

# Implementation Strategy & Future Land Use Plan

# 2

## 1. Introduction

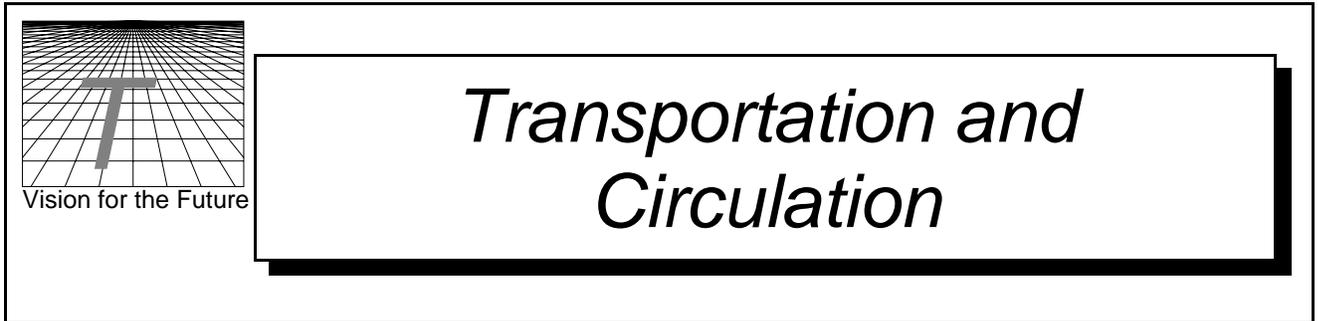
Barrington's Strategic Master Plan is a document that defines where the community wants to be in the future and how it will get there. In order for the town to realize its collective *Vision* and achieve the *Strategic Objectives* identified by the community, an effective *Implementation Strategy* must be established. This chapter of the maser plan outlines key actions that the town should take over the next decade to realize the goals articulated during this strategic planning process.

The implementation strategy is organized under six major planning concepts. These six concepts include: Transportation and Circulation; Land Planning and Design Standards; Economic Development; Natural Resources and Open Space; Municipal Facilities; and Regional Cooperative Efforts. Each planning concept is composed of one or more issue statements that identifies the strategic objectives being addressed. These planning concepts are then followed by a series of specific recommended actions that the Town of Barrington should consider in order to achieve the desired objectives outlined in the *Vision for Barrington* (Chapter 1).

A Future Land Use Map, that identifies overall land use patterns, is also included in this chapter. While the map does not specifically illustrate all of the recommended actions outlined in the *Implementation Strategy*, it does highlight key land use approaches for broad geographic areas of the community that emerged during the public planning process.

It must be emphasized that the *Implementation Strategy*, like the Strategic Master Plan itself, is not a static document. Once adopted, it should be reviewed and updated periodically to ensure that the proposed actions, based on current conditions within Barrington, are still appropriate.

## 2. Implementation Strategies



### A. Transportation and Circulation

#### 1. Encourage Street Networks With Multiple Connections and Direct Routes

**Key Issues** - Transportation accessibility is measured in terms of travel mileage and time to desired locations such as work, recreation, shopping, and adjoining residential areas. Poor accessibility affects residents' ability to efficiently link trips for different purposes and the opportunity to complete more than one activity at a single stop.

#### **Recommended Actions:**

- ▶ **New Developments** - Large-scale development projects should have connections to adjacent roads where feasible. This can be accomplished by facilitating internal collectors and subcollectors, multiple entrances, and interconnections between subdivisions. This would disperse traffic rather than concentrating it at a handful of intersections. In addition, street networks offer a more direct route and hence generate fewer vehicle miles of travel, while also encouraging walking and biking.
- ▶ **Residential Neighborhoods** - Many new residential streets in Barrington have large blocks, curving roadways and branching patterns. There are some advantages to this type of system such as reducing through trips, discouraging crime, and providing options for circumventing valuable natural resources more easily. The town should strive to provide the advantages of both traditional and contemporary streets – a hybrid network. With proper design, new streets can be safe, easily interpreted by the driver, as well as short and curved to follow the lay of the land. Residential streets should also be connected to adjacent public roadways where possible.
- ▶ **Local Collectors** - Several Class VI roads serve as potential inhibitors to effective traffic distribution and circulation by severing the local road network. The town should consider upgrading some of these roads with careful consideration of possible impacts on the community. Criteria for upgrades should include: aesthetic impact on the roadway; existing volumes and potential changes in traffic distribution;

emergency access; required land takings; impacts on adjoining residential areas; reconstruction and maintenance costs; existing recreation uses; and safety considerations.

Flexible criteria, such as roadway width and use of the road, should be developed by the town to evaluate and identify specific Class VI roads for possible upgrading to Class V status.

## *2. Ensure that Locals Road Design Standards are in Keeping with Rural Character*

**Key Issues** - There is a growing consensus among planners that some streets are over-designed for their intended purpose and represent substantial costs to communities in terms of maintenance and repair. Narrower streets save energy and cost for communities due to less asphalt (or other surface materials) and energy during construction, and have less of an impact on ambient air temperatures and thus moderate air conditioning demands. Narrower streets also calm traffic and cause vehicle operating speeds to decline.

### **Recommended Actions:**

Barrington's street construction requirements have the potential to produce wider roads than necessary in some parts of town resulting in higher speeds and potential safety concerns. In many cases, these wider roads may not be in keeping with the rural character of the community. Specific recommendations include the following:

- ▶ Base street width and surface requirements on projected traffic volumes with a change of 16 feet to 24 feet.
- ▶ Provide opportunities to reduce right-of-way requirements for existing roads that need to be upgraded and new roads, which serve small volumes of traffic (30 to 50 feet).
- ▶ Increase opportunities for shared driveways (a maximum of two is currently allowed).
- ▶ Provide for adequate planted green strip or natural vegetative cover and preserve adjacent street trees whenever possible.
- ▶ Provide opportunities for residential frontage roads serving multiple homes, reducing curbcuts, and protecting natural greenbelts along existing town roads.
- ▶ Provide for pedestrian and bicycle facilities where needed.
- ▶ Consider long-term municipal costs, physical attributes/constraints, projected traffic volumes and aesthetic impacts prior to converting un-paved roads to paved.
- ▶ Require all developments of a certain size (e.g., those generating 200 or more trip ends per day) or which are located in areas where traffic or roadway problems already exist (e.g., high accident area, poor site distance or alignment) to submit a traffic impact study. To minimize the impact of intensive developments on the

town's arterial highways and rural environment, require such mitigation measures as: (1) acceleration and deceleration lanes, (2) vegetative buffer areas between the highway and parking areas and between the development and surrounding existing uses, (3) ample on-site landscaping, and (4) sidewalks and walkways.

- ▶ Continue to use impact fees requiring off-site transportation-related improvements that are attributable to a specific proposed development.

The town needs to define the purpose of its roads, which can be a difficult task because many of them serve two or more functions. Nonetheless, distinctions in terms of design standards, based on a roadway and traffic study for the Town of Barrington, should be made between local collectors and access roads (public and private). The stated purpose of each road type should be the basis for its design, use, and maintenance requirements. Local access roads serving smaller residential developments could be reduced in scale to enhance neighborhood character, reduce traffic speeds, reduce construction and maintenance costs, and still provide safe access.

