ft. the impact fee alone will be \$47,940.00. Add to that the cost of culverts, fill, guard rails, paving and construction fees, still makes this a viable request.

There has been no information on the possible vernal pool location and its location in regards to the proposed development; no information on the impact to existing wetlands, setbacks, flood planes and the water table from the proposed grading needed for the road to access the proposed structures on this property.

We look forward to receiving the information that we are requesting. Thank you for your attention.

Date: November 10, 2013

To: Tom Emerson, Chairman
Kittery Planning Board

From: Earldean Wells, Chair
Kittery Conservation Commission

Re: Proposed Estes Bulk Storage/Rte. 1

This memo is to serve as a reminder to the Planning Board of the concerns addressed by KCC during the sitewalk at the above mentioned property on April 10, 2013. I would like to also point out that the December 12, 2013 is the first meeting since that sitewalk eight months ago and that KCC was not given any advanced notice that this proposed development would be on this agenda so that a memo from us could have been included in this packet:

1. During the April sitewalk I called attention to the sound of the peeper frogs singing. This is often an indicator of the presence of a vernal pool nearby. I requested that a vernal pool evaluation be done as there was still several weeks left that would allow such an evaluation to be done. The wetland evaluation done by Soil Scientist, Michael Cuomo, included in the December 12, 2013 packet, is an evaluation of the proposed impacted area of the wetland for a proposed road and does not include the information requested by KCC. KCC requests that a vernal pool evaluation be done and that the vernal pool be clearly located on the site plan; that it be clearly indicated whether it exists on this property or an abutting property and exactly how far it is from the proposed propane tank and road.
2. The proposed road/wetland crossing will require a huge amount of fill, 11,985 sq. ft. of fill, along with three culverts and guard rails. The impact fee for the wetland fill @ \$4.00 sq. ft. will be \$47,940.00, add to this the cost of the fill itself, the culverts, the guard rails, paving, engineering plans, etc. and KCC feels that these costs alone make a discussion of a bridge to cross this wetland viable. The area before and after the proposed crossing is higher than the wetland itself, which is why such a large amount of fill is needed. The topic of a bridge was brought up during the sitewalk and we had expected that this would be addressed.
3. KCC recently received a letter from U.S. Dept. of Homeland Security FEMA, dated November 5, 2013 which indicated that updated flood hazard risk information would soon be available. Since this the flood zone information on this property is based on 4/22/2003 information, KCC requests that the Planning Board make no decisions on this application until the new flood zone information is discussed and evaluated during the formal community coordination meeting which will be scheduled sometime after December 15, 2013.
4. During the site walk a KCC member noticed the grade of the hill on the far side of the wetland; it appeared to him that the access road would need a major cut to reduce the grade to allow the large delivery trucks to be able to access the storage tank. When he brought this to the attention of the developer he was told that part of the road would have to be 'engineered'. If the road height must be reduced we should have information not only on the amount of the reduction but also the ramifications of such an alteration to the existing wetlands, setbacks, flood plain, etc. in this area.
5. The developer's representative included plans during the Sketch Plan presentation of the expected future development along the proposed road of various businesses. Because this property is located in a very sensitive area, KCC feels that should the Planning Board approve this proposed development that there be a Condition on the plans requiring that any further/future development on this property have a full Planning Board review with a notation that the Planning Board may/or/may not approve further development of this property should the proposal pose a risk to the environmental areas.



ATTAR

ENGINEERING, INC

CIVIL • STRUCTURAL • MARINE

Ms. Kathy Connor, Senior Land Use Planner - SMPDC
Town of Kittery
P.O. Box 808
Kittery, Maine 03904

July 18, 2018
Project No.: C082-18

**Re: Sketch Plan Application
Estes Business Park
U.S. Route 1**

Dear Ms. Connor:

On behalf of Michael Estes, President of M & T Realty, LLC, I have included additional information for your review and consideration. The site is located on U.S. Route 1 and is identified on the Town of Kittery Assessor's Map 67 as Lot 4. The parcel contains 28 +/- acres and is located in the Mixed-Use (MU) district, Shoreland Overlay district, and Resource Protection district. All development will occur in the MU District.

