

# Durham Master Plan 2000

## Durham Build-Out Map



### Town of Durham Residential Buildout Analysis Estimate

This buildout analysis is an estimate of how the Town of Durham may look if all parcels were developed to their full potential under current regulations. The subdivisions were determined by taking into account Durham's Zoning Ordinance and Subdivision Regulations. The wetlands were determined using the Strafford County Soil Survey. Site specific soil surveys may show more or less wetlands on a particular parcel.

There is a total of 1,108 new single family lots shown, 1,108 of them in new subdivisions. These numbers are only an estimate. None of the subdivisions have been approved, and there is no guarantee that any of these subdivisions could be approved exactly as shown.

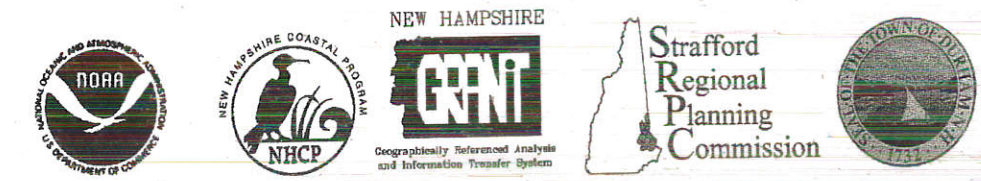
**Assumptions:**

- Landlocked parcels have an easement allowing access for 1 dwelling.
- Driveways can be built over poorly drained soils, not over very poorly drained soils.
- Porchstep lots can be created at the end of new out-lot-lines in the R and RC zones.
- 25% of maximum lot size can be poorly drained soil; therefore, in R and RC zones up to 30,000 sq. ft. of the minimum lot size can be poorly drained soil.
- Development of parcels with continuous ownership in Newmarket or Lee would be approved by the respective Planning Boards.

Prepared by the Department of Planning and Community Development - March, 1999

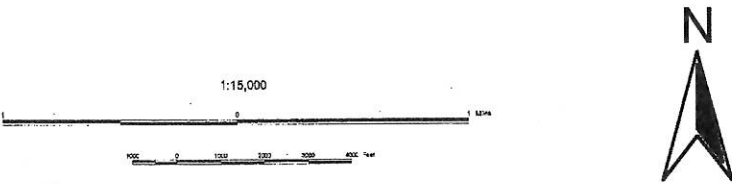
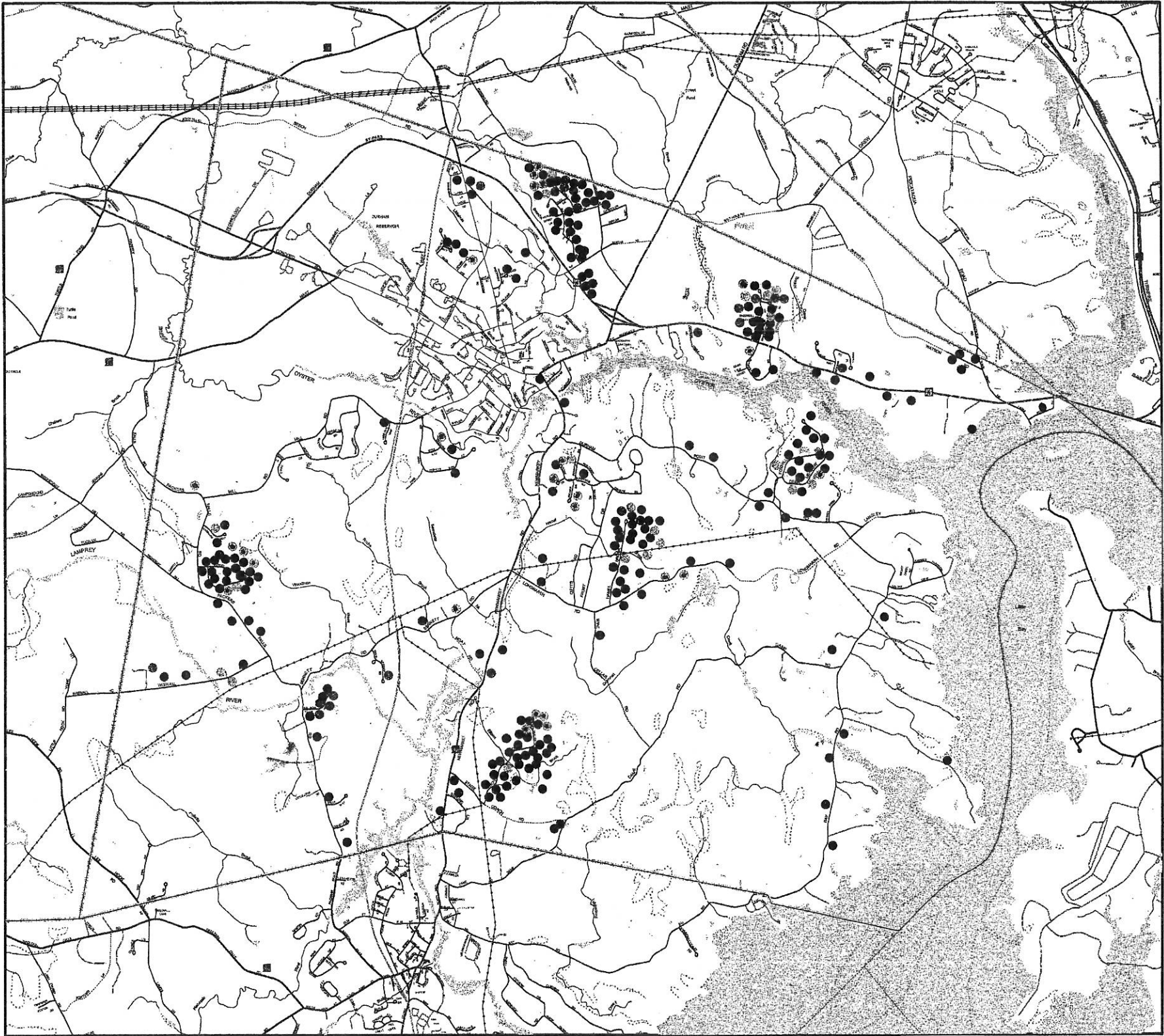


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# Durham Master Plan 2000

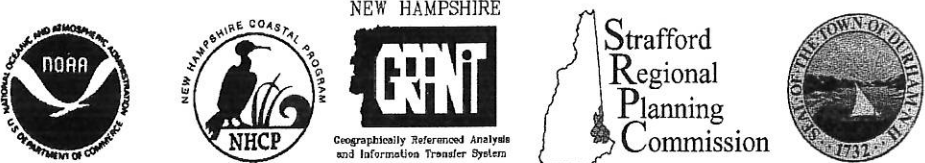
Location of Building Permits  
1988 - 1998



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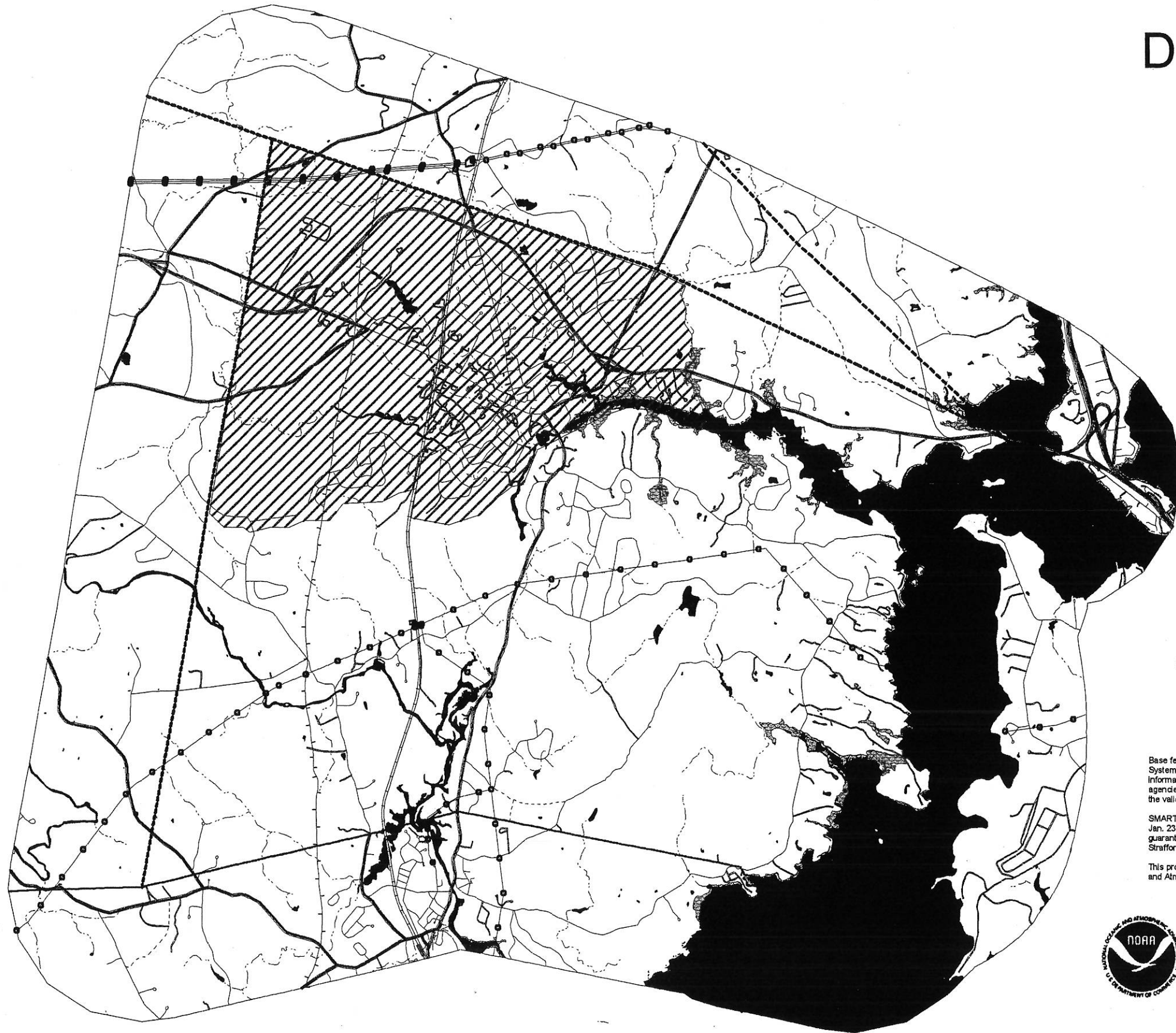
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# Durham Master Plan 2000

## Future Water & Sewer Service Areas






 Community Core  
Future Water & Sewer Service Areas

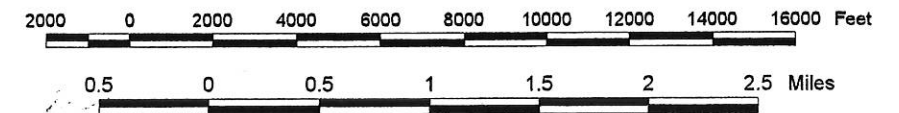
**Durham Roads**

-  Class I (Primary Highways)
-  Class II (Secondary Highways)
-  Class III (Recreational Roads)
-  Class IV (Urban Compact)
-  Class V (Rural Highways)
-  Class VI (Not Maintained)
-  Railroad

 Salt marsh

**Power and Telephone**

-  Power line
-  Substation
-  Telephone line



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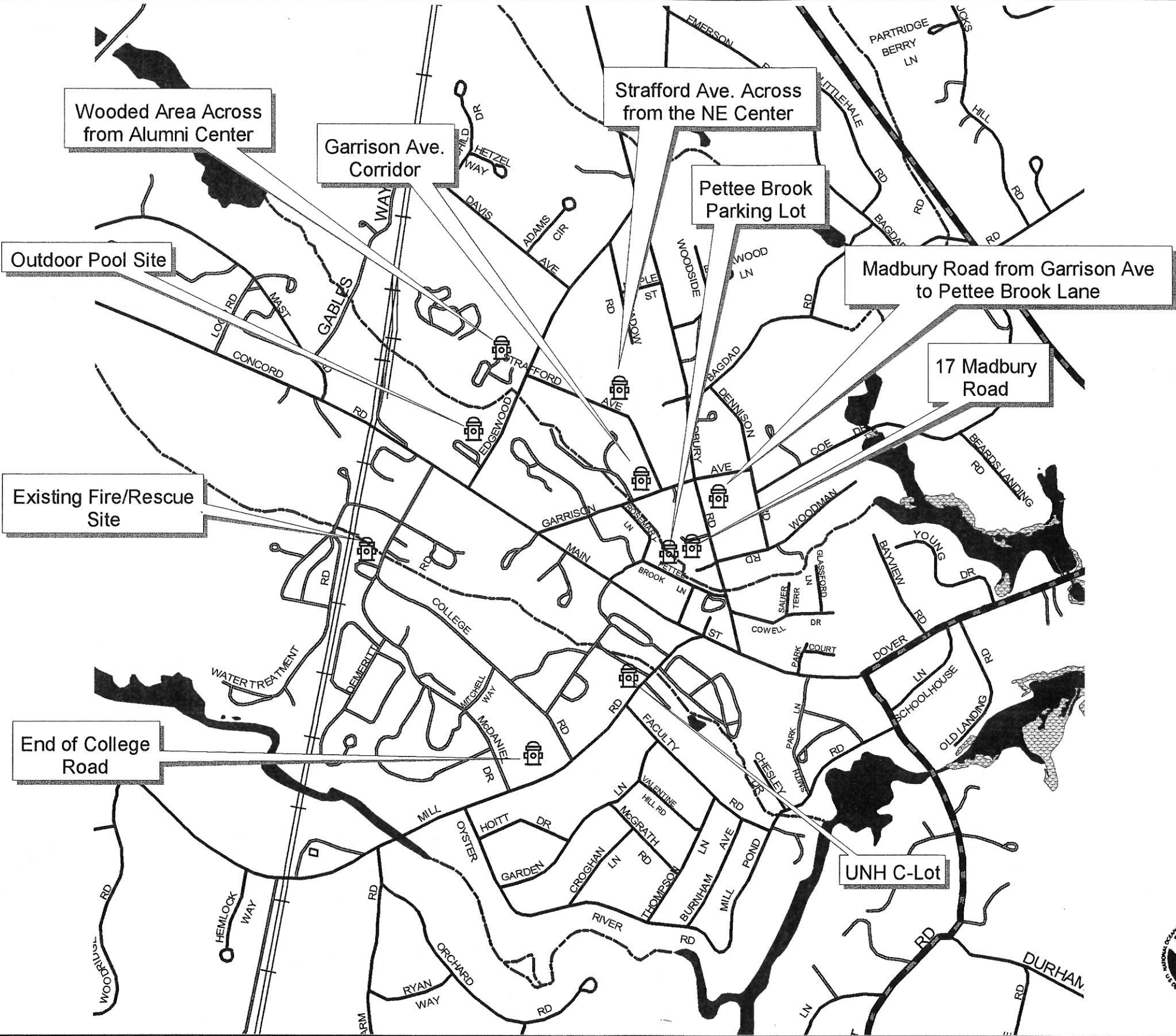
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# Durham Master Plan 2000