### ***3. Improve Selected Intersections***

**Key Issues** - As outlined below a number of intersections will require improvements due to existing and projected operations and safety characteristics. During the engineering design phase involved in determining how to improve each intersection, it should be decided whether it would be desirable to provide additional pedestrian amenities (based on existing and expected pedestrian traffic at the intersection). The intersection improvements identified below can be funded through both town and state funding sources. In addition, intersections affected by private development could be funded as part of a mitigation package related to the specific development.

**Recommended Actions:**

<b>Recommended Intersection Improvements</b>		
<b>Intersections</b>	<b>Safety Issues</b>	<b>Potential Improvements</b>
Route 125 & Beauty Hill Road	High speeds and poor site distances	Install warning beacon or signal, install left-turn lanes on both roads
Route 125 & Old Province Road	High speeds and limited gaps in traffic	Reconfigure approach to improve alignment, install left-turn lanes
Route 125/Scuton Pond Rd./Substitute Rd.	High speeds and limited gaps in traffic	Install warning beacon
Route 125/Green Hill Road/Tolend Rd.	High speeds and limited gaps in traffic	Install warning beacon or signal
Route 9 & Oak Hill Road	High speeds and limited gaps in traffic	Install warning beacon or signal, install left-turn lanes on Route 9
Route 9 & Young Road	Poor site distances and geometry	Reconfigure approach to improve alignment, install warning beacon
Pond Hill Rd. & Route 202	Poor site distance and geometry	Install signage to warn of dangerous intersection
Routes 9/202/4	High speeds, passing lanes, limited gaps	Reconfigure approach to improve alignment, left-turn lanes
Routes 126 & 202	Poor site distances and geometry	Reconfigure approach to improve alignment, install warning beacons
Routes 126 & 9	High speeds and limited gaps in traffic	Install signage to warn of dangerous intersection; install light to be used during peak traffic hours
Route 125 & Elementary School	High speeds and limited gaps in traffic	Install signage to warn of dangerous intersection; install light to be used during peak traffic hours

**4. Utilize Traffic Calming Measures on Local Roads to Improve Safety, Reduce Speed, and Improve Aesthetics**

**Key Issues** - Traffic calming measures are physical changes to roadways designed to slow drivers down and make them more alert to surrounding traffic conditions, pedestrians and bicyclists. Traffic calming measures appropriate for Barrington may include additional signage, narrow roads, roundabouts, painted pedestrian crossings, on-street parking and streetscape treatments.

**Recommended Actions:**

Implement traffic calming techniques to achieve the following results:

- ▶ Make physical street improvements that enhance living conditions and do not reduce property values
- ▶ Facilitate street sharing by cars, pedestrians and bicyclists
- ▶ Maximize the efficiency of inadequate roads before new infrastructure is built
- ▶ Reduce traffic speeds
- ▶ Improve safety

The “livability” of streets decline as volume and speed of traffic increases. Residents are more likely to walk, bike, and play along streets where speed is low to moderate. The width of local streets is probably the most important factor in effective traffic calming. The purpose of traffic calming measures is to reduce speed through design (not just posted speed limits). Design speeds between 20 and 35 mph are recommended. Speed limits must be self-enforcing, particularly on local streets.

Appropriate traffic calming treatments for roadways experiencing cut-through traffic or speed problems should be considered on a case-by-case basis. Issues to consider when developing traffic calming solutions include emergency vehicle access, school bus access, potential inconvenience to local residents and potential traffic diversions.

It is recommended that as a first step, the town establish a methodology to identify and define priorities for transportation corridors and neighborhood areas in developing traffic calming solutions. Working with the top two or three priorities, the town should explore the development of traffic calming strategies which address the specific issues and objectives of those residents most directly affected. Paramount to the success of this planning process is that there is a common understanding of the traffic problem, which is clearly articulated so that mutually acceptable solutions can be identified and ultimately implemented.

**5. Protect and Preserve Scenic Roads**

**Key Issues** - Under New Hampshire RSA 231:157 municipalities can designate local roads, other than Class I and II highways, as a “scenic road” by vote at Town Meeting. After a road has been designated as a scenic road any repair, maintenance, reconstruction, or paving work done with respect to the cutting or removal of trees, or the tearing down or destruction of stone walls, can not be done without prior written consent of the town.

**Recommended Actions:**

The town should protect the character of local roads by identifying those that are particularly significant to local historic and rural character. In addition to those roads already designated (Old Canaan Road, Back Canaan Road, and Cooper Hill Road) the following, or specific portions of these roads, should be considered for designation as scenic roads:

- ▶ Beauty Hill Road
- ▶ Green Hill Road
- ▶ Swains Road

**6. Continue to Update the Local Road Surface Maintenance Program**

**Key Issues** - The town should continue to update the Local Road Surface Maintenance Program including an assessment of existing roadway conditions, routine maintenance requirements and schedule, projected timeframe for improvements (from extended maintenance to reconstruction), estimated cost of current maintenance and future improvements, target dates for improvements, and potential funding sources. Where such improvements require significant cost, include them in the Barrington Capital Improvements Program.

**Recommended Actions:**

Surface Maintenance Programs are typically completed on an 8-year schedule and approved by the Board of Selectmen on an annual basis. The following principals should be applied through this program:

- ▶ Maintain safe and passable roadways
- ▶ Upgrade tar and gravel roads to hard surfaces as necessary.
- ▶ Consider: (1) preventing subdivisions on Class VI or private roads unless the road is brought up to Class V specifications and (2) planning for future traffic circulation that may include upgrades to strategic Class VI roads.
- ▶ Continue the practice of requiring off-site roadway improvements for large developments and review the current procedures to ensure that they are easily administered, legally defensible, and equitable.
- ▶ In cooperation with the Public Works Department prepare a Capital Improvements Program that would include appropriate transportation projects with associated costs over the next six years.

**7. Initiate a Neighborhood Speed Control Program**

**Key Issues** - The impacts of traffic in residential neighborhoods have become a growing concern in Barrington during recent years. A Neighborhood Speed Control Program should

be designed to allow residents to work together to reduce speeding on neighborhood streets. The program should focus on safety education, vehicular law enforcement, and the mutual responsibility of residents living in the community.

**Recommended Actions:**

- ▶ **Traffic Safety Awareness Campaign** – Develop an ongoing campaign to heighten public awareness to reduce speeds in residential areas. This campaign can include distribution of flyers, writing letters to local papers, creating special signs asking people to slow down, and placing informative door hangers on neighborhood homes.
- ▶ **Community Outreach Program** – Establish a committee comprised of residents and public officials to identify concerns and issues, and discuss ways to solve them.
- ▶ **Special Speed Enforcement Program** – At the beginning of the school year, the police department can institute a special speed enforcement program in areas near schools. The purpose would be to cite violators and remind them that school is in session and that conformance to speed limits is critical for students' safety.

