

**GREENFIELD VILLAGE
NEIGHBORHOOD HERITAGE DISTRICT
DRAFT 8-26-2013**

STATEMENT OF PURPOSE

To ensure new construction, additions, alterations or demolitions preserve the traditional scale and appearance of Greenfield's town center.

BRIEF HISTORICAL OVERVIEW

The Town of Greenfield was founded in 1791. From its inception, Greenfield village has served as the center of town affairs. The town's second meeting house, built in 1795, still anchors the village, and two years later, the town laid out an adjacent cemetery. The village has also been home to a school since its early years.

After eighty years as a largely rural community, the railroad arrived in 1874, boosting the importance of the village and its economy. Shortly after its arrival, the town's population reached its height, not to be surpassed until the 1970s. An early saw/grist mill evolved into a larger steam-powered mill, and a large grain mill, E.C. & W.L. Hopkins, Inc., was located near the railroad crossing on Slip Road. (That mill operated until it was destroyed by fire in 1976.) Among the other mills was a soapstone factory.

In addition to industry, the railroad brought summer visitors to the town's three large lakes and pastoral landscape of farms and surrounding mountains. Though a tavern existed in the village as early as 1824, additional hotels sprouted up, and nearby farms took in boarders. In the 1930s snow trains brought skiers from Boston to Greenfield's slopes. At its height, five daily trains ran through the village en route to Boston, including two milk runs. Just west of the village, the town hosted the Hillsborough County Fair for several decades in the early 20th century. Soon thereafter, the Depression, coupled with increased reliance on automobiles and trucks, brought the railroad to its demise, and Greenfield's population and economy fell into decline.

Today, the village serves primarily as a bedroom community that commutes elsewhere to work. Its customer base swells during the summer months when many visit Greenfield State Park, which has been located just west of the village since 1964.

CHARACTER-DEFINING FEATURES

General

The majority of the buildings and structures in Greenfield village in 2013 are at least 100 years old, and most date from the 19th century. The village district is exclusively residential use, while commercial use, in both modern, purpose-built buildings and older, converted buildings prevails in the business district.

Streetscape

- Fairly consistent setbacks, scale and density along road sides
- Larger buildings, such as meeting house, new elementary school, firehouse, elderly housing, day care center, have deep setbacks—lessens impact of large buildings or clusters
- Garages usually tucked behind houses and never set in front of building facade
- Dwellings sited both parallel and angled to road, but angled orientations more common on rural fringes of district
- Wide range of architectural styles and periods—no one “look”
- All residential buildings are wood frame
- Only three buildings, all non-residential, are brick: telephone company building, library, post office
- Nearly all buildings have front lawns
- At foot and along the building, driveways are narrow
- Stonewalls edge roads in much of village district
- Sidewalks and roads lack curbs in village district

Business District

- Thoughtful redevelopment of historic buildings for new uses
- Wider curb cuts, some perhaps wider than necessary

Scale/massing

- Residential buildings range from 1 ½ -2 ½ stories
- Commercial buildings range from 1-2 ½ stories
- 18th & 19th c. houses have traditional physical hierarchy—main house-ell-shed-barn—with descending rooflines. Facade of main house is in most forward plane and other masses are usually staggered or offset.

Character-defining Building Details

- Traditionally sized and spaced window and door openings
- Porches located on both front and side elevations
- Front entrance marked with portico or doorhood
- Gable roofs are prevalent; hip, mansard and gambrel roofs are few
- Roof dormers and wall gables
- Bay windows on front and side elevations

Landscape Features

- Mature trees throughout Neighborhood Heritage District
- Roadside trees throughout village district
- Wooden fences (picket, split rail, rails supported by granite posts); no evidence of stockade or chain link fences or fences exceeding 4' in height.
- Stone walls (roadside and retaining walls)
- Buildings with deep setbacks have landscape features, such as mature trees and lawn, between building and sidewalk or road
- Open space and elevated site make the meeting house the focal point of the village center
- A grass strip between the sidewalk and road, as well as between the edge of a parking lot and the sidewalk or road, throughout most of the Neighborhood Heritage District
- Roadside fields on district fringes
- Viewsheds
 - Year-round views of Mt. Monadnock, North Pack Monadnock and Crooked Mountain
 - Views between buildings of rear fields and open spaces

ACTIONS TO REVIEW

New Construction that is visible from a public way

- Introduction of new buildings, structures or objects that are greater than 100 SF of floor area
- Additions to existing buildings and structures that are more than 100 SF of floor area
- Relocation into the district of an existing building or structure that is more than 100 SF of floor area
- Erection of fences along the road frontage or within front yard

Demolition that is visible from a public way

- Dismantling, tearing down or relocating all or part of any building or structure
- Removing a section of, or in its entirety, a character-defining fence or stone wall
- Removing a mature tree that is more than 15" in diameter at a height of 4' above grade unless removal of such tree(s) is necessary for safety reasons as determined by a professional arborist or other qualified professional