M & T Realty, LLC proposes to construct a Mixed-Use facility consisting of the following;

- 1) 10 Business and Professional Offices/Construction Services area on the first level with 10 Single-Family Residential units on the second level. Parking for the residential units will be provided in the first level garage.
- 2) A facility containing 8 Elderly Residential units on the first level and 16 Single-Family Residential units on the second and third levels. One interior parking space for each Elderly units is provided on the first level.

The project plan set provides details of the proposed building sizes and number of units.

As a result of Board members concerns at the July 12, 2018 meeting regarding possible conflicts between the Professional Office/Construction Services and residential units and a follow-up staff meeting, we have added General Notes 20 and 21 restricting the storage of exterior materials and construction vehicles and limiting the hours of operation. Please note that each office is only 560 SF; adequate for one or two employees at the maximum. Additional information previously submitted is also noted below. Business and professional offices and dwellings on the upper floors of a mixed-use building are a permitted use. Housing for the elderly and construction services are a special exception (SE) use.

Regarding consideration of the Special Exception (SE) approval;

Conditions for approving Special Exception Uses in the Mixed use Zone.

- 1.) Screening - The subject lot is approximately 28.8 acres in size with all of the proposed development concentrated into the middle portion of the parcel approximately 700' off of Route 1. This area is surrounded by wetlands and wetland buffers. There is also mature forest that will remain around the entire perimeter with the exception of the US Route 1 frontage, which will be landscaped. A majority of the developed portion of the parcel will be screened and buffered by wetlands, their respective wetland setbacks and the required landscaping along the frontage and within the parking areas.

1284 State Road, Eliot, ME 03903 ♦ tel (207) 439-6023 ♦ fax (207) 439-2128

- 2.) Architectural Compatibility - The structures that will be built will all comply with The Town's Design Handbook and compliment the New England design

characteristics of developed adjacent lots. We believe this development will be a landmark on U.S. Route 1.

- 3.) Location - All structures have been located in areas that achieve the lowest adverse impacts possible.

Elderly Housing, Additional Information – Elderly Housing is allowed as a Special Exception; it is an integral component of this Mixed-Use Development. This development provides elderly housing as a component of the overall housing, commercial and recreation opportunities provided within the development and also by adjacent land uses. For example; the elderly residents can visit with the single-family and apartment residents and may also take advantage of the services offered by the business and professional offices/construction services units. The development is located within walking distance of several retail establishments and restaurants on US Route 1. Other food, retail, recreational and commercial establishments are located within a short vehicular distance of the development on Route 1 and also in Kittery Foreside. The large area of Open Space provides passive recreation such as walking, snow-shoeing and X-CTRY skiing and a picnic area. Other successful Mixed-Use Developments contain a variety of housing options for various age groups; similar to those proposed.

Elderly housing, as defined by the Ordinance, means a residential use occupied principally by residents who are at least fifty-five (55) years of age (or in the case of a couple, at least one of whom is at least fifty-five years of age) in which the accommodations are all dwelling units with private bathrooms and cooking facilities. Occupants of this residential use may also include handicapped individuals of any age. This housing does not provide a regular program of services to all of its residents although individual residents may arrange for the provision of services within the facility.

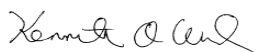
Regarding consideration of the Special Exception (SE) approval for Elderly Housing;

Housing for the Elderly – Special Exception

- 1.) Location Suitability – The site allows and encourages pedestrian travel throughout the site; residents can walk to the on-site venues and also the passive recreation area. The site is also in close walking and driving distance to several restaurants, retail and commercial establishments along US Route 1, Kittery Foreside, Gourmet Alley and York and Portsmouth, N.H. The mixed-uses on the parcel complement each other.
- 2.) Mixed-Use – As noted above, the elderly aspect of the development is an essential part of the entire project and all proposed uses. We envision elderly residents using the on-site amenities; the professional office spaces and the passive recreation area. Residents who do not have a family member 55 years or over may decide to rent one of the apartment units with a future plan of purchasing an Elderly dwelling unit.

