



Integrating Transportation and Community Planning in the Nashua Region

Kerrie Diers, Assistant Director

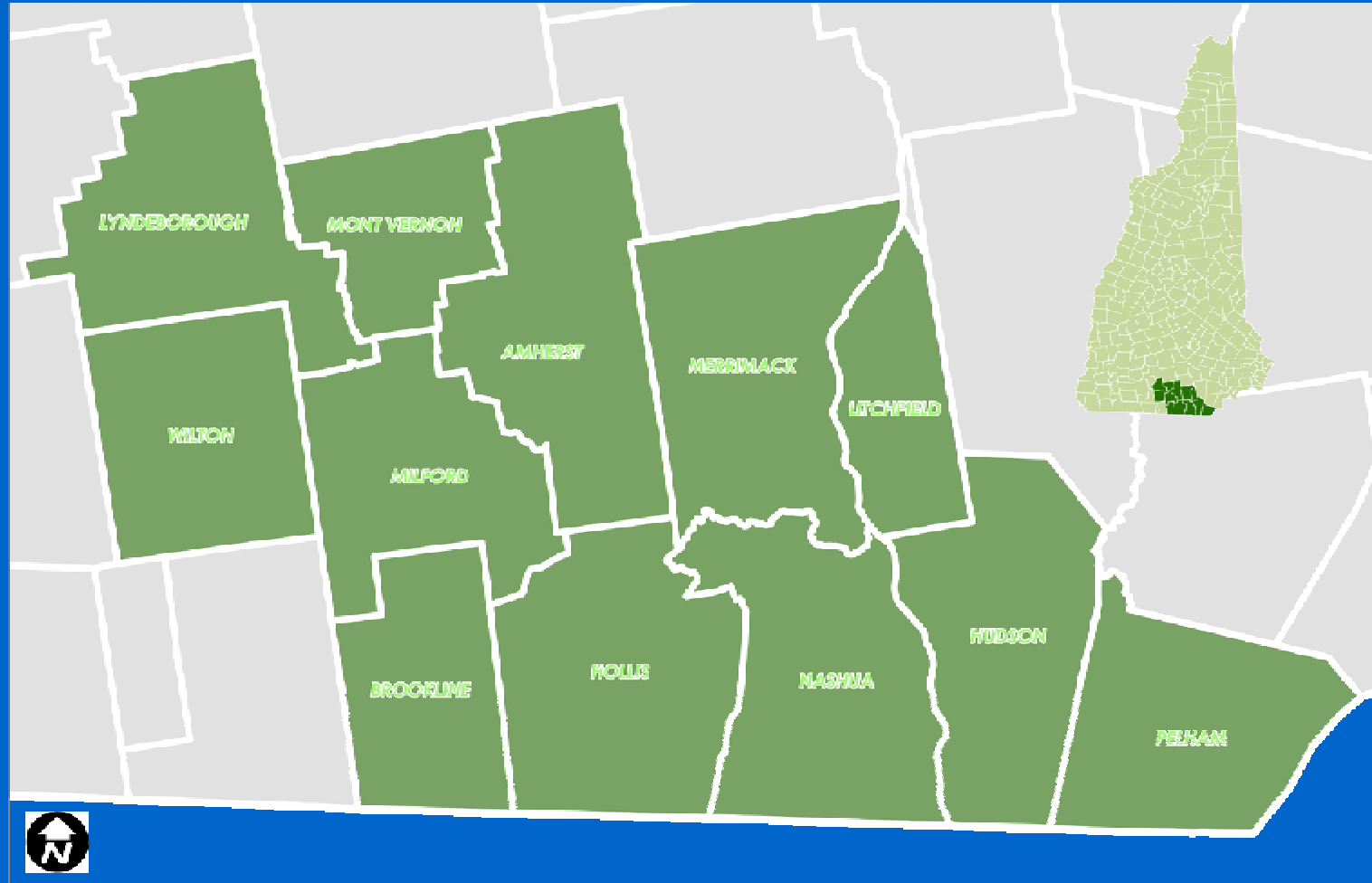


Nashua Regional Planning Commission



