

CHAPTER II: LAND USE

1. Summary

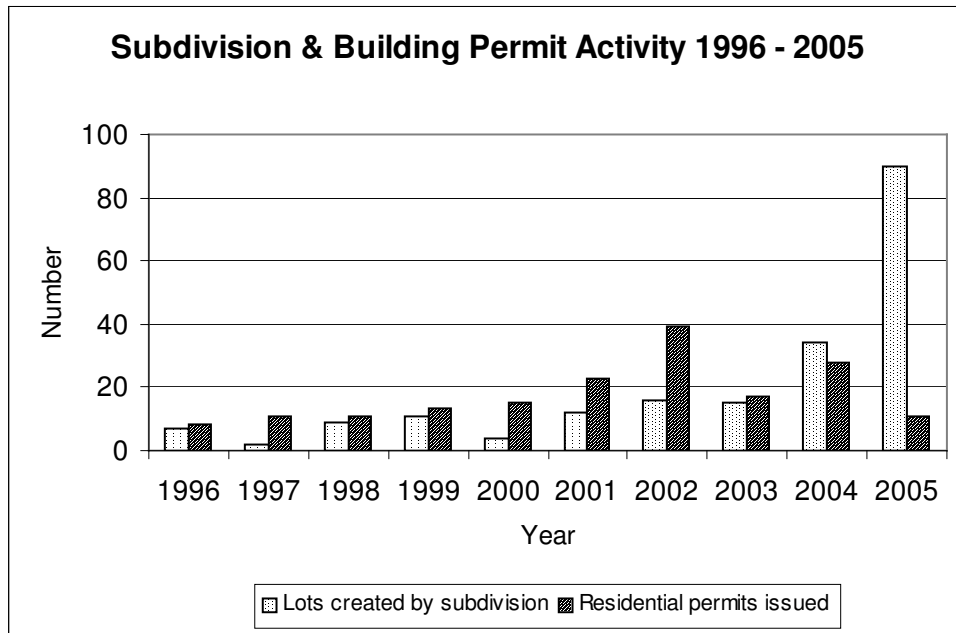
Understanding and managing land use and development are among the most important concerns of community planning. In the past, Plymouth's village and rural countryside were created and maintained by individual landowners. Recent growth and its impacts have required the community to more actively guide development. This guidance presents the challenge of balancing the interests of the community with those of the individual landowner.

Plymouth is the employment and cultural center of the region. It also enjoys a convenient location adjacent to the state's major north-south transportation corridors, an attractive landscape with an abundance of natural resources, and a reputation for safe, healthy quality of life. In combination, these features create an appealing place to live. The Town's population has increased in recent decades, and forecasts predict continued growth. Such growth will place increasing pressure on the Town's downtown neighborhoods, natural resources, scenic landscape and ability to strike a balance between community and individual interests.

The Town is also unique to the region in that it has a Municipal Airport. This facility serves "small" single or twin-engine aircraft, as well as helicopters, within the general aviation community and "short field" capable aircraft of the military services. The airport is part of the state's emergency response plan for the region, to cope with a disastrous condition.

Presently, Plymouth guides land use and development through its zoning ordinance, initially adopted in 1961, and revised and amended through 2005; subdivision regulations, first adopted in 1971 and amended through 2002; and site plan review regulations adopted in 1985. Each of these tools is intended to implement the goals and policies of the master plan, especially those related to land use and development. This chapter – which serves as the culmination and integration of the other chapters – describes Plymouth's desirable future pattern of development in relation to its historic context, and recent land use trends.

2. Recent Trends



Note: These numbers do not reflect all housing units created in the given time period. This is due to the fact that condominium units are not currently defined as subdivisions nor do individual units in a condominium require a land use permit. For example, a 44-lot subdivision approved in 2005 (Mountain View Farm Subdivision) included one lot with 39 condominium units. The 39 units appear as only one lot in the numbers for that year.

3. Land Cover and Use

The most recent land cover and use information for Plymouth is derived from a 2002 statewide study and summarized in the accompanying table. Developed land – including residential, commercial and industrial buildings and the transportation network – makes up less than 7% of the town's total land area.