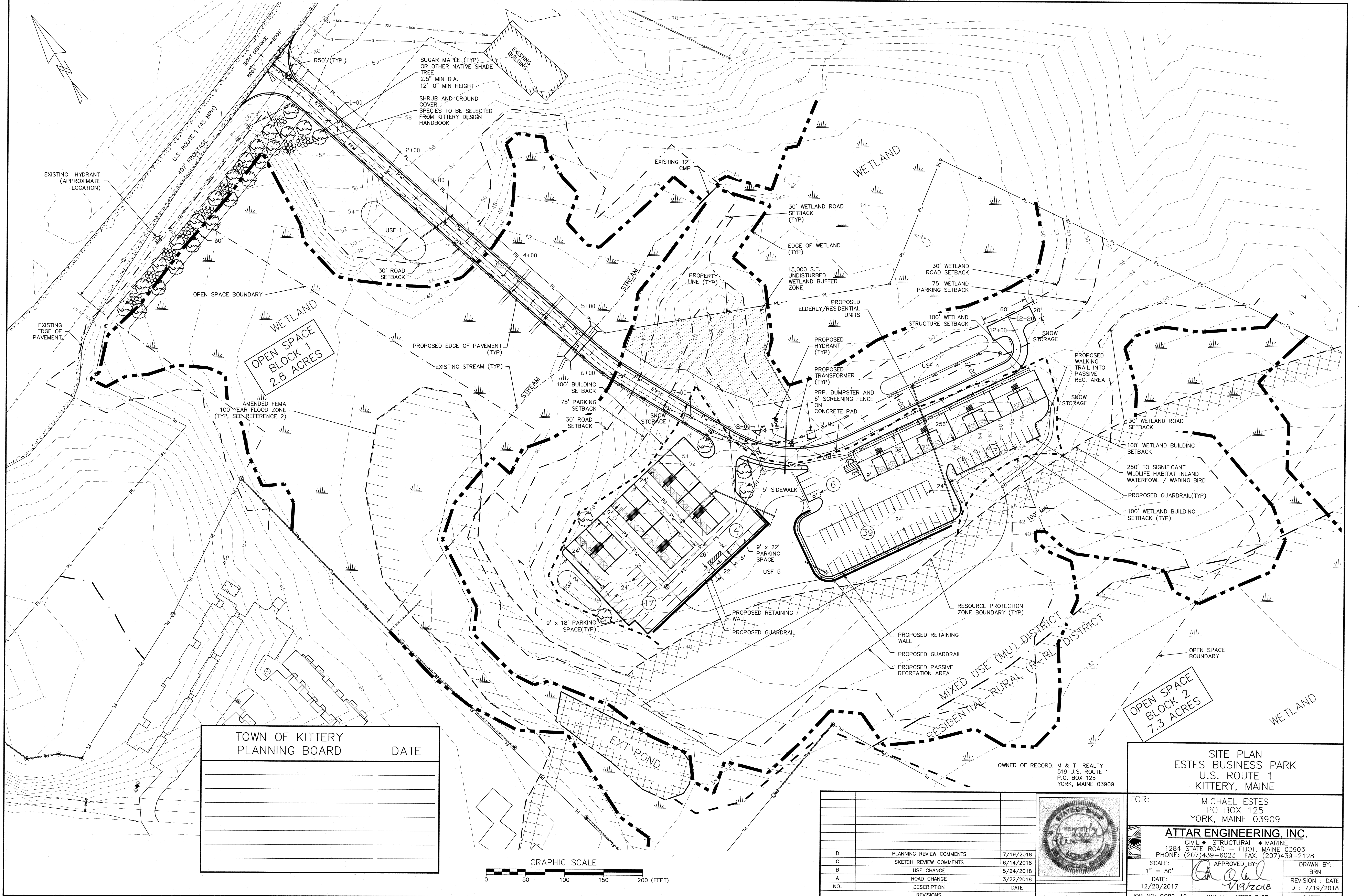
I have also attached architectural plans for the proposed buildings, prepared by Michelle Shields Design. We look forward to further discussion of this project and acceptance of our Sketch Plan Application at the next available meeting. Please contact me for any additional information or clarifications required.

