



A GREAT SITE – IN SEARCH OF A GREAT USE

November 18, 2009

## WILKES SQUARE REDEVELOPMENT

[www.nantucket-ma.gov/wilkessquarestudy](http://www.nantucket-ma.gov/wilkessquarestudy)

**cbt**

## OUTREACH TO DATE

Planning Office

Transportation Office

NRTA

Representative of Green Hound LLC

Representative of N Grid

Representative of NIR

Downtown Revitalization Committee

Members of the Press

Historic District Commission

Town Association

Board of Selectman

Salt Marsh Center

All Residents

## SCHEDULE

July 2009: Project Start

### **September 16 2009: First Meetings**

Sep-Oct 2009: Development of Preliminary Alternatives

### **Week of October 12 2009: Second Public Meeting:**

**October 14: Open House**

Oct-Nov 2009: Development of Alternatives

### **Week of November 9 2009: Third Public Meeting: November 18**

Nov-Dec: Development of Final Alternatives

### **Week of December 7 2009: Fourth Public Meeting:**

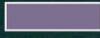
**December 05: Christmas Stroll Open House**  
**December 09: Board of Selectman Meeting**

End of December 2009: Submission of Findings

## THE SITE AND THE STUDY AREA



1. The 5.65 acre site is half as big as downtown Nantucket
2. The site is not owned by the town: multiple land owners
3. Lease terms of existing tenants including the tank farm
4. The town does not propose to buy the land
5. Current zoning promotes suburban style detached buildings
6. Chapter 91 requirements are onerous for individual owners
7. The purpose is to enable good development through good planning

	<b>DRC STUDY AREA 5.65 ACRES</b>
	<b>GREENHOUND LLC</b>
	<b>NANTUCKET ELECTRIC COMPANY</b>
	<b>WINTHROP NANTUCKET NOM TRUST</b>
	<b>NIR RETAIL LLC</b>

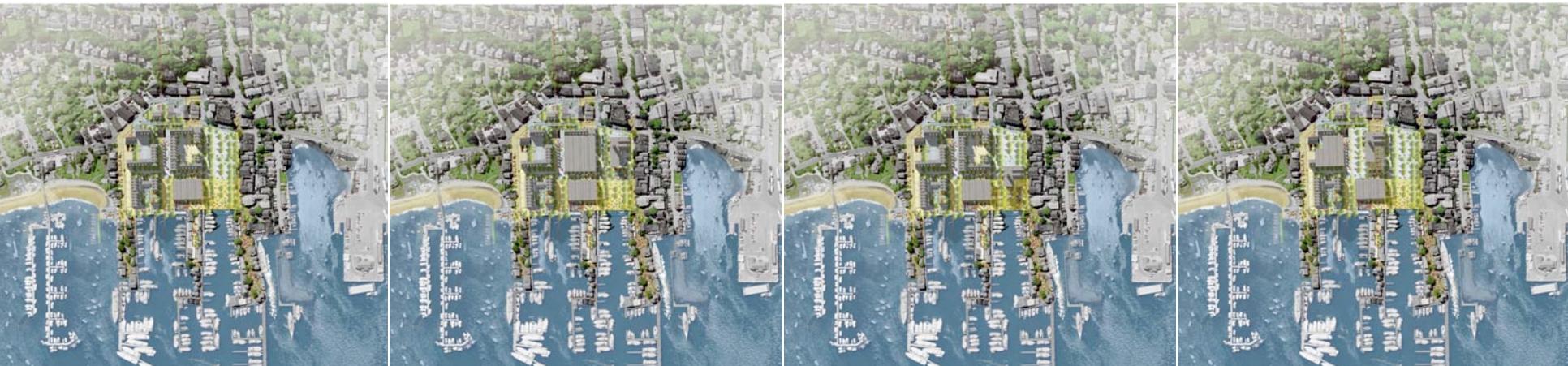
## PLANNING PRINCIPLES

- Connect Nantucket to its waterfront: make the site publicly accessible
- Complement downtown and support the island
- Improve the convenience and safety of negotiating through and in the downtown in all seasons
- Reflect the historic qualities of the site and not copy downtown Nantucket
- Create smaller scale civic spaces on the water
- Preserve and enhance the working waterfront
- Find a diverse and marketable mix of uses that attract wide range of individuals
- Promote year round activities
- Emphasize resident-focused services and amenities
- Focus on implementation