Land Cover Class	Acres	Total
Developed		
Residential/Commercial/Industrial	523.0	2.9%
Transportation	695.3	3.8%
Cleared/Open		
Disturbed	20.2	0.1%
Other Cleared	960.9	5.3%
Agriculture		
Row Crops	131.6	0.7%
Hay/Pasture	1,225.6	6.7%
Forest		
Beech/Oak	4,060.3	22.3%
Birch/Aspen	268.4	1.5%
Other Hardwoods	1,988.0	10.9%
White/Red Pine	1,845.8	10.1%
Spruce/Fir	1,097.0	6.0%
Hemlock	1,137.1	6.2%
Mixed Forest	3,539.7	19.5%
Open Water	296.3	1.6%
Wetlands		
Forested	43.9	0.2%
Open	361.1	2.0%
Total	18,233.4	

Source: NH Land Cover Assessment Final Report, January 2002 (1990-99 LANDSAT data), UNH Complex Systems Research Center.

The encroachment of development into environmentally sensitive areas and interior, un-fragmented land is an ongoing concern. Many of these areas are identified for protection in the Conservation Commission's 2005 *Natural Resource Inventory* and associated maps. The following priority areas have been recommended for additional protective measures, through local regulations or other voluntary measures:

- steep slopes (greater than 15%),
- floodplains,
- wetlands and associated buffers,
- aquifers,
- surface waters (rivers, brooks, ponds),
- riparian corridors,
- forest blocks (un-fragmented areas greater than 500 acres),
- agricultural land (prime and high priority agricultural soils), and
- wildlife habitat areas (dense softwood stands).

4. Current Land Use Regulations

Plymouth currently has zoning and subdivision regulations in effect. Some of the above considerations are included in the existing land use regulations. Zoning regulates the type and density of development allowed within each of seven designated "zones": Agricultural, Single Family Residential, Multi-Family Residential, Village Commercial, Highway Commercial, Civic/Institutional, Industrial and Commercial Development. There are three overlay districts: Floodplain Development, Environmentally Sensitive and Airport. Currently there is no stated purpose for each of these districts – the purposes are implied through their designations and the list of allowed uses within each district.

Zones	Acres	% Total
Agricultural	15,627	85.7
Single Family Residential	1,512	8.3
Multi-Family Residential	43	0.2
Village Commercial	78	0.4
Highway Commercial	253	1.4
Civic/Institutional	124	0.7
Industrial and Commercial Development	596	3.3
Total	18,233	100.0

Source: NCC 8/05

The **Agricultural Zone** is the largest zoning district, covering most of the town. It includes most of the town’s undeveloped forested and open space areas. All uses are allowed within this district either by permit or special exception. It is the only zone that does not prohibit any use.

The **Single Family Residential Zone** is located to the west and south of Plymouth's downtown. It is the second largest zoning district in town. This district is the most limiting with regard to allowed uses. Uses include single- and two-family dwellings, accessory buildings, civic uses limited to public safety and recreation, day care centers and cell towers. Clustered residential subdivisions are specifically allowed.

There are three **Multi-Family Residential Zones** on the edge of the Village Commercial and Civic/Institutional districts. The total area zoned for multi-family units is the smallest in town and uses within the district are limited to housing.

The **Village Commercial Zone** includes one linear zoning district that runs along either side of Main Street. The eastern edge extends to the Pemigewasset River. All uses are allowed in this district with the one exception being sexually-oriented businesses. This type of use is only allowed as a special exception in the Agricultural Zone.

The **Highway Commercial Zone** is located to the north of downtown along the Route 3 corridor. The town's eastern and northern borders serve as two sides of the zone. While the Baker River and one lot deep to the west of Route 3 are the other edges of the zone. All uses except continuing care retirement communities and sexually-oriented businesses are allowed in this district.

The **Civic/Institutional Zone** includes about one-third of the downtown area. A variety of public and institutional uses are allowed. Limited commercial uses, including retail sales and restaurants are allowed by special exception. Single- and two-family housing as well as residential institutions are permitted.

The **Industrial and Commercial Zone** includes most of the land on either side of Tenney Mountain Highway (TMH) from Yeaton Road to where the Baker River crosses TMH. Like the Highway Commercial district, all uses except continuing care retirement communities and sexually-oriented businesses are allowed in this district.

Dimensional Requirements. Current dimensional requirements under zoning allow for moderate densities of development throughout the community. The highest densities are allowed in areas served by municipal sewer and water. A multi-family dwelling of six units requires 53,560 square feet and must be served by municipal sewer. Multi-family units with on-site septic systems require 97,120 square feet for six units. Single-family dwellings must have a minimum lot area of one acre with on-site septic and one-half acre with municipal sewage disposal.