NRPC Region

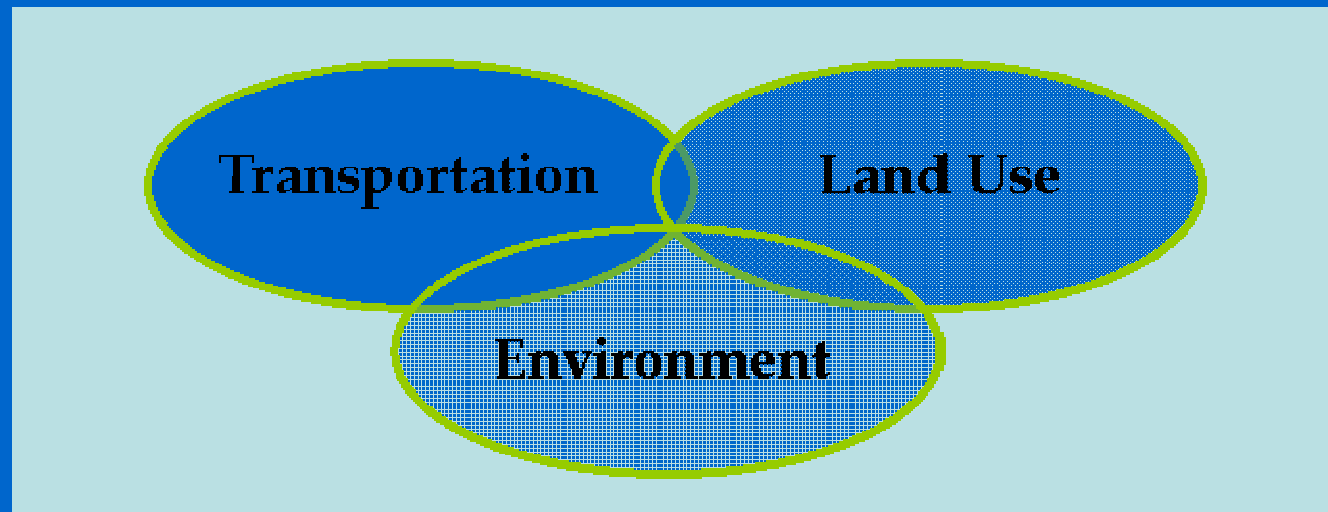
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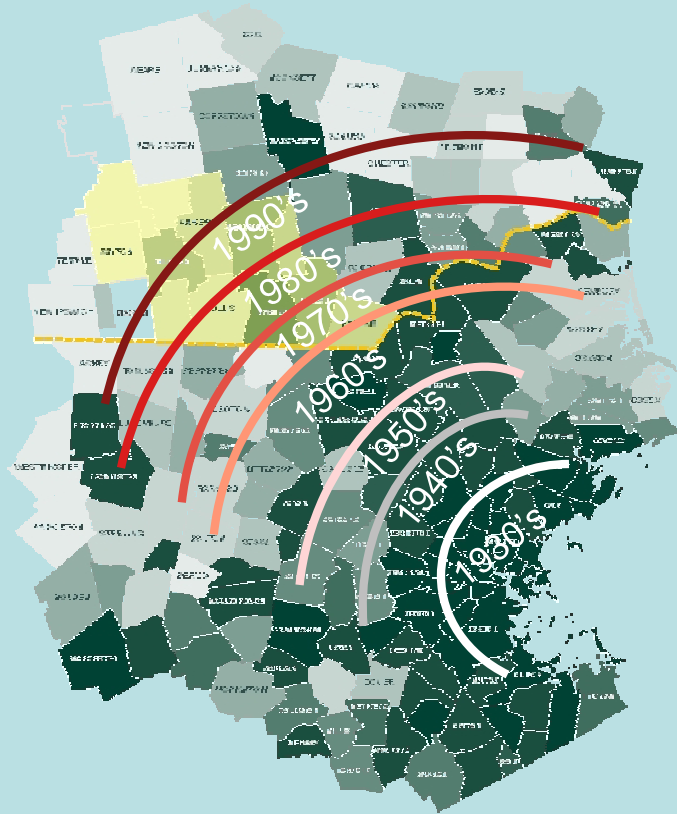
50 Years of Planning