## Potential Safety Complex Sites



Safety Complex Sites

Durham Roads

- Class I (Primary Highways)
- Class II (Secondary Highways)
- Class III (Recreational Roads)
- Class IV (Urban Compact)
- Class V (Rural Highways)
- Class VI (Not Maintained)

Railroad

Railroad

Salt Marsh

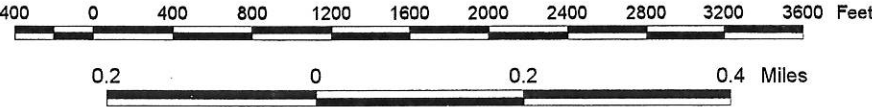
Salt marsh

Power and Telephone

Power line

Substation

Telephone line



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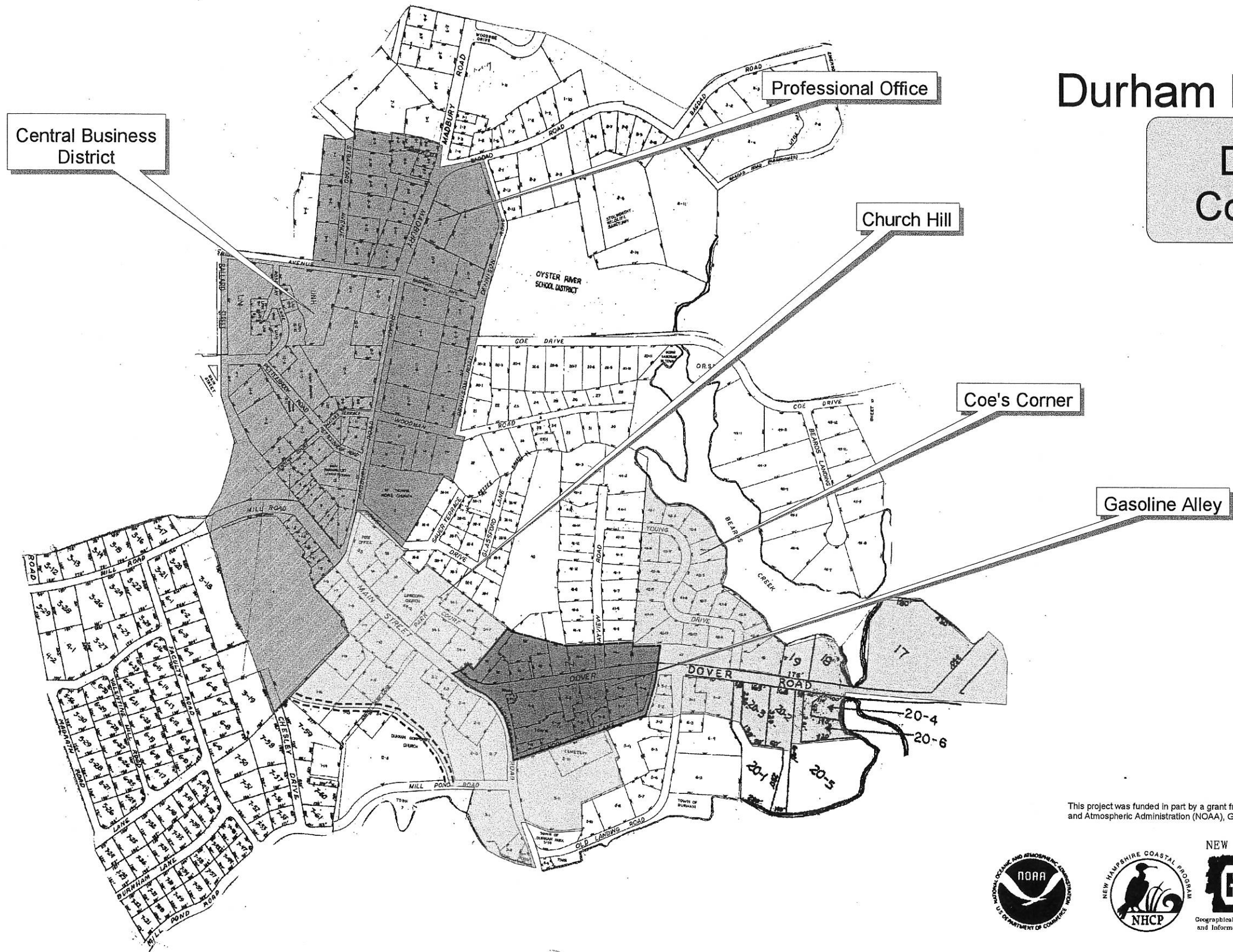
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# Durham Master Plan 2000

## Downtown and Commercial Core

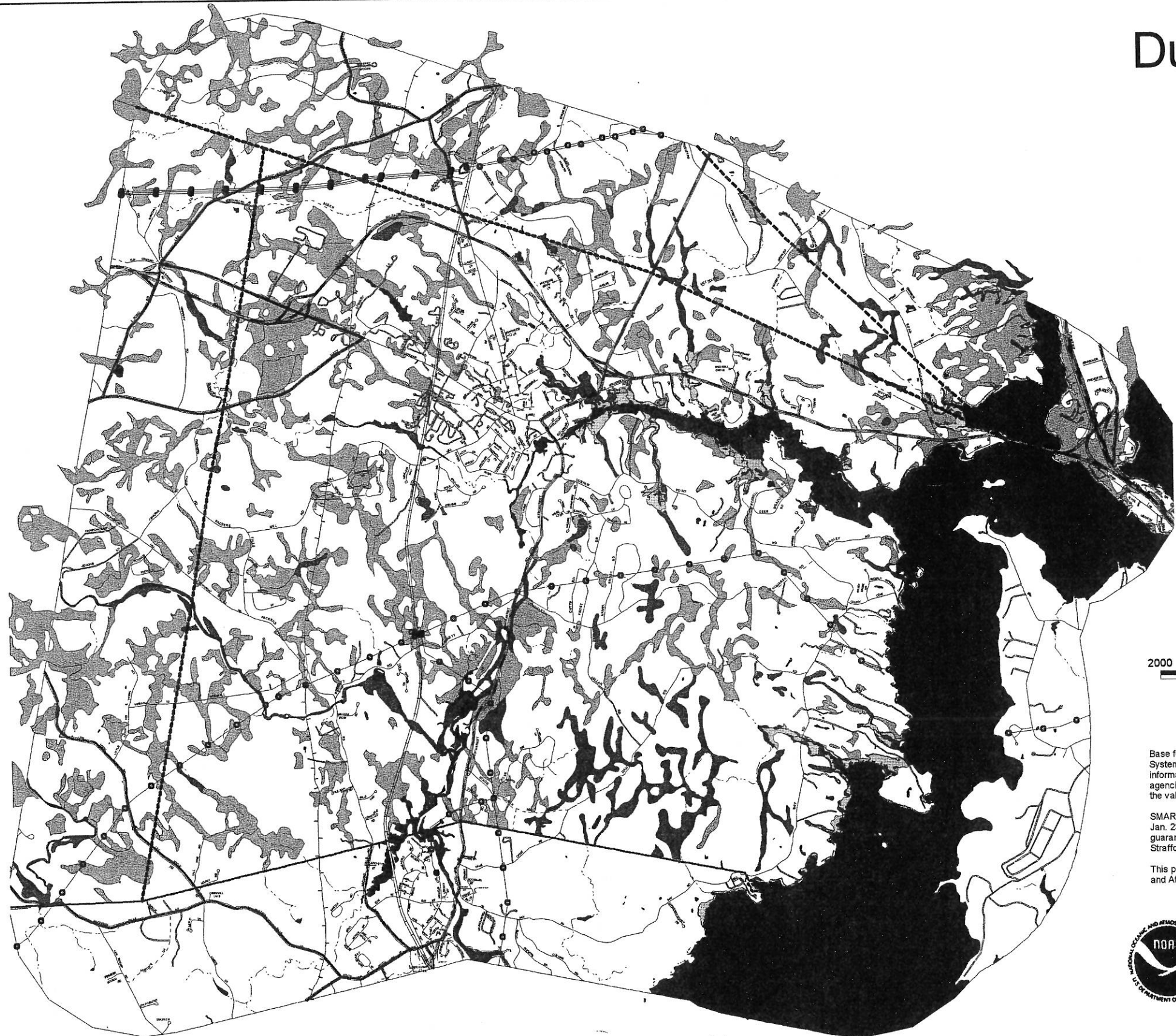





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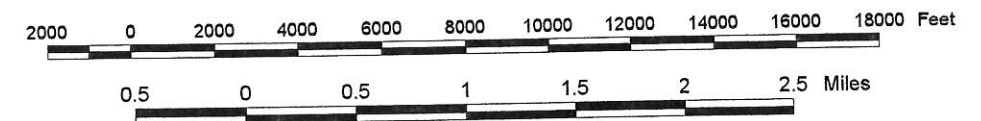
# Durham Master Plan 2000

## Wetlands and Salt Marshes



-  Very Poorly Drained Wetland Soils
-  Poorly Drained Wetland Soils
-  Salt Marsh

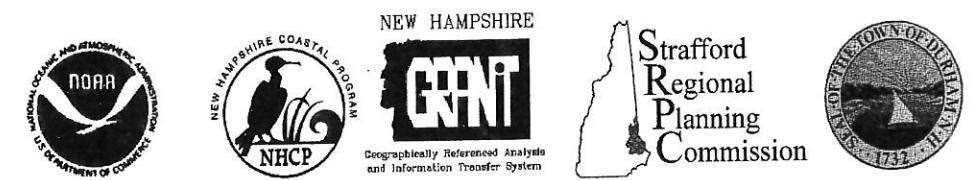
- Durham Roads
-  Class I (Primary Highways)
  -  Class II (Secondary Highways)
  -  Class III (Recreational Roads)
  -  Class IV (Urban Compact)
  -  Class V (Rural Highways)
  -  Class VI (Not Maintained)
  -  Railroad
  -  Power line
  -  Telephone line



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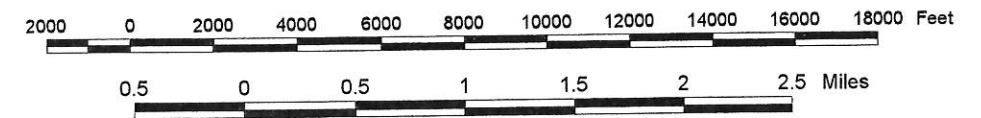


# Durham Master Plan 2000

## Stratified Drift Aquifer



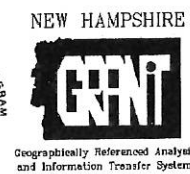
-  Stratified Drift Aquifer
- Durham Roads**
-  Class I (Primary Highways)
-  Class II (Secondary Highways)
-  Class III (Recreational Roads)
-  Class IV (Urban Compact)
-  Class V (Rural Highways)
-  Class VI (Not Maintained)
- Railroad**
-  Railroad
- Salt Marsh**
-  Salt marsh
- Power and Telephone**
-  Power line
-  Substation
-  Telephone line



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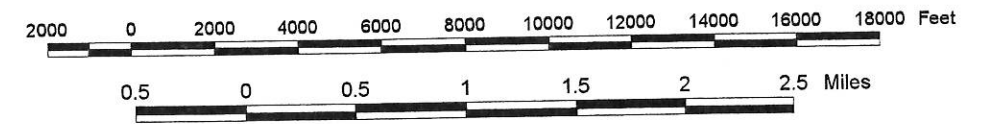
# Durham Master Plan 2000

## Wellheads & Potential Contamination Sources



- ⊙ Community Well
- ⊙ Transient Well
- ⊙ Non-transient Well
- Wellhead Protection Area
- △ Source Water Hazard Inventory Site
- Potential Groundwater Hazard Area

