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PRESIDENT'S MESSAGE

The NHPA Annual Conference 'The *New* New Hampshire, Forces of Change in Our Society and Environment' was a great success in downtown Concord on May 10th and 11th. From an enlightening overview of New Hampshire's current economic and demographic statistics by Dennis Delay, NH Center for Public Policy Studies, to the most recent climate data from Cameron Wake, Earth, Oceans and Space Institute at UNH, New Hampshire's population, economics and climate are changing fast. This change highlights the importance and need for planning in our local communities and at the state, to ensure New Hampshire is prepared for the future, retains its core values and increases economic opportunities. The conference moved from data based updates to the uplifting Keynote speaker Majora Carter, who reminded us of the real challenges and sweet success stories that each community faces and how we as planners can help to make success stories a reality. This amazing conference introduction was followed by a wide variety of sessions to arm the professional planner with tools and information needed to help navigate the 'New' New Hampshire. I would like to send a well deserved thank you to the conference chair Ben Frost and the COG (conference organizing team) for pulling together a very successful, educational and inspiring conference.

The Executive Committee (EC) is now switching gears to prepare for the Fall Annual Meeting and Elections. If you know someone who might like to get involved in the Executive Committee please let us know. If you haven't checked out www.nhplanners.org recently I encourage you to give it a try. It's a great resource for job openings, events, training opportunities, EC contacts and work other planners are doing around the state.

As the rest of this issue is packed full of great information from the Legislative Round-Up, to Permaculture in New Hampshire, and the winners of our 2012 NHPA Annual Awards, I will keep this short and simply ask you to sit back, relax for a minute and read on!

JULY 9, 2012 – ONE OF OUR OWN WRITES ABOUT PERMACULTURE IN APA'S PUBLICATION

One of NNECAPA's own, Steve Whitman of Jeffrey H. Taylor and Associates, has recently co-authored an article titled Taking the Permaculture Path to Community Resilience. The article appeared in Practicing Planner in June, and attempts to get planners to view our communities as the ecosystems they are and consider how the components of these places can be better integrated. Permaculture is a holistic, integrated system analysis and design tool that very few planners are using. Whitman and Ferguson suggest in the article that planners should know about permaculture and begin using it as a framework to guide their communities. The full article can be found at: <http://www.planning.org/practicingplanner/default.htm>

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OVERVIEW OF NEW FEDERAL SURFACE TRANSPORTATION AUTHORIZATION BILL

After nine extensions over more than two years, Congress reached agreement this summer on a new surface transportation authorization bill: Moving Ahead for Progress in the 21st Century Act (MAP-21). The 27-month, \$118 billion legislation was signed into law on July 6th. Revenue provisions take effect immediately, but policy and program changes will not take effect until October 1, 2012.

Following is a brief overview of several provisions of the law applicable to planners and policy makers. This overview is summarized from a series of blogs prepared by the APA during the month of July, which are available in more detail at <http://blogs.planning.org/policy>. APA will be consolidating its blog series into a downloadable summary report in the near future.

MAP-21 OVERVIEW

Length & Funding. The law runs through the end of fiscal year 2014 (September 30, 2014) and maintains current funding levels over that period.

Program Consolidation. MAP-21 makes significant changes in the overall structure of federal surface transportation programs and increases the reporting and accountability requirements. The final law consolidates the number of highway programs by two-thirds down to five core highway programs:

- Congestion Mitigation and Air Quality (CMAQ)
- Metropolitan Planning
- National Highway Performance Program
- Surface Transportation Program
- Highway Safety Improvement Program

Metropolitan Planning Organizations. The new bill largely maintains the status quo for MPOs. All current MPOs will continue to exist and there will be no “tiering” based on population. A newly defined “regional transportation planning organization” is included in the law to address planning for non-metropolitan areas of states.

The biggest change in the planning process is the creation of a new performance measures as part of the planning process. The law establishes performance measures within highway and transit programs and directs states and MPOs to establish targets and track progress.

Transportation Alternatives (TA). The former Transportation Enhancements program now becomes a new “Transportation Alternatives” program. The new “TA” program expands the type of projects eligible for funding, including selected environmental mitigation and minor construction projects, as well as other projects previously eligible under the

Transportation Enhancements, Safe Routes, and Scenic Byways programs.