Traditional Project Relationship





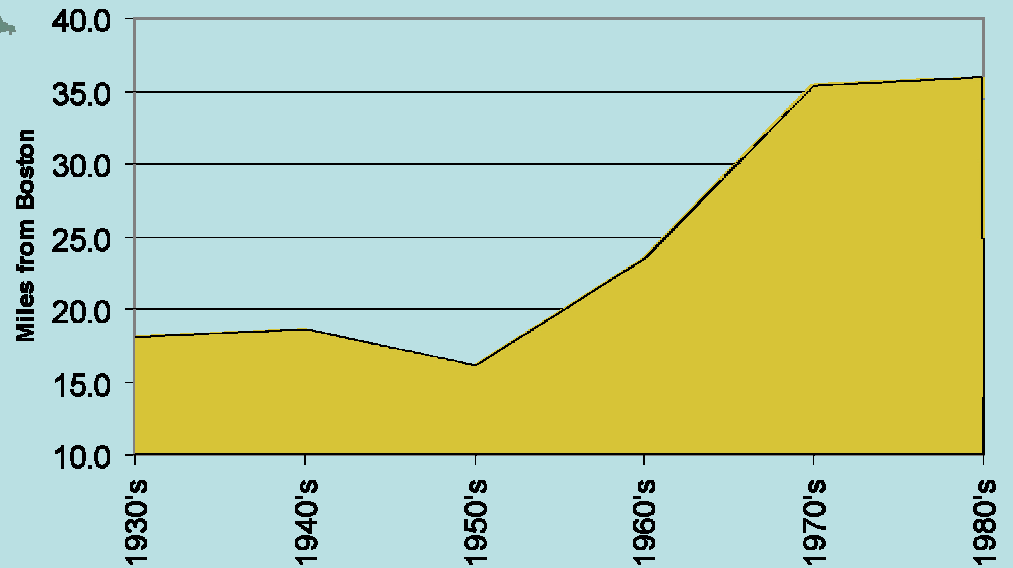
Rethinking Services



Generalized Growth Wave

Growth Wave

Geographic Mean Center of Growth 1930-1990



Source U.S. Census & NRPC Analysis



Funding Limitations

- § NH DOT has \$1 billion deficit in transportation improvement budget in the next 10 years
- § NRPC does not expect a single capacity increasing project in the next 10 years
- § 99% of the lane miles (collector and above) are on the ground now



Changing MPO Program

Transportation - No longer focused on major capacity increasing projects

§ **Operations**

§ **Access Management**

§ **Safety**

§ **ITS**

§ **Transit – local, regional and inter-regional**



Changing MPO Program

Land Use - Population can grow by another 40% and employment by 71%

- § VMT budget of 4.3 million vehicle miles traveled per day**
- § Reduce auto dependent land use through mixed uses**
- § Reduce impacts of new trips through access management**
- § Change land use practices throughout our region**

INTEGRATING TRANSPORTATION and COMMUNITY PLANNING



ITRaC



A logo for the National Rural Planning Council (NRPC) featuring a stylized sun with rays and the acronym 'NRPC' below it.

Helping Communities face the challenge and impacts of growth while maintaining community character and a sense of place.



Mission

- § To help communities face the challenges and impacts of development in a way that maintains community character and a sense of place.
- § Present a holistic approach to planning, uniting land use and transportation to facilitate interconnections within communities and the surrounding region.



iTRaC Philosophy

- § Change Behavior - local government officials are the ones who control land use
- § Partnership - We work beside our communities to accomplish their goals
- § Implementation – Existing plans have lots of great recommendations; iTRaC focuses on implementation, not more recommendations



iTRaC Program

§ iTRaC includes 3 components

- § Technical Assistance
- § Education and Training
- § Special Projects



§ *Develop plans for cars and traffic, not just cars and traffic.*

§ *Develop plans for people and places, not just people and places.*

§ *Invest in Public Spaces*

§ All Services are Free of Charge



Technical Assistance

- § Consultation with NRPC land use staff
- § Lending library
- § Coordinated planning audits of community regulations
- § Placemaking workshops



Project for Public Spaces

- COMMUNITIES
- ITRaC
- LAND USE HOUSING
- TRANSPORTATION
- ENVIRONMENTAL
- HOUSEHOLD HAZARDOUS WASTE
- PLANS & MAPS
- PUBLICATIONS
- PLANS

iTRaC Home	Contact Us	Lending Library
Topic of the Month	Ready References	Online Forum
Project Application	Ideas & Completed Projects	Smart Growth Links

- [Ordinance Development](#)
- [Monthly updates on cutting edge planning techniques.](#)
- [Lending Library](#)
- [Parking Studies](#)
- [Placemaking Workshops](#)
- [Planning Regulation Audits](#)
- [Traffic Calming Techniques](#)

iTRaC Ready References

Have you ever encountered a planning term and were unsure what it meant? Or perhaps you are unclear about how a particular planning technique could be implemented in your community. The **Ready References** page is your source for definitions and fast facts on cutting edge planning techniques, links to in-depth articles and related websites, and announcements for upcoming seminars and training sessions.