Current Dimensional Requirements				
Zone	Lot Area	Frontage	Setbacks Front/Side/Rear	Height
Agricultural	1 acre*	100-150 ft	30ft/ 15ft/ 15ft	35 ft
Single-Family Residential	0.5-1 acre	100-150 ft	30ft/ 15ft/ 15ft	35 ft
Multi-Family Residential	9,000-16,000 feet ² /unit	100-150 ft	30ft/ 15ft/ 15ft	35 ft
Village Commercial	0	50 ft	15ft/ 0ft/ 10ft**	35 ft
Highway Commercial	2 acres	100 - 150ft	30ft/ 15ft/ 15ft	35 ft
Civic/Institutional	2 acres	100 - 150ft	30ft/ 15ft/ 15ft	35 ft
Industrial & Commercial	4 acres	100 - 150 ft	30ft/ 15ft/ 15ft	50 ft

*1.0 acre is required unless a Cluster Residential Subdivision is used in which case density is .5 acre.

**Special Exception may allow 0 front and rear setback.

Source: Plymouth Zoning Ordinance 2004

The subdivision of land, which determines the pattern of development, is regulated under local subdivision regulations administered by the Planning Board. Currently, subdivision regulations include standards for the layout of lots, and the layout and construction of streets and utilities. Lot layout, however, is controlled largely by the dimensional requirements specified for each zoning district. There are few specific review standards for the protection of natural resources, conservation areas, or open space.

Moreover, current lot size, frontage and setback requirements, particularly in village areas, do not generally reflect or allow for historic patterns of development. They have, however, served to guide more recent development – resulting in some areas in emerging land use patterns that are not necessarily consistent with the town's traditional landscape or rural character.

5. Future Land Use

The proposed future land use plan builds upon past planning efforts and public attitudes expressed in the results of the 2004 Community Attitude Survey and public forums since the beginning the Master Plan 2005 Project. As noted in Chapter 1, three outreach meetings were held and monthly Planning Board work sessions over the course of a year were open to the public (some broadcasted on local cable.) The last two forums specifically addressed development.

Using the results of these public processes and based on the principles that reflect how Plymouth grew in its first 200 years, the following settlement pattern is proposed: mixed-use center with excellent vehicle access; moderate-density residential and civic-institutional uses adjacent to the downtown center; commercial and light industrial development in nodes (or clustered areas) along Route 3 north and Tenney Mountain Highway; surrounding countryside characterized by low density housing and a working landscape of forest and a few farms; a recreation area for four-season resort development; and the least accessible and most fragile areas left generally undeveloped.

To maintain and enhance this desired settlement pattern, while ensuring that the economic, social and housing needs of Plymouth are addressed, the future land use plan focuses on:

- Clearly defining the purpose of each zoning district;
- Reviewing and revising uses within each district;
- Updating the dimensional standards; and
- Proposing three additional districts in the town's largest district (the Agricultural Zone.)

It is important to make clear that the policies that may be proposed will be, in the final analysis, the result of decisions made by the voters of the town. Only the product of the voters' decisions will result in new or modified zoning ordinances. The Master Plan described below is a planning guideline for consideration of possible future zoning ordinance revisions.

The future land use plan is described below and represented in the future land use map. Table 3 provides a summary of the proposed zoning district changes:

Existing Districts	Acres	% Total	Proposed Districts	Acres	% Total
Agricultural	15,627	85.7	Agricultural		
			Forested Uplands		
			Rural Conservation		
			Recreation		
Single Family Residential	1,512	8.3	Single Family Residential		
Multi-Family Residential	43	0.2	Multi-Family Residential		
Village Commercial	78	0.4	Village Commercial		
Civic/Institutional	124	0.7	Civic/Institutional		
Highway Commercial	253	1.4	Highway Commercial		
Industrial/Commercial	596	3.3	Industrial/Commercial		
Total	18,233	100.0		18,233	

Source: NCC 9/05 [Proposed district acreages will be calculated by NCC after they are defined in the final draft]

Additional recommendations for changes to town policies, subdivision and site plan regulations may be found in Section 6 of this chapter.

A. Agricultural Zone

More than 85% of the town is zoned *Agricultural*. Based on how the land is currently being used and the results of public input, the Future Land Use Plan proposes the delineation of three areas within the present Agricultural Zone:

- Forested Uplands
- Rural Conservation
- Recreation

The following purpose, uses and dimensional standards are recommended for each new area:

Forested Uplands (*possible zoning boundaries could include lands above a certain elevation and lands with greater than 25% slope*)

(A) Purpose. The purpose of a Forested Uplands Area is to protect significant forest resources and headwater streams; to provide for a very low intensity of use in order to prevent permanent damage to areas with steep slopes, shallow soils, wildlife habitat, fragile features, and scenic resources; and to limit undue burdens on the town for providing municipal facilities and services where roadways and public access is very limited or non-existent.