The new program would split funds with 50 percent provided directly to urbanized areas, which will create a competitive grant program. States will control the remaining 50 percent of funds for “other parts of the state.” However, states could opt-out of their share of the program and, after one year, could re-program funding into a broader category of projects aimed at improving air quality. States also have the authority to transfer TA funds to fix infrastructure in the event of an emergency.

TIFIA. The Transportation Infrastructure Finance and Innovation program (TIFIA), which provides credit assistance through direct loans, loan guarantees, and lines of credit for transportation infrastructure projects, is significantly expanded in the law. Under MAP-21 the program grows from annual funding of \$122 million to authorized levels of \$750 million in FY 2013 and \$1 billion in FY 2014. Ten percent of TIFIA funds are reserved for rural projects, which will also be eligible for different loan rate and project cost thresholds.

Transit. The bill maintains the approximate 80-20 split in highway-transit funding, but does not restore the parity between the commuter and parking tax benefit (which may be the subject of future legislation). The new law consolidates and reorganizes several existing programs. It also provides flexibility to transit operators to use a portion of federal funds for operating assistance under certain circumstances.

“New Starts”, the primary source of federal funding for new transit projects, is maintained at existing levels. The bill establishes a \$10 million pilot program to provide grants to communities with a New Starts grant for station area planning for Transit Oriented Development. The law also expands definition of Bus Rapid Transit, and establishes a new “Core Capacity” project category that requires projects to achieve at least a 10 percent increase in capacity.

TIGER. The current TIGER program is replaced with a “Projects of National and Regional Significance” program, which is both competitive and multi-modal in scope. States, tribal governments, transit agencies, and multi-state groups may apply to fund large-scale projects with a total cost greater than \$500 million or 50% of a state’s highway apportionment. Local governments and MPOs are not directly eligible.

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BILL (continued from page 2)

Complete Streets. The Complete Streets language, which was originally included in early proposals of the bill, was dropped from the final law.

Environmental Streamlining. The bill expands categorical exclusions under NEPA to include the reconstruction of infrastructure damaged or destroyed by a disaster, projects taking place within existing rights-of-way, and certain projects receiving limited federal funds. The bill allows for

concurrent review by multiple agencies and increases financial penalties to agencies for delayed response times, but does not automatically approve projects.

Rail. There is no rail section in the law and no reference to high-speed rail. However, the law does establish a new national freight policy, but stops short of establishing a new funding program for freight.

Stay tuned for more analysis and interpretation of the law and its implications for planning...

NHPA CONFERENCE PRESENTS “THE NEW NEW HAMPSHIRE”

NHPA’s annual conference brought over 100 planners to the Holiday Inn in Concord for two days to hear inspiring and challenging presentations and to participate in sessions that helped to outline how our state is changing, and what planners can do in response. The conference began on Thursday May 10 with presentations by Dennis Delay of the Center for Public Policy Studies – who addressed the demographic changes currently impacting New Hampshire – followed by Cameron Wake of the UNH Institute for the Study of Earth, Oceans and Space – who described in alarming terms the impacts that global warming will have on the habitability of our state in the not-too-distant future.

Keynote speaker Majora Carter focused on the idea of “Home(town) Security” – based on the notion that we have close at hand all the tools we need to secure a strong economic future and environmental quality. Carter’s inspirational presentation wove together themes of neighborhood assets leveraged by the strength of local action and initiative.

Thursday lunch featured NHPA’s annual awards presentations (see related article). Afternoon sessions included sessions on “Effective Communications” with Stacey Smith of Jackson Jackson & Wagner, “Low Impact Development” with Somersworth’s Dave Sharples and Bradlee Mezquita of Tighe and Bond, “Green Streets” with Fred Mock and Gene McCarthy of McFarland Johnson, and “Permaculture” with Professional Planner of the Year Steve Whitman. The day wrapped up with a fun and long-lasting reception at one of NHPA’s favorite haunts, the Barley House.

