

Zoning Ordinance Review Sub-Committee for Form Based Codes (FBC)

Meeting Date: March 21, 2012

Attendees: Kathy Corson, John Hauschildt, Sylvia von Aulock, John Merkle,

Draft Meeting Notes

1. Group discussed DPW Portsmouth Ave Project: How to provide input, project schedule, likelihood of project to move ahead, importance of moving forward on planning and stakeholder input, etc. Sylvia noted that Julie G. 's was going to have a discussion with DPW and/or Russ on this subject. Group noted we needed to hear back on this from Julie.
2. John M. let the group know that he could upload the plans Sylvia had gotten from DPW on the proposed Portsmouth Ave project. John H. thought he could incorporate the info in the photoshop type of work he's doing. The group did notice that the ROW varied considerably and that if the project limits expanded into the limits of the ROW it could affect individual lot's parking. The discussion was put on hold till we heard back from Julie.
3. Group discussed Seabrook's success in their FBC corridor efforts. Kathy thought there were two distinct sections of their regs; one group of regs was in their Zoning Ord. and the second in their Site/Sub regs.
4. Group decided it was time to invite Julie LaBranche back who was instrumental in the development of Seabrook's regs. The thought was she could review their regs, both zoning and site/sub. Sylvia agreed to call her and invite her for the next meeting on April 18th.
5. Sylvia suggested a good target date for a draft FBC for the Portsmouth Ave Corridor was end of Sept. Group agreed.
6. John H. agreed to narrow down the case studies he's reviewed and to post them online.
7. Sylvia steered the group back to a discussion on the corridor and the difference between the Transition Zone and the Business Zone. Group reiterated the importance of a smaller scale in the transition zone, want the buildings closer to the street, parking in the rear, and more emphasis on landscaping. The business zone might have the same but more of an emphasis on coordinated access and better architectural standards. The idea of encouraging multi-use with shared parking (a.m./p.m. uses) and providing height allowances was also discussed. Sylvia noted most of these items were already in the draft goals, see attached.
8. John M. agreed to look into architectural guidelines, that Preservation Alliance and the NH Division of Historic Resources were both great resources.
9. Sylvia suggested we update ZORC on the group's progress since it had been a while since ZORC met. The suggested meeting date for ZORC was April 4th. Sylvia offered to send out a notice.

Next Meetings:

ZORC, April 4th 8:30, Wheelwright Room

ZORC Sub Com, April 18th, 8:15 with Presentation starting at 8:30, Nowak Room

Portsmouth Ave Corridor Improvement District

Section 1.0 Draft Goals:

- I. Recognize distinct zones within the corridor to preserve and enhance specific goals, identities, and regulations for each zone. (See Section 2.0 for detail and maps on each zone.) Identifiable characteristics may include: building and parking setbacks, architectural standards, access limitations, landscaping, and other streetscape requirements.
 - a. Transition Zone: Southern end of Portsmouth Ave, closest to downtown.
 - i. Transition Zone should maintain a more neighborhood scale through smaller structures, pleasant pedestrian walkways, and various streetscape details. Specific transition zone regulations should also consider the historical and physical connection to downtown.
 - b. Business Zone: This section covers the largest area of Portsmouth Ave from Green Street to Holland Way.
 - i. The Business Zone should provide a vibrant, efficient, and safe business area for business owners and customers alike.
 - c. Highway Zone: This is the most northern section of the corridor and is directly linked to route 101 interchange.
 - i. The Highway Zone should focus on creating a unique gateway into Exeter while efficiently moving all manner of traffic into and out of Exeter.

II. Land Use:

Each zone within the corridor should have uses that are compatible with the abutting zoning districts. The allowed uses should also take into consideration the sensitivity of the watershed (see section V. Green and Environmental Considerations)

III. Transportation/Access;

- a. Create a multi-modal corridor that is safe for vehicles, bicycles and pedestrians.
- b. Reduce conflict points between user groups.
- c. Optimize coordination for improved access for all users including deliveries.

IV. Aesthetics;

- a. Create architectural standards that accentuate the unique character for each of the three zones.
- b. Develop minimum landscaping standards for each zone.

