

"Candle Street" Discussion

Town of Nantucket: Board Of Selectmen Workshop
Prepared by the Nantucket Planning Office

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December 11, 2007

Location



- 2.24 acre site off Candle Street
- Adjacent to proposed Transportation Hub
- Brownfield
- Adjacent to Nantucket Harbor/preserved open space
- One of few large parcels near the downtown



Open Space/Harbor views

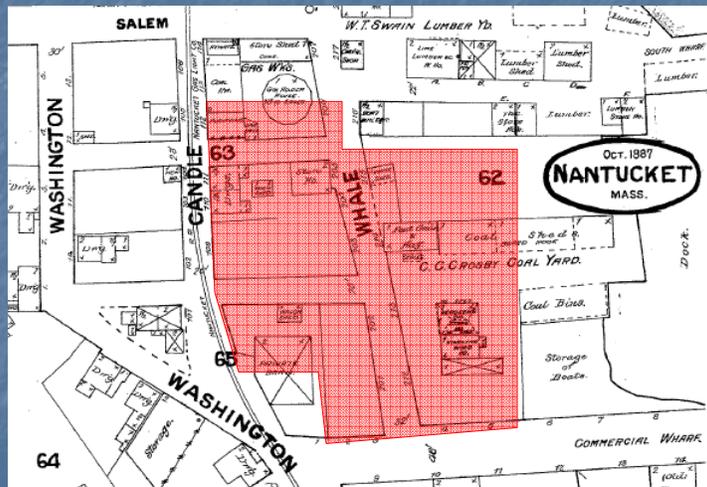


View to the Northeast

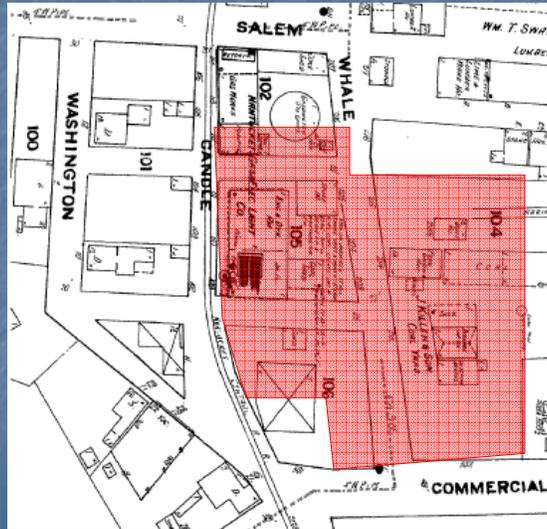


View to the Southeast
“petrol landing” owned by Land Bank

History (1887)



History (1923)



Site (1938)





Straight Wharf Auto Station



Nantucket waterfront 1960 - before the restoration

History Summary

- Heavy Industrial/Commercial Use
 - Underground pollution
- Old structures exceeded 30' height
 - 4-story building (in historical image), 42' gas tank, 60' smokestack
- Intensity (structures and use) of site declined as energy production methods changed

Site Information

- National Grid owns property
- \$52,226.53 annual taxes
- Assessed value: \$21,260,100
 - Land: \$20,827,800
 - Bldg: \$ 432,300
- New Whale Street and Commercial Street are public ways in easement.

Site Characteristics

- Remediation underway-long term management necessary
- Licenses: Chapter 91
- Bulkhead controlled by boat basin
- Easements
 - Allowing access to harbor
 - Allowing access to Harbor Fuel: exp. 2020
- Former Electrical Generation (to 1996)

Zoning Considerations

- Residential Commercial (RC) *Existing*
 - 20 Potential Lots
 - 40 Potential Dwelling Units
 - 50 Percent Ground Cover
 - Maximum Height 30 Feet
- Residential Commercial Downtown (RCDT) *Nearby*
 - 25 Potential Lots
 - 50+ Potential Dwelling Units
 - 75 Percent Ground Cover
 - Increased Height By Special Permit