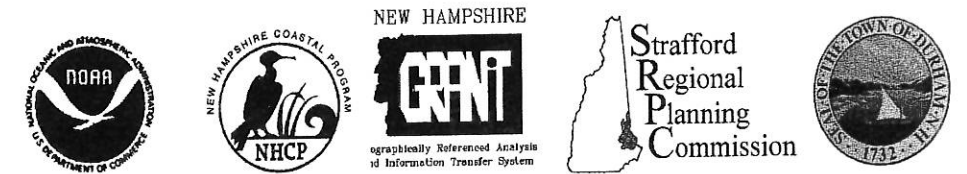
- Durham Roads**
- Class I (Primary Highways)
  - Class II (Secondary Highways)
  - Class IV (Urban Compact)
  - Class V (Rural Highways)
  - Class VI (Not Maintained)
- Railroad
  - Salt marsh
  - Power and Telephone
  - Power line
  - Substation
  - Telephone line



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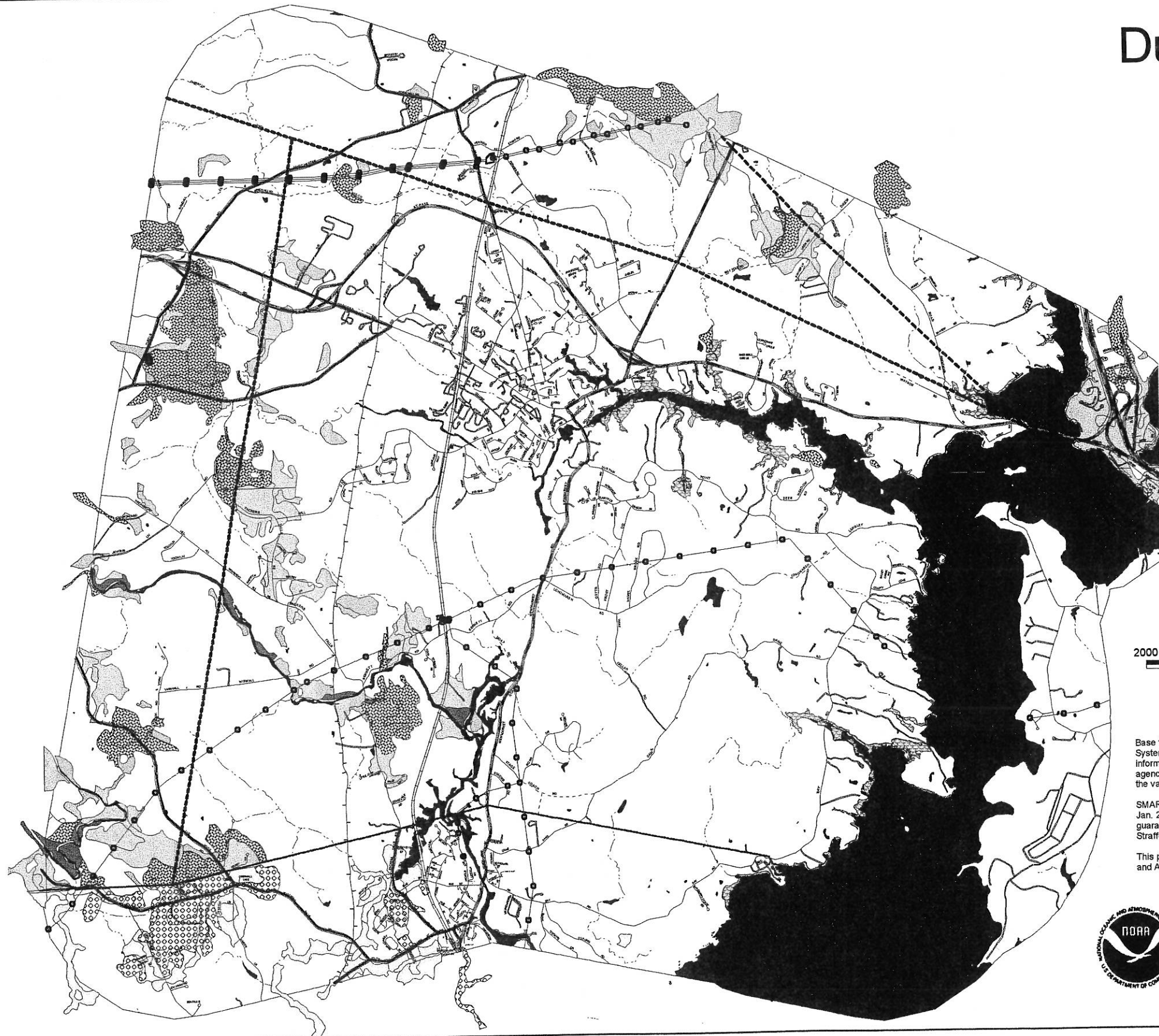
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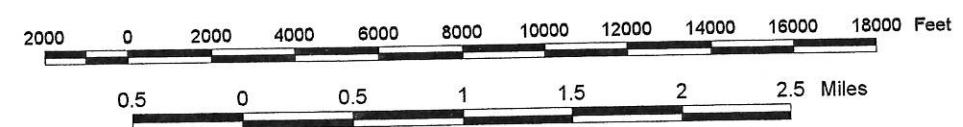


# Durham Master Plan 2000

## Sand and Gravel Deposits



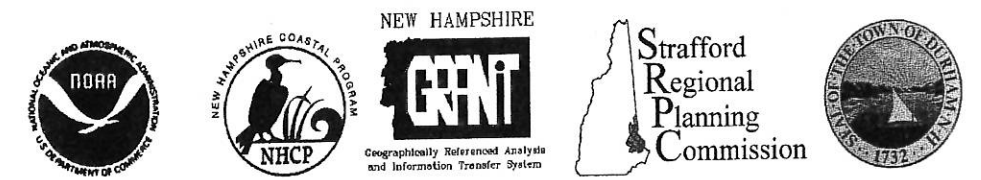
- Sand and Gravel Potential**
- Good for Gravel and Sand
  - Probable for Gravel and Sand
  - Good for Sand
  - Fair for Sand
  - Probable for Sand
- 
- Class I (Primary Highways)
  - Class II (Secondary Highways)
  - Class IV (Urban Compact)
  - Class V (Rural Highways)
  - Class VI (Not Maintained)
  - Railroad
  - Power line
  - Substation
  - Telephone line
  - Salt marsh



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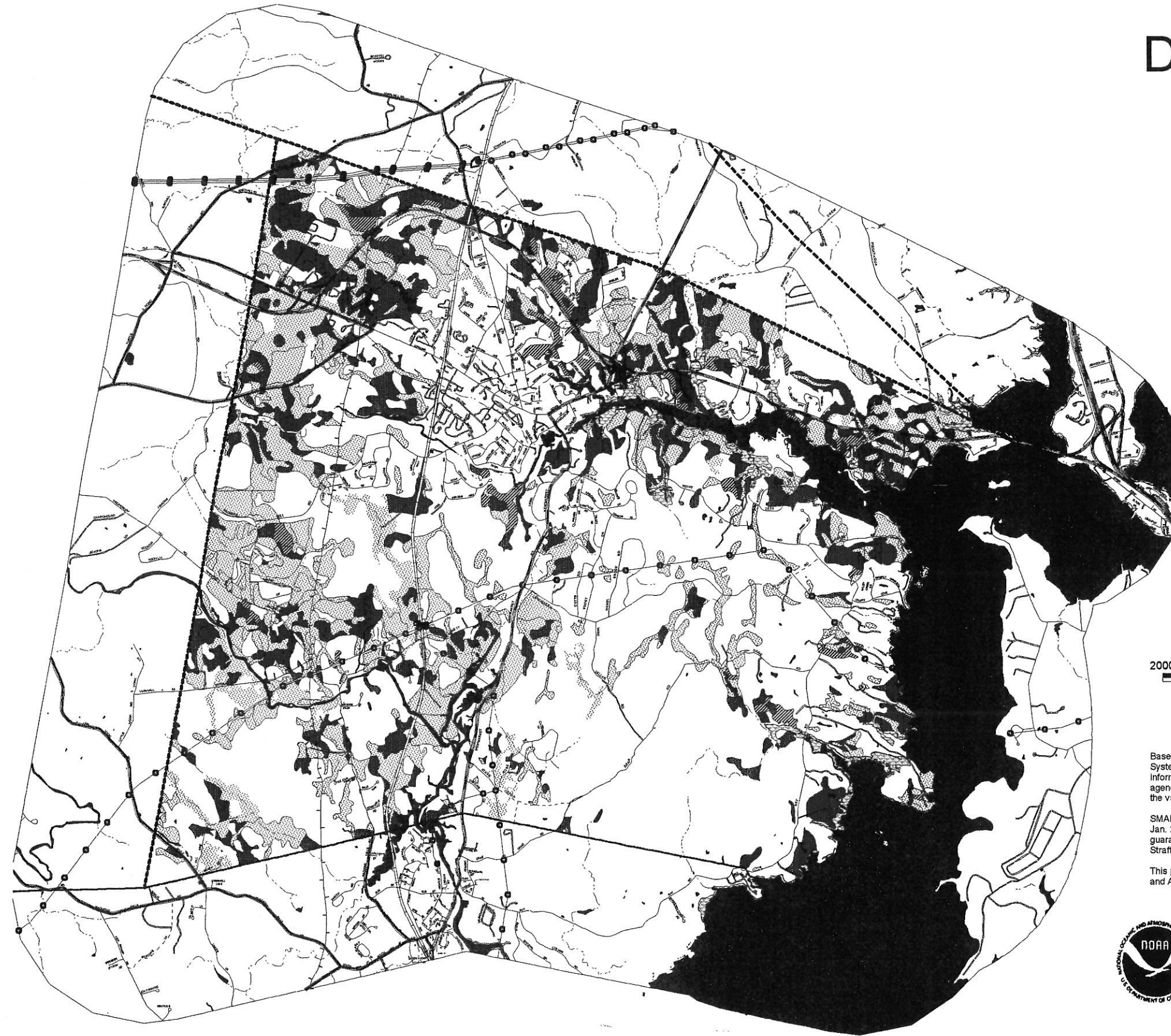
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# Durham Master Plan 2000

## Prime Agricultural Soils



Prime Agricultural Soils

- Local Importance
- Statewide Importance
- National Importance

Durham Roads

- Class I (Primary Highways)
- Class II (Secondary Highways)
- Class IV (Urban Compact)
- Class V (Rural Highways)
- Class VI (Not Maintained)
- Railroad

Salt marsh

Power and Telephone

- Power line
- Substation
- Telephone line



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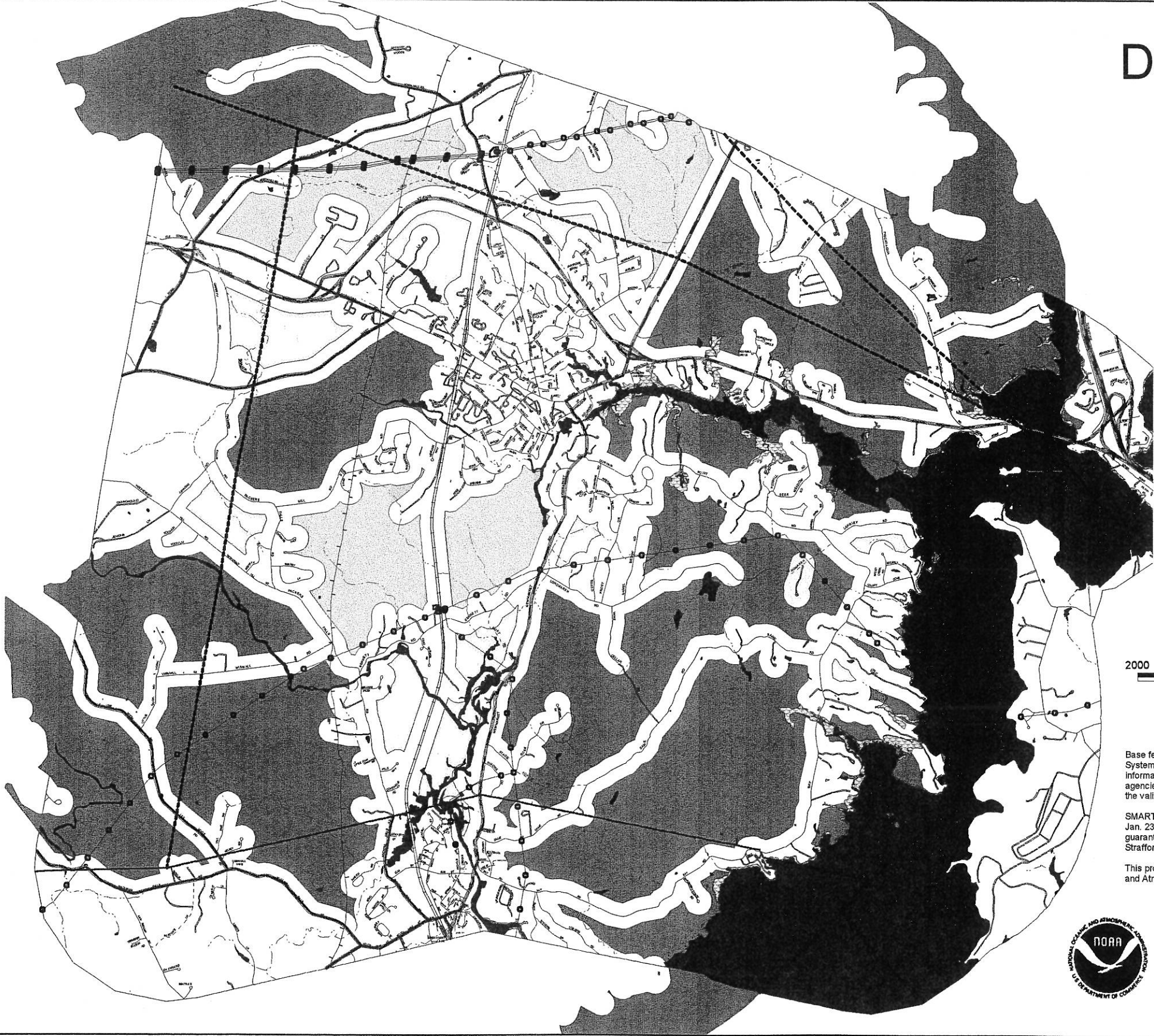
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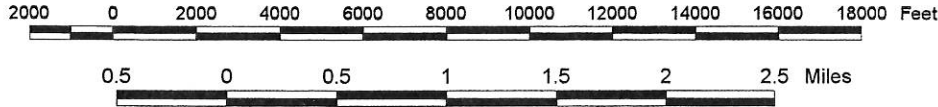
# Durham Master Plan 2000