[Upcoming Seminars & Trainings](#)

Each month the **iTRaC** program selects a new topic of interest to highlight in our **Monthly Topic** section, so be sure to check back often. At the end of the month, all of the information on that topic will be archived here, including its related **Fact Sheets** and **Resource Cards**. Simply click on the topics headings below. You can also sign up to receive monthly Resource Cards by joining our **mailing list**. While you are there, please tell us about any topics you would like to see highlighted in the upcoming months.

iTRaC Topics

Traffic Calming	Dealing with Growth
Context Sensitive Solutions	Form Based Codes
Energy Efficiency	Village Plan Alternative
NH Land Use Laws	



Education and Training

§ Training Workshops

§ Form Based Codes

§ Traffic Calming

§ Green Buildings



§ Customized Training



Fact Sheets



FACT SHEET 3

Helping Communities face the challenges and impacts of growth while maintaining community character and a sense of place.

FACT SHEET 3

Form-Based Codes

iTRaC is the Nashua Regional Planning Commission's new approach to community planning that focuses on integrating transportation, land use and environmental planning. The program was developed to assist communities in dealing with the challenges of growth in a coordinated way that captures community character and a sense of place.

What is Form-Based Code?

Form-based codes is a concept that began in New York City in 1916 with a zoning ordinance (code) that utilized three maps instead of the common single land use map. The three-map code regulated height and bulk in addition to use.

Instead of the traditional focus on land use in local ordinances, form-based codes focus on the appearance and public perception of buildings, their relationship to one another and to the public areas that surround them. See the definition provided in the box to the right.

Public participation is a very important part of form-based codes. Understanding how a community views itself now and how it would like to look in the future is key to developing a code that will bring these visions to reality.

Advantages of Form-based Codes

Form-based codes support "Smarter Growth" where conventional codes can be problematic. Form-based codes are based on what a community wants rather than what it does not want. It is easier to convey to land owners and developers what is acceptable, and thus achieve the desired physical appearance in conjunction with the underlying uses taking place within a building.

Form-based codes are easier to understand for laypeople because they are shorter, more concise and utilize visual representations more than conventional code. Statements such as building height, viewshed and density can be addressed in a single figure that specifically depicts what is permissible in a given district. See the "Intransect" figures on the following page as an example of this simplicity in this type of code.

DEFINITION:

Form-based codes place a primary emphasis on building type, dimensions, parking location and facade features, and less emphasis on uses. They stress the appearance of the streetscape, or public realm, over long lists of different use types. These codes have the following characteristics:

Zoning Districts - Form-based codes are defined around districts, neighborhoods and corridors where conventional zoning districts may base no relationship to the transportation framework or the larger area.

Regulatory Focus - Form-based codes de-emphasize density and use regulation in favor of rules for building form. They recognize that uses may change over time, but the building will endure.

Uses - Form-based codes emphasize mixed use and a mix of housing types to bring destinations into close proximity to housing and provide housing choices to meet many individual's needs at different times in their lives.

Design - Greater attention is given to streetscape and the design of the public realm, and the role of individual buildings in shaping the public realm. Form-based codes recognize how critical these public spaces are to defining and creating a "place."

Public Participation - A design-focused public participation process is essential to assure thorough discussion of land use issues as the code is created. This helps reduce conflict, misunderstanding and the need for hearings as individual projects are reviewed.

Adapted from a brochure by Tom Coyne, AICP
Source: http://www.cplaplanet.org/2012/land_use/land_use_fact_sheet_030612.pdf

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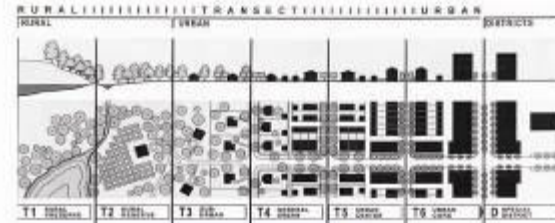
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FACT SHEET 3

Form-Based Codes

The use of form-based codes is not restricted to urban environments. The urban/rural "intransect" (shown below) provides a partial depiction of the transition from rural to an urban landscape and acceptable land development through form-based codes. In this case, a picture is worth a thousand words. The six districts and special districts show how the desired intensity of uses and the relationship to the surroundings can be clearly conveyed. Associated ordinance text would be clear and concise.



