



# Transportation Project Proposal Form

## Contact Information

Full Name Robert W. Pollock, Jr Municipality New Hampton, NH  
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Phone Number 603 744-3559 Title/Position Planning and permitting assistant

## Transportation Project Information

Name/Title of Project Up date of 2007 NH 104 Access Plan Town of New Hampton, NH

Please select the project type(s):

- |   |   |
|---|---|
| <input type="checkbox"/> <b>Highway Improvements</b> (operational improvements, access management, intelligent transportation systems, widening, technology operation improvements) | <input checked="" type="checkbox"/> <b>Planning Studies</b> (road diets, corridor studies, network studies, pedestrian/cyclist safety studies)  |
| <input type="checkbox"/> <b>Asset Management</b> (bridge rehabilitation, bridge replacement, pavement repair/replacement)   | <input type="checkbox"/> <b>Infrastructure-related Travel Demand Management</b> (park & ride lots, transit or HOV lanes, priority signalization, bus shelters, intermodal transportation centers) |
| <input type="checkbox"/> <b>Bicycle and Pedestrian Improvements</b> (sidewalks, bike trails, multi-use paths, traffic calming improvements)   |   |

**Where is this project located?** (road names, nearby facilities/landmarks)

The project is located between I-93 Exit 23 to the Meredith/ New Hampton Town Line.

**What is the scale of this project?** (please provide approximate measurements in feet; you can use Google Maps measuring tool to estimate distances)

2.6 miles

## Purpose, Need, and Scope

**Please provide the Purpose Statement for this project.**

*ex: "The purpose of this project is to support increased non-motorized activity by addressing safety issues resulting from unsafe vehicle speeds and inadequate protections for pedestrians on Main Street between 1st and 2nd Street."*

To update 2007 access management study to make recommendations improving safety and mobility 2.6-mile section of NH 104 from I-93 exit 23 east to the New Hampton/Meredith town line. Some areas of concern that need to be addressed are the multiple turning movements at the Irving and Mobile station on NH 104, looking at the re-alignment of Town House Road and NH 104 to provide for better sight distance, brush clearing on the east side of Drake Road at NH 104, reducing the speed limit from 55 mph to 35 mph at Sinclair Hill Road, and looking at the combined intersection of NH 132N and Drake Road on NH 104.

In 2007 The Lakes Region Planning Commission with the assistance of Fay, Spofford and Thorndike, Inc. conducted an access management study for the NH 104 Corridor from I-93 exit 23 to Meredith to US Route 3. In the plan there are projections of traffic increases within the corridor and also intersection improvement recommendations. This study is now 13 years old and some of the assumptions made in 2007 need to be updated and validated. The Town of New Hampton gets the brunt of the traffic at the west end of the corridor. The perception is, the volume of traffic has increased and the ability to access NH 104 from driveways and intersecting streets has caused an increase in queue time.

**Please provide the Need Statement for this project.**

*ex: "The section of Main St between 1st Street and 2nd Street is unsafe for pedestrians. This section is in the center of the city's commercial district concentrated with jobs and small businesses. In the past 5 years there have been 15 crashes in this section of Main St: two resulted in serious injuries to pedestrians and one resulted in a pedestrian fatality. Continued local economic development depends on increased walkability and safety for pedestrians."*

1. In the area of the Irving Station and the Mobile station, there exists access issues, there are a minimum of 14 different turning movements in an area where the speed limit is 35mph. (See attached plan showing turning movements)
2. The Irving Station there is a freight diesel fueling station at times the tractor trailers are backed out on to NH 104 or are sitting in the "suicide" lane waiting for the first truck to finish fueling.
3. There is no reasonable gap in traffic on NH 104 for vehicles to access onto NH 104 W from Exit 23 N thus the queuing backs up onto I-93 during peak hours.
4. Truckers park on NH 104 in front of Dunkin Donuts blocking the view of vehicles exiting the driveway of Dunkin donuts and with the Covid-19 pandemic the queuing of the drive-up window is backing vehicles out on to NH 104-East.

5. The Speed limit is 35 mph up to Sinclair Hill Road then changes to 55 mph to the East of Sinclair Hill Road. The town has asked for years to move the 35mph to east of Sinclair Hill Road. The 55 mph speed east of Sinclair Hill Road contributes to the number of accidents at the NH 104/Sinclair Hill Road Intersection.
6. Is there a way of realigning Drake Road and the Junction of NH 132? The alignment of Drake Road and NH 132 intersections with NH 104 contribute to a number of accidents a during high traffic periods causes long queuing times to access NH 104.
7. The Brush on the East side of NH 104 east of Drake Road needs to be cut back so that vehicles exiting Drake Road onto NH 104 can see oncoming traffic traveling West on NH 104. Sight line issues caused by overgrown brush at the East side of Drake Road contribute to accidents on NH 104
8. There should be a turning lane on NH 104 West, at Sinclair Hill Road. Vehicles tend to exceed the 35mph at the downhill slope of NH 104 near Sinclair Hill Road intersection which contributes to accidents in this area.
9. Should Town house road at both ends be re-aligned to enter NH 104 west at right angles to NH 104?

