

DRAFT UNAPPROVED

Note: Please find the following **DRAFT** minutes of the Planning Board. These **DRAFT** minutes are subject to being amended, extended and approved by the Planning Board during it's next meeting.

Town of Enfield
Planning Board
Tim Taylor, Chairman
January 9, 2013- 7:00 PM

Present: Tim Taylor-Chairman, John Kluge-Selectboard Representative, Suzanne Laliberte, Kurt Gotthardt, Dan Kiley, David Saladino, Paul Withrow, Paula Rowe-Alternate, and Nathan Miller-Acting Town Planner

Guests: Steve Schneider-Town Manager, Lori Bilss Hill, Sean Hill, Kim Quirk, Mr. and Mrs. Harry Trumbull, Dr. David Beaufait, Robert Lacroix, John Croteau, Ed McGee, Linda Jones, Sharon and David Carr, Steve Stancek, and approximately 20 additional members of the public.

Approval of Minutes:

Dan Kiley moved to approve the minutes of December 12, 2012. Paul Withrow seconded and the motion passed unanimously.

Selectmen's Report:

John Kluge reported that the City of Lebanon has notified the Selectmen that the Water and Sewer rates will be increasing 9.5% per year for three consecutive years.

John Kluge noted that this evening's meeting on shaping the growth of the U.S. Route 4 corridor is very important for the entire town.

Public Informational Meeting:

Nate Miller- Acting Town Planner gave a powerpoint presentation summarizing the proposed Route 4 Zoning District. Mr. Miller provided copies of the presentation for those in attendance.

Key points from the presentation included:

- The Route 4 District, as proposed, extends from Baltic Street to the Canaan

Town Line, bounded by the Northern Rail Trail.

- In July 2011, the Planning Board and TIF District Committee sponsored a design charrette to develop a vision for the area, and more than 200 people participated over a three-day period.

- The six-point vision for the Route 4 District includes: 1) Creating an attractive area for Enfield residents, businesses, and visitors; 2) Ensuring that Route 4 functions effectively as a transportation corridor; 3) Encouraging a mixture of residential, commercial, and light industrial uses; 4) Protecting the town's water supply and the Lovejoy Brook wetlands; 5) Reducing parking requirements; 6) Encouraging bicyclist and pedestrian use of the area.

- The proposed Route 4 District is intended to make this vision a reality by: 1) Reducing minimum lot sizes and increasing allowed development density; 2) Expanding the types of commercial and light industrial uses allowed; 3) Using minimum and maximum setbacks to bring buildings closer to the road; 4) Establishing minimum landscaping requirements; 5) Establishing minimum criteria for building design; and 6) Ensuring that neighboring developments are connected to each other both for vehicular and pedestrian traffic.

Mr. Miller continued by providing a detailed overview of the proposed dimensional and use requirements of the Route 4 District, including:

- Minimum lot size would be 15,000 SF (existing Community Business District is ½ acre).

- Allowed residential density would increase to 12 dwelling units/acre.

- Impervious surface coverage would be capped at 70% of the lot.

- By-right uses would be expanded to include Research & Development and Light Industry.

- Mixed-use buildings (buildings that have both residential and commercial uses) would be allowed and encouraged.

- Maximum front setbacks would accommodate up to two rows of parking in the front of buildings, and side setbacks may be zero to allow attached buildings.

- Maximum building footprint would be 40,000 SF.

- Maximum building height would be 32 feet to the eave line, and could allow some three-story buildings.

- Pitched roofs would be required for buildings less than 10,000 SF.

- Minimum standards for buildings facades would be established, including a fenestration (window coverage) requirement.

- Vehicular and pedestrian connections between neighboring developments would be required, where feasible.

- Shared parking arrangements would be allowed with Planning Board review/approval.

- Minimum landscaping requirements would be established, and a 25-foot vegetated buffer would be required for commercial properties abutting

residential properties.

Mr. Miller also noted that the Planning Board is proposing to reduce the minimum parking requirements for all zones in town. The proposed minimum requirements are 1 space per 500 SF for retail uses and 1 space per 800 for general business (e.g. office) uses.

Chairman Taylor welcomed Christopher Parker, Planning Director for the City of Dover, New Hampshire. The City of Dover adopted a similar zoning framework two years ago. Mr. Parker commended the Planning Board for their efforts in developing a vision for the area and involving landowners throughout the process to develop the proposed zoning ordinance.

Mr. Parker provided attendees with an overview of Dover's experience with the improved zoning, and how it has started to transform the form and function of the community's downtown area. Developers in the community are now creating attractive buildings that can be re-used in the future as opposed to chain retail buildings that could only serve one purpose. Mr. Parker advised that Enfield's Route 4 zoning proposal is well thought out and that connecting developments to each other off of Route 4 is very forward-thinking.

Chairman Taylor opened the meeting to questions from the public.

Members of the public commended the proposal. During the course of public discussion, clarifications were requested related to four items.

1. Clarifying the minimum and/or maximum setbacks for properties abutting side streets (not Route 4). The Board clarified that the side street setbacks would be consistent with the existing Community Business District, but would allow a zero side setback for connected buildings.
2. Clarifying the status of connections between neighboring developments. The Board clarified that connections between neighboring developments would be considered internal site circulators, not new streets subject to setbacks.
3. Clarifying the allowed height of signage. The Board clarified that a height of 16 feet to the top of signage would be allowed.
4. Clarifying the status of single-family parking. The Board clarified that the proposed residential parking requirements apply only to multi-family residential development and lodging.

Chairman Taylor closed the Public Informational Meeting and thanked attendees for their participation.

Conceptual Discussion:

Chris Leister – Boundary Line Adjustment (Conant Drive).

Mr. Leister presented a proposed Boundary Line Adjustment to the Board for two lots on Conant Drive (Lot 48-4 and 48-17). The current home on the property is a 3-bedroom and would become a 5-bedroom house. Mr. Leister is considering advising his clients to merge the properties to meet NHDES lot loading requirements, and the boundary line will need to be contiguous.

Chairman Taylor suggested meeting the lot loading requirement in a way that allows the two lots to remain separate. As the same landowner owns another lot adjacent to Lot 48-17, some of that property could be added to Lot 48-17 via a Boundary Line Adjustment to meet the NHDES lot loading requirement. Board members concurred with Chairman Taylor's suggestion.

Mr. Leister thanked the Board for this suggestion, and indicated his intention to move forward with the process. Nate Miller advised that a licensed land surveyor would need to prepare the Boundary Line Adjustment plan. Mr. Leister advised that he has been talking with surveyors and expects the survey work to commence in the month of February.

Next Meeting:

Zoning Amendment Public Hearing – January 16, 2013.

Adjournment:

Paul Withrow moved to adjourn the meeting. Suzanne Laliberte seconded and the motion passed unanimously.