## OCTOBER 14 OPEN HOUSE FEEDBACK THEMES

- Network of public spaces creates great opportunities
- Maintain the scale, character and authenticity of Nantucket - do not imitate other waterfronts
- Take advantage of waterfront views for housing
- No consensus on a consolidated town office building on this site
- Ideas for civic and cultural amenities
- At least one scenario should leave current parking lot in place
- Location of the transportation center and parking garage were favored



**1.O REVISED PROGRAM  
AND  
ALTERNATIVES**

**2.O PLANNING  
FRAMEWORK**

**3.O IMPLEMENTATION  
AND  
NEXT STEPS**

# 1.0 REVISED PROGRAM AND ALTERNATIVES

As of Right I  
As of Right II  
Rezoning Scenario I  
Rezoning Scenario II



## AS OF RIGHT OPTION I : STATUS QUO

- National Grid site and the tank farm Site are developed
- Grand Union and parking lot remain as is
- Greenhound site remains as the transportation center
- **Total GSF: 73,000**

### Opportunities and Challenges

#### Private

- **Least risky alternative**
- **Environmental clean up required**
- **Chapter 91 requirements too onerous**
- **Lowest value option**

#### Public

- **Greater privatization of waterfront**
- **Does little to support the performance of downtown**
- **Little contribution to island life year round**
- **Accommodates on-site parking requirements**
- **Surplus parking available for other downtown users**
- **Existing privately owned and controlled parking is assumed to continue as public parking**
- **Does not improve transportation**
- **No significant cultural, civic and convenience retail spaces**
- **Minimal town engagement**



## AS OF RIGHT OPTION II: MAXIMUM BY-RIGHT

- National Grid and Winthrop/NIR sites developed with full envelope theoretically possible under zoning
- Greenhound site remains as the transportation center
- **Total GSF: 139,000**

### Opportunities and Challenges

#### Private

- Redevelopment potentials difficult to achieve - the theoretical maximum
- Environmental clean up required
- Chapter 91 requirements too onerous
- Highest risk alternative
- Highest Value Option (if achieved)

#### Public

- Greater privatization of waterfront
- Does little to support the performance of downtown
- Little contribution to island life year round
- Accommodates on-site parking requirements
- Limited surplus parking available for other downtown users
- Does not improve transportation and could make conditions worse
- No significant cultural, civic spaces, convenience retail
- Minimal town engagement



## REZONING SCENARIO I: ASSEMBLAGE/CO-OPERATION

Total GSF: 162,000

### Opportunities and Challenges

#### Private

- Shared benefits and burdens
- **Environmental clean-up required**
- Potential for 43D expedited permitting
- Potential for public infrastructure funding
- Low risk option
- Highest value option

#### Public

- Improves public access to waterfront
- Improves pedestrian and bicycle safety
- Supports the performance of downtown, beyond the boundaries of the site
- Makes positive contributions to year round island-life
- Accommodates on-site parking requirements
- Limited surplus parking available for other downtown users
- Creates an inter-modal transit presence
- Provides significant cultural and civic spaces
- Chapter 91 requirements can be addressed through Municipal Harbor Plan
- This option assumes downtown parking ratios
- Requires public-private partnerships



## REZONING SCENARIO II: ASSEMBLAGE/CO-OPERATION

Total gsf:178,000

Parking Garage GSF: 93,000

### Opportunities and Challenges

#### Private

- Shared benefits and burdens
- **Environmental clean-up required**
- Potential for 43D expedited permitting
- Potential for public infrastructure funding
- High risk option
- Highest value option

#### Public

- Improves public access to waterfront
- Improves pedestrian and bicycle safety
- Supports the performance of downtown, beyond the boundaries of the site
- Makes positive contributions to island-life
- Accommodates on-site parking requirements
- Substantial surplus parking available for other downtown users
- Creates an inter-modal transit center with affordable service oriented retail spaces
- Provides significant cultural and civic spaces
- Chapter 91 requirements can be addressed through Municipal Harbor Plan
- Rezoning assumes downtown parking ratios
- **Requires extensive public-private partnerships and requires long term public sector commitment**