**Accident data:**

In the NH 104 corridor starting at Exit 23 to the New Hampton / Meredith town line between the station and the years 2015 through 2019 there have been a total of 158 reportable accidents. The peak year was 2017 with 30 accidents and the lowest year 2016 with 15 accidents. There were 37 transportable injuries and 1 fatality. The accidents appear to be clustered in several locations:(1) 52 accidents at the south and north bound ramps of I-93 exit 23 ramps and on 104 in the same area; (2) 20 accidents in the area of the Irving Mobile station;(4) 13 accidents between the DOT driveway and the NH liquor store, including Dunkin Donuts and Rossi's;(5) 6 between 583-599 NH route 104 this is in the area of the BBQ shack;(6) 6 at NH 104 and Sinclair Hill Road and the rest of the accidents being; 3 in the dip in the road at the outlet of Pemigewasset Lake ; 3 in each of the following locations JR's Discount, Campground Road; 4 at the 104 diner and 2 at each of the following locations, Cleveland way at NH 104, Abe's Apartments, junction of NH 132 and NH104, and Smoke Rise. There were 17 other accidents in this corridor did not have an address or location identification to them. Of the 111 accidents 87 of them occurred on or between I-93 Exit 23 ramps and on NH 104 to the junction of NH 132 N. When up dating the 2007 NH 104 study some mitigation recommendations should be included to look at the "accident clusters" and make recommendations for improvements. 5 years of accident data are attached to this application.

**Please outline the project scope.**

*ex: "Install pedestrian crossings on Main Street at 1st and 2nd street intersections and at mid-block, including pedestrian refuge medians, other streetscaping and traffic calming infrastructure."*

1. Get peak season traffic counts east of I-93 Exit 23 on NH 104, peak season traffic counts on NH 104 east of the junction of NH 132 N and peak season traffic counts at the Town of New Hampton and Meredith Town line and compare them with the counts made in 2007 and determine if there has been an increase of on NH 104 that warrants a review and updated recommendations of the 2007 104 access study.
2. Look at the accident counts to determine if there is any pattern that warrants review of highway improvement issues.
3. Update the 2007 recommendations of the NH 104 access study where necessary.
4. Get the State of NH DOT on board so that we have proactive highway planning in this corridor.
5. Make recommendations to revise and update Town of New Hampton Zoning, subdivision and Site Plan review regulations to reflect the recommendations of the NH Route 104 access study, so that any proposed developer knows right up front what is expected of them.
6. Get Representatives of the Town of New Hampton, Regional Planning Commission and the NH DOT to all agree on a plan of development of the NH Route 104 Corridor through New Hampton safe including access from undeveloped properties onto NH 104.

7. Move the 55mph speed and change the speed limit to 45MPH limit to the Town line or at a minimum to the east side of the BC-2 Zoning district which is located just beyond the Smoke Shack business.

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8. Review areas of high traffic volumes and recommend highway and intersection improvements such as the Irving/Mobile station intersections, NH 132, NH 104, and Drake Road intersections.

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**Please provide any additional information about this project. (local knowledge/insight, relevant studies/data, infrastructure needs, etc.)**

Since the 2007 plan was prepared the following has happened:

1. The "Tedeschi" store and fuel pumps were removed and the New Hampshire Liquor store was built in its place. The driveways between Dunkin Donuts, New Hampshire Liquor Store and 104 Plaza were all connected. This connection has not changed the turning movements onto NH104. The only change that has happened is that large vehicles use the Liquor Store parking to visit Dunkin Donuts instead of parking on NH 104 and blocking access views from the driveway onto NH 104.
2. Dunkin Donuts has moved from the north side of NH104 to the south side changing turning movements in this area.
3. A used car dealership has occupied the space that Dunkin Donuts used to be located, all-be-it minor but adding one more turning movement in this area.
4. The Mobile Station came in 2007 and the car wash was added in 2009 adding to turning movements and traffic in this area just off exit 23.
5. The planning board and town vote expanded the Mixed-Use Zoning southerly of the 104 Plaza.