**8. Expand Transportation Alternatives**

**Key Issues** - The town should work with the State of New Hampshire and regional organizations and other agencies to develop alternative transportation options other than personal vehicle use. Expanding regional public transportation systems, park-and-ride facilities, multiuse path networks, designated bike lanes, and other such goals are considered a means of reducing demands on the highway network. The following are additional actions that should be considered by the town:

**Recommended Actions:**

- ▶ Ensure that local requirements for access, driveway design, and traffic impact standards are compatible with alternative transportation modes.
- ▶ Work with other towns and organizations to create a multi-use path system and bike lanes adjacent to regional highways.
- ▶ Encourage transportation demand management (TDM) programs such as ride sharing for Barrington employment centers such as public schools, Town Hall, and larger local employers.
- ▶ Work with COAST to establish limited but regular fixed route bus service in the future to key locations in town such as developing employment and mixed use centers along Route 125. These locations should also be serviced with park-and-ride facilities.

Barrington also has several opportunities to create bicycle lanes, trails and routes throughout the community. Currently there is no designated bicycle path network in the community, yet bicycle usage is a common feature in town. The town should work with the Strafford Regional Planning Commission (SRPC) and surrounding communities to facilitate a regional bicycle lane network on major arterials, and to be included in the regional Transportation Improvement Plan (TIP). The segments to be prioritized include the following:

- ▶ Route 125
- ▶ Route 9
- ▶ Route 202



## B. Land Planning and Design Standards

### 1. Prepare a New Zoning Ordinance

**Key Issues** - In order to accomplish the *Strategic Objectives* suggested in this master plan, including the land use alternatives identified on the Future Land Use Map, the zoning ordinance and other land use regulations in Barrington will have to be changed. In addition, other non-regulatory approaches, such as open space acquisition, will be required in order to achieve the land use objectives outlined in this plan.

#### Recommended Actions

- ▶ The existing zoning ordinance, as well as other land use regulations in Barrington, should be revised in order to accomplish the various objectives outlined in the *Vision for Barrington* (Chapter 1). This will not be an easy or simple task. The revised ordinance and regulations should include, if possible, the following concepts.
  - Revised zoning district boundaries and update of current zoning regulations.
  - Use the concept of a Design Overlay District for the Route 125 corridor.
  - Offer incentives, such as density bonuses, to encourage cluster residential development.
  - Require that open space be designated in subdivisions located in rural areas of Barrington. In addition, promote the clustering of housing in rural areas in order to maximize contiguous open space for wildlife and recreational uses.
  - Establish performance and design standards, under the revised zoning ordinance and site plan review regulations, in order to guide decision making about commercial and industrial development proposals. Specific attention should focus on requirements for parking lot layout and landscaping. The design guidelines should include illustrations in order to more effectively communicate practical design alternatives.

- Create alternative development and improvement standards for different portions of the town. For example, the design and width of streets in rural areas should be different than standard established for the town center.
- Authorize the creation of industrial and business parks on land adjacent to the Route 125 corridor in order to avoid numerous strips of commercial development adjacent to roadways. This approach should also encourage connections between adjacent parking lots and the construction of interior roadways to connect commercial lots.
- Create overlay and/or floating zones to protect important environmental resources such as the Isinglass River corridor and groundwater resources.

## **2. Reinvent Strip Development on Major Corridors**

**Key Issues** - Barrington's zoning regulations incorporate all state highways including Route 125, 4, 9, 202, and 202A into the Highway Business District that permits various types of commercial land uses. The town must anticipate changes in consumer preference as the community grows and changes. Consumers today are looking for attractive, convenient, pedestrian friendly and safe environments for shopping, services and entertainment. The town should provide flexible land use regulations to allow developers to adjust to these changing market demands. Transportation improvements should also be scaled to the specific nature of the corridor and balanced to serve multiple needs and purposes.

### **Recommended Actions:**

- ▶ Through site plan review the town should encourage the consolidation of driveways and interconnect parcels so that automobile and pedestrian movements are possible without using the arterial road. Minimizing access points can also significantly reduce the accident rate.
- ▶ Frontage roads should be encouraged for both residential and commercial developments, where appropriate, to reduce curbcuts and protect natural greenbelts.
- ▶ Intermittent landscaped medians should be provided to create attractive gateway amenities to the corridor and indicate a sense of arrival. This approach would also be effective in protecting turning movements and creating safe havens for pedestrians and bike riders.
- ▶ Parking can dominate the landscape on commercial corridors due to extensive local requirements or perceived needs by property owners. Local regulations should be carefully applied with the following objectives.
  - Construct parking lots and structures for reasonable demands that also provides for peak parking and overflow areas
  - Encourage and provide opportunities for shared parking among adjacent uses
  - Facilitate good circulation and well-landscaped parking lots
  - Place parking on the side or behind buildings where possible to reduce visual impacts and protect the rural character of the community
- ▶ Sign regulations in the existing Highway Business District should be re-evaluated

in terms of the size and height permitted. These large signs cumulatively may have a negative impact on the scenic quality of these corridors as development progresses. Smaller, lower signs of high quality materials and exterior lighting may be more effective and in keeping with the community's rural character.

### ***3. Use Transportation Improvements to Enhance the Character of a New Town Center***

**Key Issues** - Development preferences have changed over the past several years making small villages with traditional mixed-use development increasingly popular. While this development activity is considered a land use issue, it is also directly tied to the local and regional transportation system as more commercial development has occurred over the past several years in Barrington.

#### **Recommended Actions:**

The Routes 125 and 9 areas are particularly suitable for a town center given their high visibility, traffic volumes, established businesses, and recent traffic improvements. A boulevard, center island, or extended landscaping on either side of the roadway would narrow the corridor and provide a sense of arrival, a refuge for pedestrians who might cross the street at this point, and a traffic calming device which would slow vehicle speeds.

Town Center improvements should include the following types of transportation changes in order to guide future development.

- ▶ Provide a comfortable environment for pedestrians and bicyclists, as well as vehicles.
- ▶ Provide a balance between public parking and private parking
- ▶ Do not allow parking at the expense of eroding the character of a traditional village.
- ▶ Additional parking should be located on-street when possible, or on the side or rear area of existing and new buildings
- ▶ Visible and high quality directional signage should be provided in the New Town Center to direct travelers to points of interest

### ***4. Adopt Design Review Guidelines for Significant Developments Along the Route 125 Corridor***

**Key Issues** - The purpose of design review guidelines is to preserve and enhance the town's cultural, economic and historical resources by providing for a detailed review of changes in land use, the appearance of structures and the development of sites which may affect these resources. The review process is intended to achieve the following.

- ▶ Enhance the social and economic viability of the town by preserving property values and promoting the attractiveness of the town as a place to live, visit and shop
- ▶ Encourage the conservation of buildings and groups of buildings that have aesthetic or historic significance
- ▶ Prevent alterations that are incompatible with the existing environment or that are of inferior quality or appearance

- ▶ Encourage flexibility and variety in future development

**Recommended Actions:**

**Review Process** - A Design Review Board should be established to review applications and make recommendations to the Planning Board concerning the conformance of a proposed development to a given set of design review standards. Reviewable actions should include significant alterations, expansion, and new development and signage for the following: commercial and industrial uses and building within 100 feet or visible from public road right-of-ways; development fronting on designated scenic roads; and public buildings.

**Design Review Principles** - Design review principles are intended to guide an applicant in the development of a site and building construction, as well as the Design Review Board in its examination of proposed actions. These principles and standards should not be inflexible requirements or intended to discourage creativity, invention or innovation. The Design Review Board should specifically be precluded from mandating any official, aesthetic style for Barrington or for imposing the style of any particular historical period.