(B) Typical Permitted Uses:

1. Sustainable Forestry
2. Outdoor Recreation
3. Parking associated with a recreation area

(C) Possible Special Exceptions:

1. Outdoor Recreation Facility
2. Seasonal Dwelling
3. Ski Lift/Limited Ski Area Operations
4. Telecommunication Facility
5. Wind Energy Facility

(D) Suggested Dimensional Standards (unless otherwise specified for a particular use):	
Minimum Lot Size	30 acres
Minimum Frontage	300 feet

Rural Conservation (RC) Area *(possible zoning boundaries could include lands on NRI (Natural Resource Inventory) maps that indicate moderately sensitive lands or this could be an expanded "Environmentally Sensitive" overlay district)*

(A) Purpose. The purpose of a Rural Conservation Area is to protect significant forest resources and headwater streams: and to limit development in areas with steep slopes, shallow soils, wildlife habitat, wetlands, fragile features, scenic resources and limited access in town roads, facilities and services.

(B) Typical Permitted Uses:

1. Accessory Dwelling (< 120 ft²)
2. Accessory Structure/Use (to a permitted use)
3. Agriculture
4. Dwelling/Single Family
5. Sustainable Forestry
6. Home Occupation
7. Outdoor Recreation Facility

(C) Possible Special Exceptions:

1. Accessory Dwelling (> 120 ft²)
2. Accessory Structure/Use (to a special exception)
3. Camp/Refuge/Retreat
4. Cemetery
5. Day Care Facility
6. Dwelling/Multi-Family
7. Dwelling/Two Family
8. Outdoor Recreation Facility
9. Ski Lift/Ski Area Operations
10. Telecommunications Facility
11. Wind Energy Facility

(D) Potential Suggested Dimensional Standards (unless otherwise specified for a particular use):	
Minimum Lot Size	5 acres
Maximum Density (dwellings)	1 unit per 2.5 acres
Maximum Building Envelope	25,000 ft ² or the minimum amount of land necessary to site a septic system and water system, whichever is less
Minimum Frontage	300 feet
Minimum Setback/Front (from centerline of road)	65 feet
Minimum Setback/Side	25 feet
Minimum Setback/Rear	25 feet
Maximum Height	35 feet
Maximum Lot Coverage	20%

Recreation (REC) Area (*possible zoning boundaries could include lands around Tenney Mountain Resort*)

(A) Purpose. The purpose of a Recreation Area is to allow for a compact settlement pattern that minimizes the impact on sensitive lands and to encourage tourist accommodations, vacation homes, recreation, related commerce and cultural facilities in a manner compatible with the town.

(B) Typical Permitted Uses:

1. Accessory Dwelling (< 120 ft²)
2. Accessory Structure/Use (to a permitted use)
3. Agriculture
4. Day Care Facility
5. Dwelling/Single Family
6. Dwelling/Two Family
7. Forestry
8. Home Occupation
9. Outdoor Recreation Facility

(C) Possible Special Exceptions:

1. Accessory Dwelling (> 120 ft²)
2. Accessory Structure/Use (to a special exception)
3. Campground
4. Cemetery
5. Commercial Retail
6. Continuing Care Retirement Community
7. Cultural Facility
8. Day Care Center
9. Dwelling/Multi-Family
10. Home Industry
11. Hotel/Motel
12. Indoor Recreation Facility
13. Neighborhood Grocery Store
14. Office
15. Outdoor Recreation Facility
16. Place of Worship
17. Private Club
18. Restaurant
19. School
20. Ski Lift/Area Operations
21. Telecommunications Facility
22. Tourist Commercial
23. Tourist Home (B & B)

(D) Potential Suggested Dimensional Standards (unless otherwise specified for a particular use):

Minimum Lot Size	0.5 acre
Maximum Density (dwellings)	1 unit per 0.25 acre
Maximum Density Guest Rooms	10 guest rooms per acre
Minimum Frontage	75 feet
Minimum Setback/Front (from centerline of road)	50 feet
Minimum Setback/Side	25 feet
Minimum Setback/Rear	25 feet
Maximum Height	35 feet
Maximum Lot Coverage	40%

Agricultural Zone

(A) Purpose. The purpose of an Agricultural Zone is to promote agriculture and forestry; to permit low-density residential development in appropriate locations; and to preserve rural character and natural resources. Open space development is strongly encouraged to ensure the protection of environmental resources and open space; to create attractive living environments through creative placement of dwelling units; to discourage developmental sprawl and consumption of scenic, forested, agricultural and recreational land; and to provide for moderate to high density residential development, and appropriate non-residential uses, in areas with good access to town roads, facilities and services.

