Granite State Future
Sharing What’s Working: 5X5 Grantee Success Story

New England Peer Exchange
Building Competitive Communities and Regions
August 8 and 9, 2013
North Country Council
Bethlehem, NH

Lakes Region Planning Commission
Meredith, NH

Upper Valley Lake Sunapee RPC
Lebanon, NH

Southwest Region Planning Comm.
Keene, NH

Central NH Regional Planning Commission
Concord, NH

Southern NH Planning Commission
Manchester, NH

Nashua Regional Planning Commission
Merrimack, NH

Rockingham Planning Commission
Exeter, NH

Strafford Regional Planning Commission
Rochester, NH
COLLABORATION & PLANNING FRAMEWORK

Linking local, regional and state planning

State Development Plan
RSA 9-A

Regional Planning
RSA 36:47

Local Master Plan
RSA 674:2

CHAPTERS

- Transportation
- Environment
- Housing
- Energy Efficiency & Green Building
- Community & Economic Vitality
- Water Infrastructure
COMMON OUTREACH EFFORTS

Shared Products

TAG CLOUD

Transportation  SRPC  Community
SRPC  Economic
Community
and
Vitality

Regional
Planning

Arts  Broadband  LRPC  SWRPC
Capital Improvement Program  SNHPC
Partners  Environment  FAQ
Permaculture
NH Housing  Agriculture  Technical Assistance
Opportunities  Hazard Mitigation  Climate
Outreach  Implementation  Health  NCC

Nashua Regional Planning Commission - Online Forum

Explore Your Region!

Take a look at the Locations and Topics your neighbors have entered by selecting either tab above.

Either add a new point or vote and comment on what others have entered below.

Add a New Point

Idea suggestions, what's missing?

Vote or comment on what others have already submitted.

Search the Ideas:
COMMUNIITIES OF INTEREST:
- 9 “Communities”
- 20 Focus Groups
- 120 Participants

COMMUNITIES OF PLACE:
- 10 Locations
- 45 Small Groups
- 535 +/- participants
REGIONAL OUTREACH EFFORTS

Committees, Workshops, Events

MISSED THE WORKSHOP?

TRANSPORTATION WORKSHOP 2/12/2013
- Presentation
- Discussion Guide
- What We Heard - Summary of Discussion
- Workshop Input - Table of all Comments

HOUSING WORKSHOP 3/29/2013

MISSED THE MEETING?

NRPC'S REGIONAL PLAN SUBCOMMITTEES

Regional Plan Advisory Subcommittees' Roles and Responsibilities

ADVISORY COMMITTEE
- June 25, 2013
- April 9, 2013
- February 26, 2013
- January 29, 2013

COMMUNITY & ECONOMIC VITALITY
- July 17, 2013

NATURAL RESOURCES
- Stay tuned for upcoming meetings

TRANSPORTATION COMMITTEE
- June 24, 2013
New England Peer Exchange
August 8-9, 2013
Portsmouth, NH
Overview
Regional Plan for Long Term Sustainable Growth

Raising Median Income linked with Mobilize Maine and the new Aroostook Washington Economic Development District (AWEDDD)

Multiple Components ...
GROWashington-Aroostook is a regional planning process focused on job creation, modern infrastructure, and healthy, affordable communities in the counties of Aroostook and Washington, here in northeastern Maine.
Asset-based Methodology Applied to Gro-WA planning process

- Adopted in 2009
- Indigenous assets seen as primary drivers of Econ Dev strategic planning and implementation
- Fundamental difference in focus on “what the region has” not “what the region lacks”
- Gro-WA work components utilize asset-mapping and sector identification principles
Regional Plan Components

- Economic Development
- Workforce Development
- Renewable Energy Related Training
- Brownfields Economic Renewal
- Transportation Infrastructure for Economic Development
- Modernizing Communications Electric Utility Infrastructure
- Sustainable Housing
- Transportation Housing
- Healthy Communities
- Climate Change Infrastructure Resilience
- Water Infrastructure Investment
- Growth Management Law Change
Asset-based process