## SUMMARY OF PROGRAM

Program	AR I	AR II	SCE. I	SCE. II
Residential	41,000	87,000	42,000	48,000
Commercial/Work			16,000	20,000
Grocery	15,000		17,000	17,000
Hotel		35,000	36,000	36,000
Ch. 91/FPA Retail	6,500	6,500	5,000	5,000
Ch.91/FPA Marine	8,500	9,000	5,000	5,000
Affordable Service Oriented Retail				6,000
Transportation	2,000	2,000	5,000	5,000
Town Annex & Education			19,000	19,000
Cultural/Entertainment			17,000	17,000
<b>Total:</b>	<b>73,000</b>	<b>139,000</b>	<b>162,000</b>	<b>178,000</b>
Total On Site Parking	187	179	194	288
Total Spaces for On-site Development	142	152	157	168
Surplus Available for Other Downtown Users	45	27	37	120
<b>Shared Parking Supply</b>	<b>152</b>	<b>118</b>	<b>139</b>	<b>233</b>

## 2.0 PLANNING FRAMEWORK

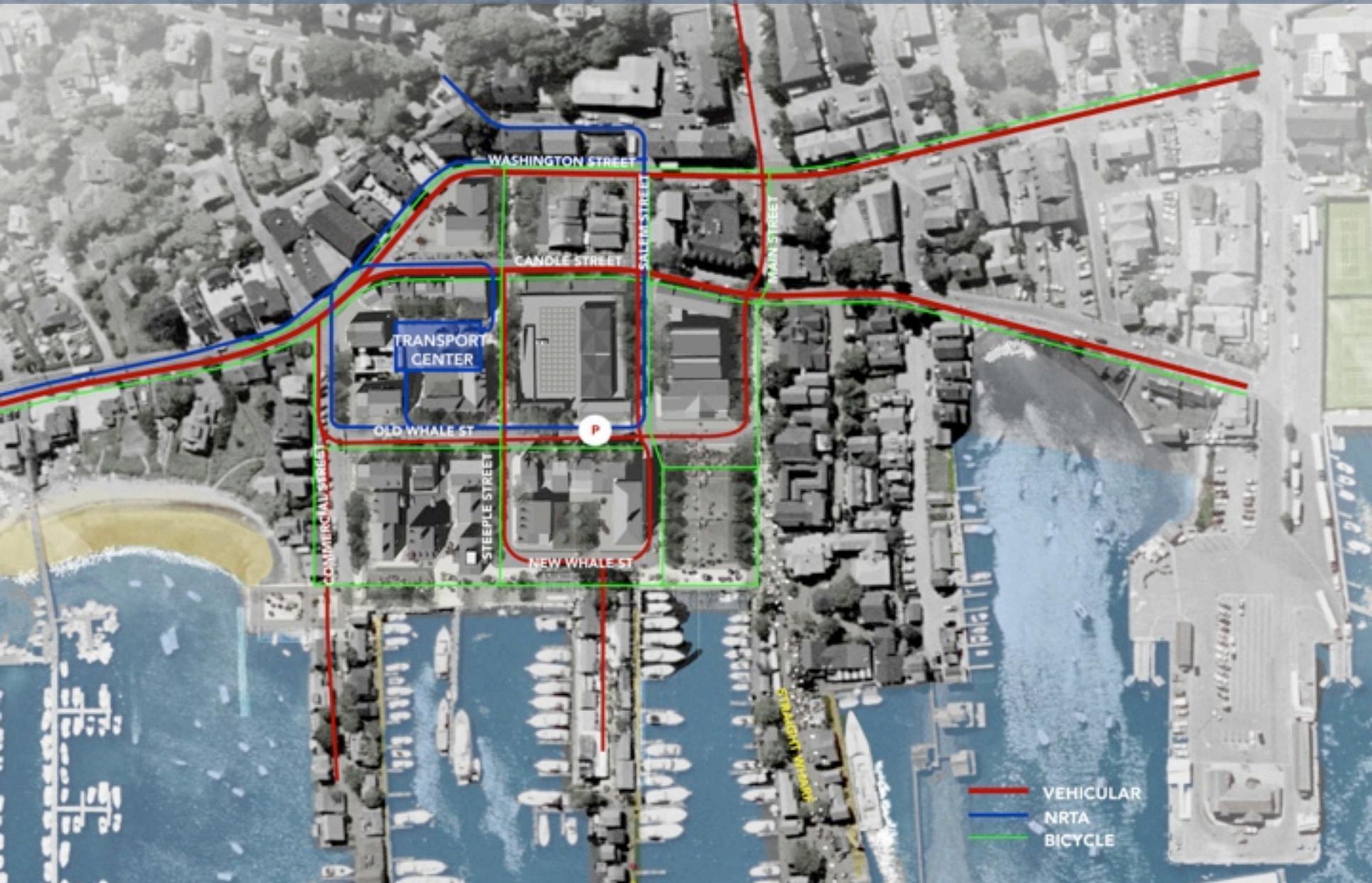
Network of Public Spaces  
Circulation  
Block Structure and Land Use  
Height and Massing



