

Input from Survey & Forum

Town Center

- 67% of survey respondents thought that development of the town center was very or somewhat important.
- Create a public green in the town center.

Melendy Pond

- A wide array of responses were received from turning the land over to the lessees, converting it a public resource, or selling the land for development. (There seems to be numerous opinions and I would like some input from the committee on how best to address this issue in the update. It may be best to lay out the history and facts rather than an action plan.)

Commercial and Industrial Developments

- As new commercial and industrial development occurs the following elements should be required: a traditional New England Village Design, the maintenance of surrounding natural resources, adequate buffers and setbacks, and attractive lighting and signage.
- Ensure that as additional development occurs impacts to the Nissitissit River and private wells are minimized.
- Create more zones to accommodate additional commercial and industrial uses.
- As Route 13 is developed make provisions for pedestrian and bicycle access with a separated multi-use path.

Available Data

Conservation lands (updated since 1997)

Vacant lands/Land use by parcel (updated since 1997)

Soils (not changed since 1975)

Forested blocks

Watersheds

Community Facilities

Trails

Aerial Photography (1-meter color – 2009, sub-meter color – 2005)

Roads

Water Bodies

Zoning

Floodplains

2010 Proposed Outline (Red indicates additions / deletions to existing 1997 outline)

- Existing Land Use Patterns
 - Table of Current Land Use – Category of land uses and acreage
- Map – Existing Land Use
- Current Zoning
 - Residential – Agricultural District - Location, Permitted Uses, and Vacant Acreage
 - Industrial-Commercial District - Location, Permitted Uses, and Vacant Acreage
 - History of the Industrial and Commercial Zone
 - Map – Zoning Map
- ~~Economic Development Strategies in Neighboring Communities~~
 - ~~Description of zones in Hollis, Milford and Amherst, Mason, Pepperell and Townsend~~
 - *** NOTE – (Need to determine what information should be in the Economic Development Chapter)
- Public Comments from the Community Profile (Forum)
- Public Comments from the Survey
- Recommendations from the *Vision Plan for Rt. 13 and 130*
- Recommendations for New Commercial and/or Industrial Districts
 - New Zoning Districts
 - Neighborhood Business District
 - Office Park District
 - Light Industrial District
 - Town Center District
 - ~~Strategies to improve the economic environment~~
- ~~Overlay Districts~~
- Relevant Land Use Ordinances
- Telecommunications Districts
- ~~Recommendations~~
- Existing Town Facilities
- Natural Limiting Factors
 - Table – Developable land in zoning districts
- ~~Long Term Population Projection~~
 - ~~Table – Computation of Long Term Population Projection~~
- Build-out Potential (findings from the *NH 13 Access Management Plan*)
- ~~Analysis of Existing and Future Land Use by Neighborhood~~
 - ~~Description of Neighborhood and Recommendations~~
 - ~~Table – Land Use by Neighborhood~~
 - ~~Map – Land Use Restraints Map~~
 - ~~Map – Neighborhood Boundaries Map~~
 - ~~Table – Developable Land by Neighborhood~~
- Analysis of Key Focus Areas
 - Town Center – define the boundaries
 - Melendy Pond
 - Others?
- Future Land Use
 - Key Issues
 - Table – Approved Undeveloped Lots
 - Map – Future Land Use
- General Recommendations

Vision Plan for Rt. 13 and 130

Zoning Survey Results

- The concept of mixed use development was widely supported throughout town, with 121 (78%) respondents indicating that mixed use development should be allowed.
- At least half of the respondents indicated that commercial development was appropriate for the entire Route 13 corridor, with considerably less in favor of commercial development along Route 130 and the town center.
- Results indicated that industrial development would be appropriate along southern Route 13, and to a lesser extent along northern Route 13, followed by central Route 13.
- Finally, 84% of respondents indicated that energy efficiency design was very important or important.

Visual Preference Survey Results

- Results show that mixed use development is widely supported throughout the study area, with a focus on smaller scale residential structures along Route 130 and a variety of architectural styles along Route 13 and the Town Center.
- Industrial development is deemed most appropriate for Route 13 and is not supported in the town center or Route 130.
- All levels of commercial development are supported along Route 13, small scale commercial is considered appropriate for Route 130, and a village market or restaurant is supported in the town center.
- Side and rear parking is viewed as appropriate throughout town. Front parking is deemed most appropriate along Route 13, and to a lesser extent Route 130, but not in the town center.

Town Center Survey Results

- The town center is most frequently described as including the Town Hall, Library and Village Store, and to a lesser extent the fire station, RMMS, Lake Potanipo and church.
- An overwhelming majority (63) of respondents indicated that they would prefer to walk between destinations in the town center, followed by 36 respondents interested in bicycling.
- Additional professional services and gathering places such as a coffee shop, small restaurant, gazebo for concerts, a park, and retail shops, would create a more vibrant town center and a destination unto itself.
- Respondents want to maintain the existing center's open space and natural beauty as well as historic buildings and New England charm into the future.

Action Items

The overall findings from all four surveys identified these common themes:

- Maintain and enhance the community character and the New England look for existing and new commercial, retail, industrial, residential and mixed use development.
- Enhance the town center to create a center for the community and a viable place for public events.
- Expand and define the town center to make it into a destination.
- Provide additional amenities to town residents and encourage appropriate development along Route 13, and if appropriate, along Route 130 and the town center.

3 – 5 years

- Develop a Town Center Master Plan
- Develop a Town Center Overlay District to Permit Mixed Use Development
- Establish a Town Center Committee
- Review the Sign Ordinance

5 – 10 Years

Amend the Zoning Regulations to Permit Mixed Use Zoning Along NH 130 outside of the town center

NH 13 Access Management Study

Buildout Land Use - Brookline: Results of the buildout analysis for the Town of Brookline are included in Tables 2 and 3 below. The buildout study estimates that an additional 1,680 single-family housing units are possible in Brookline. This represents a 123% increase from 1,357 current single-family housing units to 3,037 units at buildout. There is the possibility of an additional 52 multi-family lots, which is an increase of 167%.

It is estimated that there will be an additional fifteen commercial (retail/service) lots, which is a 48% increase. Office lots will increase by fifteen (48% increase) and there is the possibility of an additional three industrial lots (43% increase).

As noted above, the NRPC analysis cannot predict exactly where these additional lots will be situated along the NH 13 corridor. It is possible, though, to generalize how the additional lots will affect traffic volume and flow. These effects will be analyzed in the traffic analysis section of this report.

TABLE 2: BUILDOUT RESULTS – BROOKLINE (TOWN-WIDE)

	Current	Additional	At Buildout
Single Family Housing Units	1,357	1,680	3,037
Multi Family Lots	31	52	83
Commercial/Retail Lots	31	15	46
Office Lots	30	15	45
Industrial Lots	7	3	10

TABLE 3: BUILDOUT RESULTS – CORRIDOR ONLY

	Current	Additional	At Buildout
Single/Multi-Family Housing	10	166	176
Office/Industrial Lots	3	13	116