

## 5. Access Management Strategies

The NH Route 104 corridor between the junction of US Route 3 in Meredith westerly through New Hampton to the Bristol town line ranges from rural highway to commercially developed in the vicinity of Interstate 93 and the easternmost section of the corridor in Meredith. With varied speed limits and development patterns, as well as two local governments that must work with NHDOT to manage the state highway and the surrounding land uses that affect it, a wide range of approaches to access management may be applied.

Applicable tools include local land use regulations and zoning approaches, enhanced communication between each respective planning board and NHDOT District 3, parcel-specific access management plans, and potential future purchases of right-of-way along the corridor.

The following language is recommended for inclusion in the subdivision and site plan review regulations for both the towns of Meredith and New Hampton. The zoning incentive language is most appropriate for the New Hampton section of the corridor as the incentives are more applicable to New Hampton’s commercial development patterns.

The recommendation to adopt a Memorandum of Understanding (MOU) between each Planning Board and NHDOT District 3 is applicable to both communities, while the future purchase of access rights along NH Route 104 is only recommended for parcels within New Hampton.

### 5.1. Site Plan Review Regulations

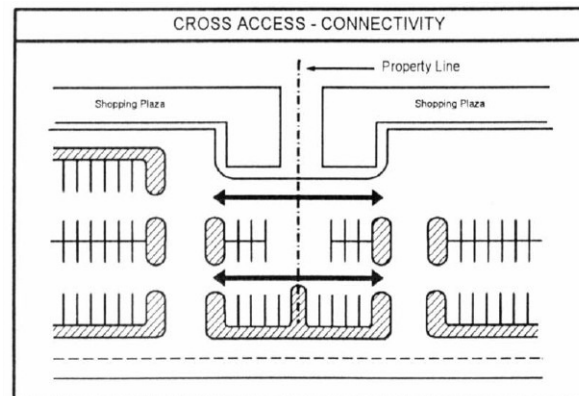
The following model language is recommended for inclusion in each community’s Site Plan Review Regulations:

#### *Maximum number of driveways per lot*

Lots which have frontage on one highway only shall be allowed a single driveway, except that two, one-way driveways may be substituted for a single driveway, provided that the minimum required distance between driveways can be met.

#### *Interconnecting Driveways*

The Planning Board may require the use of cross access drives, and other access management techniques to reduce the number of access points on to public roadways. A system of joint use driveways shall be established wherever feasible, along all state roads, and roads with minor collector classification or higher. The location, width, and pavement treatment of all driveways and access points within 200



Source: Rockingham Planning Commission - Local Access Management Manual

feet of the site shall be shown on the site plan. The applicant is encouraged to discuss with the Planning Board their plans to minimize access points and provide for joint use driveways and cross easements prior to submitting a formal site plan application.

Where cross access arrangements are proposed or requested by the Planning Board, the site plan design shall incorporate the following:

1. A least one (1) cross-easement or right-of-way to each abutting parcel, whether developed or not. Said easement or right-of-way shall be recorded with the deed of each parcel allowing for shared or cross access to and from other properties by the joint use driveways and/or access drives;
2. Connecting drives shall be constructed with a design speed of 15 mph and sufficient cart-way width of at least 22 feet to accommodate two-way travel;
3. The applicant will record an agreement with the deed that remaining access rights along the roadway providing frontage to the development will be dedicated to the Town and pre-existing driveways will be closed and eliminated after the construction of the joint-use driveway; and
4. All agreements will be recorded with the deed, including but not limited to maintenance agreements and shall be reviewed and approved by the Town Attorney. Cost of legal review of all documentation will be borne by the Applicant. All costs shall be paid by the applicant prior to the signing of the final plat.

#### *Access to lots with multiple frontages*

Lots with frontage on both an arterial highway and an adjacent or intersecting road shall not be permitted to access the arterial highway, except where it can be proven that other potential access points would cause greater environmental or traffic impacts.

#### *Driveway Width*

Commercial driveways shall not exceed 36 feet in width, measured perpendicular to the driveway at its narrowest point. The driveway shall be flared at the property line with minimum radii of 25'. All commercial driveway entrances (regardless of the presence of curbing on the highway) shall be curbed from the edge of the highway to at least the end of the radii at the driveway throat.