Sincerely,



Kenneth A. Wood, P.E.
President

cc: M & T Realty, LLC



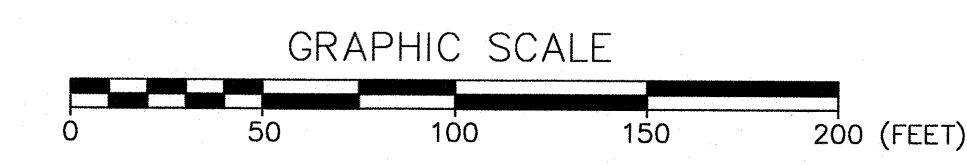
SUGAR MAPLE (TYP)
OR OTHER NATIVE SHADE
TREE
2.5" MIN DIA.
12'-0" MIN HEIGHT

SHRUB AND GROUND
COVER
SPECIES TO BE SELECTED
FROM KITTERY DESIGN
HANDBOOK

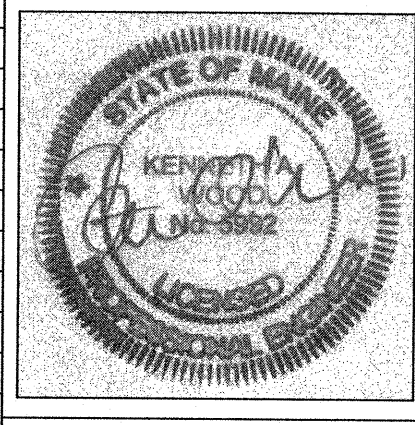
OPEN SPACE
BLOCK 1
2.8 ACRES

OPEN SPACE
BLOCK 2
7.3 ACRES

TOWN OF KITTERY PLANNING BOARD	DATE



NO.	DESCRIPTION	DATE
D	PLANNING REVIEW COMMENTS	7/19/2018
C	SKETCH REVIEW COMMENTS	6/14/2018
B	USE CHANGE	5/24/2018
A	ROAD CHANGE	3/22/2018



OWNER OF RECORD: M & T REALTY
519 U.S. ROUTE 1
P.O. BOX 125
YORK, MAINE 03909

SITE PLAN
ESTES BUSINESS PARK
U.S. ROUTE 1
KITTERY, MAINE

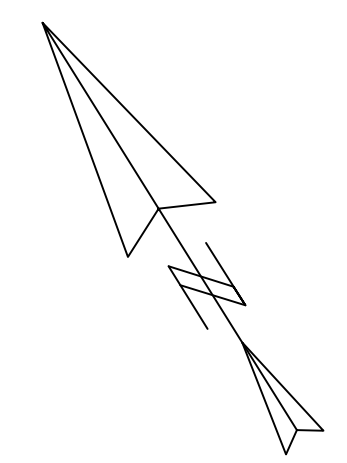
FOR: MICHAEL ESTES
PO BOX 125
YORK, MAINE 03909

ATTAR ENGINEERING, INC.
CIVIL • STRUCTURAL • MARINE
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE: 1" = 50'
DATE: 12/20/2017
JOB NO: COB2-18

APPROVED BY: *[Signature]*
1/19/2018

DRAWN BY: BRN
REVISION: DATE
D : 7/19/2018
SHEET 2



CLASS B HIGH INTENSITY SOIL SURVEY LEGEND

- Bm BIDDEFORD MUCKY SILT LOAM* (HSG D)
- La LAMOINE SILT LOAM (HSG D)
- LR LYMAN FINE SANDY LOAM-ROCK OUTCROP COMPLEX (HSG D)
- Md MADELAND (HSG C)
- Os OSSIPEE MUCKY PEAT* (HSG D)
- Sc SCANTIC SILT LOAM* (HSG D)
- TL TUNBRIDGE-LYMAN FINE SANDY LOAMS (HSG C/D)

* THESE ARE WETLAND SOILS

SLOPE LEGEND

- (NONE) 0 TO 3%
- B 3 TO 8%
- C 8 TO 15%
- D 15 TO 25%
- E +25%

SOIL SURVEY NOTES

1. HIGH INTENSITY SOIL SURVEY PREPARED BY MICHAEL CUOMO, MAINE CERTIFIED SOIL SCIENTIST # 211.
2. SEE SOIL REPORT DATED 20 MAY, 2003 FOR DESCRIPTION OF METHODS AND SOILS.
3. TEST PITS DEPICTED ON THIS PLAN WERE INVESTIGATED BY MICHAEL CUOMO IN MAY OF 2003.
4. LOCATIONS OF TEST PITS ARE APPROXIMATE.