## Unfragmented Lands



**Unfragmented Acreage**  
 □ < 251 Acres  
 □ 251 - 500 Acres  
 □ > 500 Acres

**Durham Roads**  
 ~ Class I (Primary Highways)  
 ~ Class II (Secondary Highways)  
 ~ Class IV (Urban Compact)  
 ~ Class V (Rural Highways)  
 ~ Class VI (Not Maintained)  
 ~ Railroad  
 ~ Power line  
 ~ Substation  
 ~ Telephone line  
 [hatched] Salt marsh



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


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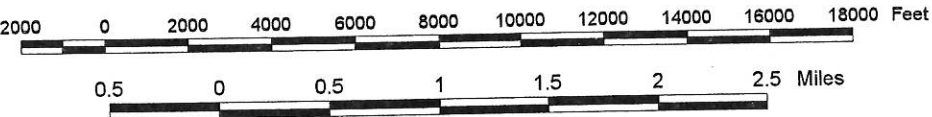


# Durham Master Plan 2000

## 1989 Master Plan Greenways



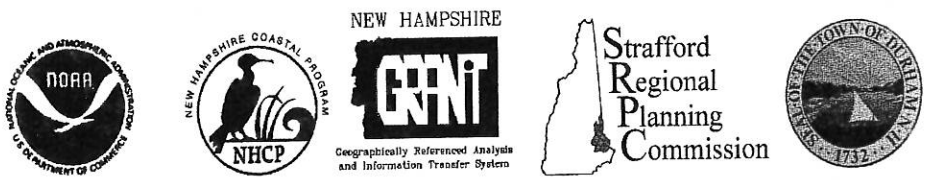
-  1989 Master Plan Greenway Corridors
- Durham Roads**
-  Class I (Primary Highways)
-  Class II (Secondary Highways)
-  Class IV (Urban Compact)
-  Class V (Rural Highways)
-  Class VI (Not Maintained)
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## Existing Conservation / Public Lands

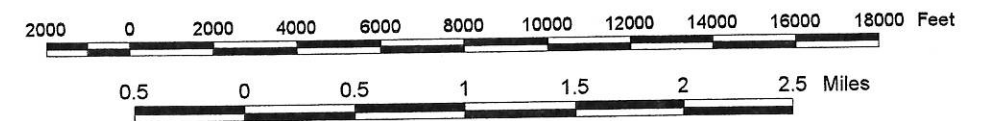
### Existing Conservation Lands

 Conservation land protected from development through conservation easement, restrictions, or outright ownership by an organization or agency whose mission includes protecting land in perpetuity. More than 50% of the area will remain undeveloped.

 Unofficial conservation land. Owned by an agency or organization whose mission is not conservation, but whose intent is to keep the land for conservation, water supply protection, passive recreation, or educational purposes.

### Durham Roads

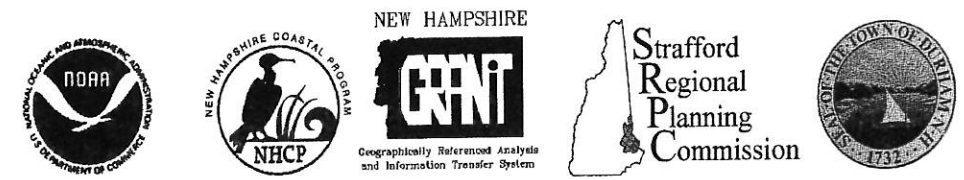
-  Class I (Primary Highways)
-  Class II (Secondary Highways)
-  Class IV (Urban Compact)
-  Class V (Rural Highways)
-  Class VI (Not Maintained)
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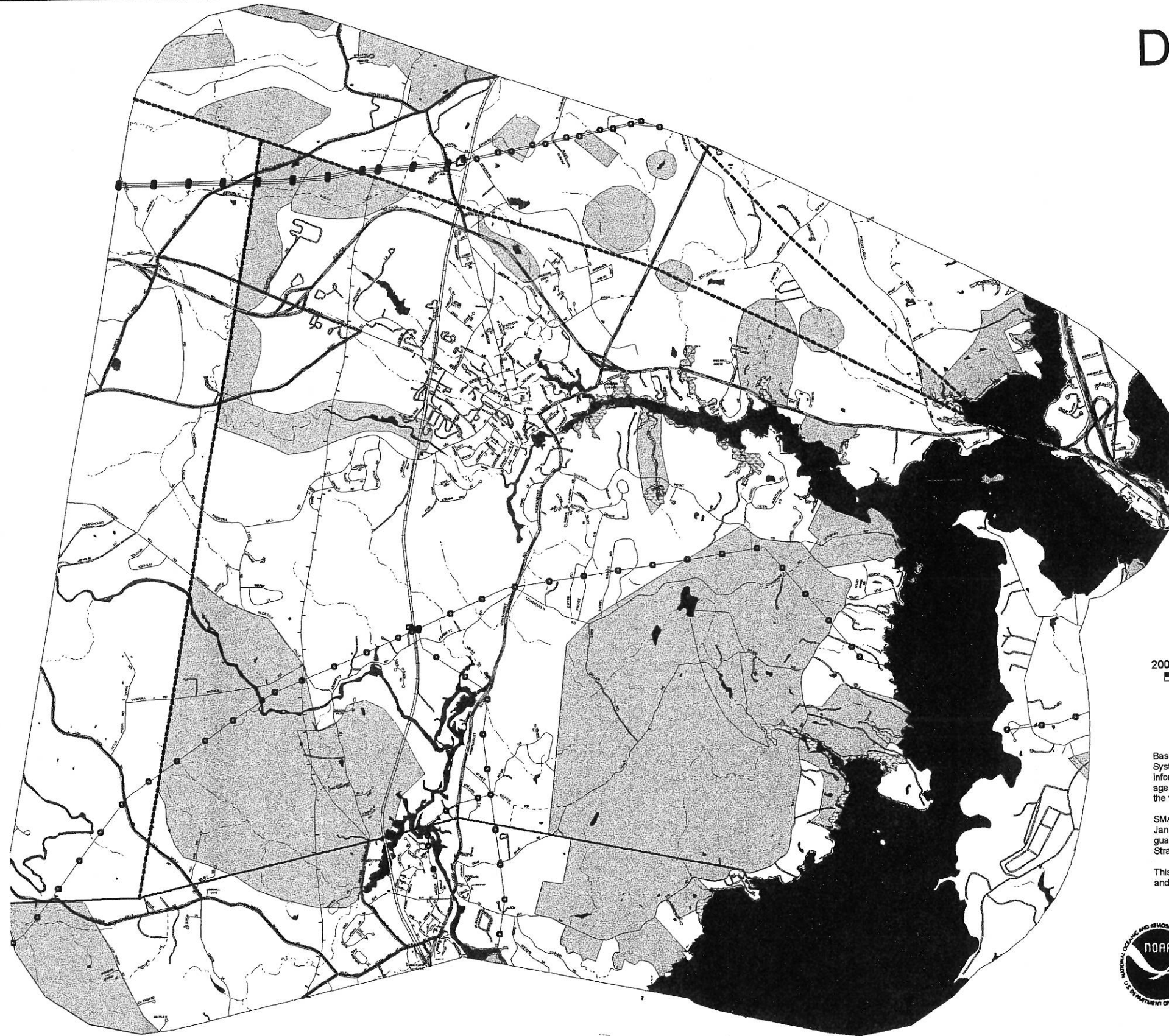
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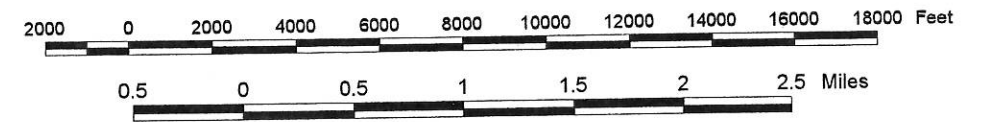


# Durham Master Plan 2000

## Areas Identified for Conservation - 1995



- Areas Identified for Conservation in 1995
- Durham Roads**
- Class I (Primary Highways)
- Class II (Secondary Highways)
- Class IV (Urban Compact)
- Class V (Rural Highways)
- Class VI (Not Maintained)
- Railroad
- Power line
- Substation
- Telephone line
- Salt marsh



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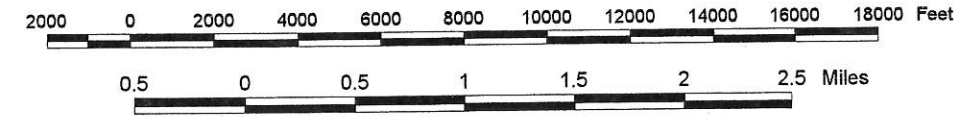
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## Areas Identified for Conservation - 2000



**Areas Identified for Conservation**  
 This map in no way indicates that all of the land within the shaded areas should and must be protected, nor does it prohibit or restrict development in these areas. This map is intended to give guidance as to the areas in which conservation efforts should focus based on the many resources worthy of protection in these areas. All areas worthy of conservation are not shown on the map.

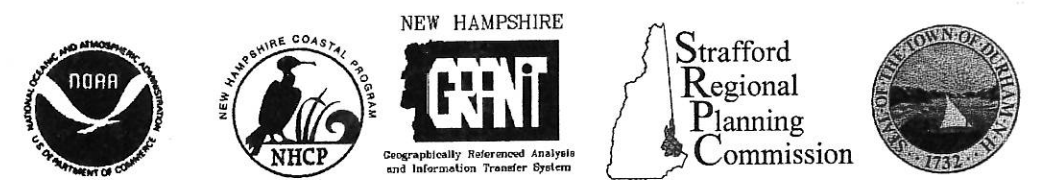
- Class I (Primary Highways)
- Class II (Secondary Highways)
- Class III (Recreational Roads)
- Class IV (Urban Compact)
- Class V (Rural Highways)
- Class VI (Not Maintained)
- Railroad
- Power line
- Telephone line
- Salt marsh



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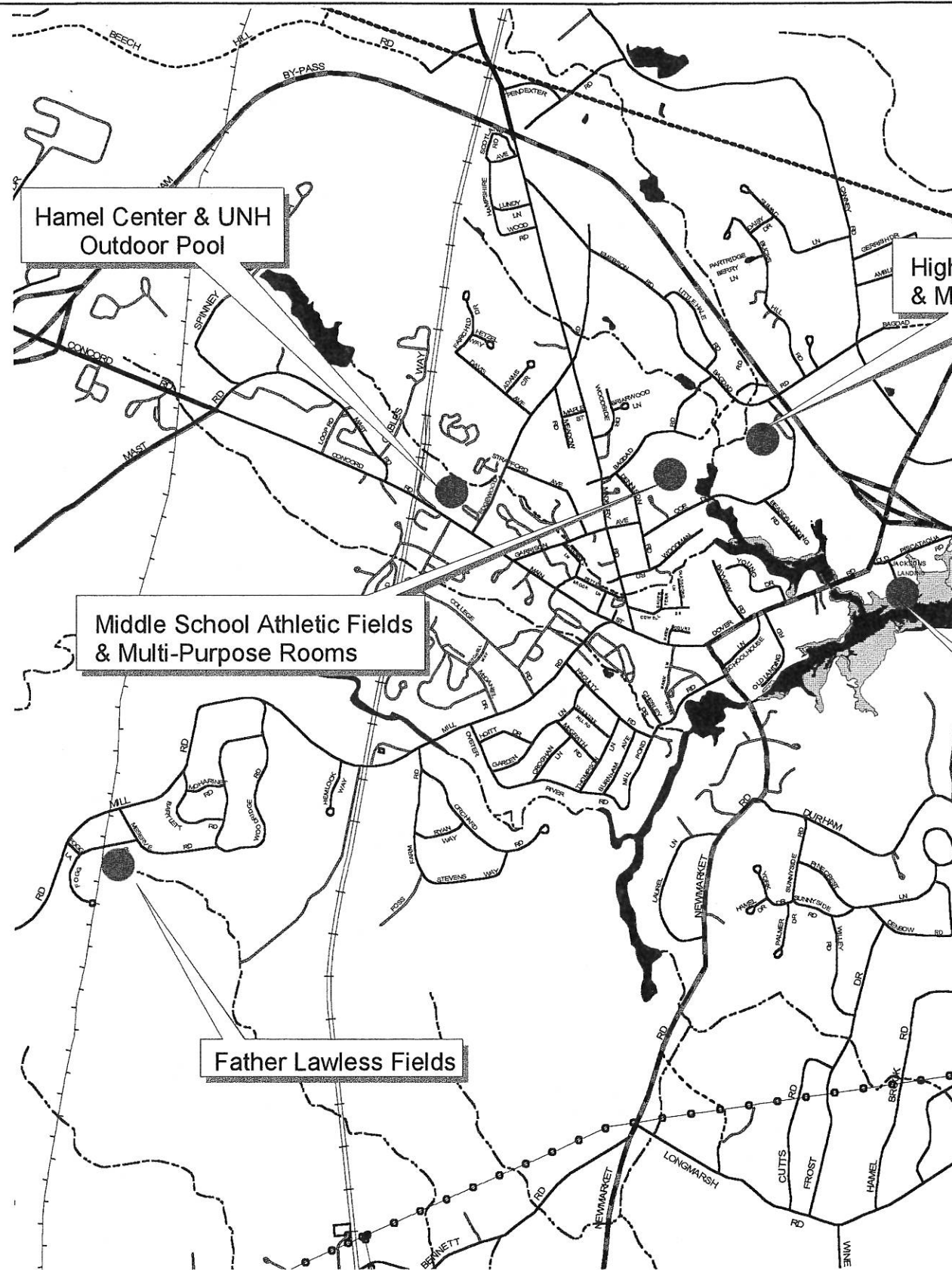
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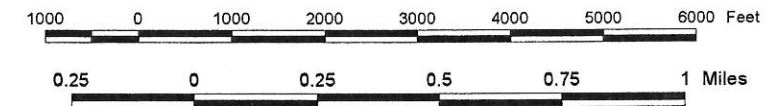