The town should consider the following general principles when reviewing projects.

- ▶ Every reasonable effort should be made to preserve the distinguishing original qualities of a building, structure or site and its environment. The removal or alteration of historic material or architectural features should be avoided when possible.
- ▶ All buildings, structures and sites should be recognized as products of their own time. Alterations that have no historical basis and that seek to create an earlier appearance should be discouraged.
- ▶ Stylistic features distinctive to the architecture of a specific building, structure or landscape, or examples of skilled craft which characterize a building, structure or site should be conserved or preserved where feasible and appropriate, and may be considered for use as the basis for design of additions. Their removal or alteration should be avoided whenever possible.
- ▶ Contemporary designs for new structures or sites, alterations or additions to existing properties should not be discouraged when such new development does not destroy significant historical, architectural or cultural material, and when such design is compatible with the design character of the surrounding environment.
- ▶ The design of alterations and additions should, where reasonable and appropriate, strive to improve the quality, appearance and usability of existing buildings, structures and sites.

**Design Review Standards** - The town should consider the following standards in the course of design review of a proposed action.

- ▶ **Height** - The height of proposed alterations should be compatible with the style and character of the building, structure or site being altered and that of the surroundings.
- ▶ **Proportions** - The proportions and relationships of height to width between

windows, doors, signs and other architectural elements should be compatible with the architectural style and character of the building or structure and that of the immediate surroundings.

- ▶ **Relation of Structures and Spaces** - The relation of a structure to the open space between it and adjoining structures should be compatible with such relations in the surroundings.
- ▶ **Shape** - The shape of roofs, windows, doors and other design elements should be compatible with the architectural style and character of a building or site, and that of its surroundings.
- ▶ **Landscape** - Proposed landscape development or alteration should be compatible with the character and appearance of the surrounding area. Landscape and streetscape elements, including topography, plantings and paving patterns, should provide continuity and definition to the street, pedestrian areas and surrounding landscape.
- ▶ **Scale** - The scale of a structure or landscape alteration should be compatible with its architectural or landscape design style and character and that of the surroundings. The scale of ground-level design elements such as building entryways, windows, porches, plazas, parks, pedestrian furniture, plantings and other street and site elements should be determined by and directed toward the use, comprehension and enjoyment of pedestrians.
- ▶ **Directional Expression** - Building facades and other architectural and landscape design elements should be compatible with those of others in the surrounding area with regard to the dominant vertical or horizontal expression or direction related to use and historical or cultural character, as appropriate.
- ▶ **Architectural and Site Details** - Architectural and site details including signs, lighting, pedestrian furniture, planting and paving, along with materials, colors, textures and grade should be treated so as to be compatible with the original architectural and landscape design style of the structure or site and to preserve and enhance the character of the surrounding area.
- ▶ **Signs** - The design of signs should reflect the scale and character of the structure or site and its surroundings. Signs should simply and clearly identify individual establishments, buildings, locations and uses, while remaining subordinate to the architecture and larger streetscape. The choice of materials, color, size, method of illumination and character of symbolic representation on signs should be compatible with the architectural or landscape design style of the structure or site, and those of other signs in the surroundings.

##### 5. *Enhance the Route 125 Corridor Through Quality Mixed-Use Development and Access Management*

**Key Issues** - Route 125 is the major arterial highway in Barrington. The New Hampshire Department of Transportation (NHDOT) has made various improvements to the corridor and several more are needed as described in the *Vision for Barrington*. However, there are several smaller measures that can be taken by the town to improve site access, limit or reconfigure curb-cuts, and improve intersections with poor safety or Level of Service (LOS) records that can and should be accomplished without significant changes to the highway's

cross section. In order to improve the efficiency, capacity, safety, aesthetics, and economic opportunities on the corridor, several actions should be considered.

**Recommended Actions:**

- ▶ **Encourage Nodal Development** – Protecting open space and existing vegetative buffers is an important development objective for the Route 125 Corridor. This can be effectively accomplished by encouraging development to locate in established or targeted economic development areas within the corridor, and emphasizing connectedness of the open spaces between the nodes.
- ▶ **Coordination Between Properties** - Beyond the state’s right-of-way, several other improvements could be made. There may be adjoining properties located on the corridor where internal connections can be made. This would accomplish shared parking and access resulting in few trips and turning movements and curbcuts on Route 125.
- ▶ **Aesthetic Impact Management** - A Route 125 Overlay District should be prepared to meet the following standards.
  - Establish an area of jurisdiction from the edge of the right-of-way with a minimum natural buffer abutting both sides in which limited tree or undergrowth clearing would be permitted
  - Establish limits on impervious surfaces
  - Control outdoor lighting and provide for attractive commercial signs
  - Adopt strict curb-cut standards for streets intersecting with the corridor
  - Established a design review process (outlined in the previous section) to address the following issues: advertising; outdoor lighting; intersection design; “adopt a highway” program for litter; natural noise attenuation; and tree plantings where necessary to screen development
- ▶ **Frontage Roads** - During the preparation of the master plan, it became obvious that many residents and local officials preferred to see access to the corridor from local streets controlled and coordinated as much as possible. However, there are several undeveloped land parcels along the corridor that will need access onto Route 125. Future development on these parcels should be reviewed carefully and encouraged to share access with adjacent properties and possibly through frontage road connections to existing local roads as the opportunity presents itself.
- ▶ **Continue to Communicate with Stakeholders** - The Town of Barrington should continue to work with local residents, the business community and other interested groups in preparing traffic and access management plans for the Route 125 Corridor.



## *Economic Development*

### **C. Economic Development**

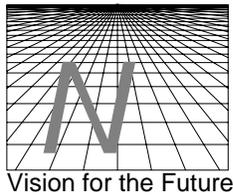
**Key Issues** - Only a small portion of Barrington's land base, approximately 217 acres or less than 1% of the estimated total land area within the community, has been developed for commercial or industrial purposes. Most of this type of development activity has occurred adjacent to the Routes 4 and 125 roadway corridors. In addition, although land along these corridors are zoned for commercial development, encroachment by permitted residential uses along these roadways has considerably reduced the available supply of suitably zoned land to a relatively small number of parcels. Unless a concerted effort is made to retain the remaining undeveloped land, or identify other potential locations for these types of commercial land uses, it will be very difficult for the town to expand the non-residential portion of its tax base to any greater degree.

#### **Recommended Actions:**

- ▶ The Town of Barrington should establish, under the authority of New Hampshire RSA 162-K, a non-profit economic development corporation in order to attract new commercial and industrial activities to Barrington. The initial focus of this effort should be on portions of the community identified for these types of activities on the Future Land Use Map. The corporation should be authorized to engage in a variety of different activities including
  - Acquisition of property for development related purposes
  - Negotiation of the sale or lease of property for private development purposes
  - Evaluate and make recommendations to the town about infrastructure improvements such as roadway changes and the feasibility of creating a municipal water system based on existing groundwater resources
  - Administration of tax increment financing program if adopted by the town
  - Administer grant funds and funds appropriated by the town relating to industrial or commercial development activities
  - Prepare an annual report for distribution to town residents that outlines development efforts and financial activities
- ▶ Evaluate the feasibility of establishing a municipal water system, based on existing groundwater capacity, in the Route 125 Corridor.
- ▶ Establish a business recruitment strategy in order to target specific industrial (business) clusters that can provide the best fit for the community's economic and

employment needs, that maintain or improves environmental qualities, and that are fiscally positive for the town. This criteria should also provide guidance for evaluating the benefits and costs associated with proposed development initiatives.