## **5.2. Subdivision Regulations**

The following model language is recommended for inclusion in each community's Subdivision Regulations:

*Interconnecting Driveways*

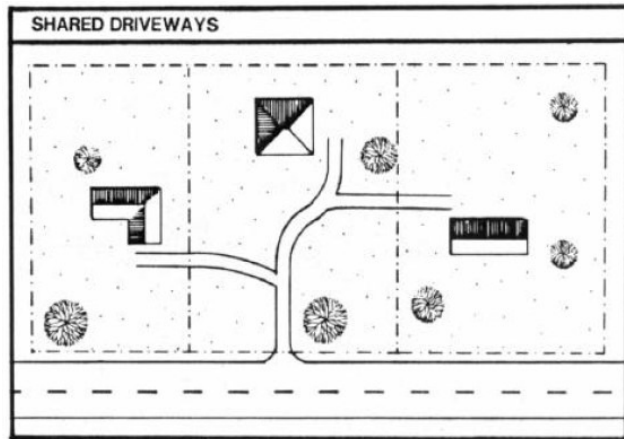
All projects subject to Subdivision Review shall provide interconnecting driveways or easements for future construction of driveways that will provide and promote vehicular and pedestrian access between adjacent lots, without accessing the highway to all property lines, and shall be designed to provide safe and controlled access to adjacent developments where they exist. Every effort should be made by the Planning Board to require construction of these driveways in anticipation of future developments.

*Access to lots with multiple frontages.*

Lots with frontage on both an arterial highway and an adjacent or intersecting road shall not be permitted to access the arterial highway, except where it can be proven that other potential access points would cause greater environmental or traffic impacts.

*Shared Driveways*

In order to minimize the number of driveways along arterial highways, shared driveways shall be encouraged for adjacent residential sites.



Source: Rockingham Planning Commission - Local Access Management Manual

**5.3. Zoning Strategies - Incentives**

As described in the Existing Conditions section of this study, the towns of New Hampton and Meredith have different approaches to zoning along NH Route 104. While the town of Meredith has zoned much of the corridor as Forestry and Rural that limits permitted uses or uses allowed by special exception to “agriculture, forestry, rural residential and certain other non-intensive land uses,” much of the corridor in New Hampton, especially east of Interstate 93, allows a variety of commercial and residential uses.

The following language provides examples of incentive-based zoning to encourage access-management related activities such as the provision of shared access drives. In addition, language recently approved by the town of Warner is also included below. It is understood that the adoption of this incentive-based language is more suitable for the New Hampton section of the NH Route 104 corridor as much of the zoning within this section allows varied commercial uses.

Front Setback

1. An incentive bonus standard has been developed wherein front structure setback requirements may be relaxed for those who choose to develop sites utilizing one of the following options:

- a. Placement of all parking and circulation pavements to the side and rear of proposed buildings.
  - b. Provision of shared access drives and parking.
  - c. Development of a landscaped berm within the front setback area, with a height no less than 8 feet.
2. Those who choose to take advantage of this Incentive Bonus Standard may reduce their required front structure setback by fifty percent (50%) of that otherwise required within this District, subject to the minimum front structure setback dimension. In effect, use of this Incentive Bonus Standard expands the envelope of available building area on any given site.

### Maximum Impervious Coverage

1. No more than 50% of the lot may be covered by impermeable surfaces, such as buildings and paved areas.
2. An incentive bonus standard has been developed wherein Maximum Impervious Coverage may be increased for those who choose to develop sites utilizing one of the following options:
  - a. Placement of all parking and circulation pavements to the side and rear of proposed buildings.
  - b. Provision of shared access drives and parking.
3. Those who choose to take advantage of this Incentive Bonus Standard may increase their allowable maximum impervious coverage up to 60% of the gross lot area, provided all landscape strips, parking lot landscape requirements, and other screening is provided as required by this ordinance.

### Shared Driveways

In order to minimize the number of driveways along highways, shared driveways shall be encouraged for adjacent sites.

The following dimensional requirements may be reduced if shared driveways are provided as follows:

1. The minimum lot size and the minimum road frontage shall be reduced by a total of 10% if the entire site is accessed by a single shared driveway with an adjacent site.
2. The minimum lot size and the minimum road frontage shall be reduced by a total of 20% if the entire site is accessed by a single shared driveway with an adjacent site on a highway other than the main arterial, and which is appropriately zoned for the use.