# Durham Master Plan 2000

## Active Recreation Facilities



- Durham Roads
  - Class I (Primary Highways)
  - Class II (Secondary Highways)
  - Class III (Recreational Roads)
  - Class IV (Urban Compact)
  - Class V (Rural Highways)
  - Class VI (Not Maintained)
- Railroad
  - Railroad
- Salt Marsh
  - Salt marsh
- Power and Telephone
  - Power line
  - Substation
  - Telephone line



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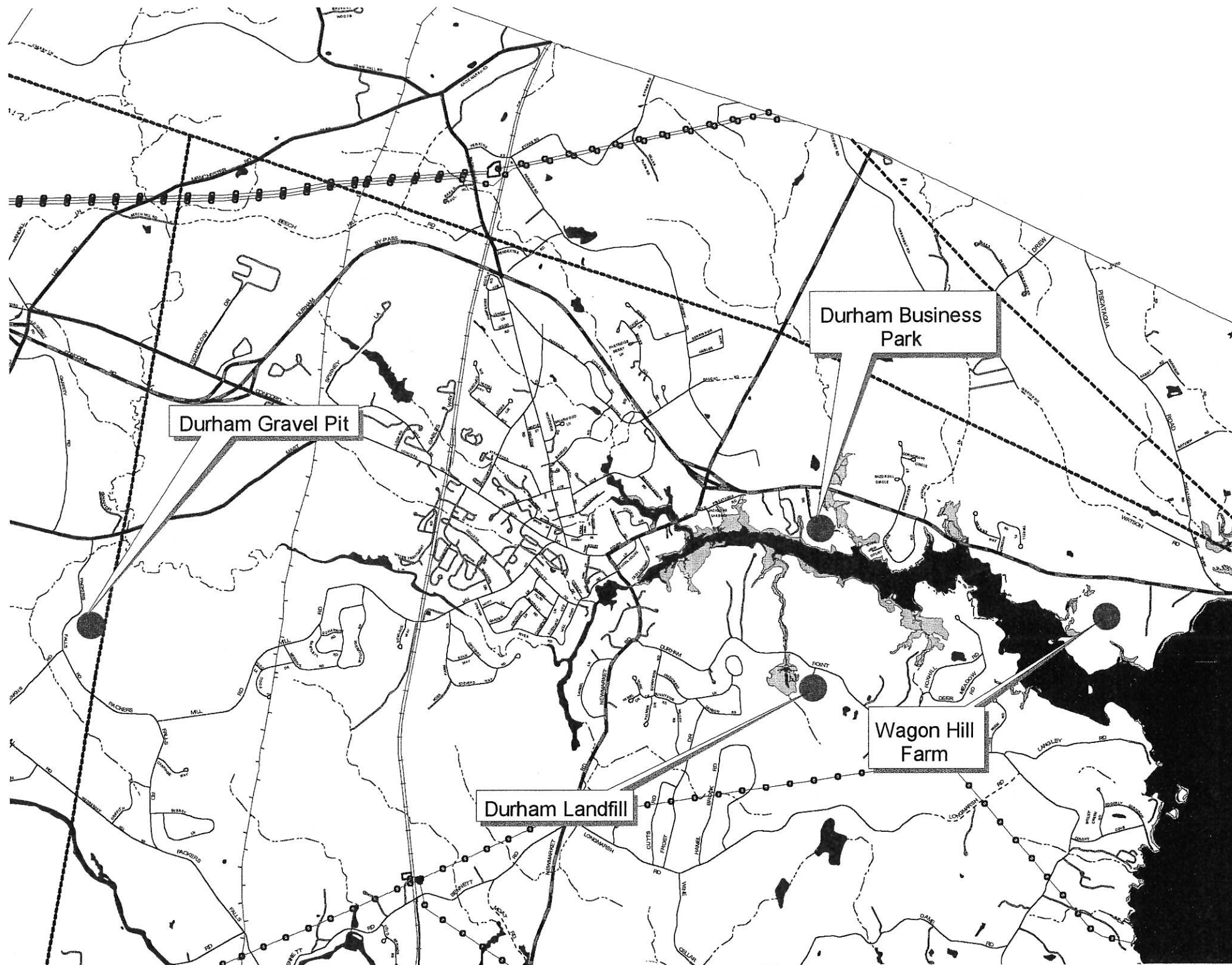
This project was funded in part by a grant from the Office of State Planning, New Hampshire Coastal Program, as authorized by the National Oceanic and Atmospheric Administration (NOAA), Grant Award Number NA87OZ0240.





# Durham Master Plan 2000

## Potential Active Recreation Sites

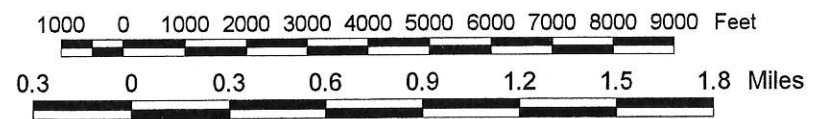


- Durham Roads**
- Class I (Primary Highways)
  - Class II (Secondary Highways)
  - Class III (Recreational Roads)
  - Class IV (Urban Compact)
  - Class V (Rural Highways)
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- Railroad**
- Railroad

- Salt Marsh**
- Salt marsh

- Power and Telephone**
- Power line
  - Substation
  - Telephone line



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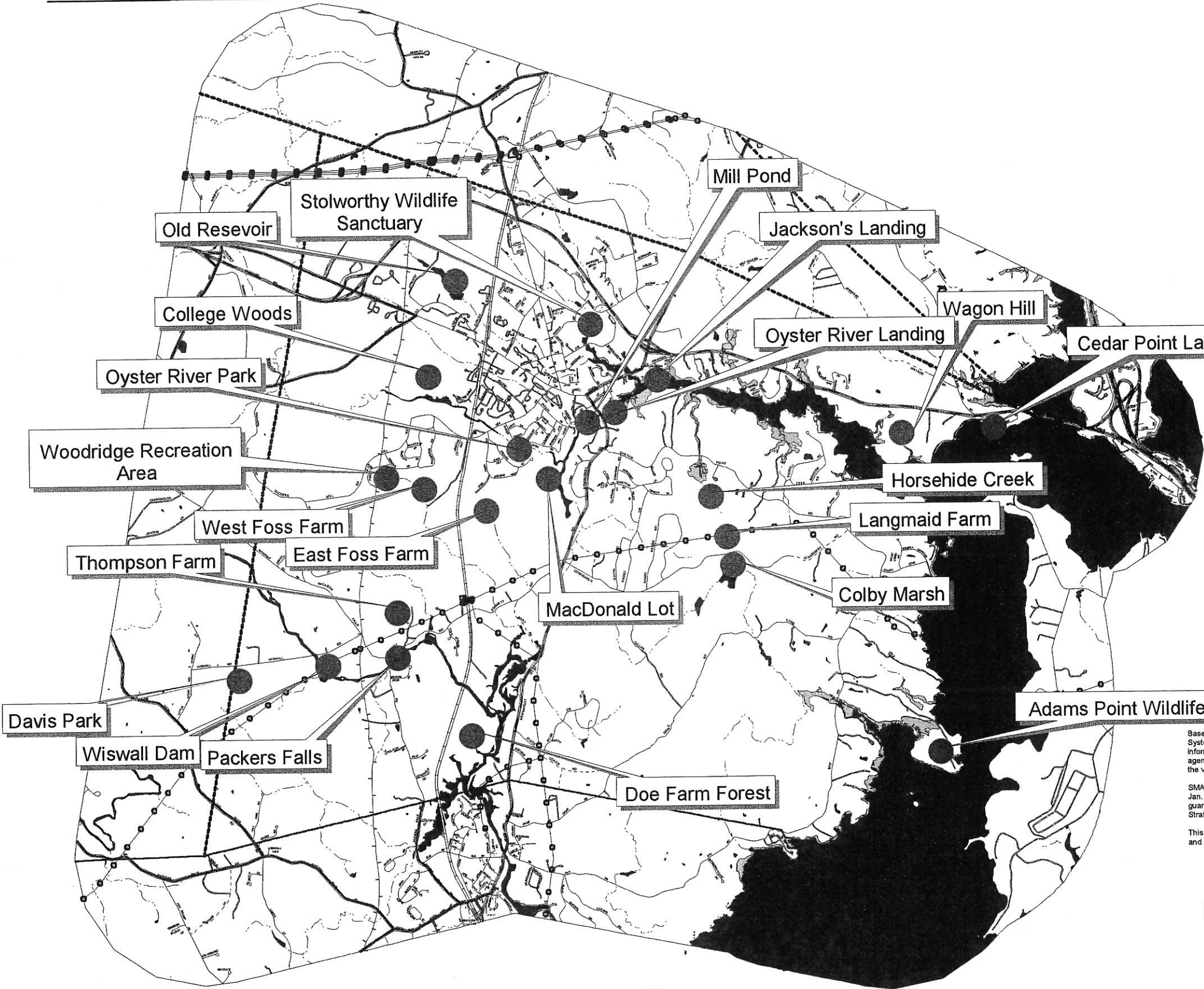
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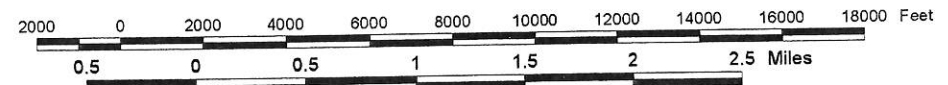


# Durham Master Plan 2000

## Passive Recreation Locations & Water Access Points



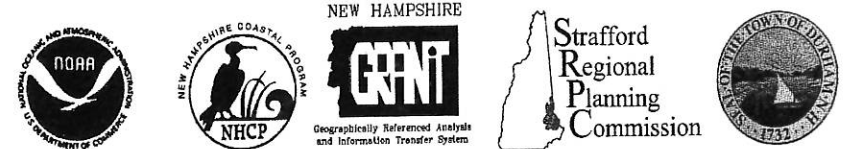
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  - Class V (Rural Highways)
  - Class VI (Not Maintained)
- Railroad
  - Railroad
- Salt Marsh
  - Salt marsh
- Power and Telephone
  - Power line
  - Substation
  - Telephone line