**Latest inquiries:**

1. Just at Exit 23 north side of NH 104 Alex Ray has purchased this property and allegedly is proposing a rest area and information center. The town of New Hampton would encourage that this property, the Park and Ride and the Irving Station all be connected with a connecting driveway or frontage road.
2. 104 Plaza at the intersection of NH 104 and NH 132 N, south side of NH 104 discussions of expanding the plaza with mixed use back into the slope at the south side of the existing parking area 57 acres in a Mixed Use zoning district.
3. Just East of Drake Road there is a large track of land there has been an inquiry looking at additional housing units in this location with and access onto NH 104, 47.94 acres. In a BC-2 commercial zoning District.
4. Just east of Sinclair Hill Road there is an open field area south side of NH 104 opposite Town House Road for a possible mixed-use commercial use. This is an area where the speed limit increases from 35 mph to 55 mph 20.6 acres. In a BC-2 commercial zoning District. Presently the Planning Board is reviewing the zoning in this area for amendments to be placed on the March 2021 town warrant. Smithfield Plumbing supply is proposing to construct a retail/wholesale business on this parcel of land.

# Supplementary Information

Please note that these questions are not required to make an initial submission. If you are not able to provide answers to some or all of these questions at this time, please leave the question(s) blank and Jess or Susan will reach out to provide assistance. If you have questions please call Jess at (603) 279-8171 or Susan at (603) 279- 5337; or email [jbighinatti@lakesrpc.org](mailto:jbighinatti@lakesrpc.org) or [sslack@lakesrpc.org](mailto:sslack@lakesrpc.org).

## How involved has the public been in this project proposal so far?

*(please make note of any dates, agenda items, minutes from public meetings, and decisions influenced by public involvement)*

*July 22, 2019 Commissioner Victoria Sheehan, Executive Councilor Michael Cryans, Selectman Neil Irving and Bob Pollock toured the corridor in question and identified issues listed above that should be addressed. (letter attached)*

*The planning Board at this time(2020) is discussing zoning changes in this corridor that would impact traffic turning movements*

*The selectmen for many years have asked the State of NH DOT to look at the NH 104-HN132N intersection for queuing mitigation.*

*And have asked the NHDOT to adjust the speed limit sign west of Sinclair Hill Road and move it to the intersection of Town House Road and NH104. Most recently at a planning board meeting the Planning board wanted to inquire if the speed limit could be reduced to 45 MPH to the town line of New Hampton and Meredith.*

As a result of a Road Safety Audit the Exit 23 ramp north onto NH 104 has been improved to provide better site distance for traffic exiting east and west onto NH 104. During peak traffic times traffic queues back up to I-93 north due to the fact there is no traffic break on NH104 east and west.

The New Hampton Planning Board had implemented the following in its Ordinances and Regulations:

1. Under Article III C. Mixed Use (MU) Recommendations of the Master Plan for the Town of New Hampton, intended to guide growth while preserving a rural, small town character, include the establishment of a Mixed Use District with single family and multi-family housing and commercial establishments on a traditional village scale, which will foster pedestrian use, promote safe traffic patterns, reduce curb cuts, and encourage shared parking and driveways where feasible and prudent.
2. Under Article III D.2 Business Commercial District (BC-2) General Purpose and District Characteristics. This district is delineated to better address traffic safety concerns unique to this commercial area along Route 104. It is intended to guide growth in a manner sensitive to historical assets in the Old Institute vicinity and Old Brick School house. Provisions for secondary access roads are required in this District to better serve the community concern for access management and for preserving scenic view sheds and an attractive rural character along Route 104.
3. Under Article III E.2 Business Commercial District (BC-3) As directed in the Town's Master Plan, this district is delineated to sensitively guide growth along the Town's eastern gateway on NH Route 104. The area is marked by numerous wetlands, Pemigewasset Lake and conservation lands. Provisions for frontage or secondary access roads are required in this district to better serve the community concern for access management, and for preserving scenic view sheds and attractive rural character along NH Route 104.
4. **Under the Subdivision Regulations**

### Section VI Submission Requirements J. Access Management

1. 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 exit. Every effort should be made by the Planning Board to require construction of these driveways in anticipation of future developments.