(B) Typical Permitted Uses:

1. Accessory Dwelling (< 120 ft²)
2. Accessory Structure/Use (to a permitted use)
3. Agriculture
4. Day Care Facility
5. Dwelling/Single Family
6. Dwelling/Two Family
7. Forestry
8. Home Occupation
9. Outdoor Recreation Facility

(C) Possible Special Exceptions:

1. Accessory Dwelling (> 120 ft²)
2. Accessory Structure/Use (to a special exception)
3. Airport
4. Camp/Refuge/Retreat
5. Campground
6. Cemetery
7. Civic Use (Public Facility/Utility)
8. Cultural Facility
9. Day Care Center
10. Dwelling/Multi-Family
11. Home Industry
12. Indoor Recreation Facility
13. Light Industrial
14. Kennel
15. Sexually Oriented Businesses
16. Mobile Home Park
17. Neighborhood Grocery Store
18. Outdoor Recreation Facility
19. Parking Facility
20. Place of Worship
21. Private Club
22. Sand & Gravel Operations
23. School
24. Telecommunications Facility
25. Tourist Home (B & B)

(D) Suggested Dimensional Standards (unless otherwise specified for a particular use):

	Municipal Sewage	On-site Septic
Minimum Lot Size Per Unit	½ acre	1 acre
Maximum Density	1 unit per acre	1 unit per acre
Minimum Frontage	100 feet	100 feet
Minimum Setback/Front	30 feet	30 feet
Minimum Setback/Side	15 feet	15 feet
Minimum Setback/Rear	15 feet	15 feet
Maximum Height	35 feet	35 feet
Maximum Lot Coverage	30%	30%

B. Single Family Residential (SFR) District

Making up 8% or more than 1,500 acres of town, the Single Family Residential Zone is located to the west and south of Plymouth's Downtown. It is the second largest zoning district in town. This district is the most limiting with regard to allowed uses. The proposed changes to this district include the addition of a purpose and perhaps expanding the physical boundaries of the district to include the area of Fairgrounds Road served by municipal water and sewer.

Single Family Residential (SFR) District *(consider expanding the zoning boundaries to include the portion of Fairgrounds Road that is served by municipal water and sewer and the three residential subdivisions off Reservoir Road)*

(A) Purpose. The purpose of Single Family District is to provide for one-family dwelling units and to encourage continued residential development of moderate densities in established neighborhoods relatively close to Plymouth's downtown area. With adequate safeguards, certain other types of uses such as forestry, agricultural and governmental uses may be permitted.

(B) Typical Permitted Uses:

1. Accessory Dwelling (< 120 ft²)
2. Accessory Structure/Use to a permitted use
3. Dwelling/Single Family
4. Home Occupation

(C) Possible Special Exceptions:

1. Accessory Dwelling (> 120 ft²)
2. Accessory Structure/Use to a special exception
3. Civic Use (Public Facility/Utility)
4. Day Care Facility
5. Dwelling/Two Family
6. Forestry
7. Home Industry
8. Outdoor Recreation
9. Telecommunications Facility

(D) Suggested Dimensional Standards (unless otherwise specified for a particular use):

	Municipal Sewage	On-Site Septic
Minimum Lot Size Per Unit	½ acre	1 acre
Maximum Density	2 unit per acre	1 unit per acre
Minimum Frontage	100 feet	150 feet
Minimum Setback/Front	30 feet	30 feet
Minimum Setback/Side	15 feet	15 feet
Minimum Setback/Rear	15 feet	15 feet
Maximum Height	35 feet	35 feet
Maximum Lot Coverage	40%	40%

C. Multi-Family Residential (MFR) District

There are 43 acres designated as Multi-Family Residential, which is less than 0.2% of the entire town. This district is located to the north and west of the Village Commercial and Civic/Institutional districts. It is the smallest and most dense residential district in town. During the Master Plan public forums, multi-family housing was discussed extensively.

Recommendations for improving the current situation as well as maintaining and enhancing the character of the neighborhoods have been offered in public forums and at various public meetings (see Housing Profile in Volume 2 and Chapter 4 Implementation.) After careful review of the existing uses and dimensional standards for the district, the Future Land Use Plan suggests adding a purpose, reducing the percentage of impervious lot coverage from 75% to 50% and restricting on-the-lawn parking for residents. The following purpose, uses and dimensional regulations are proposed:

Multi-Family Residential (MFR) District

(A) Purpose. The purpose of the Multi-Family District is to provide an area for high and moderate density residential development in a range of dwelling units from single-family to multi-family in established neighborhoods close to civic institutions and downtown.