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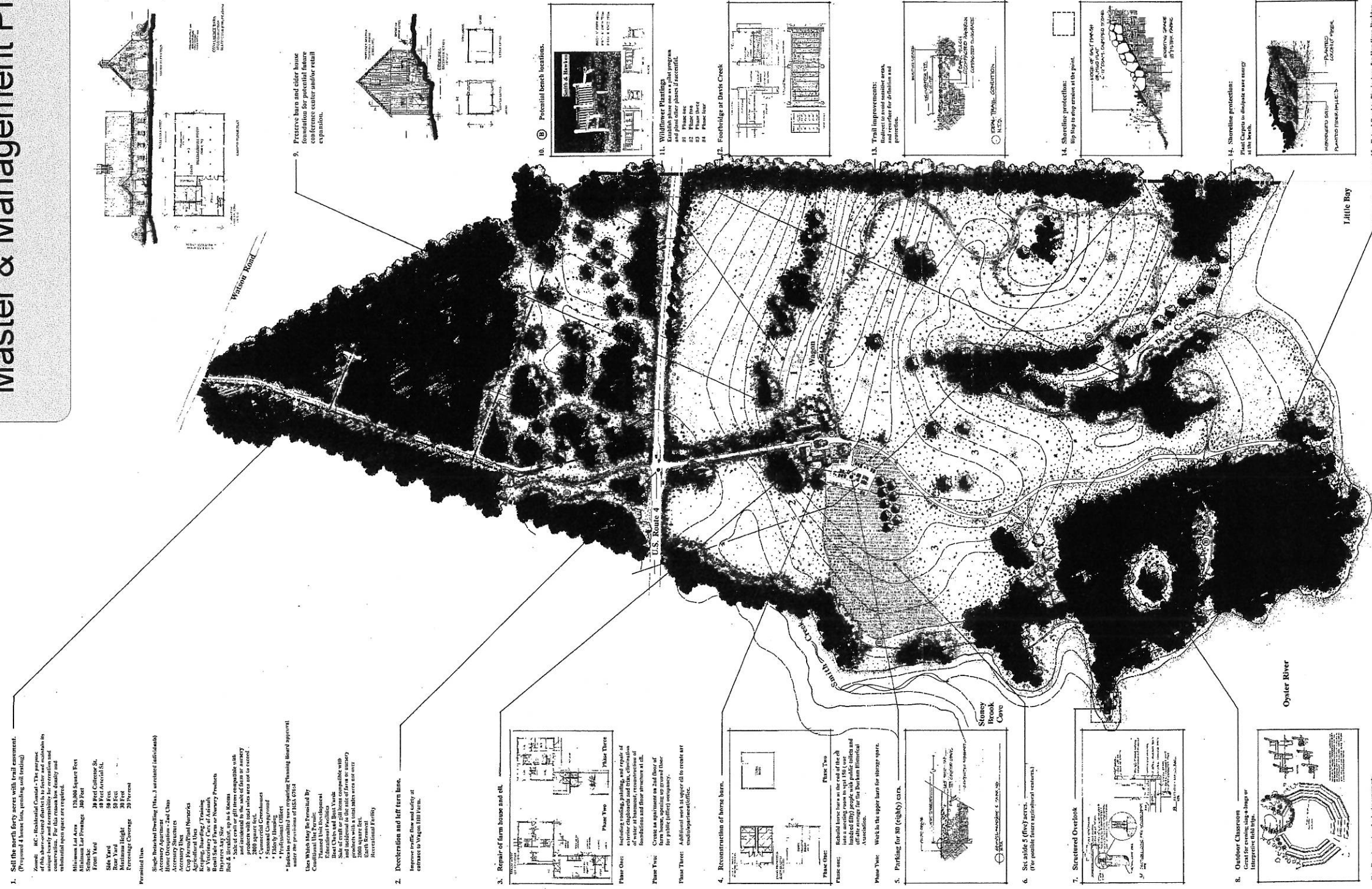
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# Durham Master Plan 2000

## Wagon Hill Master & Management Plan



<p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p> <p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p> <p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p>	<p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p> <p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p> <p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p>	<p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p> <p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p> <p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p>	<p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p> <p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p> <p>APPROVED FOR THE DURHAM HISTORICAL SOCIETY</p>
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NEW HAMPSHIRE  
**GRANT**  
Geographically Referenced Analysis and Information Transfer System

NEW HAMPSHIRE  
**NHCP**  
NEW HAMPSHIRE COASTAL PROGRAM

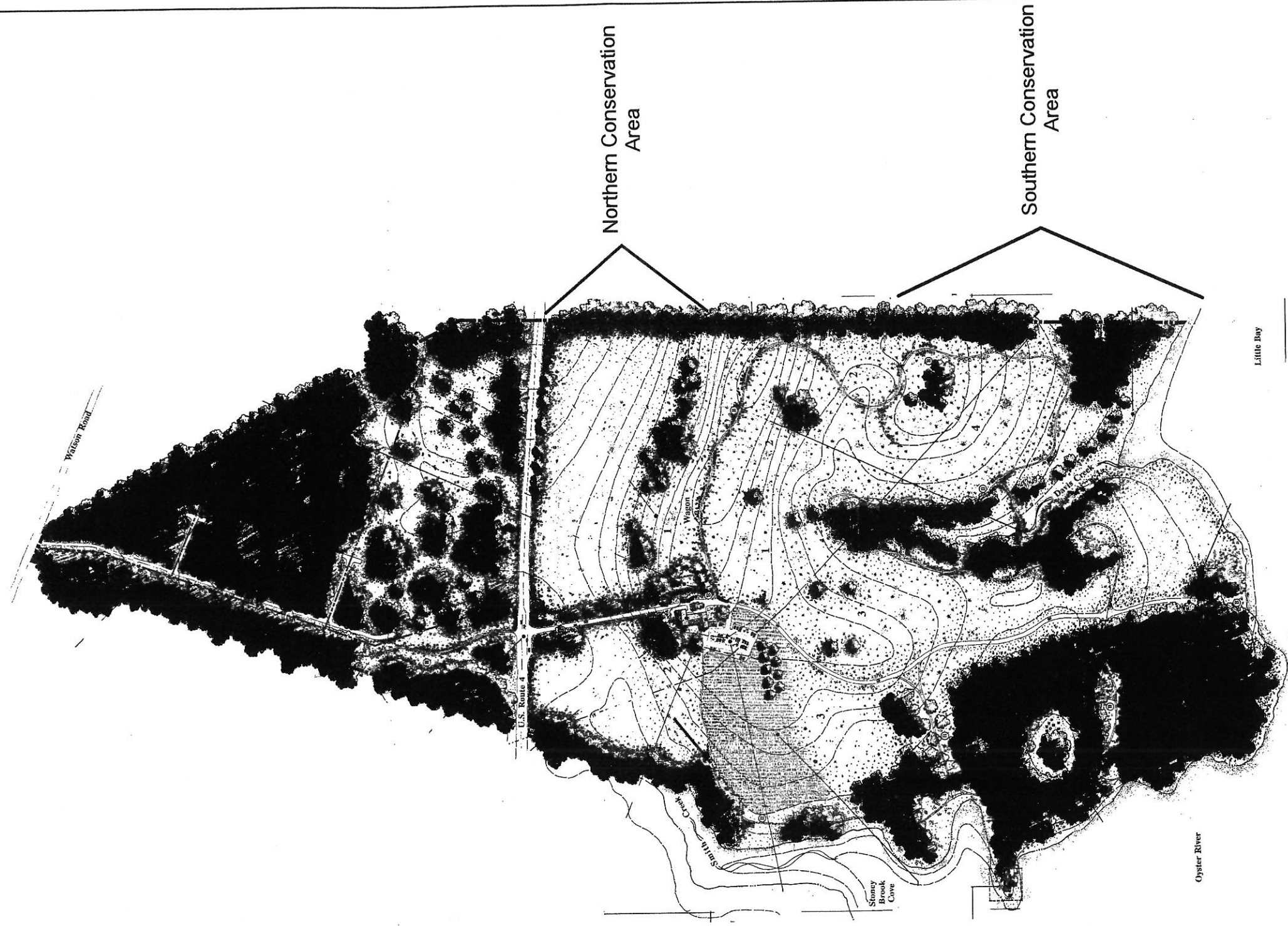
NOAA  
NATIONAL OCEANOGRAPHIC AND ATMOSPHERIC ADMINISTRATION U.S. DEPARTMENT OF COMMERCE

Strafford Regional Planning Commission

SEASIDE TOWN OF DURHAM, N.H.

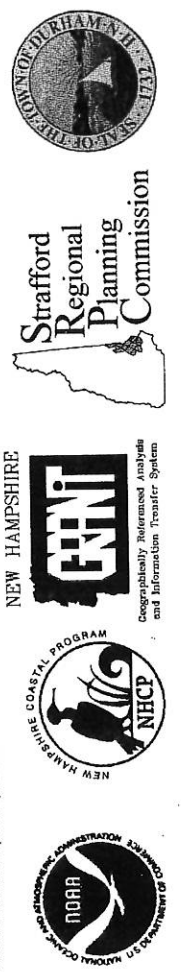
# Durham Master Plan 2000

## Wagon Hill Conservation Areas



<p>THE STRAFFORD REGIONAL PLANNING COMMISSION 225 Oyster River Road Durham, New Hampshire 03824</p> <p>THE CONSERVATION FUND, INC. 1000 North Main Street Durham, New Hampshire 03824 Tel: 603/271-2000</p> <p>STAFFORD REGIONAL PLANNING COMMISSION &amp; PARTNERS 1000 North Main Street Durham, New Hampshire 03824 Tel: 603/271-2000</p> <p>MAP SCALE: 1" = 1000'</p>	<p>DATE: August 11, 1992</p>
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# Durham Master Plan 2000

## Map of Town Road System

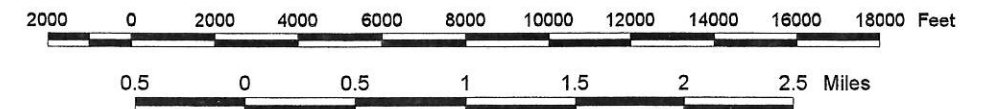


- Durham Roads**
- Class I (Primary Highways)
  - Class II (Secondary Highways)
  - Class III (Recreational Roads)
  - Class IV (Urban Compact)
  - Class V (Rural Highways)
  - Class VI (Not Maintained)

- Railroad**
- Railroad

- Salt Marsh**
- Salt marsh

- Power and Telephone**
- Power line
  - Substation
  - Telephone line



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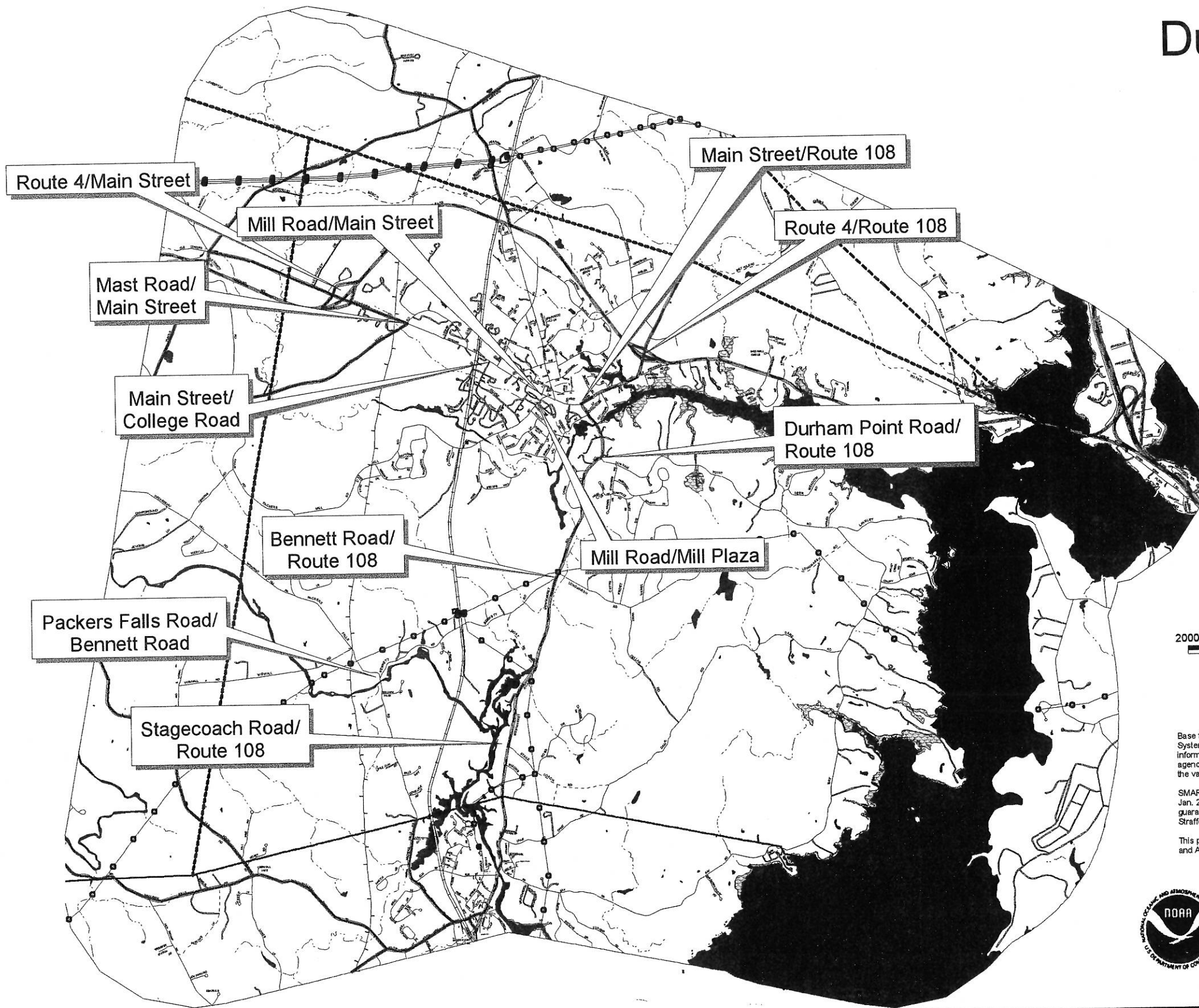
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# Durham Master Plan 2000

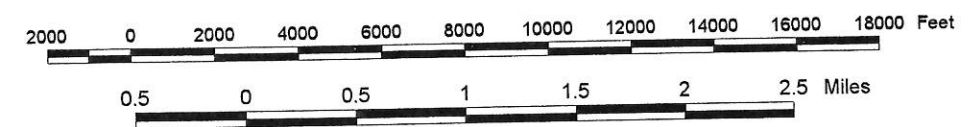
## Intersections to Monitor



- Durham Roads**
- Class I (Primary Highways)
  - Class II (Secondary Highways)
  - Class III (Recreational Roads)
  - Class IV (Urban Compact)
  - Class V (Rural Highways)
  - Class VI (Not Maintained)
  - Railroad