2. Access to lots with multiple frontages. Lots with frontages on both NH Route 104 of NH Route 132 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.
3. Shared Driveways. In order to minimize the number of driveways along arterial highways, shared driveways shall be encouraged for adjacent residential sites.
4. **The Site Plan Review Regulations Section X. General Standards: F. Street Access/Traffic Pattern:** 1 through 4, mention connecting driveway and NH 104 but never refers to the recommendations of the 2007 NH Route 104 Access Study. ( see attached Site Plan Review requirements)

**New Hampton Master Plan:** is currently being updated where there will be an updated transportation section.

**Are there opportunities for further public discussion of this project in the near future?**

**YES**

**Will the project be managed locally?**

**We are hoping this will be a coordinated effort between the Town of New Hampton, Lakes Region Planning Commission, and the State of NH DOT**

**What alternative options or methods have been considered to address this need and what makes this project proposal the best option?**

Waiting 10 years for an update of the 2007 104 access study is not a great option but it gets the problem in front of the people that need to be involved. A second option is for the town to go it alone and do an update. Where this is a State Maintained Highway and an important Corridor to the lakes region the likely hood of the town funding such an update is not likely. If there is another source of funding that is available sooner the town should take advantage of it. the town will consider any option available.

**Please provide evidence supporting this project, including letters of support.**

*(review list of documents, letters of support, data sources, plans, guidance, maps, etc. that will serve as sources of information to bolster the application; please note what and where you are referencing from)*

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# Submission

Please return this form to Lakes Region Planning Commission at: ADDRESS: 103 Main Street, Meredith NH, 03253, FAX:603-279-0200, EMAIL: [jbighinatti@lakesrpc.org](mailto:jbighinatti@lakesrpc.org) or [sslack@lakesrpc.org](mailto:sslack@lakesrpc.org). If you have questions please call Jess at (603) 279-8171 or Susan at (603) 279- 5337. Please attach any relevant documents, maps, cost estimates, and data to this project along with the form that you have:

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Local Plans/Master Plans           | <input type="checkbox"/> Maps                  | <input type="checkbox"/> Bike/Pedestrian Surveys |
| <input checked="" type="checkbox"/> Cost Estimate           | <input type="checkbox"/> Transit Operator Data | <input type="checkbox"/> Project Scope           |
| <input checked="" type="checkbox"/> Local Police Crash Data | <input type="checkbox"/> Development Studies   | <input type="checkbox"/> Conceptual Designs      |

## **Update of 2007 NH Route 104 Access Management Study**

In 2007 The Lakes Region Planning Commission with the assistance of Fay, Spofford and Thorndike, Inc. conducted an access management study for the NH 104 Corridor from I-93 exit 23 to Meredith to US Route 3. In the plan there are projections of traffic increases within the corridor and also intersection improvement recommendations. This study is now 13 years old and some of the assumptions made in 2007 need to be updated and validated. The Town of New Hampton gets the brunt of the traffic at the west end of the corridor. The perception is, the volume of traffic has increased and the ability to access NH 104 from driveways and intersecting streets has caused an increase in queue time.

The Town of New Hampton is asking that the traffic counts be made during actual peak periods of traffic, ie Memorial Day weekend or Fourth of July weekend. The counts be taken: (1) at exit 23 on NH 104 east, (2) east of NH 132 and (3) at the New Hampton/Meredith town line. The traffic counts should show speed, vehicle classification and numbers of vehicles. To use the Wikwas permanent counter does not validate the true traffic issues in New Hampton. The Town of New Hampton has also cataloged the accident data over the past two years to determine if there are any accident patterns that need to be addressed in the updated report.

Since the 2007 report was prepared there were some improvements in the NH 104 right of way such as: road widening at the 104 Diner, exit 23 improvements, a connector road between Dunkin Donuts and the 104 Plaza, and better signage on NH 104 identifying access to the south bound I-93 exit ramp.

The Town of New Hampton has included in its Subdivision Regulations the recommended language outlined in the NH 104 access study. On the other hand, the recommended language for the zoning has not been included in the town of New Hampton Zoning Ordinance. The updated study should review the language recommended and determine if it is still valid or comprehensive enough to protect the town from being another Exit 20 and that the language truly will maintain the desired rural character of the Town of New Hampton.

The 2007 study recommended improvements to the intersection of Town House Road(east) and NH Route 104. The question is this recommendation still valid with the possibility of full build out of the large acreage on the south side of NH 104? Does a four-way intersection need to be considered here? Should there be some re-alignment of Town House Road?

The 2007 Access study does not make recommendations or address possible improvements to NH 104 and NH 132 (N) intersection with the possibility of the 104 Plaza expansion. It does not provide for or recommend suitable access points of NH 104 to the two large tracts of land that have the potential of being large residential lots or mixed-use lots on the south side of NH 104.

On Page 36 of the Access Management Study it recommends purchase access rights along NH 104 of four (4) lots in New Hampton, has this been completed?