- ▶ Identify and evaluate alternative methods for increasing back lot development in commercial and industrial areas of Barrington. This approach may require changes in land use regulations, as well as the acquisition of key land parcels by the economic development corporation.
- ▶ Work with existing public utilities to improve the availability of three phase electrical service and high-speed Internet service, including fiber optics, in the industrial and commercial areas of the community.



## Natural Resources and Open Space

### D. Natural Resources and Open Space

#### 1. Increase Open Space Protection Efforts

**Key Issues** - There is a growing concern in Barrington that future development will result in a decline in the amount of open space and undeveloped land in the community, as well as access to these resources (See *An Inventory of Natural Resources* - September 2001 and *Open Space, Recreation, Town Center Plan*, December 2001). A decline in open space would most likely result in a decrease in existing outdoor recreation opportunities, eliminate wildlife habitat and damage the diversity of woodlands and plant species within Barrington. It is extremely important that the community take action to identify and preserve open space, especially in more undeveloped areas of the community.

#### Recommended Actions:

- ▶ In order to protect open space for recreation, wildlife habitat, the maintenance of water quality and the preservation of woodlands, the following actions should be taken.
  - Based on the findings contained in Barrington's *Inventory of Natural Resources* (September 2001) criteria and specific open space locations for property acquisition within the community should be identified
  - Expand buffer zones to protect water quality and wetland areas
  - Specific wildlife corridors for open space and natural resource protection in Barrington should be identified
  - Alternative sites for property and easement acquisitions should be identified,

as well as techniques for implementation. This effort should also include a process for acquiring beach front property for use by town residents.

- Work with large landowners to identify different approaches for minimizing possible future land development. Recognize that this may require a combination of financial incentives (e.g. purchase of development rights) and the limiting of certain types of development alternatives (mandatory clustering of residential dwelling units).
- Encourage the creation, or expansion, of a non-profit land trust that can assist in the acquisition of development rights or ownership of open space land parcels in Barrington.

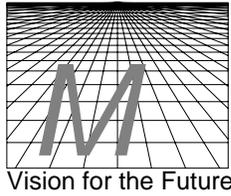
## ***2. Improve and Expand Natural Resource Protection Efforts***

**Key Issues** - The increasing amount of land development in Barrington has raised a number of concerns about impacts on environmental quality and natural resources in the community. There is also concern that the town does not presently have the types of information and data required to evaluate the various environmental impacts associated with development proposals. Barrington needs to initiate a process of assembling existing environmental information and then use that information in evaluating development initiatives. Of equal importance is the quality of key environmental features (such as groundwater, lakes, rivers and ponds) in the community. These key environmental features should be monitored in order to track cumulative changes in these natural resources over time. This data also needs to be made available in a format that can easily be accessed by town residents.

### **Recommended Actions:**

- ▶ The Town of Barrington should identify, based on updated state and federal information, the location, quality and quantity of existing groundwater supplies in the community, and the connection of these groundwater supplies to sources in adjacent communities. Based on this information the following actions should be taken.
  - Prepare changes in the zoning ordinance and land use regulations to minimize discharge on land areas that act as a recharge source for the groundwater supply. This may require changes in the groundwater overlay district in the existing zoning ordinance as well as alteration of impervious surface regulations.
  - Develop a database and approach for monitoring the quality of existing groundwater supplies and for evaluating the cumulative impacts of water withdrawal on existing groundwater resources within Barrington.
  - Include in revised land use regulations a requirement for a technical assessment of any development proposal that would require a significant use of existing groundwater supplies.
  - Prepare standards that may result in a development moratorium if, based on groundwater quantity data, the supply of groundwater for existing users could be negatively impacted by future development activities.

- Provide educational information and advise to local residents about how to protect and maintain the quality of existing groundwater in Barrington.
- ▶ Expand existing efforts to collect and analyze environmental information to include the following.
  - Collect environmental data and information relating to the Town of Barrington. Initially the data should be acquired from other regional, state and federal agencies, as well as private organizations.
  - Acquire previously completed environmental and natural resource studies relating to Barrington, evaluate the data collected, and identify the types of additional information required.
  - Establish procedures for storing and making collected environmental data, including GIS generated maps, available to the general public.
  - Provide assistance to local, regional, state and federal agencies in the evaluation of development proposals that might impact the Town of Barrington.
  - Provide education and outreach assistance to Barrington residents and organizations, such as road and lake associations, about environmental issues and concerns in the town. Also, encourage town staff and board members to attend and participate in professional training activities relating to environmental issues.
  - Establish procedures and techniques for monitoring the quality of key environmental resources in Barrington including, lakes, ponds, rivers and groundwater. Initial efforts should focus on the use of town residents as volunteers in coordination with existing state and regional programs.
  - Work with other communities in identifying regional environmental issues and possible solutions.
- ▶ Make changes in the existing land use ordinance and regulations in order to protect wetlands and streams from **cumulative** negative impacts. These changes should include consideration of the following approaches.
  - Managing storm water runoff by minimizing possible disturbance to land areas at the site
  - Preserve vegetation buffers
  - Minimize the creation of new impervious surface areas
- ▶ Enact overlay and/or floating zones to protect important environmental resources such as the Isinglass River corridor.



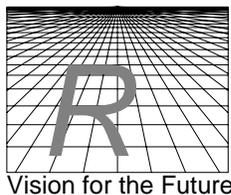
## *Municipal Facilities*

### **E. Municipal Facilities**

**Key Issues:** The Town of Barrington, as many rapidly growing communities, has an increasing need for a wide variety of roadway and other municipal facilities. During the next decade identifying and paying for future municipal and educational capital facilities will become increasingly important.

#### **Recommended Actions:**

- ▶ Prepare an annual Capital Improvements Plan (CIP) that addresses the financing and construction of both municipal and school related facilities.
- ▶ It is critical that infrastructure improvements be coordinated with future development activities. A variety of approaches should be undertaken to achieve this objective.
  - Adopting an expanded impact fee system should be initiated that includes fees for: roadways; solid waste management, recycling and disposal; recreation; public safety; and municipal offices including library facilities.
  - Alternatives for financing municipal capital investment needs, such as tax increment financing, and various other funding approaches that involve developer participation, should be explored to ensure that necessary infrastructure improvements are in place when a development activity is completed
- ▶ Establish funding mechanisms, including impact fees, for acquiring open space and recreation needs.



## *Regional Cooperative Efforts*

### **F. Regional Cooperative Efforts**

#### *1. Plan for Transportation Improvements through Consistent and On-going Local and*

### ***Regional Cooperation***

**Key Issues** - There are several potential transportation projects in Barrington that are either on state roads or have regional significance. However, the town currently has no projects listed on the regional Transportation Improvement Plan (TIP). The town must work in cooperation with the Strafford Regional Planning Commission (SRPC) and the New Hampshire Department of Transportation (NHDOT) to get these projects included on the TIP.