Friday began with concurrent sessions, including “How Does Your Planning Board Know about Planning” with June Hammond Rowan, “Livable Walkable Communities” with

Terry Johnson and Jillian Harris, “Durham’s Downtown” with Jack Mettee, Jim Campbell, and Beth Della Valle, and “NH’s Energy Future” with Clay Mitchell. Our lunch speaker was John Gilbert, who spoke about the work of the Governor’s Water Sustainability Commission, which he chairs. After lunch two mobile workshops took planners south through Concord to view the recent and planned developments in the city’s burgeoning arts community (led by Steve Henninger) or to discuss the planning implications of electric vehicles (led by Pierce Rigrod). The conference concluded at Red River Theatres for a panel discussion of “Arts in the Community” featuring an expert panel facilitated by Chris Parker. Participants at that session were then treated to a free public screening of the documentary film “The Next American Dream,” an invigorating discussion of how Kansas City has transformed its downtown with a focus on arts and public spaces.

Throughout both days, conference attendees were treated to local foods procured by the talented and hard-working staff of the Holiday Inn. The seamless order of the conference was made possible by a dedicated Conference Organizing Group (Ben Frost, chair; Brian Rose; Camille Pattison; Chris Northrop; Chris Parker; Jen Czysz; Jillian Harris; Karin Elmer; Pamela Goucher; Pierce Rigrod; Sarah Marchant; Steve Henninger; and Tara Germond) and by the invaluable assistance of the staff at the Local Government Center.

GRAPEVINE NEWS

Charlie Tiedemann, Amherst Planning & Zoning Director retired on December 31st, 2011 after almost four decades of service to the Town of Amherst, NH. Board of Selectmen Chairman Bruce Bowler commented, "During almost four decades of service to the Town of Amherst Charlie served on several boards, the Amherst Conservation Commission, Amherst Zoning Board of Adjustment and Amherst Planning Board to name a few, before becoming Planning Director ten years ago. Prior to that, Charlie had served the Zoning Office as interim Zoning Administrator a couple of times over the years. The knowledge that Charlie brought to the position was truly unbelievable." Sarah Marchant, NHPA President, has recently accepted the position of Planning & Zoning Director in Amherst, NH after almost seven years as the Town Planner/GIS Coordinator in Milford, NH.

Rita Wilson was hired by the Town of Milford to fill the newly created part-time GIS Technician position. Rita has a breadth of experience in GIS through her previous work in Arizona and Virginia working on GIS related projects through the Department of Defense.

Jennifer DiNovo was recently hired by Nashua Regional Planning Commission as its newest Regional Planner. She is a licensed landscape architect in MA and NH and has been working in the private sector for the past 7 years at a firm just outside of Boston.

Matt Henry is the new Town Planner in Rindge and Michele Chalice, is a new planner in Keene. Colleen Mailloux was hired to fill the Planner II position in Bedford following Cynthia May's move from Bedford to Londonderry and Tim Thompson's transition from Londonderry to Merrimack. And most recently, Michael Behrendt will move to Durham from Rochester and Jim Campbell to Rochester from Durham.

The Nashua Regional Planning Commission is excited to announce Jennifer DiNovo as their new Regional Planner. Jennifer DiNovo is a third-generation Landscape Architect with seven years of experience in planning and design projects. She is a leader in the application of computer design technologies to present two-and three-dimensional renderings to aid the client's understanding and visualization of design and planning.

GREENING THIS YEAR'S NHPA CONFERENCE

Sustainability has become an important part of the NHPA's internal practices and outreach to members. In 2008, the NHPA Membership voted to recognize and support the APA Policy Guide on Planning for Sustainability. Following this vote, a Sustainability Policy Statement and Sustainability Action Plan were developed to direct the Executive Committee on ways to minimize its environmental impact. While the Executive Committee's commitment to sustainability is ongoing, significant efforts are made to reduce the environmental impact of the NHPA Annual Conference. Thanks to the hard work of the Conference Organizing Group (COG) and staff from the Holiday Inn, this year's conference was no exception. An overview of the actions taken by the COG and staff to promote local economy, reduce waste, and conserve energy are detailed below.