(B) Typical Permitted Uses:

1. Accessory Dwelling (< 120 ft²)
2. Accessory Structure/Use (to a permitted use)
3. Dwelling/Single Family
4. Dwelling/Two Family
5. Dwelling/Multi-Family (3 - 6 units)
6. Home Occupation

(C) Possible Special Exceptions:

1. Accessory Dwelling (> 120 ft²)
2. Accessory Structure/Use (to a special exception)
3. Civic Use (Public Facility/Utility)
4. Continuing Care Retirement Community
5. Day Care Facility
6. Home Industry
7. Parking Facility
8. Residential Institution
9. Rooming House
10. Telecommunications Facility

(D) Suggested Dimensional Standards (unless otherwise specified for a particular use):

	Municipal Sewage	On-Site Septic
Minimum Lot Size Per Unit	1/2 acre	1 acre
Minimum Lot Size Per Multi-Family Unit	3 - 6 units/1.25 acres	3 - 6 units/2.25 acres
Minimum Frontage	100 feet	150 feet
Minimum Setback/Front	30 feet	30 feet
Minimum Setback/Side	15 feet	15 feet
Minimum Setback/Rear	15 feet	15 feet
Maximum Height	35 feet	35 feet
Maximum Lot Coverage	50%	50%

Also, consider increasing setbacks of buildings on lots adjoining other residential districts. For example, the minimum side setback adjoining the district might be increased to 25 feet instead of 15; the minimum rear setback adjoining the district might be doubled to provide an increased buffer. This principle may also be applied to setback requirements for parking areas. Parking should be limited to designated locations on the lot (not the lawn.)

D. Village Commercial (VC) District

The Village Commercial District makes up 0.4% or about 78 acres of town. It currently is a linear zone running along either side of Main Street. The proposed Future Land Use Plan includes a purpose for the district, updated uses and dimensional standards. The Plan also suggests a slight modification of the western boundary to include the properties to the west of the Common and east of the buildings on Main Street, which would increase the acreage of the District by approximately 8+/- acres.

Village Commercial (VC) District *(possible zoning boundaries adjustments include the addition of the properties to the west of the Common and the land to the east of the buildings on Main Street to the Pemigewasset.)*

(A) Purpose. The purpose of Village Commercial District is to provide for a healthy mix of commercial, office, and residential uses while protecting and enhancing the character of the historic, pedestrian-friendly downtown. The area is particularly suited to compact development due to the availability of water and sewer services, and limited public transportation opportunities.

(B) Typical Permitted Uses:

1. Accessory Structure/Use to a permitted use
2. Day Care Facility
3. Downtown Commercial*
4. Dwelling/Single Family (above or below street level)
5. Dwelling/Two Family (above or below street level)
6. Home Occupation
7. Professional Office (above or below street level)
8. Tourist Home

(C) Possible Special Exceptions:

1. Accessory Structure/Use to a special exception
2. Auto Service Station
3. Civic Use (Public Facility/Utility)
4. Drive-Through Facilities/Services
5. Dwelling/Multi-Family (above or below street level)
6. Hotel/Motel
7. Indoor/Outdoor Recreation
8. Medical Clinic
9. Parking Facility
10. Place of Worship
11. Rooming House (above or below street level)
12. School
13. Telecommunications Facility

(D) Suggested Dimensional Standards (unless otherwise specified for a particular use):

Minimum Lot Size Per Unit	0
Maximum Density	0
Minimum Frontage	50 feet
Minimum Setback/Front	0 - 15 feet
Minimum Setback/Side	0 feet
Minimum Setback/Rear	0 - 10 feet
Maximum Height	35 feet
Maximum Lot Coverage	100%

*Adding to the definition for "Downtown Commercial" are commercial uses that include Bakery, Bank, Clinic, Commercial Service (hairdresser, Laundromat, dry cleaner, and other business providing similar services of a personal nature), Funeral Establishment, Office, Print Shop, Private Club, Restaurant, Retail Sales and Theatre. In addition, consider requiring parking spaces for residential uses.

E. Civic/Institutional (CI) District

The Civic Institutional Zone includes about 124 acres of land in the downtown area or 0.7% of the town. A variety of public and institutional uses are allowed. The proposed Future Land Use Plan includes a purpose for the district; updated uses and dimensional standards as well as slight modifications to the district boundaries to better reflect current uses.

Civic/Institutional (CI) District *(suggest changing zoning boundary to reflect current uses.)*

(A) Purpose. The Civic/Institutional District is intended primarily to accommodate educational, medical and governmental institutions and their respective campuses while preserving the residential character of existing neighborhoods within and adjacent to the district.