LEGEND	
SOIL TYPE BOUNDARY	— — — — —
PROPERTY LINE	— PL — PL —
EXT. TREELINE	~~~~~
PRP. TREELINE	~~~~~
EXT. MAJOR CONTOUR	---XXX---
EXT. MINOR CONTOUR	---xxx---
TEST PIT	⊙
EXT. WETLAND BNDY	~~~~~
EXT. WETLAND AREA	~~~~~

MICHAEL CUOMO, MAINE CERTIFIED SOIL SCIENTIST #211
 THIS SOIL SURVEY COMPLIES WITH CLASS B HIGH INTENSITY SOIL SURVEY. SEE REPORT DATED 20 MAY 2003 FOR COMPLETE DESCRIPTION OF METHODS, SOILS, AND RESULTS.



REVIEW PRINT-NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE

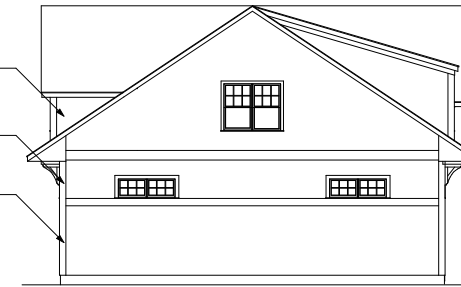
PROGRESS PRINT

HIGH INTENSITY SOIL SURVEY ESTES BUSINESS PARK U.S. ROUTE 1		
FOR: MICHAEL ESTES PO BOX 125 YORK, MAINE, 03909		
ATTAR ENGINEERING, INC. CIVIL ♦ STRUCTURAL ♦ MARINE 1284 STATE ROAD - ELIOT, MAINE 03903 PHONE: (207)439-6023 FAX: (207)439-2128		
SCALE: 1" = 100'	APPROVED BY:	DRAWN BY: BN
DATE: 12/20/2017		REVISION DATE: -: -
JOB NO: C082-17	FILE: ESTES BASE.DWG	SHEET: 3