Promote Local Economy

The Holiday Inn's Julie Perkins, Sales Manager, and Joe Costa, Banquet Chef, worked closely with the COG to source as much local food as possible for the event. Staff researched every ingredient to see if a locally grown or made product could be used. Modifications were made to the menu to accommodate for in season fruits and vegetables wherever possible, which is a tough task for an early May! In the end, food was sourced from 15 New Hampshire and Vermont farms and businesses.

Reduce Waste

The COG was committed to minimizing as much waste as possible from the event. They ensured that reusable containers for beverages including milk/creamer and water along with cloth napkins, silverware, glasses and mugs were used in place of plastic or paper products. All of the food waste from the conference was transported offsite by State Representative Derek Owen, a farmer from Hopkinton, NH, to feed his pigs and other farm animals. Holiday Inn staff ensured that any non-organic material was kept separate from food waste.

Conserve Energy

The COG worked with Native Energy to offset the estimated carbon dioxide emissions of three metric tonnes from the event to help the Iowa Farms Wind Project. Iowa Farms Wind Project is a two-turbine, community-scale wind project located on the farms of Ruth and Ken Benjegerdes and Lesley and Nora Mammen in northern Iowa. Together the turbines will reduce approximately 9,000 tons of green house gas emissions per year. By purchasing its carbon offsets, NHPA helped bring the Iowa Farms Wind Project a portion of the incremental funding it depended on receiving in proceeding with construction in 2011.

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GREENING *(continued from page 4)*

Although some efforts were made to encourage carpooling and use of alternative modes of transportation to the conference, we hope to find ways to make alternative travel easier for participants of future conference.

For more information on the efforts made to 'green' this year's conference or to share ideas for next year, contact Tara Germond, NHPA Sustainability Coordinator, at taragermond@gmail.com.

NEW HAMPSHIRE HOUSING ANNOUNCES 22 COMMUNITY PLANNING GRANTS FOR NH MUNICIPALITIES

Grants will help build and sustain prosperous communities.

New Hampshire Housing Finance Authority announced its first round of awards to New Hampshire cities and towns through the Community Planning Grant (CPG) Program. The CPG Program was created by New Hampshire Housing, in collaboration with a consortium of public agencies and state-wide institutions, to help New Hampshire cities and towns improve their land use regulations and create more resilient local economies. Funding is provided through a cooperative agreement with the U.S. Department of Housing and Urban Development (HUD). New Hampshire Housing is one of 27 state and local agencies to be awarded a share of \$28 million in FY2011 grants through HUD's Community Challenge Grant program, which aims to reform and reduce barriers to achieving affordable and economically vital communities.

The CPG Program will help municipalities reform and streamline their regulations to help promote development that will have a lasting positive impact on communities while also helping them conserve important resources.

Based on the recommendations of an advisory committee, New Hampshire Housing has awarded 22 grants to municipalities totaling over \$550,000 in this funding round. These awards were made on a competitive basis and awardees were selected from 32 applications seeking nearly \$830,000 in funding, collectively.

Grant awardees in New Hampshire Housing's first round of CPG funding are: Amherst, Brookline, Dover, Dunbarton, Enfield, Farmington, Goffstown, Greenfield, Hampton, Hampton Falls, Hooksett, Keene, Laconia, Lebanon, Manchester, Milford, Peterborough, Portsmouth, Rindge, Salisbury, Seabrook, and Temple.

Projects receiving funding include the development of mixed-use and multi-family housing overlay zones in village centers; downtown infill ordinances; neighborhood heritage districts; form-based codes; building codes that focus on energy efficiency; conservation subdivision ordinances; corridor planning for areas of heavy commercial and automobile activity; and others. Some communities have been awarded grants to review land use regulations to help determine which changes should be made in the future to align these codes with community master plans.

"We are very pleased that HUD has funded this program, and we are grateful for the participation and support of our partners in helping to create it," said Dean Christon, Executive Director, New Hampshire Housing. "The funding awarded through the Community Planning Grant Program will provide important planning resources for our cities and towns."

Information about the second round of CPG grants will be announced later this year. Special funding allocations will be made specifically for communities that seek to create neighborhood heritage districts or to adopt inclusionary zoning ordinances that promote affordable housing. For more information about New Hampshire Housing's CPG Program, please visit the NH Citizen Planner Collaborative at www.nhcityplanner.org.