Source: http://www.cplaplanet.org/2012/land_use/land_use_fact_sheet_030612.pdf

Advantages of Form-based Codes (continued)

Use of form-based codes for infill development and redevelopment of existing parcels will facilitate implementation of a community vision over time. Form-based codes help support sustainable transportation networks and provide greater capacity for the same land-miles constructed through "nodal" development plans. Form-based codes can help manage infrastructure investments.

How Do We Get Started?

The iTRaC program can assist selected communities in assessing their existing code through a "Coordinated Planning Audit". This process can provide the resources and tools to begin the development of a community vision for future development that is well thought out, integrates all aspects of planning and preserves a sense of place. In addition, public meetings and visioning charrettes with residents and professional planners can facilitate being a community vision to reality.

Form-based Codes are critical to successful plan implementation

Develop a Plan

- 1. Assess existing code
- 2. Develop vision
- 3. Create plan
- 4. Engage community

Amend Zoning

- 5. Develop zoning text
- 6. Review zoning
- 7. Amend zoning
- 8. Adopt zoning

Build to Code

- 9. Apply zoning
- 10. Monitor zoning
- 11. Update zoning
- 12. Review zoning

Source: http://www.nashuarpc.org/2012/land_use/land_use_fact_sheet_030612.pdf

For more details on this topic or an overview of the entire iTRaC program, contact Camille Patten, iTRaC Program Manager to schedule the iTRaC introductory presentation. cpatten@nashuarpc.org

Nashua Regional Planning Commission in partnership with the NH Department of Transportation & the NH Office of Energy and Planning.



Special Projects

- § Submit applications for Small Scale Special Projects - up to \$7,000 and a 6 – 12 month timeframe
- § NRPC assists towns in selecting projects and developing applications.
- § Applications are reviewed by the iTRaC board and selected based on meeting eight smart principles (NH OEP).



Special Projects

§ Project Ideas

- § Development of Specific Ordinances or Regulations
- § Access Management Plans
- § Parking Studies
- § Traffic Calming Techniques
- § Bicycle and Pedestrian Facility Planning





iTRaC Application

§ Application Criteria:

- § Maintain traditional compact settlement patterns
- § Foster the traditional character of New Hampshire
- § Incorporate a mix of uses
- § Preserve New Hampshire's working landscape
- § Provide choices and safety in transportation
- § Protect environmental quality
- § Involve the community
- § Manage growth locally

NH OEP Smart Growth Principles



iTRaC Technical Advisory Board

§ Board Members include

- § Town Planners

- § Engineers

- § Staff from NH DOT; NH DES; and NH OEP



§ Board Roles

- § Review and select submitted projects.

- § Advise NRPC on technical needs; such as training and best practice guidelines.