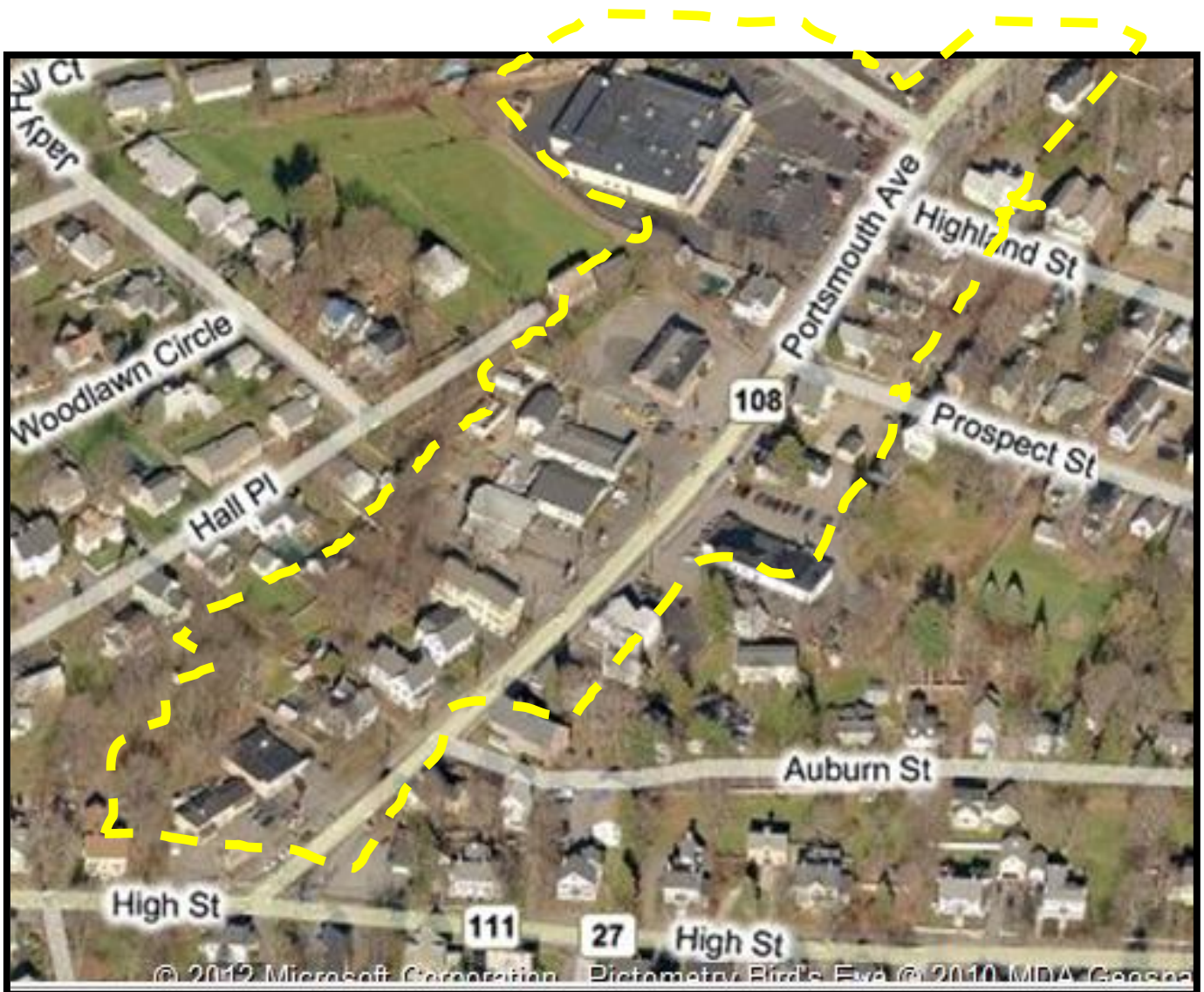
V. Green and Environmental Considerations:

The entire area is within the watershed of the Squamscott River, a river designated as impaired by NHDES and EPA. It is also part of the NHDES River Management and Protection Program. Furthermore, portion of the corridor drain directly into the Exeter's reservoir, Water Works Pond. Considering the sensitivity of these resources, improvements to stormwater collection and treatment systems should be required as development occurs.