Front



Clapboards
Shingles
Clapboards

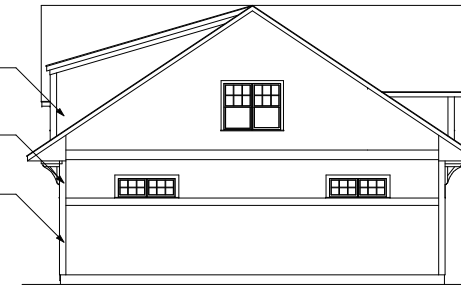


Right

Rear



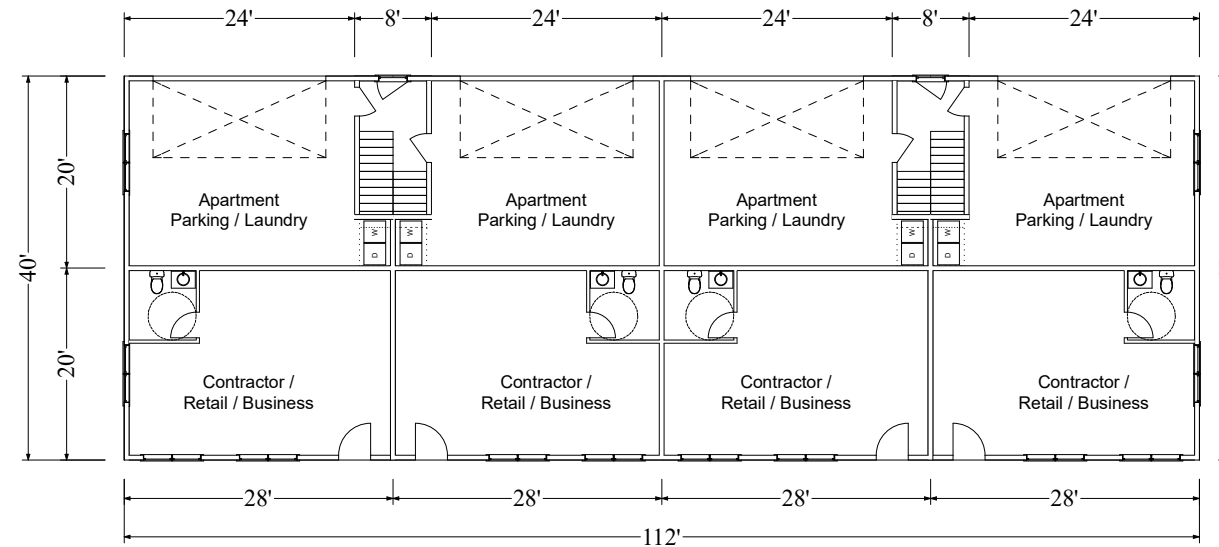
Clapboards
Shingles
Clapboards



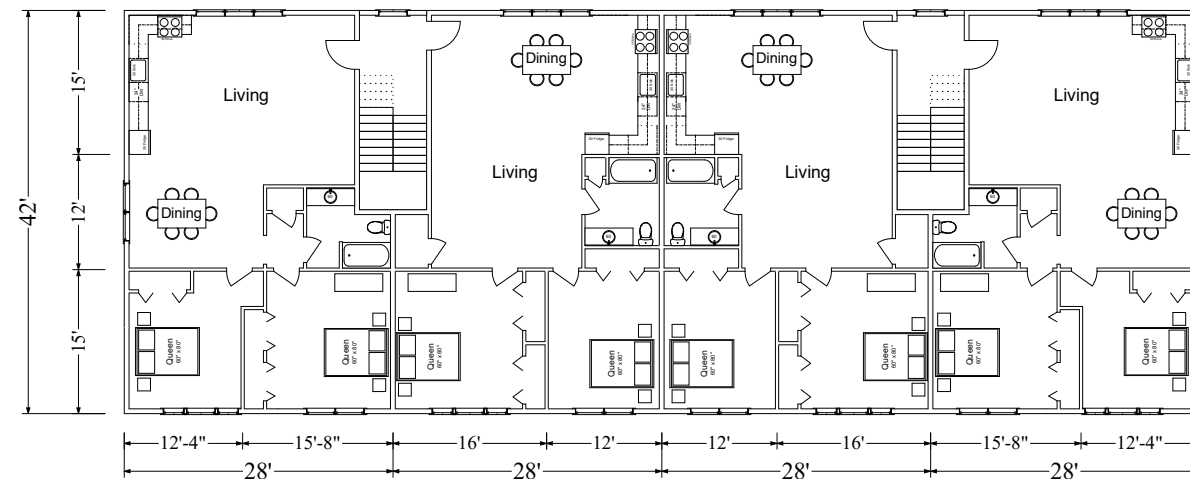
Left

Exterior Materials:
Roof: Architectural Shingles
Siding: Vinyl clapboards and shingles as noted (Certainteed or equivalent)
Trim: Painted Azak (or equivalent)

First Floor



Second Floor



Three Mixed Use Buildings:

**Two (2) with Four Units
One (1) with Two Units**

First Floor:

28' x 40' Units
Half Office / Retail (560 s.f.)
Half 2 Car Garage (560 s.f.)
(with laundry and stairs)

Second Floor:

28' x 48' Apartments (1344 s.f.)
(two bedrooms, 1 bath)