#### **Recommended Actions:**

- ▶ In cooperation with the NHDOT and the Strafford Regional Planning Commission, encourage the construction of bike lanes and walkways along state highways within a one-mile radius of schools, municipal buildings, and major commercial centers.
- ▶ Work with Barrington's representative to the Strafford Regional Planning Commission's regional transportation committee and Seacoast Metropolitan Planning Organization (MPO), to ensure that the town's transportation concerns and policies, such as improvements to Route 125 corridor, are considered and that town is aware of the regional transportation policy issues that may affect Barrington.
- ▶ Consider establishing a Traffic/Transportation Planning Committee of the Police Department, Public Works Department, Planning Board, Conservation Commission, and Selectmen to establish a long-range traffic circulation and transportation plan for the Town

### ***2. Work with Neighboring Communities on Mutual Problems***

**Key Issues** - An increasing number of problems confronting Barrington involve issues, such as natural resource protection, that will require cooperation with neighboring communities in order to identify practical solutions. Although Barrington has been involved with Strafford Regional Planning Commission (SRPC) activities during the past several years, this type of effort will have to be expanded in the future.

#### **Recommended Actions:**

- ▶ Establish working relationships with neighboring communities, possibly through the SRPC, in working on issues of shared concerns such as natural resource protection (e.g. rivers, lakes and aquifers), roadway improvements and economic development.
- ▶ Partner with Non-Government Organizations (NGO) such as non-profit land trusts, to protect and preserve key open space areas within the community. Regional initiatives to construct housing for low-income and elderly residents could also entail cooperative efforts between NGO's and Barrington.

### **3. Future Land Use Concepts Plan**

This section outlines the proposed future land use plan for Barrington. The future land use concept plan (Map 2-1) represents a culmination of the land planning analysis and visioning process that has

evolved throughout the course of preparing this master plan. The future land use concepts plan presents, in map and narrative form, recommended types and densities of land uses that are considered appropriate for specific portions of the town based on a variety of factors and characteristics. In essence, it is a plan for guiding future development that is likely to occur in Barrington over the next decade in a manner that shapes the physical development of the town into a land use pattern that represents both the residents' image for the community, as well as existing physical and natural constraints.

There are a number of factors, as discussed in the previous section, that influenced the proposed future land use concepts plan presented in this chapter. Key factors include the following considerations.

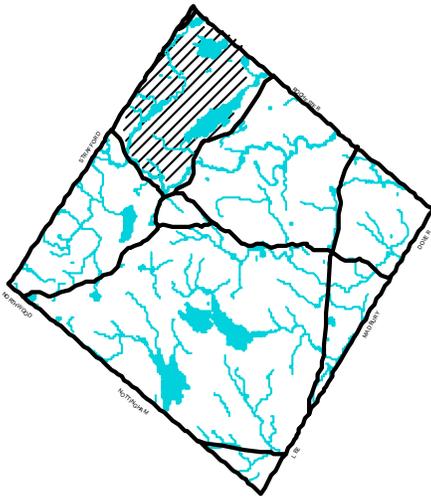
- The belief that there is a need to alter the town's historical development patterns which has resulted in an inefficient use of land resources.
- A desire to offer a greater variety of residential development alternatives than are currently available under existing zoning and subdivision regulations.
- The recognition that Barrington will continue to absorb a reasonable portion of the region's future residential growth and that this growth should be directed to the most appropriate locations within the town.
- An effort to shape future development patterns in such a way that better manages the fiscal impacts of new residential development on the community with regard to the provision of municipal services and infrastructure.
- The need to minimize the impacts of future growth in areas containing significant concentrations of environmental constraints such as wetlands and steep slopes.
- The goal of maintaining larger tracts of unfragmented land that will help to preserve the community's rural character as well as important wildlife habitat and woodland areas.
- The need to provide a variety of different approaches for preserving open space within the town.
- A desire to increase commercial and industrial development, in appropriate locations within the community, in order to generate additional property tax revenues.

The overarching concepts and guidelines noted above are based on conclusions reached during two primary activities. The first involved an inventory and analysis (I&A) of existing conditions that was prepared during this strategic master plan process and which is presented in this document's accompanying chapters. The second was the public participation process that was conducted in conjunction with the I&A assessment. Comments received from a number of public forums held within the community have been used to temper the analytical findings in order to create a future land use plan that represents a balance of a variety of different needs. Ultimately, the future land use plan represents an attempt to simultaneously address many complex issues confronting the town while also reflecting the aspirations of the community to the greatest extent possible.

It is important to emphasize that the future land use concepts map is not a zoning map. The boundaries of areas identified on the future land use map do not follow specific property lines or other geographic features within the community. They are intended to broadly encompass portions of the town that have characteristics or issues that set them apart from other areas of the town as discussed above. The actual location of the boundaries for these areas will be determined by the town as part of the process of revising its zoning regulations, after the final master plan is adopted.

The Future Land Use Concepts Map (Map 2-1) is divided into nine conceptual categories which are identified on the map by the letters A through I. The following narrative discusses the proposed future land use development guidelines that are recommended for each of these nine areas. In addition, each of these areas has a variety of characteristics and attributes, which are discussed in the Land Use Chapter (See Chapter 4), that formed part of the basis for these future land use concepts. The *issues* and *opportunities* outlined in that chapter have been reiterated in summary form in this section in order to illustrate some of the underlying assumptions upon which the land use concepts have been based.

## Future Land Use ~ Area A



### Area A: Conceptual Development Guidelines

- Low Density Residential
- Minimum density of 2-4 acres per dwelling for single family houses in conventional subdivisions
- Allow cluster development with incentives
- Minimum density for clusters would be based on soil conditions but would not be less than 2 acres per dwelling
- Permanent open space would be created as part of cluster development option
- Preserve large unfragmented blocks of land
- Minimize municipal service costs
- Protect Isinglass River corridor

### Issues

- ▶ Housing development in this portion of town is occurring at some of the most distant geographic locations in Barrington with regard to the provision of municipal services
- ▶ The lake frontage of Long Pond is almost completely devoted to residential development on lots that are undersized based on current zoning requirements
- ▶ There are approximately 10 miles of private roads serving lakefront housing
- ▶ No permanently protected open space exists, although the City of Rochester owns land adjacent to the city's water supplies which should help to limit development activities around those water bodies.
- ▶ There are approximately 200 acres of Prime Wetlands designated by the town.

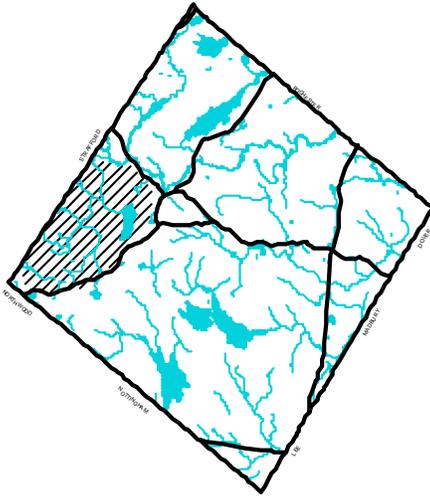
### Opportunities

- ▶ Large, unfragmented blocks of undeveloped land still remain in this area.
- ▶ Substantial lake frontage remains undeveloped along Ayer's Lake and this frontage is contiguous with the unfragmented blocks. Some historic resources are associated with these areas.
- ▶ Significant lengths of the Isinglass River's frontage are still undeveloped.
- ▶ Open space is visually accessible from Route 202.