Timeline

- 1990 Goals and Objectives - Section C - Growth Management:
 - Objective C-6.7 - Central Business District: "... study parking garage."
- 1997-2004 Part of site evaluated for Downtown Transportation Center
- 4/2005 Planning staff discusses revised plan with newly elected Selectmen
 - BOS requests broader study of entire area
- 12/2005-8/2007 NP&EDC discussions in executive session
 - Potential negotiation with National Grid
- 9/2006 Planning staff discusses goals
 - BOS executive session-approved
- Public discussion of Parking Garage begun in May 2007

Decision Options

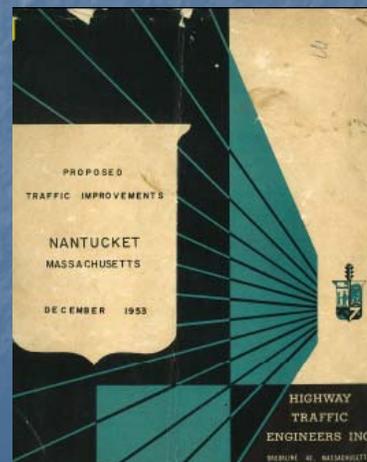
- Range between "All" or "Nothing"
 - "All"-Purchase property for public use
 - \$30-50 million purchase price
 - \$ for uses-Park? Surface Parking? Management?
 - Lost tax revenue, legal fees, etc.
 - "Nothing"-React to permit applications
 - Local: Use by right-Special Permit
 - State: Chapter 91
 - Rely on permit process

Decision Options (cont'd)

- Something in-between “all” or “nothing”?
 - Leverage public benefit through:
 - Zoning or administrative changes
 - Access to favorable financing-DIF
 - Permitting
 - Minimize public expenditures
 - Develop public/private partnership
 - Create district so that “development pays its own way”: All/portion of taxes-revenue pay for infrastructure
 - Operations through private sector

Downtown Parking Problem

- A problem discussed since the 1950's
 - Lack of Supply
 - Congestion due to ferry and downtown destination traffic
- Growth Management
 - Increasing supply to respond to population and visitor growth
 - Strategic pricing



Downtown Parking Alternatives

- Paid Parking
 - Parking Meters (negative vote by 2004 BOS)
 - Peak Pricing (tolls entering downtown)
- Vehicle Limitation
 - Hard cap on vehicles allowed in Core District (negative vote by ATM 1994 odd/even license plate concept)
- Expanding supply at Town Parking Lot
 - Purchase adjacent property (remove buildings)
 - Additional levels of parking
- Relocate high demand uses outside of Downtown
 - Example: Town Building requires 67 parking spaces

“Recent Developments”

- Greenhound, LLC purchase of Transportation Hub site at 10 and 12 Washington Street
- Non-binding ballot question – April 2008
- Tank farm relocation?-Capital Plan?
- Harbor Plan
- Redevelopment of existing downtown structures/inclusion of structured parking

Requested Action

- Affirm goals voted by BOS on September 22, 2006:
 - Improve traffic flow
 - Promote economic vitality and historic integrity of the CBD
 - Expand year-round office/commercial space in CBD
 - Develop under-utilized land resources to address economic / transportation / housing / open space needs.
 - Enhance public access to waterfront
- Set additional goals?:
- Support Warrant Articles to access state resources and expand development options while providing resources to the Town
 - Priority Development Site (43D)
 - Housing (40R)

State Sustainability Principles and Smart Growth

- Conformance with the following:
 - Concentrate development and mix-uses in CBD
 - Use natural resources wisely (green building)
 - Expand housing opportunities
 - Provide transportation choice
 - Increase jobs and business opportunities
 - Plan regionally (coordination with state)

Questions?

- Photo Source: [Bill Haddon's Nantucket, An Island Photo Journal from 1950 to 1975.](#)