Salt marsh

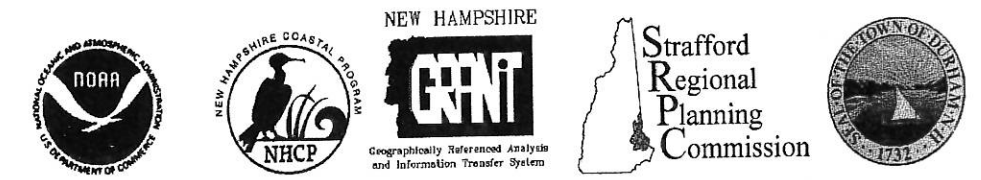
- Power and Telephone**
- Power line
  - Substation
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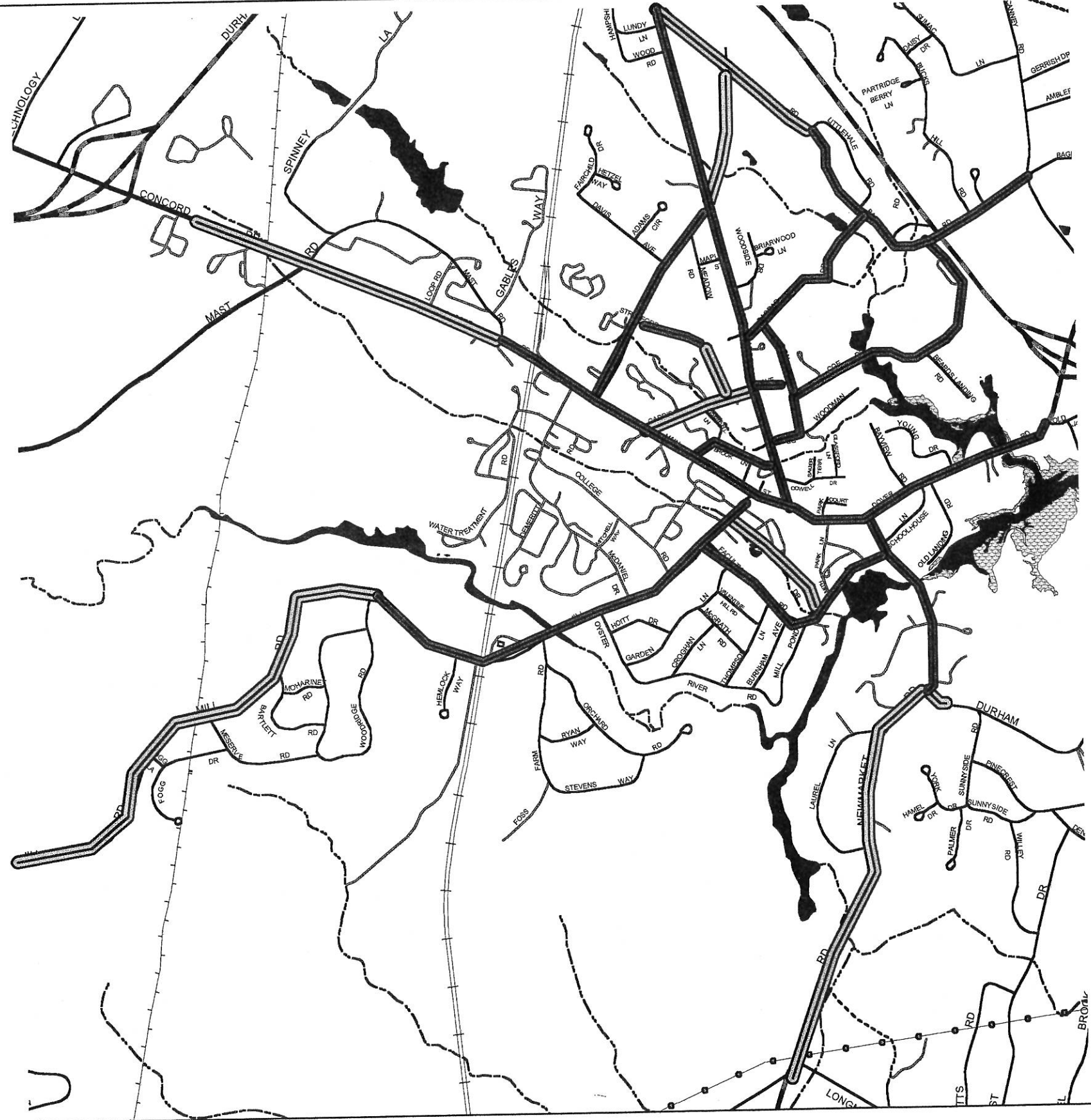
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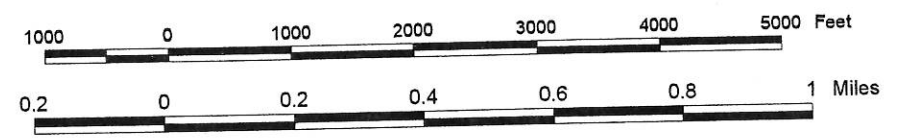


# Durham Master Plan 2000

## Sidewalks



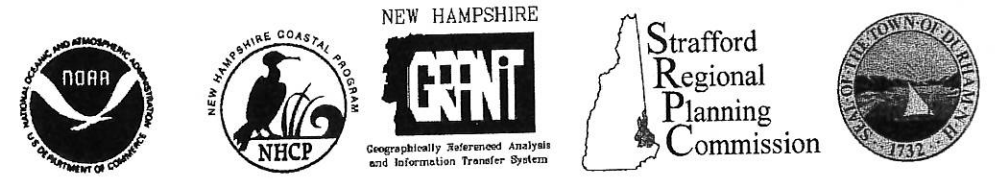
- Proposed Sidewalk
- Existing Sidewalk
- Durham Roads**
  - Class I (Primary Highways)
  - Class II (Secondary Highways)
  - Class III (Recreational Roads)
  - Class IV (Urban Compact)
  - Class V (Rural Highways)
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  - Railroad
- Salt marsh**
  - Salt marsh
- Power and Telephone**
  - Power line
  - Substation
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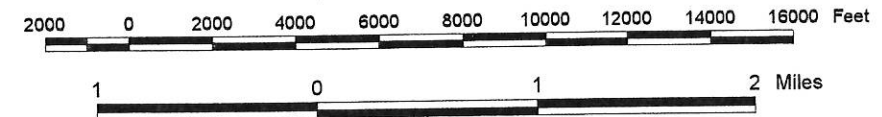


# Durham Master Plan 2000

## Bike Lanes and Trails



- Proposed Bike Lane
- Proposed Bike Trail
- Durham Roads**
  - Class I (Primary Highways)
  - Class II (Secondary Highways)
  - Class III (Recreational Roads)
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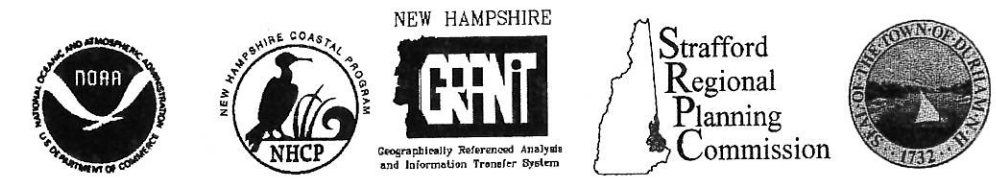




Table 6.5. TRANSPORTATION RECOMMENDATIONS: TIMING AND RELATION TO OBJECTIVES

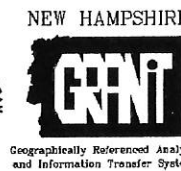
RECOMMENDATIONS	OBJECTIVES					TIMING					
	Provide Safe and Efficient Street System	Minimize Demand on Main Street-Downtown	Identify Intersections Needing Improvement	Promote Transit System	Develop Commuter Educational Program	Promote Bicycle and Pedestrian Route System	Traffic Calming	Immediate - within 2 years	Short Term - within 2 to 6 years	Medium Term - within 7 to 25 years	Long Term - over 25 years
<b>Road Projects</b>											
Main Street/College Road Intersection - right turn lane	X	X	X					X			continuous
Monitor Intersections for Improvements	X		X						X		
Loop Road	X	X	X						X		
Railroad Bridge on Bennett Road	X							X			
Additional Access to Mill Plaza	X	X							X		
<b>Alternative Transportation Improvements</b>											
Transportation Education Campaign	X	X	X	X	X						
Transportation Demand Management Program	X	X	X	X	X	X	X	X			
Railroad Station Improvements			X						X		
Traffic Calming Measures	X	X					X				continuous
Sidewalk Projects	X										continuous
Bike Lanes and Bike Trails	X										continuous
Park-and-Ride Facilities	X	X	X	X					X		
Traffic-Calmng/Pedestrian-Friendly Improvements on Main Street and Peltee	X	X						X	X		
Bus Pull-offs - Arterial roads	X		X								continuous
<b>Studies</b>											
Northwest & Southeast Linkage Study	X	X	X	X					X		
Route 4 Safety Study - NHDOT	X		X	X					X		
Madbury Road - Minimize traffic	X	X	X	X						X	
Main Street/Peltee Brook Lane/Madbury Road Traffic Pattern	X	X								X	
Downtown and Commercial Core Parking	X	X							X		
<b>Policies</b>											
Limit on Additional Traffic Generation by UNH	X	X	X	X	X						
University Special Events - access	X	X	X	X							
Local Option Fee for Transportation Projects	X								X		
New Development Contribute to Sidewalk Network	X										continuous
Bicycle Parking Requirement	X	X							X		
Air Pollution and Air Quality	X		X	X							continuous
Shared Access - Abutting lots	X								X		
Access Management - State roads	X								X		
Road and Entrance Standards - Rural and scenic roads	X	X							X		
Speed Limit - Densely developed residential neighborhoods	X	X							X		
Class VI Roads - Paving											continuous
Issuance of Permits for Building on Class VI Highways	X	X									continuous
Locally Scenic Roads											continuous
Visual Simulations - Future transportation projects											continuous
Road Improvement Programs	X										continuous
Reduce Impact of Aircraft Flights											continuous
<b>Recommendations Requiring Direct UNH Action</b>											
UNH Parking Subsidy	X	X	X	X							
Transit Ride Pass Program	X	X	X	X							
Wildcat Transit Marketing	X	X	X	X					X		
Wildcat Transit Location Analysis	X	X	X	X							
Expand Wildcat Transit Service	X	X	X	X					X		
Wildcat Bike Racks	X	X	X	X							continuous
University "Pool" Vehicles	X	X	X	X							
University "Smart Parking Pass"	X	X	X	X							

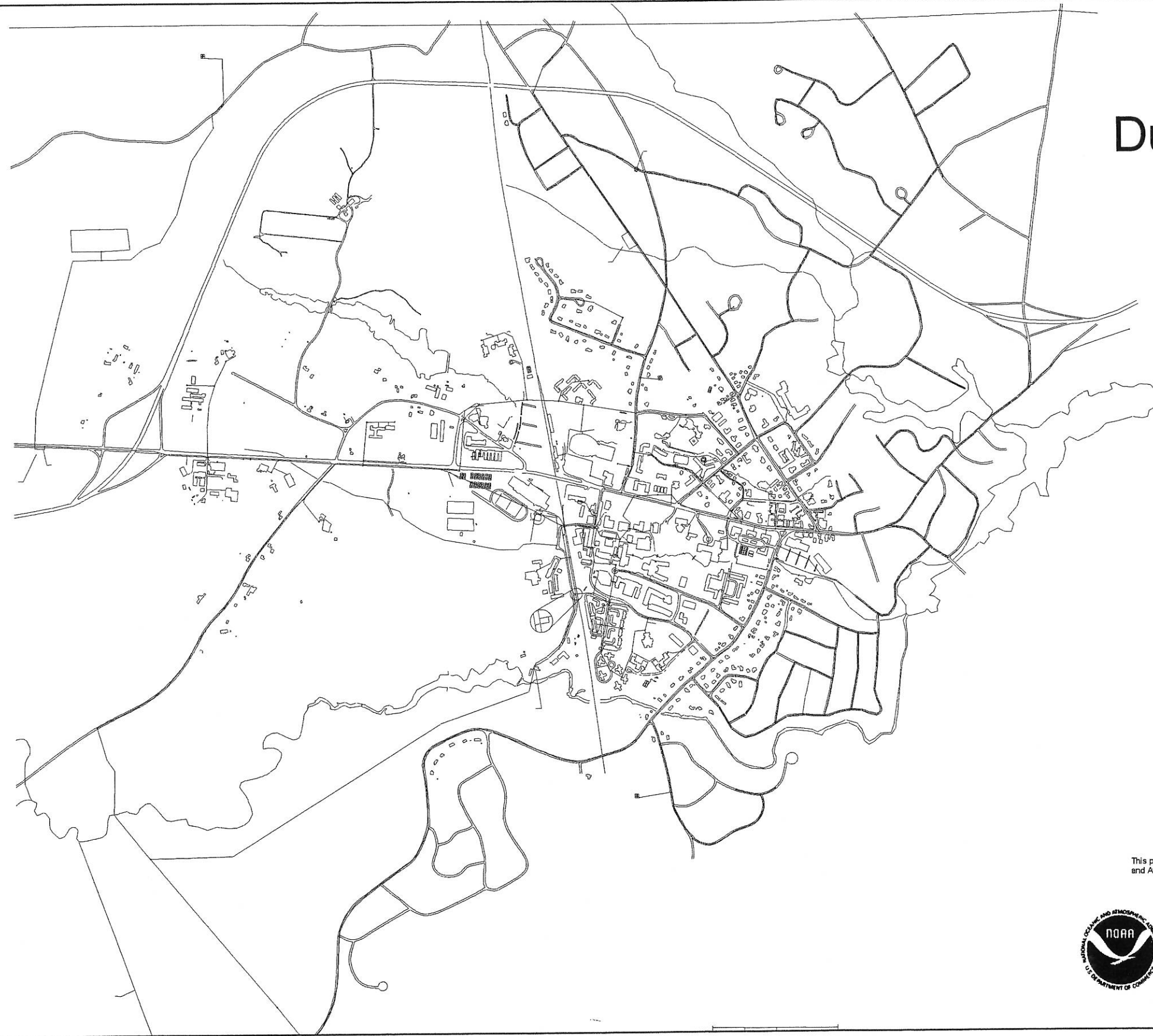
# Durham Master Plan 2000

## Existing Sewer Service Area



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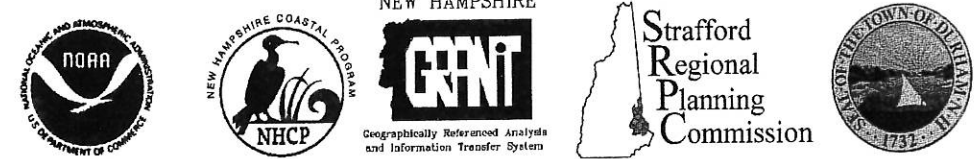