INSERT FRONT MAP 2-1

INSERT BACK MAP 2-1

## Future Land Use ~ Area B



### Area B: Conceptual Development Guidelines

- Low Density Residential
- Cluster subdivisions would be encouraged due to the extensive wetlands and steep slopes that exist in this area
- Minimum density would be 2 to 4 acres per dwelling unit
- Permanent open space would be created as part of cluster development option
- Preserve large unfragmented blocks of land
- Minimize municipal service costs

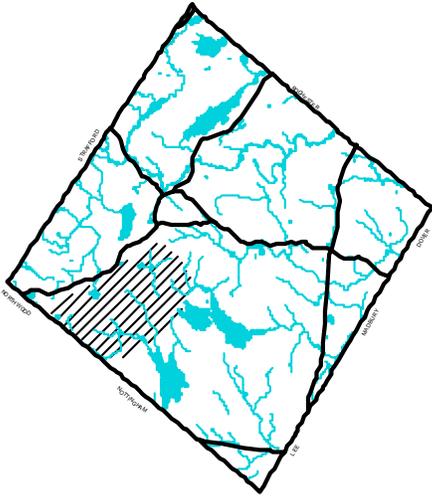
### Issues

- ▶ A notable amount of development has occurred in the southern section of the town, along Canaan Road and North River Pond, which is one of the most distant locations from a municipal services perspective in Barrington.
- ▶ This area contains the largest percentage of land constrained by wetlands and steep slopes.
- ▶ Much of the lake frontage in this area has been developed for residential purposes.
- ▶ Undeveloped land surrounding Nippo Lake has a significant amount of steeper slopes which will warrant more careful planning for development in these areas.
- ▶ Notable lengths of Class VI and private roads are found in this portion of the town.

### Opportunities

- ▶ Substantial blocks of unfragmented land still remain in this southeastern corner of the town.
- ▶ Approximately 150 acres of conservation land has already been set aside and this property abuts some of the remaining large unfragmented land blocks.
- ▶ Two of the town's highest points of elevation, Mt. Misery (520 feet) and Nippo Hill (580 feet) are located in this area.

## Future Land Use ~ Area C



### Area C: Conceptual Development Guidelines

- Low Density Residential
- Minimum density of 2 to 4 acres per dwelling for single family houses in conventional subdivisions
- Allow cluster development that includes a density bonus
- Minimum density for clusters would be based on soil conditions but would not be less than 2 acres per dwelling
- Permanent open space would be created as part of cluster development option
- Preserve large unfragmented blocks of land
- Minimize the construction of new roadways and reduce municipal services costs

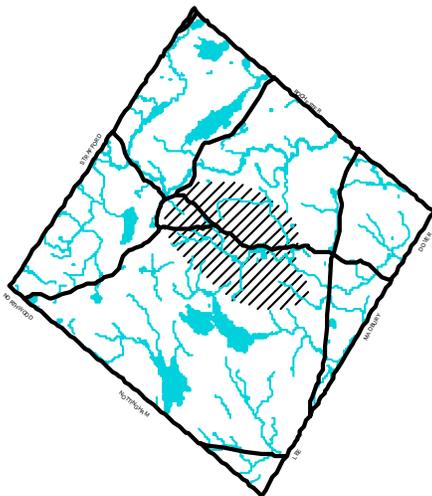
### Issues

- ▶ The existence of Longmarsh Road, a Class VI roadway, may eventually attract residential development into one of the town's largest remaining unfragmented blocks of undeveloped land.

### Opportunities

- ▶ The town owns three parcels of land in this area, including the town forest, which provide a foundation for future land conservation potential in this area.
- ▶ The limited amount of existing residential development in this area offers an opportunity to implement zoning alternatives without impacting a large number of existing homes.

## Future Land Use ~ Area D



### Area D: Conceptual Development Guidelines

- High Density Residential
- Provide density incentives for subdivisions on larger parcels based on soil types.
- All minimum lot sizes are contingent upon suitable soil conditions
- Allow cluster development as an option
- Permanent open space would be created as part of all subdivision options
- Create neighborhood parks/playgrounds with linkages for pedestrians/bicycles to municipal activity areas

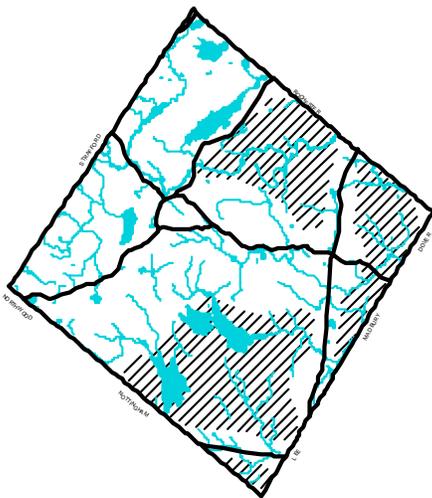
## Issues

- ▶ Substantial residential subdivision activity has occurred in this area resulting in road construction into “back land” areas.
- ▶ There is no conservation land or dedicated open space
- ▶ A significant percentage of the remaining undeveloped land is limited by slope and wetland constraints.
- ▶ Undeveloped land has been fragmented into smaller blocks that are less viable for habitat but still offers opportunities for neighborhood-sized open space areas.

## Opportunities

- ▶ Existing and future residential development in this area is in close proximity to municipal services.
- ▶ Higher density of development might be suitable for the creation of some neighborhood playgrounds or parks.
- ▶ Potential property for conservation consideration includes an actively managed peach orchard.
- ▶ The town owns approximately 33 acres of undeveloped land in this area.

## Future Land Use ~ Area E



### Area E: Conceptual Development Guidelines

- Medium Density Residential
- Minimum density of 2 acres per dwelling
- Allow cluster development as a development option
- Minimum density for clusters would be based on soil conditions but would not be less than 2 acres per dwelling
- Permanent open space would be created as part of cluster development option
- Preserve key open space parcels that create linkages/corridors between large unfragmented blocks of land
- Protect the Isinglass River corridor

## Issues

- ▶ The majority of existing road frontage has been developed for residential uses which may spur the construction of new roads to support future growth in this area.
- ▶ There are a number of Class VI roads that may experience development pressure in the future.
- ▶ The town’s main sand and gravel groundwater aquifer underlies significant portions of these areas.
- ▶ There are significant Prime Wetlands located in the eastern portion of this area, adjacent to the Madbury town line
- ▶ Almost all of the frontage of the lakes in this area have been developed for residential uses.