About New Hampshire Housing: New Hampshire Housing is a self-supporting, public benefit corporation that operates a number of programs designed to assist low- and moderate-income persons with obtaining housing. Since its inception, New Hampshire Housing has helped nearly 39,000 families purchase their own homes and has been instrumental in financing the creation of more than 14,000 multi-family housing units. More information about its programs can be found on the agency's website at www.nhhfa.org.

NEW HAMPSHIRE PLANNERS ASSOCIATION ANNUAL AWARDS 2012

The New Hampshire Planners Association executive committee solicited applications this spring for its annual awards – Professional and Citizen Planners, Plan, and Project of the Year. There were many excellent nominations resulting and some very difficult choices for the executive committee. Congratulations to all the winners and the nominees, it is an honor to be able to recognize some of the phenomenal people and projects in our own backyards. The NHPA Award winners were announced at the Annual Conference on May 10th in Concord.

Citizen Planner of the Year

TIMOTHY E. MOORE
PLAISTOW, NH

Over the past 25 years Tim has contributed significantly to the planning needs of the Town of Plaistow, the Region and the State of New Hampshire. On the local level, Tim is currently the chairman of the Plaistow Planning Board and Capital Improvement Program Committee, serves as the secretary of the Conservation Commission and is a member of the town's stormwater taskforce, Beede Superfund Site Redevelopment Committee and Plaistow First Committee. Tim has been a member of the planning board and conservation committee since 1987.

Tim is also involved in many regional and state level planning initiatives, boards and committees and was instrumental in a Congestion Mitigation Air Quality fund application for a park and ride lot located in Plaistow. In 2010, Tim was involved in the success of another Congestion Mitigation Air Quality application for the extension of the MBTA Commuter Rail Line to Plaistow. This includes a new rail station proposed to be located at the Plaistow park and ride lot.

As you can see from his extensive record of achievements, Tim Moore is a citizen planner who is willing to contribute limitless time and energy to benefit the planning efforts at the local, regional and state levels and the NHPA Executive Committee is honored to present this award to him!

Professional Planner of the Year

STEVEN WHITMAN, SENIOR PLANNER
JEFFREY H. TAYLOR & ASSOCIATES

Professional Planner of the Year is awarded to an individual for a sustained contribution to the field of planning through distinguished practice, teaching, or writing and this year's winner Steve Whitman embodies the best of all planning practices.

Steve has been involved with Planning in New Hampshire since 1999. He started as a Principal Planner with the Office of State Planning. Currently, Steve is a planning consultant and adjunct professor educating students at Plymouth State University. He earned a Masters of Regional Planning degree in 1998 and maintains current AICP certification, but that doesn't tell the whole story of why Steve was picked as this year's Professional Planner of the Year.

To best describe why Steve was selected here is a sampling of quotes from his nomination materials:

"As a newcomer to municipal planning I have always felt very comfortable seeking information from Steve and he has always been generous and gracious with the information he provides me with."

"It is hard to find a planner in the State that hasn't had a conversation of learning moment with Steve, whether its through one of his permaculture classes, studying planning in another country or serving as a resource of information to new planners, in a professional or informal manner. Steve is always interested in talking shop with people and is routinely attending New England and state planning events to talk the talk and walk the walk about how planning will lead the world to a more sustainable tomorrow."

"He does not push his ideas on others, bust uses them as a way to live his life and allow others to learn from his practical application of sustainable elements."

"He is able to present to diverse audiences in diverse situations in diverse ways. This style reflects his own personality and is beneficial to the field of planning because Steve can make planning seem fun, engaged and current to people who might otherwise find it off putting or intangible."

"Steve's desire and exuberance for planning, his commitment to his profession, his generosity with his time, his commitment to sustainability, his proclivity for keeping current, his focus on improving in New Hampshire make him both eligible and deserving of the award, New Hampshire Planner of the Year."

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For all the reasons described above and more NHPA Executive Committee is honored to present this award to Steve Whitman!

Project of the Year

PELHAM ENTERPRISE BANK

This award is granted to a project, program or tool that is a significant advantage to the cause of planning. Key to eligibility is the implementation of a plan or vision or development of a tool to aid others in implementation of their plan or vision.