### **Request for NH Route 104 Access Management Study Update for New Hampton :**

The request is for the following reasons:

1. The Town does not want to become another exit 20 corridor and wants any development and traffic issues to be in line with the small-town character of New Hampton.
2. The last study done for this corridor was done in 2007 the study is now 13 years old the traffic count numbers should to be updated, freight counts should be updated and land use projections in the corridor should be updated.
3. The 2007 report relies heavily on the Wikwas permanent traffic counter which is far outside the traffic corridor area of NH Route 104 in New Hampton.
4. If there is proven to be an increase in traffic volumes, then we need to question if the access suggestions in the 2007 report are still valid and if there are better ways to improve future access on and off NH 104 to lots that are yet to be developed.
5. There are several large tracts of land that there have been some inquiries, that if they are fully developed may have an impact on traffic flows and speed of traffic on NH 104. (See attached tax maps showing lots to be developed)
6. There is nothing in the 2007 plan that discusses accident data and the location of the accidents.
7. Review New Hampton Zoning Ordinance and Subdivision Regulations, Site Plan regulations and Town Master Plan to determine if these documents reflect the recommendations of the 2007 access management study.

### **Corridor development:**

Since the 2007 plan was prepared the following has happened:

1. The "Tedeschi" store and fuel pumps were removed and the New Hampshire Liquor store was built in its place. The driveways between Dunkin Donuts, New Hampshire Liquor Store and 104 Plaza were all connected. This connection has not changed the turning movements onto NH104. The only change that has happened is that large vehicles use the Liquor Store parking to visit Dunkin Donuts in stead of parking on NH 104 and blocking access views from the driveway onto NH 104.
2. Dunkin Donuts has moved from the north side of NH104 to the south side changing turning movements in this area.
3. A used car dealership has occupied the space that Dunkin Donuts used to be located, all-be-it minor but adding one more turning movement in this area.
4. The Mobile Station came in 2007 and the car wash was added in 2009 adding to turning movements and traffic in this area just off exit 23.
5. The planning board and town vote expanded the Mixed-Use Zoning southerly of the 104 plaza.

### **Latest inquiries:**

1. Just at Exit 23 north side of NH 104 Alex Ray has purchased this property and allegedly is proposing a rest area and information center. The town of New Hampton would encourage that this property, the Park and Ride and the Irving Station all be connected with a connecting driveway or frontage road.
2. 104 plaza at the intersection of NH 104 and NH 132 N, south side of NH 104 discussions of expanding the plaza with mixed use back into the slope at the south side of the existing parking area 57 acres in a Mixed Use zoning district.
3. Just East of Drake Road there is a large track of land there has been an inquiry looking at additional housing units in this location with and access onto NH 104, 47.94 acres. In a BC-2 commercial zoning District.
4. Just east of Sinclair Hill Road there is an open field area south side of NH 104 opposite Town House Road for a possible mixed-use commercial use. This is an area where the speed limit increases from 35 mph to 50 mph 20.6 acres. In a BC-2 commercial zoning District.

### **Exiting issues:**

1. In the area of the Irving Station and the Mobile station, there exists access issues, there are a minimum of 14 different turning movements in an area where the speed limit is 35mph. (See attached plan showing turning movements)
2. The Irving Station there is a freight diesel fueling station at times the tractor trailers are backed out on to NH 104 or are sitting in the "suicide" lane waiting for the first truck to finish fueling.
3. There is no reasonable gap in traffic on NH 104 for vehicles to access onto NH 104 W from Exit 23 N thus the queuing backs up onto I-93 during peak hours.
4. Truckers park on NH 104 in front of Dunkin Donuts blocking the view of vehicles exiting the driveway of Dunkin donuts.
5. The Speed limit is 35 mph up to Sinclair Hill Road then changes to 50 mph to the East of Sinclair Hill Road. The town has asked for years to move the 35mph to east of Sinclair Hill Road. There have been several accidents at NH 104 and Sinclair Hill Road as NH 104 drivers are increasing their speed through this area.
6. Is there a way of realigning Drake Road and the Junction of NH 132?
7. The Brush on the South side of NH 104 east of Drake Road needs to be cut back so that vehicles exiting Drake Road onto NH 104 can see oncoming traffic traveling West on NH 104.\
8. There should be a turning lane on NH 104 West, at Sinclair Hill Road. This is a down hill slope and traffic tends to going faster than the 35mph providing the potential of a rear end collision for vehicles turning from the west bound lane of NH 104, onto Sinclair Hill Road.
9. Should Town house road at both ends be re-aligned to enter NH 104 west at right angles to NH 104?