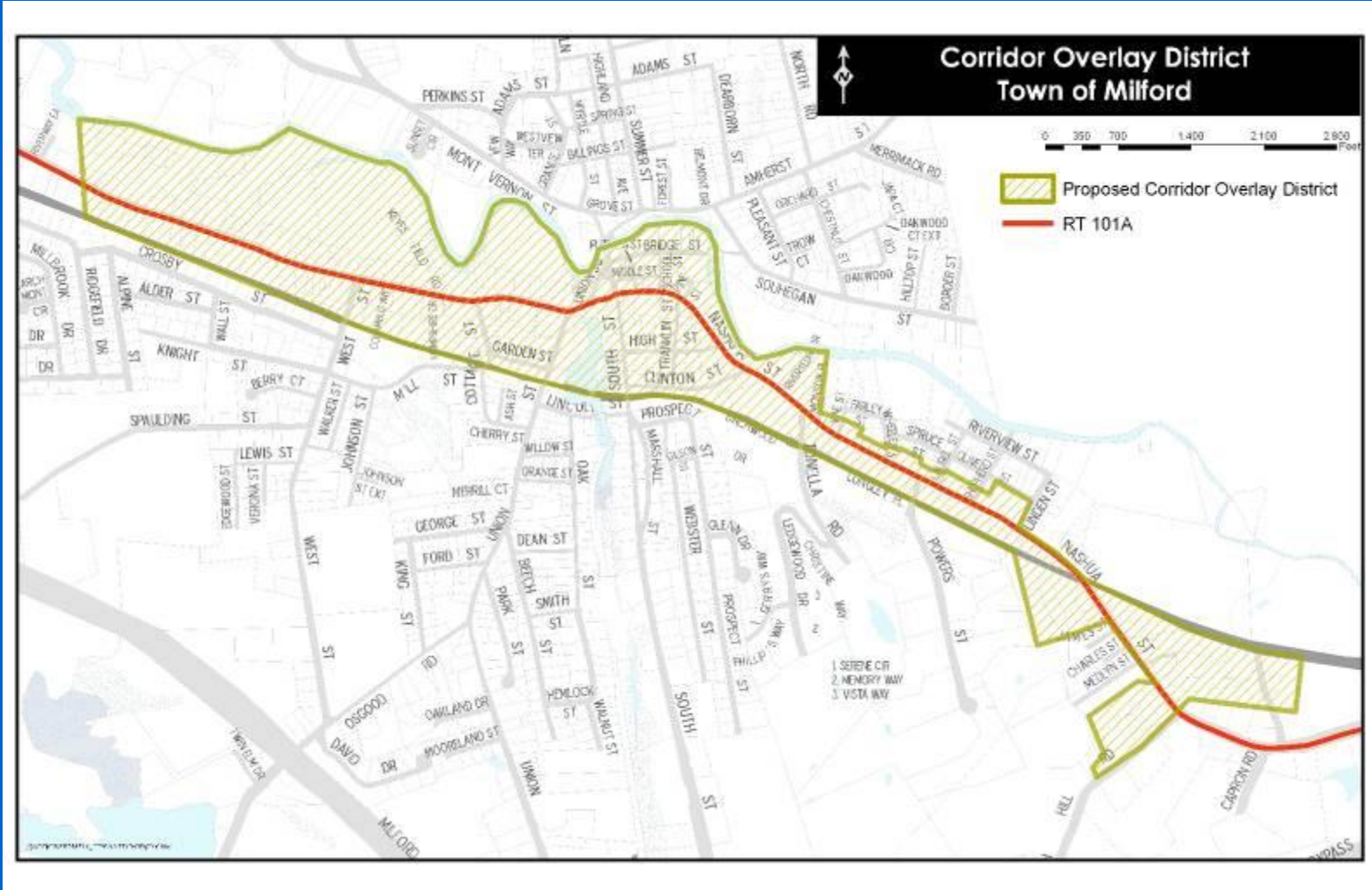


Special Projects

- § **Completed Projects**
 - § Milford – Access Management/Design Guidelines
 - § Nashua – Understanding Transportation
- § **Currently Underway**
 - § Hollis - Consolidated Road specifications
 - § Brookline – Corridor Visioning Rts 130 and 13
 - § Lyndeborough – trail mapping/economic dev't
- § **Project Discussions**
 - § Merrimack – town center plan
- § **Guidebooks:**
 - § Understanding transportation in your community
 - § Integrating transportation and community planning



Milford Access Management and Design Guidelines





Access Management

- § Review and evaluate recommendations from Existing Studies
- § Prioritize areas in the corridor for
 - § Changes to Subdivision/Site Plan regulations
 - § Parking and access issues
 - § Gateways