The Town of Pelham created and adopted a Strategic Plan for Economic Development which encourages the Town's land use boards to work together to streamline the permitting process for thoughtful commercial projects. NH statues (RSA 676:2) allow for joint hearings, however most communities' land use boards are hesitant or unwilling to meet in this manner. For the Enterprise Bank project, the streamlined process allowed for holding one joint public hearing and one joint site walk for the Planning Board, Zoning Board and Conservation Commission. By embracing the opportunities for concurrent review laid out in the Strategic Plan for Economic Development, Pelham has set a new standard for economic development and created an atmosphere of increased efficiency and better public involvement.

The Pelham's land use boards joint meeting provided a unique opportunity for the public to voice its concerns to all parties involved at a single meeting and later at a single site walk. This approach and the reduced number of meetings and allowed for reduced redundancy of questions and explanations, giving public concern over flooding and other issues prominence, and providing the developer and his team, concentrated access to the public for a more meaningful exchange of ideas.

While all land use meetings require opportunities for public input, having all the stakeholders at one meeting is a vast improvement over the somewhat fractured public input afforded citizens over multiple meetings with differing stakeholders present at each. Another positive facet of this approach was the Zoning Board and Conservation Commission members hearing first-hand the opinion of the Planning Board and its engineering review consultant. In a conventional meeting approach these boards would be more insulated from the stakeholders, forcing their decisions and recommendations to be made in a comparative vacuum.

In addition to the implementation of the innovative ideas defined in Pelham's Strategic Plan for Economic Development, Enterprise Bank, a local commercial lending

bank, set a new high standard of design, construction and attention to detail in architectural design that provides a model worthy of emulation for future projects. As the site is squeezed between a 4th order stream and the busy Route 38 transportation corridor, Enterprise Bank and Allen & Major Associates, Inc. presented an engineered plan including the innovative use of underground flood storage chambers to effectively compensate for lost flood storage even during a 100 year flood event on this small site. This creative solution in the use of flood storage chambers could be a model for other sites around New Hampshire.

The combination of innovation and excellence showcased in the project made it the clear choice as Project of Year. Congratulations to the Town of Pelham and Enterprise Bank!



Plan of the Year

**NH ROUTE 111 CORRIDOR STUDY
WINDHAM, NH**

This award is granted to a written plan that is a significant advancement to the science and art of planning. Awardees demonstrate excellence in originality, transferability, quality, comprehensiveness, public participation, and implementation.

The town of Windham's vision is to create a vibrant town center where a state highway currently runs. A solution was developed that accommodates the state highway, but in a way that allows the village to prosper as well. Awareness and respect for all modes of transportation is a critical element of the evaluation process and central to the solution developed with the town.

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AWARDS *(continued from page 7)*

To achieve this vision the project team used the principles of context sensitive solutions, a community driven outreach process that involves all stakeholders in the project development process. The project was the first corridor planning study in the region employing a true Context Sensitive Solutions approach, which proved to be very effective despite a challenging environment.

The McFarland Johnson team correctly understood from the outset that the Town's concern with the expansion of NH111 was, at its heart, a concern about losing what remains of its village and community character. The project focus became one of combining expanded capacity of NH111 with enhancements in street, landscaping, and pedestrian design that would facilitate further development of the village area as a village.

NH COMMUNITY PLANNING GRANT PROGRAM GRANT ROUND 1 – PROJECT SUMMARIES

Amherst: The town will undertake a regulatory review of its land use related ordinances and regulations to identify how gradually adopted components interrelate and comply with the 2010 Master Plan. The regulatory review will produce a final report that will guide how the town's planning board and associated stakeholder groups can collaborate on public outreach aimed at prioritizing and developing amendments to the land use regulations that meet the goals of the 2010 Master Plan and protect our high quality water resources. One-year grant of \$10,000.

Brookline: The town will implement a recommendation from its 2012 Master Plan to develop a Mixed Use overlay district along the NH Route 130 corridor from the junction of Route 13, through the town center to the Hollis town line. The new district, proposed for the March 2013 Town Meeting, will encourage the reuse of existing structures to allow for more small-scale businesses, develop design guidelines to retain the current architecture and style of the neighborhood, facilitate more biking and walking in the corridor, and promote the economic development of the town. One-year grant of \$21,000.