### Accident data:

In the NH 104 corridor starting at Exit 23 to the New Hampton / Meredith town line between the station and the years 2015 through 2019 there have been a total of 158 reportable accidents. The peak year was 2017 with 30 accidents and the lowest year 2016 with 15 accidents. There were 37 transportable injuries and 1 fatality.

The accidents appear to be clustered in several locations:(1) **52** accidents at the south and north bound ramps of I-93 exit 23 ramps and on 104 in the same area; (2) **20** accidents in the area of the Irving Mobile station;(4) **13** accidents between the DOT driveway and the NH liquor store, including Dunkin Donuts and Rossi's;(5) **6** between 583-599 NH route 104 this is in the area of the BBQ shack;(6) **6** at NH 104 and Sinclair Hill Road and the rest of the accidents being; **3** in the dip in the road at the outlet of Pemigewasset Lake ; **3** in each of the following locations JR's Discount, Campground Road; **4** at the 104 diner and **2** at each of the following locations, Cleveland way at NH 104, Abe's Apartments, junction of NH 132 and NH104, and Smoke Rise. There were 17 other accidents in this corridor did not have an address or location identification to them. Of the 111 accidents 87 of them occurred on or between I-93 Exit 23 ramps and on NH 104 to the junction of NH 132 N. When updating the 2007 NH 104 study some mitigation recommendations should be included to look at the "accident clusters" and make recommendations for improvements.

### New Hampton Ordinances for this area of the NH 104 corridor:

1. Under Article III C. Mixed Use (MU) Recommendations of the Master Plan for the Town of New Hampton, intended to guide growth while preserving a rural, small town character, include the establishment of a Mixed Use District with single family and multi-family housing and commercial establishments on a traditional village scale, which will foster pedestrian use, promote safe traffic patterns, reduce curb cuts, and encourage shared parking and driveways where feasible and prudent. **(does not refer to recommendations of the 2007 NH 104 Access Study).**
2. Under Article III D.2 Business Commercial District (BC-2) General Purpose and District Characteristics. This district is delineated to better address traffic safety concerns unique to this commercial area along Route 104. It is intended to guide growth in a manner sensitive to historical assets in the Old Institute vicinity and Old Brick School house. Provisions for secondary access roads are required in this District to better serve the community concern for access management and for preserving scenic view sheds and an attractive rural character along Route 104. **(does not refer to recommendations of the 2007 NH 104 Access Study).**
3. Under Article III E.2 Business Commercial District (BC-3) As directed in the Town's Master Plan, this district is delineated to sensitively guide growth along the Town's eastern gateway on NH Route 104. The area is marked by numerous wetlands, Pemigewasset Lake and conservation lands. Provisions for frontage or secondary access roads are required in this district to better serve the community concern for access management, and for preserving scenic view sheds and attractive rural character along NH Route 104. **(does not refer to recommendations of the 2007 NH 104 Access Study).**

## Under the Subdivision Regulations

### Section VI Submission Requirements J. Access Management

1. 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 exit. Every effort should be made by the Planning Board to require construction of these driveways in anticipation of future developments.
2. Access to lots with multiple frontages. Lots with frontages on both NH Route 104 of NH Route 132 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.
3. Shared Driveways. In order to minimize the number of driveways along arterial highways, shared driveways shall be encouraged for adjacent residential sites. **(does not refer to recommendations of the 2007 NH 104 Access Study).**

**The Site Plan Review Regulations Section X. General Standards: F. Street Access/Traffic Pattern:** 1 through 4, mention connecting driveway and NH 104 but never refers to the recommendations of the 2007 NH Route 104 Access Study. ( see attached Site Plan Review requirements)

**New Hampton Master Plan:** currently there is no Transportation chapter in the Town of New Hampton Master Plan. When there is the 2007 NH Route 104 Access Study and as amended should be referenced as part of the Transportation Chapter of the Master Plan.

### **The Goals of an updated study:**

1. Get peak season traffic counts east of I-93 Exit 23 on NH 104, peak season traffic counts on NH 104 east of the junction of NH 132 N and peak season traffic counts at the Town of New Hampton and Meredith Town line and compare them with the counts made in 2007 and determine if there has been an increase of on NH 104 that warrants a review and updated recommendations of the 2007 104 access study.
2. Look at the accident counts to determine if there is any pattern that warrants review of highway improvement issues.
3. Up date the recommendations of the NH 104 access study where necessary
4. Get the State of NH DOT on board so that we have proactive highway planning in this corridor.
5. Revise and update Town of New Hampton Zoning, subdivision and Site Plan review regulations to reflect the recommendations of the NH Route 104 access study, so that any proposed developer knows right up front what is expected of them.
6. Get Representatives of the Town of New Hampton, Regional Planning Commission and the NH DOT to all agree on a plan of development of the NH Route 104 Corridor through New Hampton safe including access from undeveloped properties onto NH 104.