Section 2: Portsmouth Avenue Corridor Zones

I. Transition Zone:

High Street to Green Hill Road, this zone has a mix of single and multi-family residential, business and office uses. The largest business is the Walgreens pharmacy. Other long term business include bakery, restaurant, rental equipment, bicycle, and an automotive repair shop. Offices include insurance, banking, and dentist. This portion of Portsmouth Ave. has somewhat of a more intimate, neighborhood scale, with close-knit buildings and smaller lots. It is common to see pedestrians walking in this area, including high-school aged youngsters walking to a favorite restaurant or to the drug store.



II. Portsmouth Ave Business Zone:

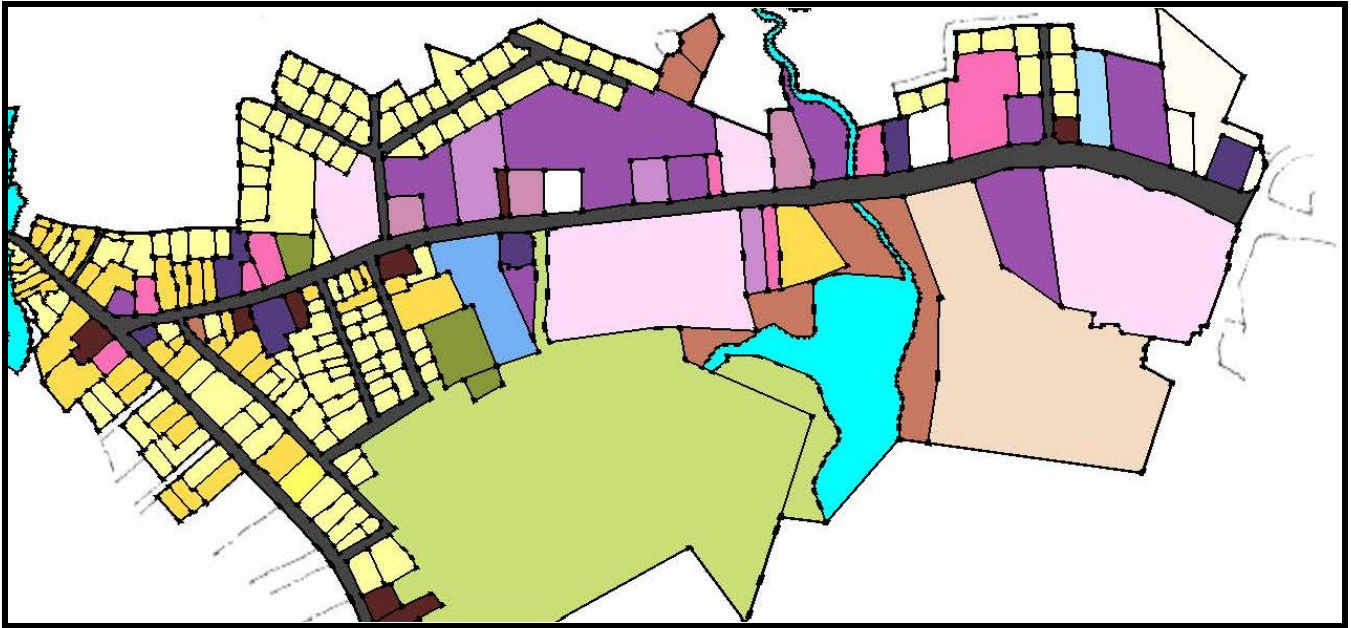
The Business Zone covers the majority of Portsmouth Ave beginning on the southern end with Green Hill Road and ending on the northern end at Holland Way and Stoney Brook Lane. The business along this portion include auto sales and other auto related, two hotels, various restaurants, a lumber yard, several shopping plazas of various sizes, banks, professional offices, other retailers, one multi-family residential complex, and the town's water treatment plant. This portion of Portsmouth Ave is relatively fast moving, primarily targeted for vehicular traffic.



III. Highway Zone:

The Highway Zone is the most northerly section of the corridor as well as the smallest area. Associated with the Route 101 interchange, this is a very busy and complicated roadway area. The area can be especially intimidating for senior drivers as well as for newcomers to the area. This section also has a few retail shops that are similar to that in the business zone including: auto sales, gas station, fast food, and other retail uses. The distinguishing feature within this district is that it sets the stage for vehicular movement in and out of Exeter and is one of the main gateways into Exeter.





Land Use Identification map – business shades of purple and pink, residential shades of yellow, municipal in brown, office use in blue, vacant = white, industrial = tan