

# 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 16, 2013- 7:00 PM

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

Guests: Steve Schneider-Town Manager, Sean Hill, Ed McGee, Robert Lacroix, Bill Warren, Charlie Depuy, and approximately 15 additional members of the public.

Selectmen's Report:

John Kluge reported that the new lights on the Shaker Bridge are now installed and operational.

John Kluge welcomed attendees and noted that this evening's Public Hearing on the proposed U.S. Route 4 Zoning District is an important step forward for the Town of Enfield.

Public Hearing:

The Enfield Planning Board will hold a public hearing on two proposed amendments to the Enfield Zoning Ordinance. The proposed amendments would be voted on at the March 2013 Town Meeting.

Amendment #1 involves establishing a new zoning district along the US Route 4 Corridor from Baltic Street to the Canaan Town Line.

Amendment #2 involves reducing the minimum parking requirements in Section 409 of the Enfield Zoning Ordinance.

Dan Kiley moved to open the public hearing. John Kluge seconded ant the motion passed unanimously.

For those who were not in attendance at the recent Public Informational Meeting, Acting Town Planner Nate Miller, gave a powerpoint presentation summarizing the proposed Route 4 Zoning District. The Route 4 District is proposed Amendment #1 this evening.

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.

Nate Miller advised that there were four items brought forward at the recent Public Informational Meeting.

1. Clarifying the minimum and/or maximum setbacks for properties abutting side streets (not Route 4).

Chairman Taylor advised that the proposed Route 4 District includes language that would clarify 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.

Chairman Taylor advised that the proposed Route 4 District includes language that would clarify that connections between neighboring developments would be considered internal site circulators, not new streets subject to setbacks.

3. Clarifying the allowed height of signage.

Chairman Taylor advised that the proposed Route 4 District includes language that would clarify that a height of 16 feet to the top of signage would be allowed.

4. Clarifying the status of single-family parking.

Chairman Taylor advised that the proposed Route 4 District includes language that would clarify that the proposed residential parking requirements apply to multi-family residential development and lodging.

The proposed revision to Section 409- Parking and Loading Requirements is Amendment #2 this evening.

Nate Miller provided an overview of Amendment #2, noting 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 and Dan Kiley noted that, under the current zoning ordinance, developers are being required to provide more parking than is necessary.

Chairman Taylor opened the Public Hearing to questions from the public.

Charlie Depuy asked about a bridge connecting Wescott Road to McConnell Road. Selectman Kluge advised that the bridge is a different issue than the proposed zoning amendments being considered at this evening's hearing.

Robert Lacroix asked if individuals have expressed more parking in front of the buildings. Nate Miller noted that the proposed Route 4 District encourages parking areas to be located on the side of principal buildings. Kurt Gotthardt pointed out that connections between developments would provide access from one building to the next, so that vehicles do not need to re-enter Route 4.

Janet Lovely asked if vegetation has been addressed to assist with drainage. Nate Miller noted that all attendees of tonight's hearing were provided full-text paper copies of the proposed zoning amendments. Landscaping requirements are included in the proposed Route 4 District.

Charlie Depuy expressed support for on-street parking on Enfield roads in the future.

Kurt Gotthardt proposed establishing a maximum setback on side streets in the Route 4 District. Selectman Kluge felt that this would be a substantive change requiring an additional public hearing. Dan Kiley advised that the proposed setbacks are well thought out and does not wish to propose any changes. None of the board members were in favor of Kurt's proposal.

David Saladino advised that the lettering corresponding to the diagrams in the full-text of Amendment No. 1 should be included in the final version of the text. Robert Lacroix and other members of the public concurred. Adding the lettering is a non-substantive item.

Dan Kiley moved to close the public hearing. John Kluge seconded and the motion passed unanimously.

Dan Kiley moved to approve Amendment No. 1 with the inclusion of the lettering that corresponds to the diagrams in the full-text. John Kluge seconded and the motion passed unanimously.

Dan Kiley moved to approve Amendment No. 2 as proposed. John Kluge seconded and the motion passed unanimously.

Next Meeting:

The next regular Planning Board meeting is scheduled for February 13, 2013.

Adjournment:

Paul Withrow moved to adjourn the meeting at 8:45 PM. John Kluge seconded and the motion passed unanimously.