Milford – Desirable Development

Nashua Regional Planning Commission





Milford – Undesirable Development

Nashua Regional Planning Commission



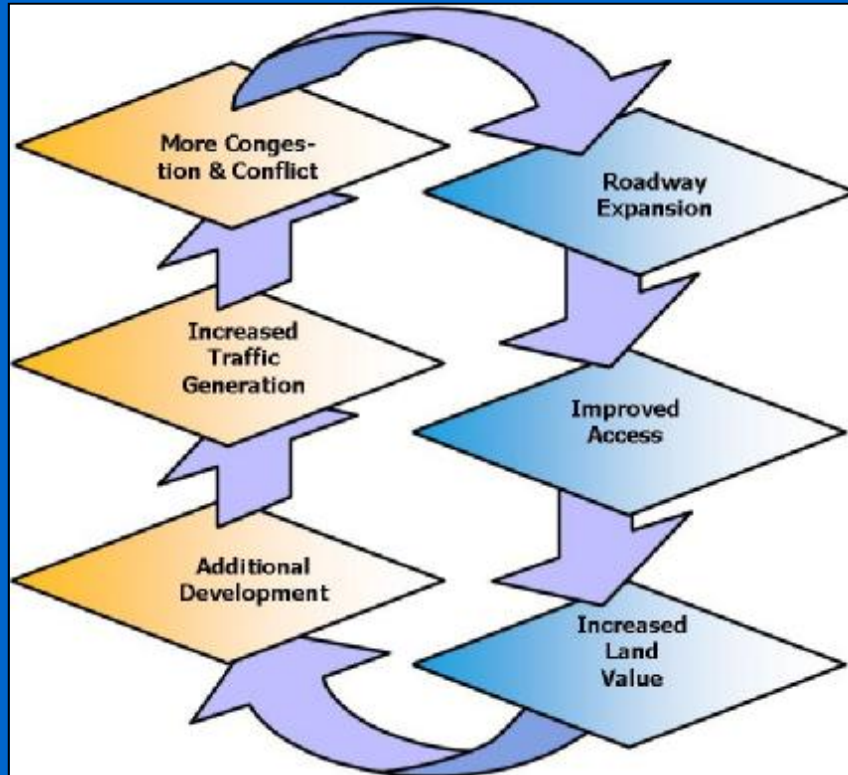


Milford - Visualizations





Nashua



Source: Rockingham Regional Planning Commission Route 16 Land Use Transportation Report.

- § A Guide to Understanding Transportation
- § General Topics
- § Traffic Calming



Nodal Development

Nashua Regional Planning Commission





Roundabouts



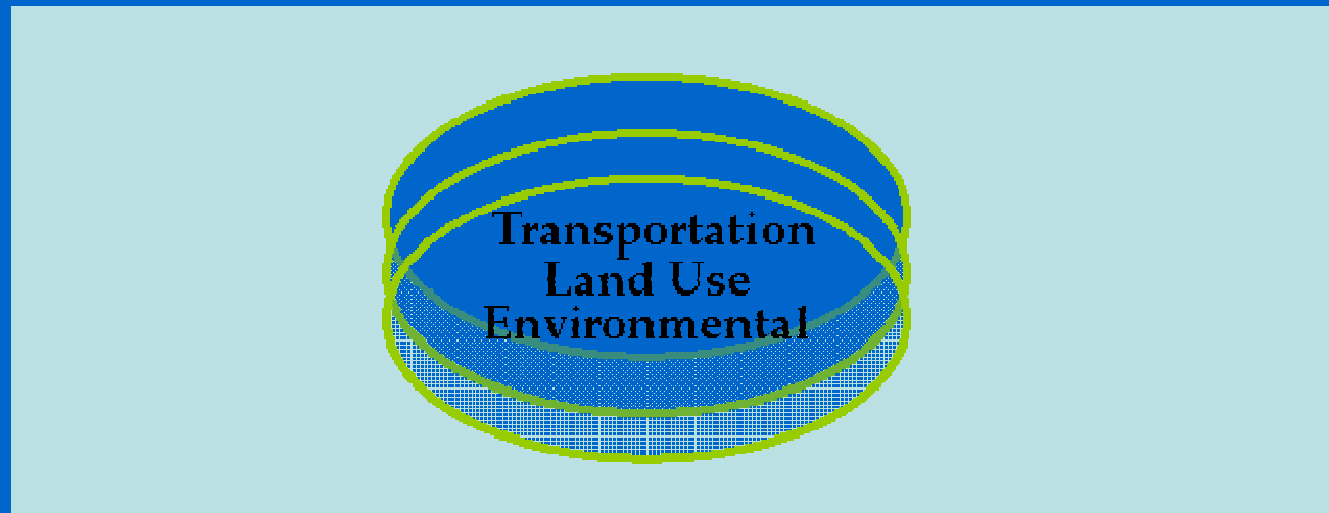


Summary

- § Old MPO model won't work in the NRPC region due to funding limitations and growth pressure
- § As an MPO, we think the most effective thing we can do for our transportation system is change land use decision-making
- § iTRaC program creates a partnership between ourselves and our communities to solve the land use/transportation puzzle



Continue to Integrate Planning within NRPC





Questions?

iTRaC Website:
<http://www.nashuarpc.org/itrac/index.htm>

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