Dover: The city intends to build on the success it had in 2010 in developing the first Form Based Code in New Hampshire, by expanding this innovative zoning infrastructure. This expansion will be along major corridors feeding into Dover's historic downtown area. This zoning project is aimed at revamping and reenergizing 20+ year old zoning along these corridors. Two-year grant of \$50,000.

Dunbarton: The town currently has a Planned Residential Development ordinance in place that is difficult for applicant to use and for planning board members to administer (applicants must to back and forth between the planning board and the zoning board of adjustment for approvals), and it also lacks any incentives to make its use more likely.

The goal is to develop a new conservation subdivision ordinance that puts the process solely in the planning board's jurisdiction and provides incentives for developers to create more efficient and conservation-oriented developments. One-year grant of \$10,000.

Enfield: The town's goal is to adopt Form Based zoning on the U.S. Route 4 corridor between Baltic Street and the Canaan town line at the 2013 Town Meeting. This project will mark the culmination of over 15 years of work at improving the infrastructure, regulations, and tax structure of this portion of town, which has included the creation of a Tax Increment Finance district in 2005, a corridor study in 2007, a design charrette in 2011, and \$3.2 million in sewer and water infrastructure improvements bonded in 2012. One-year grant of \$15,000.

Farmington: The town will conduct a regulatory review to identify conflicts between land use regulations and the Master Plan, and to identify any potential impediments to the town's goals for economic development along Route 11 and the revitalization of the downtown district. The town hopes to develop a regulatory environment that will support quality economic development to create new employment opportunities to residents of the town and the region and to identify regulatory incentives to encourage reinvestment in and the revitalization of the downtown business district. One-year grant of \$10,000.

Goffstown: This project will entail a two-year effort to focus new attention and creative analysis to the Pinardville section of Goffstown. The goal of the project will be the development and adoption of the Pinardville Sustainable Community Plan, which will be implemented through regulatory changes to strengthen the Pinardville Community

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GRANT PROGRAMS *(continued from page 8)*

as a sustainable community. This project will result in smart growth regulations that will cultivate the neighborhood's unique character, encourage mixed-use developments, and create a more livable and sustainable community. Two-year grant of \$50,000.

Greenfield: The goal of this project is to conduct a regulatory review of the site plan regulations, subdivision regulations, and zoning ordinance. As part of the review, we will identify linkages with the Master Plan and identify areas that should be strengthened. The intent is also to identify opportunities in the regulations to follow up with a future grant application for the development of a Neighborhood Heritage District, or similar planning mechanism as a means to implement the vision of the town's Master Plan. One-year grant of \$7,125.

Hampton: The town's proposal is two-fold: to complete a corridor analysis for the Route 1 corridor / B&M Railroad corridor in the Downtown area; and (2) From that analysis develop new land use regulations for the area that will foster the creation of a more compact, mixed use, pedestrian friendly urban village with housing diversity and increased economic development opportunities. Two-year grant of \$37,500.

Hampton Falls: The objective of the town's project is to construct and implement zoning that will attract new commerce, safeguard its historical character, provide additional housing options, reengage its citizenry through updated settlement patterns, and generate synergy with surrounding towns through coordinated planning. New zoning districts will include Commercial, Light Industrial, and Village. The Village district will feature design standards, and promote mixed use and affordable housing options. One-year grant of \$22,000.

Hooksett: This project will create a Neighborhood Heritage District for Hooksett Village by protecting the charm and appeal of this historical area of town, as well as creating a stimulating and vibrant village center. Goals include retaining traditional development patterns, retaining a pedestrian-friendly, accessible environment, protecting the distinctive characteristics of the district's setting, buildings, structures, landscape features, and public spaces in a manner that is supported by the Master Plan. Two-year grant of \$30,000 (NHD Pilot).

Keene: This project will develop innovative zoning and land use regulations in Keene's Marlborough Street area. The project is a pilot that will be tested for a city-wide zoning and land use regulation re-write, recommended as the top priority of the city's 2010 Comprehensive Master Plan and currently scheduled in the city's Capital Improvement

Program. Keene proposes cutting-edge regulatory approaches to guide development that balances commercial, residential, environmental, and multi-modal transportation demands in an innovative and streamlined manner. Two-year grant of \$50,000.

