

Town of Windham



# NH 111 Corridor & Wall St Connector Feasibility Study

**Project Advisory  
Committee Meeting  
May 6, 2010**



# Agenda

- Welcome/Introductions
- Public Comment
- PAC Meeting 5 Summary
- Future Land Use Assumptions
- Existing Conditions Memorandum
- Range of Reasonable Alternatives Discussion
- Recurring Business
  - Project Schedule
  - Project Website
  - Contract Extension
  - Tracking
- Next Meeting
- Adjourn





# Problem Statement

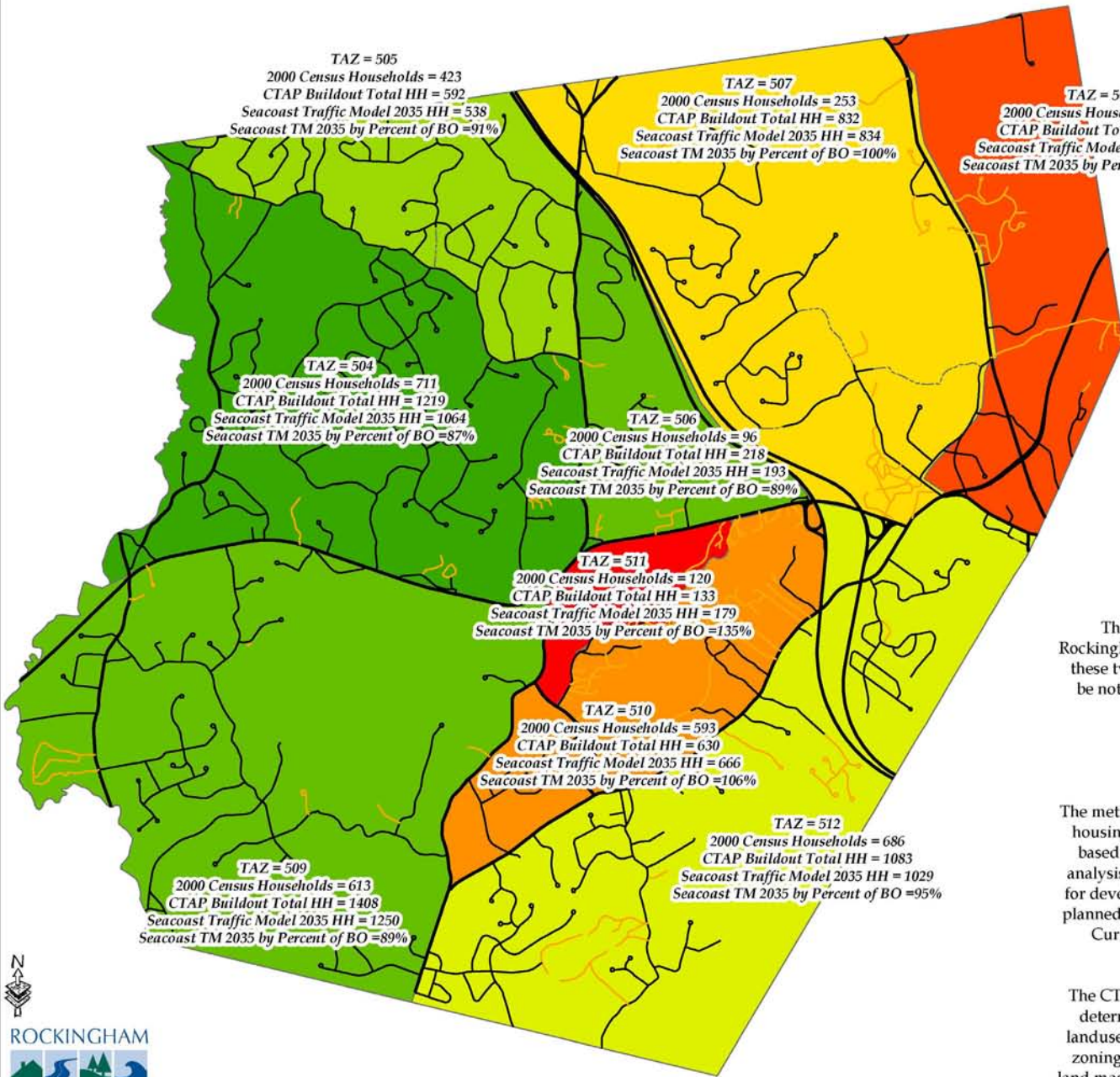
The Town of Windham, NH, lacks a vibrant town center. While zoning has been put in place to create a town center with a variety of civic, commercial and residential uses, as well as community gathering spaces, the high volume of traffic on local roads and on the state highway that bisects the town center have impeded its development. Improvements to Interstate 93 will further increase this traffic and prevent the desired development. Additional obstacles to success include a lack of connectivity between existing commercial uses, the lack of public utilities, natural resource constraints, the high volume of truck traffic, and the trend towards vehicle dependency.



# Vision Statement

The historic town center of Windham, NH will become a vibrant, pedestrian-friendly village center accessed by an improved road system that serves travel patterns more safely and efficiently resulting in reduced traffic volumes in the village. Community gathering spaces, new retail and civic destinations, and a range of housing options will be served by multiple modes of transportation, will enhance the quality of life and sense of community for residents and will attract visitors from around the region. Planning and development will be sensitive to the environment, to adjacent historic districts, and to residential neighborhoods while improving connectivity between existing and new development.

## Percent of CTAP BO from the 2035 Seacoast Transportation Model



This is a quick comparison of two models created at the Rockingham Planning Commission. While this brings the results of these two models together and compares them directly, it should be noted that these are two different models, that were made to accomplish two very different tasks.

Model 1. Seacoast Travel Demand Model 2035  
Model 2. CTAP Buildout Model 2008

The methodology for the Seacoast Transportation Model to predict housing growth incorporates forecasted growth rates, which are based on historic growth rates, existing housing for the year of analysis, accessibility via the road network and the land available for development. In addition, planned road network changes and planned housing development are incorporated into the forecast.

Current and future growth estimates are based on housing provided from the 2000 Census.

The CTAP buildout uses 2005 landuse, and natural constraints to determine land areas that are still buildable. To this buildable landuse layer, the town's zoning layer is added. Using the town's zoning the buildout then assigns new households until all of the land mass is consumed. This buildout has no timeline applied to it.

It should also be noted that the buildout is landuse based, not parcel based.





# Questions / Comments