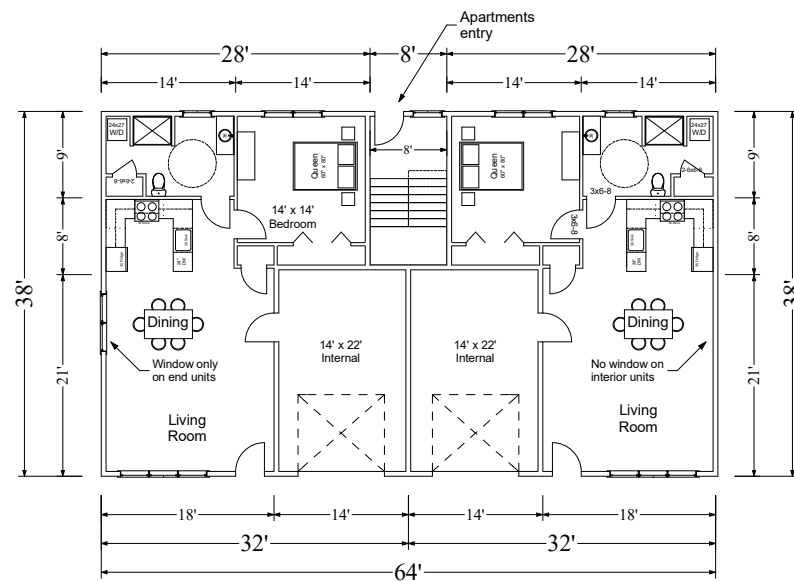
SHEET: P1	TITLE: Proposed Mixed Use Units	SCALE: 1" = 20'-0" (11 x 17)	PROJECT: Mike Estes / Estes Business Park	SITE: 519 US Route 1 Kittery, Maine 03904	ISSUED FOR: Review	ISSUE DATE: June 11, 2018
	Michelle Shields Design 6 Rudolph Avenue Kittery, Maine 03904 207-438-9829 Cell: 207-752-7623 www.MichelleShieldsDesign.com					



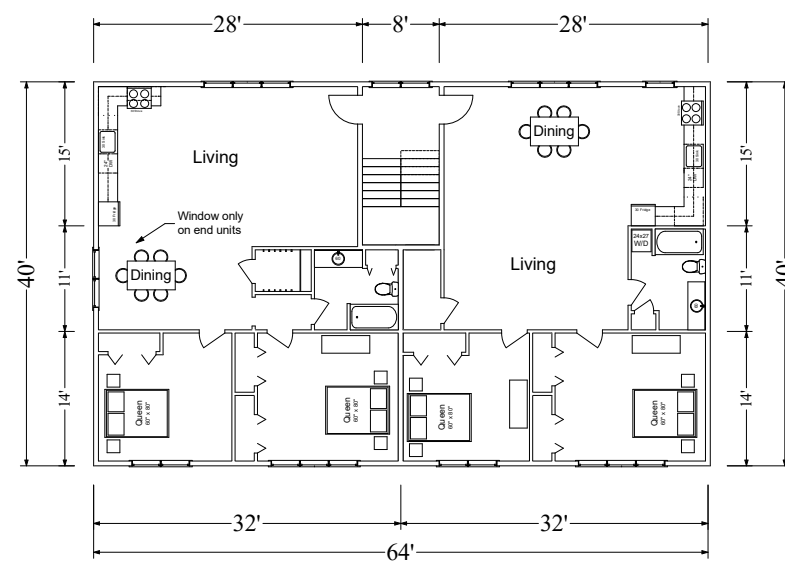
Proposed Front



Proposed Rear



Typical First Floor: Elderly Apartments
Two Units: each with 844 s.f. finished living plus one car garage.



Typical 2nd and 3rd Floor: 2 Bedroom Apartments
Two Units: 1212 s.f. each

One 256' x 38'/ 40' Combination Elderly and Apartments Building:

First Floor:
Eight 32' x 38' +/- Units
One bedroom with one car garage

Second Floor:
Eight 32' x 40' +/- Apartments
Two bedrooms, 1 bath

Exterior Materials:
Roof: Architectural Shingles
Siding: Vinyl clapboards and shingles (mixed)
(Certaineed or equivalent)
Trim: Painted Azak
(or equivalent)

SHEET:	P2	TITLE: Proposed Elderly + Apartment Units	SCALE: 1" = 20'-0" (11 x 17)	PROJECT: Mike Estes / Estes Business Park	SITE: 519 US Route 1 Kittery, Maine 03904	ISSUED FOR: Review
						ISSUE DATE: June 11, 2018
Michelle Shields Design		6 Rudolph Avenue Kittery, Maine 03904 207-438-9829 Cell: 207-752-7623 www.MichelleShieldsDesign.com				