(B) Typical Permitted Uses:

1. Accessory Structure/Use to a permitted use
2. Civic Use (Public Facility/Utility)
3. Day Care Facility
4. Dwelling/Single Family
5. Dwelling/Two Family
6. Funeral Establishment
7. Home Occupation
8. Hospital
9. Library
10. Medical Clinic
11. Office
12. Place of Worship
13. Residential Institution
14. Student Residence

(C) Potential Special Exceptions:

1. Accessory Structure/Use to a special exception
2. Dwelling/Multi-Family
3. Indoor/Outdoor Recreation
4. Parking Facility
5. Research Laboratory
6. Restaurant
7. Rooming House
8. School
9. Telecommunications Facility
10. Truck Terminal
11. Vehicle Sales and Services

(D) Suggested Dimensional Standards (unless otherwise specified for a particular use):

	Municipal Sewage	On-Site Septic
Minimum Lot Size Per Unit	1/2 acre	1 acre
Minimum Lot Size Per Multi-Family Unit	6 units/1.25 acres	6 units/2.25 acres
Minimum Frontage	100 feet	150 feet
Minimum Setback/Front	30 feet*	30 feet*
Minimum Setback/Side	15 feet*	15 feet*
Minimum Setback/Rear	15 feet*	15 feet*
Maximum Height	35 - 60 feet**	35 feet
Maximum Lot Coverage	75%	75%

*Consider additional setback requirements for buildings on lots adjoining residential districts, the minimum side and rear setbacks adjoining the districts shall be 50 feet.

**A maximum height of sixty (60) feet, except that the maximum height shall be 35 feet within 150 feet of a residential district.

F. Highway Commercial (HC) District

Located to the north of downtown along the Route 3 corridor, the Highway Commercial District makes up 1.4% or about 253 acres of town. The proposed Future Land Use Plan includes a purpose for the district, updated uses and dimensional standards as well as recommendations for access management and site layout regulations.

Highway Commercial (HC) District

(A) Purpose. The purpose of Highway Commercial District is to provide for interstate-related uses such as traveler services, limited commercial, transportation and trucking facilities, and light industry. The area is particularly susceptible to strip development making access management and good site planning essential for safe, efficient, attractive development.

(B) Typical Permitted Uses:

1. Auto Service Station
2. Accessory Structure/Use to a permitted use
3. Civic Use (Public Facility/Utility)
4. Day Care Facility
5. Drive-Through Facilities/Services
6. Hotel/Motel
7. Place of Worship
8. Tourist Home (B & B)
9. Warehouse
10. Wholesale Business
11. Commercial/Retail
12. Restaurant

(C) Possible Special Exceptions:¹

1. Accessory Structure/Use to a special exception
2. Agriculture
3. Continuing Care Retirement Community
4. Dwelling/Multi-Family (3 - 6 units)
5. Dwelling/Single Family
6. Dwelling/Two Family
7. Home Occupation
8. Forestry
9. Fuel Storage
10. Indoor/Outdoor Recreation
11. Industry
12. Lumberyard
13. Parking Facility
14. Residential Institution
15. Rooming House
16. School
17. Telecommunications Facility
18. Truck Terminal
19. Vehicle Sales and Services

¹Please note the existence of the Wellhead Protection Overlay District

(D) Suggested Dimensional Standards (unless otherwise specified for a particular use):		
	Municipal Sewage	On-Site Septic
Minimum Lot Size Per Unit	1/2 acre	1 acre
Minimum Lot Size Per Multi-Family Unit	3 - 6 units/1.25 acres	3 - 6 units/2.25 acres
Minimum Frontage	100 feet	150 feet
Minimum Setback/Front	30 feet	30 feet
Minimum Setback/Side	15 feet	15 feet
Minimum Setback/Rear	15 feet	15 feet
Maximum Height	35 feet	35 feet
Maximum Lot Coverage	75%	75%

G. Industrial and Commercial Development (ICD) District

Most of the land on either side of Tenney Mountain Highway (TMH) from Yeaton Road to where the Baker River crosses TMH is designated the Industrial and Commercial Development District. Like the Highway Commercial district, all uses except continuing care retirement communities and sexually oriented businesses are allowed in this district.

Industrial and Commercial Development (ICD) District *(possible zoning boundaries adjustments in the area near Burger King and along the south side of TMH adjacent to the Ledgeside Lane residential subdivision)*

(A) Purpose. The Industrial and Commercial Development District is intended to provide locations for commercial and light industrial operations with good highway access and sufficient distance to buffer existing neighborhoods. The area is particularly susceptible to strip development making access management and good site planning essential for safe, efficient, attractive development.