Laconia: The city proposes to use the concept of storytelling for community mobilization to help draft overlay districts for the city's villages of Downtown and Weirs Beach. The overlay districts will take into consideration architecture, building placement, streetscapes, pedestrian walkways, vehicular turning movements, parking, public space enhancements, and financing options. Two-year grant of \$50,000.

Lebanon: Through its Energy Efficiency Initiative the city proposes to implement recommendations and action steps outlined in the 2012 Lebanon Energy Plan and subsequent Energy Chapter of the Master Plan. This project will implement a citizen outreach and education plan to promote energy efficiency throughout the city, and to prepare and facilitate the adoption or approvals of amendments to the city's planning regulations and building code. One-year grant of \$30,000.

Manchester: This project seeks to make access management and zoning improvements along the Second Street corridor to encourage and promote new sustainable community growth and development, including mixed use and compact in-fill development that can revitalize and transform this heavily used corridor into an important asset and location within the city. The project will be guided by the planning board working together with the residents and businesses of the corridor to develop acceptable new planning and zoning strategies, guidelines and economic development incentives that can be incorporated into the adoption of a new mixed use overlay district. Two-year grant of \$42,000.

Milford: This project is a comprehensive regulatory review of the town's zoning ordinance and development regulations to determine consistency with the vision and action program identified in the 2010 Housing Chapter of the Master Plan. The anticipated product is a report identifying conflicts within the regulations that are impediments to implementing Housing goals, with recommendations for tools and strategies that the planning board and community can consider for implementation. One-year grant of \$3,750.

Peterborough: The purpose of this project is to develop regulatory mechanisms that promote infill development. The town will conduct a technical review of and any preliminary recommendations for an existing draft ordinance – recommendations that would include an assessment of the

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GRANT PROGRAMS *(continued from page 9)*

currently-targeted areas thought suitable for infill development as well as design standards for new homes; engage in a public process to solicit input for the draft and make any revisions deemed necessary from that process; and then educate the public on the proposal, what it is intended to accomplish, and what it would mean for the town if adopted. One-year grant of \$30,000.

Portsmouth: This project is to develop a Form Based code for the city's historic downtown core. The goals for the central business district in the 2005 Master Plan are to maintain and enhance the downtown's historic role as a commercial, social, civic, and cultural center through dedication of street-level spaces to commercial uses and encouraging mixed use, pedestrian-friendly development that contributes to the tax base and vitality of the downtown. The project will help protect the heritage of the city's built environment by providing appropriate physical development standards for future infill and redevelopment projects. Two-year grant of \$43,845.

Rindge: The town will conduct a regulatory review of zoning and land use regulations specifically to determine areas that need to be revised in order to implement the Master Plan, Rindge Economic Development Initiative (REDI), and the Plan NH charrette recently completed. This review will specifically prepare the town to draft design guidelines and establish a Neighborhood Heritage District in the historic West Rindge Village and Gateway Central zones. One-year grant of \$8,390.

Salisbury: To continue its effort to provide greater housing opportunity and more compact development, the town will work toward adoption of provisions for accessory dwelling units and multi-family housing. The town will also consider a revised mixed use village district that will provide greater housing choice as well as greater opportunities for retail trade, professional offices, and small businesses that would mirror a traditional New England village. One-year grant of \$12,000 (Inclusionary Zoning from NHHFA).

Seabrook: This project will develop a Form Based code, access management, and land development standards along the Route 1 corridor from the intersection of Route 107 northward to the Hampton Falls town line. It includes collaboration with the town of Hampton Falls on zoning, access management, and preliminary discussions of extension of water and sewer service. One-year grant of \$12,225.

Temple: This project will be a thorough review of all of the town's land use regulations for internal consistency, adherence to the town's Master Plan, and compliance with modern land use principles. Project goals include promotion of the use of the planned residential development ordinance in the Rural and Mountain zones, and consideration of ways to make the village center more walkable while preserving the picturesque built environment. One-year grant of \$7,500.

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