7. Move the 55mph speed limit sign west of Sinclair Hill Road to opposite Town House Road intersection.

9:00 PM TOWN OF NEW HAMPTON PLANNING BOARD

**Tuesday, August 18, 2020**

**7:00 PM \*\* Meeting being conducted remotely through the ZOOM app**

\*\* Due to the COVID-19 pandemic and the Governor's current stay at home order, public access to this meeting will be posted 48 hours in advance of the meeting. As this meeting will be held virtually, pursuant to Section 18 of the Governor's Executive Order 2020-04, a login will be provided on the Town website, at [www.new-hampton.nh.us](http://www.new-hampton.nh.us), under PUBLIC NOTICES, or by contacting the Selectmen's Office at 744-3559 during normal business hours.

TOWN OF NEW HAMPTON PLANNING BOARD

**Tuesday, August 18, 2020**

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, I find that due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor's Emergency Order #12 pursuant to Executive Order 2020-04, this public body is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, I am confirming that we are:

a) Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means:

We are utilizing Zoom for this electronic meeting.[1] All members of the [Board, Council, or Commission] have the ability to communicate contemporaneously during this meeting through this platform, and the public has access to contemporaneously listen and, if necessary, participate in this meeting through dialing the following phone #1-253-215-8782, or by using the previously posted website address.

b) Providing public notice of the necessary information for accessing the meeting:

We previously gave notice to the public of the necessary information for accessing the meeting, including how to access the meeting using Zoom or telephonically.

c) Providing a mechanism for the public to alert the public body during the meeting if there are problems with access:

If anybody has a problem, please call 603-530-2015 or email at: [selectmen@new-hampton.nh.us](mailto:selectmen@new-hampton.nh.us)

d) Adjourning the meeting if the public is unable to access the meeting:

In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.

Please note that all votes that are taken during this meeting shall be done by roll call vote.

When each member states their presence, please also state whether there is anyone in the room with you during this meeting, which is required under the Right-to-Know law”.

Quorum at said time was not reached with only two members. Meeting will be conducted as an informational meeting.

Kenneth N Kettenring called for the meeting to order at 7:00

He proceeded with the roll call

1. Roll Call

- a Kenneth N. Kettenring- Chairman Present with no one else in the room
- b Tania Hiltz-Vice Chairman present in the town hall conference room
- c Paul E. Macdonald- Present with no one else in the room
- d W. Wesley Present with no one else in the room
- e Robert E. Broadhurst, Jr Present with no one else in the room
- f David E. Katz Present with no one else in the room
- g Kelsy Peterson Present with no one else in the room
- h Rick Shae Present with no one else in the room
- i Kenneth A. Mertz Selectmen Representative Present in the town hall conference room
- j Robert W. Pollock, Jr. Planning assistant Present in the town hall conference room
- k **Neil Irvine** in the town hall conference room
- l **Others present remotely Doug Tehan, Dorren Tehan, Kevin Drake**

2. Approval of Minutes:

The Charman asked for Approval of Minutes of meeting of July 21, 2020 Dave Katz moved and Robert Broadhurst seconded the motion. A roll call vote was as follow: Kenneth N. Kettenring, yes, Paul E. Macdonald yes, W. Wesley Hayes yes, Robert E. Broadhurst, Jr yes, David E. Katz yes, Kenneth A. Mertz yes. Tanya Hiltz yes

Ken Kettenring now present proceeded with the next item on the agenda.

3. Correspondence

- a. Decision of the Zoning Board off adjustment dated August 6, 2020 to reconsider previous action on a request of Leigh S. Willy, Esquire for a rehear for a Special Exception application for Traynor Belknap Realty Trust that was denied on June 23, 2020. After due consideration and finding no new evidence the request for re-hearing was denied.

Paul MacDonald moved and Dave Katz seconded the motion to move item #7 ahead of item on the agenda.

- a. Doug and Doreen Tehan presented their plan for a portable ice cream stand on the area of JR’s Discount property. Doreen explained the food truck and provided plans showing

seating and pop-up tents to protect customers from the sun and rain. Kelsey asked if the seating went over to the abutters property. Doreen stated no all the seats were on JR Discount Property. There were questions about the location and the chairs. Doug explained that the chairs were under the pop-ups. There is seating for 16 people the State of New Hampshire allows them seating for 24 persons.