Alteration that is visible from a public way

- Increase or reduction in the size and/or change in the location of, windows or doors
- Increase or reduction in the slope, pitch or configuration of a roof
- Removal or enclosure of any of the following character-defining architectural features that are visible from a public way: bay window, porch, door hood or portico
- Any exterior alteration that requires a variance or special exception under the zoning ordinance

Site Work

- Any increase to the size or amount of paved surfaces of a parking lot
- Any increase to the width of the portion of a driveway that is visible from the public way
- Light fixtures that are more than 12' in height from ground to top

Signage

- Signage will comply with Sections IV.A and IV.B.2.f of the Zoning Ordinance, as revised 3/12/2013, with the following exception:
 - Signs as allowed under IV.A will be reviewed under the Neighborhood Heritage District for location, type of mount and graphics
- Should the zoning ordinance be amended or revoked, the existing regulations shall continue to be in force within the Neighborhood Heritage District

Impediment or obstruction of existing viewsheds

- Views of mountain peaks and ridgelines
- Views of rear open fields between buildings that front on a road

STANDARDS FOR REVIEW

- New construction shall be compatible with the distinct characteristics that define the Neighborhood Heritage District.
- Setback, height, scale, mass, window & door openings, and spacing of new construction shall be compatible with adjacent buildings and the context of the district. Buildings shall be sited and spaced in a manner that is consistent with the character-defining features of the streetscape.
- Architectural features in new construction or additions should be used to enhance visual interest and provide a pedestrian scale. Details that reference, but do not necessarily mimic, traditional buildings are encouraged. Creative, contemporary design that acknowledges or references the district's character-defining features is also encouraged.
- Building materials for new construction shall contribute to the visual continuity of the district.
- Building materials for major additions shall be consistent with, or similar to, those already on the building or structure.
- New construction shall preserve the character-defining landscape features of the district.
- Parking in the business district shall be set back from the front wall of the primary building if at all possible. If to the side of the building, there shall be a strip of lawn between the parking area and road or sidewalk. Whenever possible, trees shall be introduced to parking areas to provide shade and greenery. Shared parking within the business district is encouraged.
- Parking in the village district shall be set back from the primary front wall of the building. Garages shall maintain a setback that is at least halfway back from the primary front wall and farther if at all possible. Driveways that are double wide shall be discouraged.
- Demolition, partial demolition, or removal of buildings and structures, as well as removal of character-defining landscape features, shall be considered only under the following circumstances:
 - Replacement structures or other use of the site meet the intent of the design guidelines and do not have a negative impact on the character or cohesiveness of the district; or
 - The applicant for a demolition permit has demonstrated that reasonable, feasible alternatives to demolition have been considered, and that alternatives included renovation of the resource or adaptive reuse of the building or structure proposed for demolition; or
 - The applicant has demonstrated that retaining the resource would constitute economic hardship due to unavoidable quantifiable and verifiable expenditures or a fiscal loss that would ensue should the resource not be demolished; or
 - The building or structure has been determined structurally unsound, based upon a written technical report prepared by an architect or professional engineer registered in the State of New Hampshire that clearly demonstrates that the building or structure presents a risk to public health, safety and welfare; and the structurally unsound condition has not been caused by willful

or negligent acts by the owner or failure to perform normal maintenance and repairs; or

- In the case of a mature street or front yard tree, it has been determined by a professional arborist or other qualified professional that its removal is necessary for safety reasons.

BOUNDARY DESCRIPTION & RATIONALE

(also see attached map)

Include entire Business District

Include much of the Village District, as follows:

- Sawmill Road/Rt 31: North to include #88 on east and undeveloped, wooded lot across the road
 - Rationale: A curve in the road, reduced speed limit and beginning of descent into village all mark a change in character from rural to village fringe
 - Alternate bound: Continue north to include #121 and field across the street
- Francestown Road/Rt 136: North to center line of Hopkins Lane on east and include #103 on west
 - Rationale: Grade of road levels out at #103 after ascent from marsh and then begins gradual descent into village
 - Alternate bound: Continue north to Pine Ridge Road on east and just past marsh on west
- Forest Road/Rt 31: East to include #692 on north and lot across road on south
 - Rationale: #692 is oriented toward the village and grade begins descent into village
 - Alternate bound: Continue east to boundary of village district
- Slip Road: south to railroad crossing
 - Rationale: Provides a visual and historical divider between village and rural area; also provides an edge based on historical limits of village
 - Alternate bound: Tighten up to stop after #31, after which development becomes less dense
- Forest Road/Rt 136: west to railroad crossing
 - Rationale: Road curves and sightlines open up into village center; also provides an edge based on historical limits of village

NEIGHBORHOOD HERITAGE DISTRICT BOUNDARY MAP
showing approximate bounds

