TOWN OF DURHAM, NEW HAMPSHIRE



proposed new SITE PLAN REGULATIONS

Part III–Development Standards, Articles 13-17

Presented for Public Hearing on August 26, 2015 [SUGGESTED EDITS AND COMMENTS BY ROBIN MOWER, AUGUST 26, 2015] [*<u>Note</u>. These regulations are one consolidated document consisting of:

> Part I - General Provisions Part II - Site Plan Review Process Part III - Development Standards

Copies provided to the public may be broken up into five separate sections for ease of reading, including Part I; Part II; Part III, Articles 1-6; Part III, Articles 7-12; and Part III, Articles 13-17]

Adopted by the Durham Planning Board: [date] Most Recently Amended:

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- 15.1.3 The Planning Board reserves the right to require any development that disturbs less than 5,000 square feet to submit, and then implement, an approved Stormwater Management Plan (complete, as described below, or abbreviated) to prevent degradation of local water resources. The Planning Board may solicit input from the Conservation Commission in making this determination, at its discretion.
- 15.1.4 All elements of the Plan must be designed/prepared by a New Hampshire Registered Professional Engineer in accordance with the Design Standards below. The Plan must contain Parts I and II, below, and be presented in that order.

Section 15.2. Stormwater Management Plan-Part I

15.2.1 Existing Conditions Site Plan

- 1. This plan shall show all pre-development:
 - a) surface waterbodies and wetlands
 - b) drainage patterns
 - c) watershed boundaries
 - d) buffer zones
 - e) topographic contours with minimum 2-foot intervals
 - f) scale bar
 - g) north arrow
 - h) title block with project name, applicant's name, and map and parcel number
 - i) designer's stamp and wetland scientist's stamp (if applicable)
 - j) legend
 - k) locus plan
 - 1) benchmarks, and appropriate notes with datum and other plan references, instructions, and detail descriptions
- 2. The Existing Conditions Site Plan shall be provided in hard copy (minimum 22inch by 34-inch) at an appropriate scale in tens of feet per inch (maximum of 100 feet per inch) such that all important site and hydrologic features are easily recognized.
- 3. Existing buildings, structures, pavement, utilities, and soils information with coding as HSG-A, B, C, or D shall be included on the Existing Conditions Site Plan.
- 4. High Intensity Soil Survey (HISS) mapping may be required per request of the Planning Board.
- 15.2.2 Proposed Conditions Site Plan
 - 1. The Plan shall show all proposed post-development temporary and permanent stormwater management system elements and erosion and sediment control BMPs and all important hydrologic features.

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R Mower 8/19/2015 12:50 PM

Comment [1]: April Talon commented in June: *This would be more helpful if it was included within the Drainage Analysis – and could be covered as a requirement within the Stormwater Management Checklist. Suggest this be deleted here. The Existing Conditions plan is already very busy and including this information on the plan here is unnecessary.*

Section 16.4 Traffic Impacts

- 16.4.1 Traffic impact assessments may be required to quantify the impacts of the proposal on all roads and intersections that would likely be affected in any meaningful way.
- 16.4.2 The anticipated impacts should be evaluated using standard performance indicators including, but not limited to, level of service (LOS), a measure of congestion, or flow of traffic at intersections, denoted by a lettered ranking from A to F, with F being the lowest), traffic delays, and volume to capacity ratio.
- 16.4.3 The latest edition of the Institute of Transportation Engineers (ITE) Highway Capacity Manual and Trip Generation Manual shall be the primary source for calculating LOS.
- 16.4.4 Appropriate mitigation to offset any significant impacts created by the proposal, shall be stipulated by the Planning Board.
- 16.4.5 Extra measures should be taken to minimize or eliminate impacts upon residential neighborhoods.
- 16.4.6 On large projects, the Planning Board may require the applicant to determine impact upon congestion levels and air emission levels using either the Strafford Regional Planning Commission traffic models or other appropriate traffic and air quality tools.
- 16.4.7 <u>Durham Traffic Model</u>. On larger projects where significant impacts are likely, the Planning Board may require the applicant to pay for a Durham Traffic Model simulation to determine likely impacts.
- 16.4.8 The Planning Board, at its reasonable discretion, may deny any project:a) that would reduce the level of service (LOS) at any neighboring road or intersection by one level or more;
 - b) that would likely result in a service level of E or F during any peak hour or where service level E or F conditions presently exist during any peak hour, if the proposed project is expected to aggravate those existing conditions in any meaningful way;
 - c) that would otherwise have a significantly negative impact or cause unsafe conditions on any neighboring road or intersection;
 - d) for which there is not sufficient capacity at any neighboring road or intersection to support the project; or

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R Mower 8/20/2015 1:51 PM

Comment [5]: I disagree that LOS should be the benchmark. More recent transportation engineering recognizes that LOS does not address multi-modal use of streets. Basing decisions on LOS may also be detrimental to economic vitality. R Mower 8/20/2015 1:58 PM

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