Ken Mertz noted that this item was not on the agenda. Neil explained that the applicant is currently operating under a 30 day Hawkers and Peddlers license, and that their supporting documentation was not received in time to notify abutters. If they want to get an extended time they have to get a site plan approval by the Planning Board. The abutters would be noticed for the September meeting. They will meet with Neil Irvine this week.

b. Transportation Project Proposal Form for the Ten year Transportaion plan. Bob Pollock explained that he was looking for support from the Planning Board to submit the Proposal to Lakes Region Planning Commission for consideration as part of the regional transportation plan. Ray Shea pointed out that Abe's Apartments should be Abe's Armament. The speed limit should be changed to 55 mph not 50 mph. move the speed limit sign that is east of Sinclair Hill Road to west of Town House Road to 35mph. The board recommended that the speed limit be set to 45mph from Sinclair Hill Road to the Town Line or at least to the end of the BC-2 Zone. Shay observed that the accident count seemed to be a little confusion. Bob Pollock stated that LRPC has also made some amendments today and those comments will be added to the application.

Dave Katz recommended that the application be submitted with amendments Bob Broadhurst seconded the motion. A roll call vote was as follow: Kenneth N. Kettenring, yes, Paul E. Macdonald yes, W. Wesley Hayes yes, Robert E. Broadhurst, Jr yes, David E. Katz yes, Kenneth A. Mertz yes. Tanya Hiltz yes

1. Report from Master Plan Sub-Committee on Community Surveys and updates to the Master Plan. Bob Broadhurst explained that the committee is still collating the information. It is taking time because committee members have been busy with personal obligations but are working to complete their task. Neil will assist the committee in setting up with graphic information to give graphics representing the survey answers.  
**Next committee meeting August 31, 2020 Town hall Second floor conference room.**

2. Discussion of possible addition of "wholesale/retail with low traffic volumes" as a Permitted Use by Special Exception in the Business Commercial (BC2) District; and consideration of other possible changes to permitted uses in BC2 and BC3.

Dave Katz presented the following:

I re-read the 2020 zoning ordinance within the context of the Town survey data presented by the Master Plan Subcommittee and would like to offer the following suggestion for discussion at the PB August meeting:

- Replace the BC-2 zone by extending the Mixed-Use district to the current eastern border of the existing BC-2 district.

Here's why. The Chairman challenged the membership to define possible special exceptions to BC-2 (and BC-3) at the July meeting to provide guidance to the ZBA. I started a hypothetical list of "Would we allow..." businesses and found that it was a practical impossibility to address an infinite list that would address both current and possible future business/ commercial opportunities we could not even conceive today. Failing that, I re-read the Mixed-Use table of use section addressed the challenge by permitting commercial services and repair facilities and commercial retail, wholesale and rental trades *excluding drive through facilities* and including the same *with drive through facilities* as a special exception.

As I see it, these conditions may adequately address the Board's concerns about traffic volume without deterring that one business or commercial enterprise that was not included in the table of use.

Frontage roads are addressed in the Mixed-Use section 4.ii.b:

"Otherwise, the setback in the district shall be 35 feet from any other public or private road right-of-way. *Provisions shall be made for frontage or shared service roads to maximize access management.*"

The Board may consider but defer adding BC-3 to the Mixed-Use zone as well. The BC-3 zone General Purpose and Characteristics specifically addresses an area that is marked by numerous wetlands, Pemigewasset Lake, and conservation lands. The Mixed Use and BC-2 zone descriptions do not. The unique character of the BC-3 zone will likely require further discussion regarding adding this zone to Mixed Use or modifying special exceptions considering the ordinance timetable for Town Meeting.

After some discussion the Board concluded the following as a way to resolve this amendment to the BC-2 Zone.

- a. Make every non-residential use as a Special Exception in the BC-2 Table of uses.
  - b. Add Commercial services and repair facilities excluding drive through facilities and Commercial Retail Wholesale and Rental Trades to the BC-2 Zone as a Special Exception.
  - c. Rewrite the special exception criteria so that it is clearly understood or clearly interpreted by the Zoning Board of Adjustment.
  - d. Each use will have to demonstrate a safe and adequate access onto NH 104.
3. Discussion on CIP Committee update.  
Dave Katz explained that he is still working on tabulating CIP information hoping that it will be completed this week.  
**The next committee meeting will be held on September 2, 2020 second floor conference room in Town Hall.**
4. And any other business that may come before the board.

Ten year Transportation project Proposal Form Explained by Bob Pollock needs Planning Board and Selectman's Support.

5. Ken Kettenring asked for a vote to adjourn Dave Katz moved and Tanya Hiltz seconded the motion to adjourn all voted in favor.

The meeting adjourned at 8:27 pm

**\*\*Join Zoom Meeting**

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