***Model incentive language approved by Town of Warner, March 2006 for incorporation in the Commercial (C-1) District:***

Front Setback: The Planning Board may reduce front setback requirements to not less than 50% of that which is allowed in the underlying zoning district for applicants, provided the following conditions are met:

- a. Parking and circulation are located to the side and rear of proposed buildings(s). No parking may be located within the front yard of the building(s) excepting handicapped parking convenient to a building entrance;
- b. On-site shared access arrangements with adjoining properties, for both vehicular and pedestrian movements, are made and sufficient documents have been filed for review and approval of the Planning Board; and
- c. The siting and orientation of the building(s) is determined by the Planning Board to be consistent with the scale and character of the Town of Warner. The applicant is encouraged to consult with the Planning Board in developing alternative site layouts to duplicate historic patterns of development and avoid conventional strip development patterns.

Maximum Impermeable Coverage: No more than 70% of the lot may be covered by impermeable surfaces, such as buildings and paved areas. The Planning Board may increase the allowable maximum impermeable coverage up to 80% of the gross lot area, provided all landscape strips, parking lot landscape requirements, and other screening are provided as required by this ordinance, and provided the following three conditions are met:

- a. Parking and circulation are located to the side and rear of proposed building(s). No parking may be located within the front yard of the building(s) with the exception of handicapped parking.
- b. Where appropriate, on site shared access arrangements with adjoining properties, for both vehicular and pedestrian movements, are made and sufficient documents have been filed for review and approval of the Planning Board.
- c. The siting and orientation of the building(s) is determined by the Planning Board to be consistent with the scale and character of the Town of Warner. The applicant is encouraged to consult with the Planning Board in developing alternative site layouts to duplicate historic patterns of development and avoid conventional strip development patterns.

**5.4. Memorandum of Understanding between NHDOT District 3 and Local Planning Boards**

A draft Memorandum of Understanding (MOU) between the NHDOT and local communities to better coordinate the local/state highway access management process is attached as Appendix A.

The MOU is intended to mandate timely communication between NHDOT and the Planning Board during the development review process.

Approval of the MOU by the towns of Meredith and New Hampton and NHDOT can play a large role in promoting a cooperative approach to the development of the NH Route 104 corridor. In addition, it is hoped that this cooperative approach will extend to all state highways in each community. It is understood that representatives of the New Hampton Planning Board have preliminarily discussed the adoption of the MOU.

### **5.5. Potential Right-of-Way purchases along NH Route 104**

As noted previously, an expressed recommendation of the LRPC's *PLAN 2000: A Lakes Region Transportation Plan Update for the Year 2000* was the future acquisition of access rights along the NH Route 104 corridor as an element of a future access management strategy. To move this concept further, data compiled during the preparation of this study were used to identify potential locations for the future purchase of right-of-way if funding becomes available, possibly as an initial phase of the New Hampshire Ten Year Plan project to reconstruct NH Route 104 between Interstate 93 and Meredith Center Road presently scheduled for construction in 2015.

To assist in the identification of suitable parcels LRPC staff reviewed the right-of-way classification (see Appendix F) and utilized specific criteria defined for this study as follows:

- 1) Proximity to identified safety issues or other concerns such as limited sight distance;
- 2) Overall developability of the parcel, i.e., if a parcel consists mainly of environmentally constrained lands the need for future right-of-way acquisition is lower;
- 3) Alternative access to NH Route 104 is available (abutting local/collector road access);  
and
- 4) Proximity to an area along the corridor with multiple access points, i.e. the higher the prevalence of existing access points, the greater the need for preservation of existing right-of-way in that localized area and/or the necessity of combining points between adjoining lots or locating future access points directly across from access currently provided on the opposite side of the highway.

Using the above criteria as a guide, LRPC staff identified the following parcels for consideration of future acquisition of access rights. Again, it must be emphasized that this is in no way a finalized list of parcels, but instead more information to continue the discussion regarding the purchase of access along NH Route 104 in the future. It is also important to note that two of the parcels were for sale as of December 2006.

The location of the parcels listed below are also shown on *Map 5.1, Potential Access Right Acquisition Locations*.

Parcel R04-097-000, New Hampton  
Parcel R04-079-000, New Hampton

Parcel R04-066-000, New Hampton  
Parcel R05-003-000, New Hampton