• Goal Setting
• Asset Mapping
• Sector selection
• Implementation
• Northern Maine example
Sustainable Land Use Regulation Project
SUCCESS #1 – BUILDING ON PREVIOUS WORK
(EPA SMART GROWTH IMPLEMENTATION ASSISTANCE GRANT PROJECT)
SUCCESS #2 – PLANNING FOR AND LEARNING FROM A WIDE RANGE OF COMMUNITIES

Capitol Region Working Group Communities

Best Practices: Sustainable Land Use Regulations
SUCCESS #3 – UNDERSTANDING OUR STRENGTHS & WEAKNESSES

<table>
<thead>
<tr>
<th>TOWN OF WINDSOR ZONING REGULATIONS</th>
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<td><strong>EXISTING REGULATIONS</strong></td>
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<td>The current regulations do not allow existing nonconforming structures or development on nonconforming lots to be renovated or expanded without complying with all standards.</td>
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<td>There are no incentives for the provision of structured parking.</td>
<td>Allow some or all of the area provided for structured parking to be exempted from FAR, or allow structured parking spaces to receive accelerated credit towards parking requirements.</td>
<td>Hartford, CT, exempts structured parking spaces provided for residential uses in the B-2 district from FAR calculations. Fayetteville, NC, allows parking spaces in a parking structure to be credited toward shared or off-site parking requirements even when these spaces are more than 1,000 feet from the use they serve.</td>
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<td>Bicycle racks are required at transit stops and some building entrances (Sec. 3.5.2).</td>
<td>Clarify when bicycle parking facilities are required for specific use types or in specific locations. Add standards or incentives for bicycle parking.</td>
<td>Alexandria, VA, requires bicycle parking spaces to be provided (based upon square footage) for office and retail uses, as well as one bicycle parking space for every 10 multifamily residential units to be located within 50 feet of the building entrance used by bicyclists in all zone districts in the city. Portsmouth, VA, requires bicycle parking within 50 feet of building entrances in the high density residential, mixed-use, and activity center zone districts based on the number of vehicular spaces (uses with over 20 spaces are required to provide 4 bike parking spaces for each additional 10 vehicular spaces, up to a maximum of 100 bike spaces).</td>
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SUCCESS #4 – COORDINATING TO LAY THE GROUNDWORK FOR TOD SUCCESS

Fully built out residential density with proposed transit

Walking zones around existing and proposed transit overlaid on existing and zoning-enabled residential density.

Zoning-enabled density calculated from current CRCOG zoning data, see Residential Density map for existing density methodology.

Walking distance to transit
- Proposed busway and commuter rail
- Express bus
- High frequency (Up to 30 min. headways)
- Low frequency (30+ min. headways)

Existing residential density
Below transit-supportive threshold
- Less than 3 du/acre
- 1 du/acre
- 2 du/acre
- 3 du/acre

Supports local bus services
- 4 du/acre
- 5 du/acre
- 6 du/acre

More frequent bus service
- 7 du/acre
- 8 du/acre

Possible light rail

Zoning-enabled residential density
- Below transit-supportive threshold
- Supports local bus services
- Supports intermediate or express bus services
SUCCESS #5 – REACHING OUT IN NEW WAYS FOR IMPLEMENTATION SUCCESS
Food Mapping

Housing Needs Assessment

Policy/Regulatory Audits

Where are food sources located in our region?

Where is housing located within walking distance of food sources?

How can these two resources be better positioned in the future?
Upper Valley Lake Sunapee Regional Planning Commission
HUD Community Challenge Grant
Upper Valley Lake Sunapee Regional Planning Commission
HUD Community Challenge Grant
Plan Today for Tomorrow’s Flood

Arriving at a framework for local flood resilience in Vermont

Vermont Department of Housing and Community Development

Faith Ingulsrud, Planning Coordinator