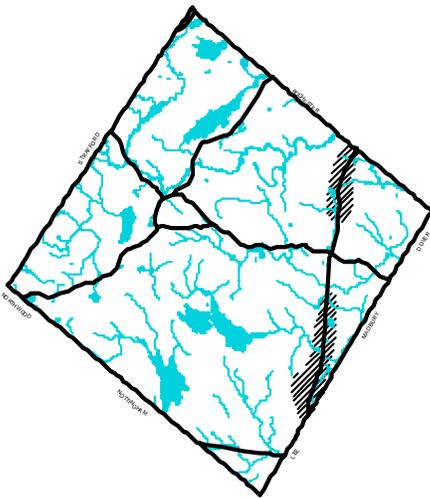
Many of these homes are located on undersized lots that would not be permitted under current zoning.

- ▶ In general, substantial interior road development within these area has resulted in very little land area unfragmented by development.
- ▶ Swain's Lake is used as a community water supply for some homes in the area because their wells were contaminated by hazardous waste site (the site has been remediated and is being monitored).

### Opportunities

- ▶ There is a significant amount of land abutting the Isinglass River that is still undeveloped.
- ▶ Existing conservation land parcels are contiguous and include some frontage along the Isinglass River.
- ▶ Conservation land abuts undeveloped land owned by the town.
- ▶ The University of New Hampshire (UNH) manages approximately 175 acres adjacent to Mendum's Pond as a recreation facility although much of this land area is undeveloped.
- ▶ A small amount of lake frontage still remains undeveloped.
- ▶ The density of residential development in these areas may be suitable for the creation of neighborhood playgrounds or parks.

### Future Land Use ~ Area F



#### Area F: Conceptual Development Guidelines

- Exclusively reserved for Commercial and Industrial Development along the Route 125 corridor (no residential uses permitted)
- Minimum lot size of 1 acre but ultimately based on soil suitability conditions
- Create parallel service roads to minimize curb cuts onto Route 125
- Institute design guidelines to ensure appropriate site and building development standards
- Ensure continued protection for areas overlying major town aquifer
- Potential for municipal water system
- Development activities may require the use of shared septic systems

### Issues

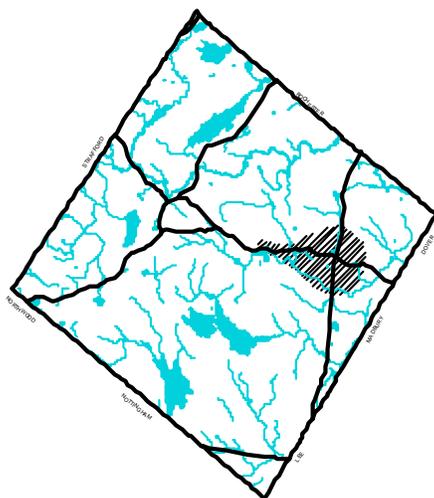
- ▶ The town has a relatively small amount of its total land area that has good potential to support commercial and industrial development.
- ▶ The town has a limited non-residential tax base available to provide fiscal support for the provision of community services
- ▶ Existing commercial zoning offers the potential for the expansion of “strip retail” development along the town's major highway corridors.

- ▶ The Route 125 corridor serves as both a local roadway for Barrington and a regional artery within the state's highway network.

### Opportunities

- ▶ There is a reasonable supply of undeveloped land abutting the Route 125 corridor which has potential for non-residential development.
- ▶ The Route 125 corridor is an important regional highway that offers the opportunity to work with adjoining communities in developing a long-range plan for maintaining its functional role.

### Future Land Use ~ Area G



#### Area G: Conceptual Development Guidelines

- Mixed Use/Town Center Development
- Minimum lot size of 1 acre but ultimately based on soil suitability conditions
- Permit non-residential uses offering goods and services for town residents
- Allow higher density residential uses such as senior housing
- Create the potential for municipal uses, such as a library, park, or town common
- Institute design guidelines to ensure appropriate site and building development standards that are pedestrian-scale
- Ensure continued protection for areas overlying major town aquifer
- Potential for municipal water system

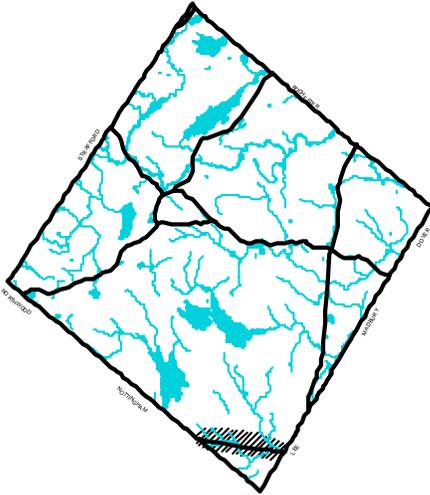
### Issues

- ▶ Barrington currently has no town center that offers the opportunity for regular community interaction as well as providing a convenient location for purchasing goods and services.
- ▶ Continued increases in traffic volumes along the Route 125 corridor will present significant considerations with regard to the potential for local land use development.
- ▶ A significant percentage of this area overlies the town's major aquifer.

### Opportunities

- ▶ There is an existing mix of diverse land uses in this area that offers a good basis for the establishment of a town center.
- ▶ Higher traffic volumes along this corridor would help to support commercial uses that might not be viable based on demand from town residents alone.
- ▶ The area adjoins several existing and potential neighborhood areas that could be linked to the town center via pedestrian access paths.

## Future Land Use ~ Area H



### Area H: Conceptual Development Guidelines

- Commercial (all types) and industrial development area along the Route 4 corridor
- Continue to permit multi-family housing in this area
- Minimum lot size of 2 acre but ultimately based on soil suitability conditions
- Institute corridor management site development standards to ensure safe vehicular access

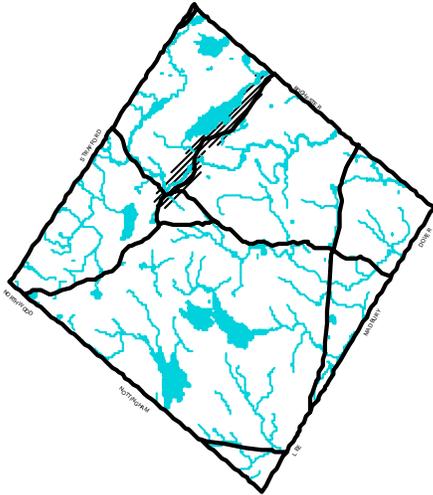
### Issues

- ▶ The town has a relatively small amount of its total land area that has good potential to support commercial and industrial development.
- ▶ The town has a limited non-residential tax base available to provide fiscal support for the provision of community services
- ▶ Existing commercial zoning offers the potential for the expansion of “strip retail” development along the town’s major highway corridors.

### Opportunities

- ▶ This corridor presently has a core of existing businesses, both in the towns of Barrington and Lee, that offer a base of support for future expansion.
- ▶ High traffic volumes along this corridor make it more appropriately suited for commercial development.

## Future Land Use ~ Area I



### Area I: Conceptual Development Guidelines

- Highway commercial along designated portions of Route 202
- Permit small-scale retail and service uses
- Minimum lot size of 1 acre but ultimately based on soil suitability conditions
- Institute site design standards for mitigating potential impacts on abutting properties

### Issues

- ▶ Residents in this portion of town have to drive considerable distance to purchase minor goods and services which unnecessarily adds to traffic on local roadways.

### Opportunities

- ▶ There is a significant level of through traffic on Route 202 that could help to support commercial development at this location