NETWORK OF PUBLIC SPACES - SMALL CIVIC SPACES, CONNECTING ASSETS



PROPOSED CIRCULATION - ADDITIONAL CAPACITY AND ORGANIZED



- VEHICULAR
- NRTA
- BICYCLE

## FLEXIBLE BLOCK STRUCTURE AND LAND USE



### USES

- Block A: Town Annex/Education
- Block B: Transportation Center  
Residential
- Block C: Parking Garage  
or Market  
Cultural
- Block D: Market  
Cultural  
or Surface Parking
- Block E: Residential  
Hotel
- Block F: Hotel  
or Residential
- Block G: Civic Space

# COMPARISON WITH DOWNTOWN NANTUCKET BLOCKS

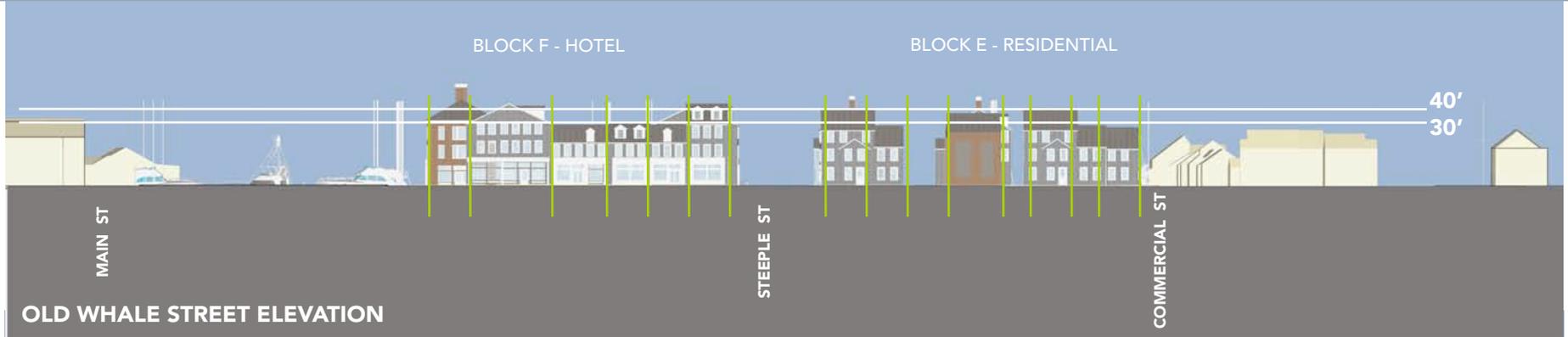


# NETWORK OF PUBLIS SPACES: INFORMAL SECONDARY CIRCULATION





# HEIGHT AND MASSING



ARTIST'S IMPRESSION OF THE WATER FRONT



ARTIST'S IMPRESSION OF TOWN LANDING



ARTISTS'S IMPRESSION OF WILKES SQUARE



ARTISTS'S IMPRESSION OF WILKES SQUARE



## 3.O IMPLEMENTATION AND NEXT STEPS



## IMPLEMENTATION AND NEXT STEPS

### **A Workable Implementation Strategy**

#### Site Conditions

- Tank farm removal/relocation
- Environmental remediation

#### Entitlements

- Zoning framework/local support
- Chapter 91-Municipal Harbor Plan/State support
- MA Chapter 43D-Expedited permitting/land owner support

#### Infrastructure Financing Plans

- Wilkes Square ROW reconfiguration
- Onsite street grid/Utilities upgrades
- Urban design/Open space improvements
- Intermodal Transportation Center
- Public parking improvements

# DISCUSSION