# Durham Master Plan 2000

Existing Water Distribution Service Area

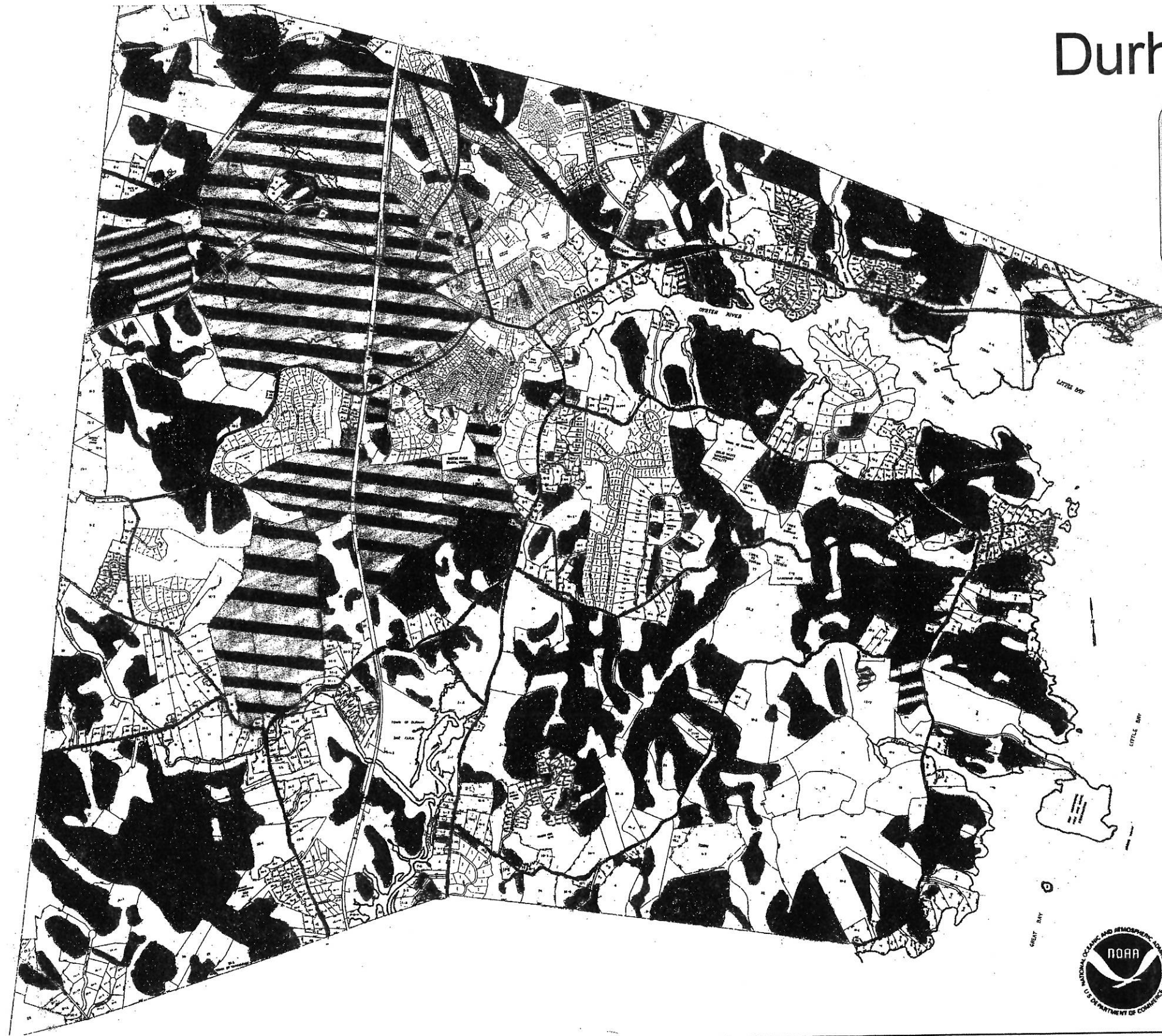




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# Durham Master Plan 2000

## Vacant and Current Use Land Without Wetland or Shoreland Constraints

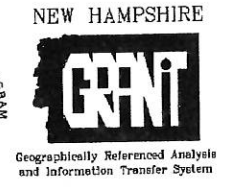


-  Vacant and Current Use Land Without Wetland or Shoreland Constraints
-  UNH Owned Property



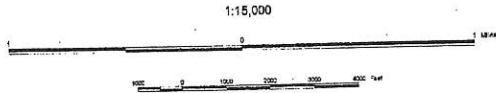
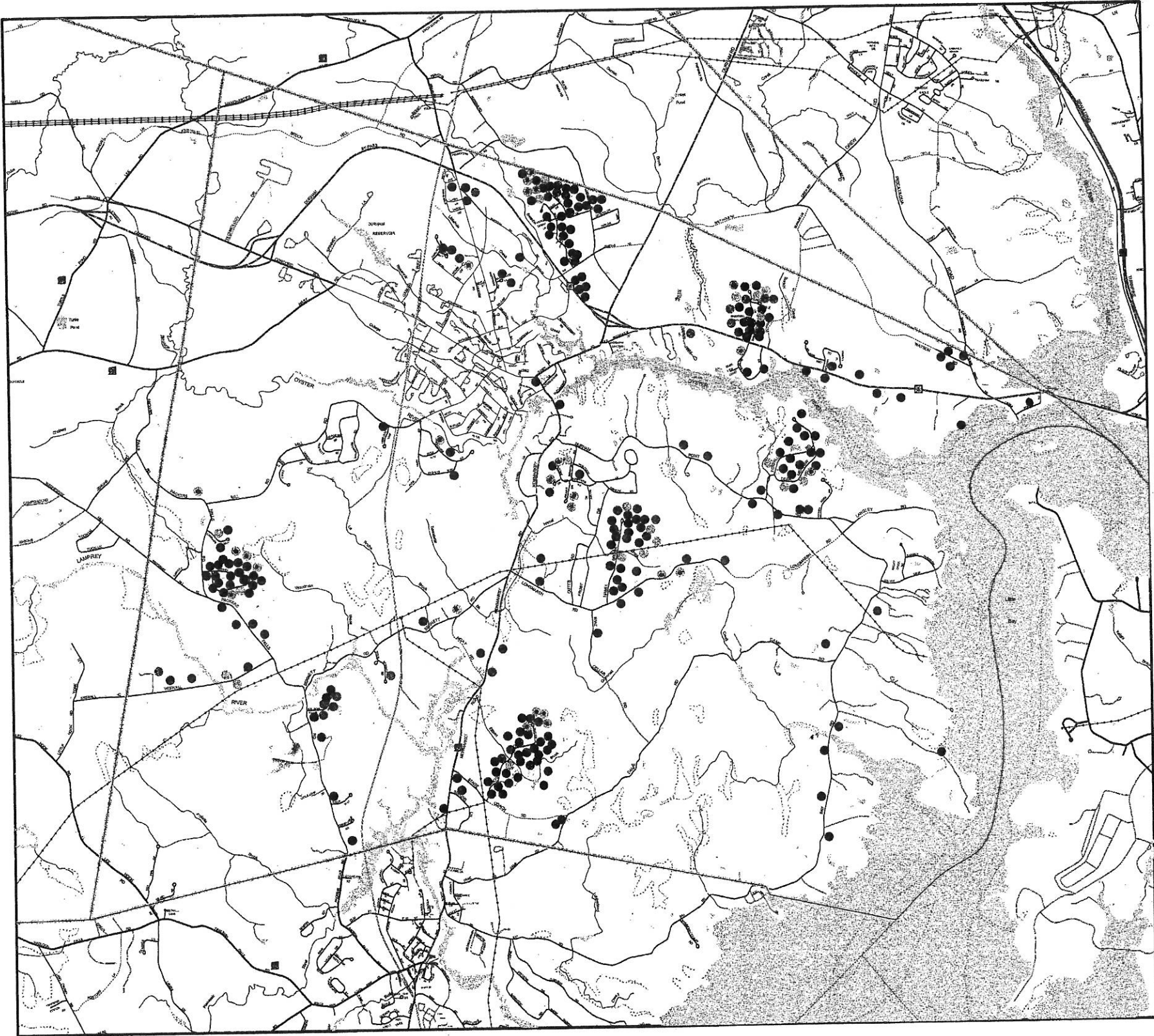
This map was created using an SRPC and GRANIT generated map entitled "Aquifer Protection District, Wetland Setback, Shoreland Protected Zone, and Conservation Lands Map" dated July 6, 1998. The features shown on the before mentioned map were used to identify the areas as undevelopable. Next, the Tax Assessor's database was queried for lands identified as vacant or in current use. This information was transferred onto a compiled tax map and overlaid with the above referenced resource map to create this map.

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# Durham Master Plan 2000

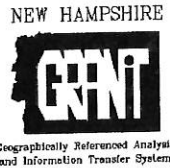
Location of Building Permits  
1988 - 1998



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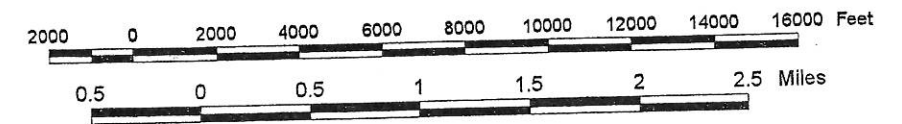


# Durham Master Plan 2000

## Durham Future Land Use



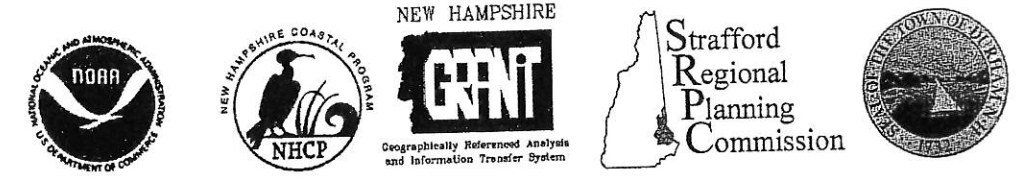
- |                                |   |
|--------------------------------|---|
| Rural Office District          | Low Density Rural/Conservation Residential    |
| Coe's Corner District          | Medium Density Rural Conservation Residential |
| Gasoline Alley District        | Office Research District                      |
| Church Hill District           | Community Core Residential                    |
| Downtown Office District       | Office Research/Light Industry                |
| Central Business District      | Multi-Family District                         |
| <b>Durham Roads</b>            |   |
| Class I (Primary Highways)     | Salt marsh                                    |
| Class II (Secondary Highways)  | Power and Telephone                           |
| Class III (Recreational Roads) | Power line                                    |
| Class IV (Urban Compact)       | Substation                                    |
| Class V (Rural Highways)       | Telephone line                                |
| Class VI (Not Maintained)      |   |
| Railroad                       |   |



Base features are from USGS 1:24,000 scale Digital Line Graphs, as archived in the GRANIT database. All base features distributed by Complex Systems Research Center (CSRC), Durham, NH. Digital data in the NH GRANIT system represents the efforts of the contributing agencies to record information from the cited source materials. CSRC, under contract with the NH Office of State Planning (OSP), and in consultation with cooperating agencies, maintains a continuing program to identify and correct errors in these data. OSP, CSRC, and the cooperating agencies make no claim as to the validity or reliability or to any implied uses of these data.

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# Durham Master Plan 2000

## Durham Build-Out Map



### Town of Durham Residential Buildout Analysis Estimate

This buildout analysis is an estimate of how the Town of Durham may look if all parcels were developed to their full potential under current regulations. The subdivisions were determined by taking into account Durham's Zoning Ordinance and Subdivision Regulations. The wetlands were determined using the Strafford County Soil Survey. Site specific soil surveys may show more or less wetlands on a particular parcel.

There is a total of 1,768 new single family lots shown, 1,508 of them in new subdivisions. These numbers are only an estimate. None of the subdivisions have been approved, and there is no guarantee that any of these subdivisions could be approved exactly as shown.

**Assumptions:**

- Landlocked parcels have an easement allowing access for 1 dwelling.
- Driveways can be built over poorly drained soils, not over very poorly drained soils.
- Portcullis lots can be created at the end of new cul-de-sacs in the R and RC zones.
- 25% of minimum lot size can be poorly drained soil; therefore, in R and RC zones up to 30,000 sq.ft. of the minimum lot size can be poorly drained soil.
- Development of parcels with continuous ownership in Newmarket or Lee would be approved by the respective Planning Boards.

Prepared by the Department of Planning and Community Development - March, 1999



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