

Comp Plan

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### Minutes

*Today's objectives: Review the flup language for expansion area, look at reorganized version of the "what can go where" chart*

-what also draws businesses is the quality of life for its employees

-New what can go where chart is better. It has the different uses grouped together, and the removal of "village dist" simplifies the land use plan too, not just the chart. (It was decided at previous meeting that anything that can happen in village, should apply to the whole downtown district)

### **Discussion on limiting new businesses in the rural district who have a lot of heavy traffic:**

Should agriculture be limited a bit more on town roads – is that allowed?

Maybe we should have a roads committee to assist the selectmen

Won't this provision happen by nature as businesses self-limit because of desirability of location? (wouldn't a large business not want to build on a small back road that they can't deliver to during the posting season?)

If the town allows a business on a small town road knowing they have heavy deliveries, are we liable to be required to allow them to continue operation even when the roads are posted?

Comparing smaller manufacturing to larger in relation to road use: The little manufacturer making small parts and doesn't have heavy shipping loads, why wouldn't they want to be up on a nice scenic vista while they work.... That could make sense for that facility. But a facility that has a lot of heavy shipping, wouldn't they self-regulate and be on a main road?

"unnecessary deterioration of our roads" is a good phrase to use when talking about this issue

We can assume that businesses with a lot of shipping will want to be on a main road that is easy to access, *but that is not always the case*. There are always wild cards, which is why we plan. We want to mitigate the worst risks especially if the regulation doesn't take away from the majority, and encourages positive and responsible growth. But say the wild card happens, and the wrong business goes on a frail town road, and its location affects its success... then the town is left with the mess they leave behind (unmarketable buildings). So while the provision affects almost no one (it wouldn't stop current businesses or residents bringing home their trucks any way other than they are currently regulated), it does affect the worst case scenario.

This is a lightning rod topic, maybe because of assumptions (ie it will restrict existing business owners, and truck drivers going home in their empty truck), also because a lot of people would not want

to deter good business development. Again, the provision is intended to affect the worst case scenario, and potential for left-behind, distressed buildings in the future.

**Discussion about the expansion area:**

Confusion: expansion is half in rural, half in downtown. Do we move downtown to surround expansion? How do rural and downtown compare? What are the implications of this change?

One difference between downtown and rural is lot size (smaller in downtown), and the reason for that is the access to sewer. In expansion area, the sewer isn't there. If all of expansion zone becomes Downtown (as opposed to Rural), then we would have to have small lot sizes only be allowed if they hook up/extend the sewer to that lot.

Also, If business requires heavy sewage, they have to expand sewer, unless they had enough land to put in a sufficient system on site. Once sewer is there, then smaller lots are allowed where the sewer extends beyond.

Is there a true distinction between the two parts of the expansion area (where one is downtown and one is rural)?

Another question, Is there a distinction between the retail development zone on School Street versus this new district on route 220? We are trying to create a retail hub and a walkable community. Where one business customer is attracted to others to shop. (That's School St) Expansion area is for the businesses that don't fit into the mix, the space is reserved for them. It is for businesses that rely on consumers by car...where people take away large products.

Maybe try out having districts that don't have overlay descriptions-- for ease of reading

Need a new separate dist for across from FOD – it has particular potential and should be preserved for the highest and best use (that only high-density residential go in the front 300' or so of depth from the road) The back land would be more open, but any development would have to accommodate for a greenway from the housing to the development.