(B) Typical Permitted Uses:

1. Auto Service Station
2. Accessory Structure/Use to a permitted use
3. Commercial Service
4. Drive-Through Facilities/Services
5. Office
6. Place of Worship
7. Restaurant
8. Retail Sales (limit size?)
9. Vehicle Sales and Services
10. Warehouse
11. Wholesale Business

(C) Possible Special Exceptions:

1. Accessory Structure/Use to a special exception
2. Agriculture
3. Civic Use (Public Facility/Utility)
4. Day Care Facility
5. Dwelling/Multi-Family
6. Dwelling/Single Family
7. Dwelling/Two Family
8. Hotel/Motel
9. Forestry
10. Funeral Establishment
11. Fuel Storage
12. Indoor/Outdoor Recreation
13. Industry
14. Lumberyard
15. Parking Facility
16. Private Club
17. Residential Institution
18. School
19. Telecommunications Facility
20. Theater
21. Tourist Home
22. Truck Terminal

(D) Suggested Dimensional Standards (unless otherwise specified for a particular use):

	Municipal Sewage	On-Site Septic
Minimum Lot Size Per Unit	1/2 acre	1 acre
Minimum Lot Size Per Multi-Family Unit	3 - 6 units/1.25 acres	3 - 6 units/2.25 acres
Minimum Frontage	100 feet	150 feet
Minimum Setback/Front	30 feet	30 feet
Minimum Setback/Side	15 feet	15 feet
Minimum Setback/Rear	15 feet	15 feet
Maximum Height	35 feet	35 feet
Maximum Lot Coverage	75%	75%

In addition, the Future Land Use Plan for the **Highway Commercial District** and the **Commercial and Industrial Development District** recommends:

- Managing access along Route 3/3A and Tenney Mountain Highway (Rte 25) to improve safety conditions and access to property, reduce congestion, and to promote desirable land use patterns. This can be accomplished by limiting curb cuts (subdivide land into parcels that do not require direct access to the road,) consolidating existing curb cuts, sharing parking and access, developing secondary or service roads and designing for pedestrian connections.
- Improving site layout to use space efficiently. Maximize available land and open space by siting buildings closer together, setting buildings closer to the highway and using multi-story buildings wherever use and function permit. Minimize paved surfaces by providing adequate but not excessive parking and locate to the side or rear of buildings.
- Encouraging the design of unique buildings that fit the context of the area.
- Exploring options to mitigate the visual impact of large, structures and expansive parking areas (such as aesthetically appealing architecture and landscape).

6. Planning Considerations

Goal: To preserve the town's historic pattern of development with the traditional mixed-use downtown, mixed-use transportation corridors and residential areas surrounded by rural countryside.

- (1) Retain the rural qualities of the town by discouraging sprawl and by encouraging the existing patterns of development.
- (2) Continue a thorough public process and then present refinements to the land use regulations to support in the Future Land Use Plan and based on the public input on the type of development desired in most of town.
- (3) Delineate the areas that do not have the capacity to support residential growth and minimize growth in these areas.
- (4) Identify areas that have the capacity to support higher density residential growth and encourage growth in these areas.
- (5) Establish conservation easements in appropriate areas and incentives for public access.
- (6) Promote an overall site feasibility plan for the airport and surrounding agricultural lands.
- (7) Identify areas with scenic views/vistas and encourage preservation of these assets.
- (8) Promote recreational uses, where appropriate. (See Vol. II, Section III-d.)
- (9) Maintain and enhance the downtown as a compact mixed-use village. Explore and implement ways to conserve and recapture single-family homes within the downtown area.
- (10) Promote the waterfront park development along Green Street.
- (11) Designate economic development sites and areas that can support heavier commercial development (this should include sites for new development as well as revitalizing existing buildings).
- (12) Consider opportunities for improving development along Tenney Mountain Highway and Route 3 outside of the Downtown by:
 - refining the boundaries of the districts to concentrate activities;
 - adopting design guidelines to create a more pedestrian-friendly development and connectivity;
 - encouraging parking to the side and rear of buildings;
 - promoting shared parking and driveway access wherever possible;
 - locating buildings closer to roads, with entrances and facades oriented toward the road to create a defined streetscape;
 - promoting multi-story buildings designed to include varied roof forms and traditional building materials;
 - restricting unscreened outdoor storage and outdoor industrial processing;
 - regulating signs to enhance attractiveness of the transportation corridors;
 - refining subdivision and site plan regulations, including scale of development in certain zones, if appropriate.