

Planning Board Master Plan Workshop

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Key Rye Trends

- **Coastal Pressures:** They aren't making any more beach and in the future there may be less of it...
 - Rising seas, increasing built density, beach/coast popularity, tear down and rebuilds, septic issues, public beach water/access at risk
- **Two very different places:** Part of Rye is “semi rural or suburban” and other part a popular beach destination “urban” in density, population, traffic etc... with a large daily visitor component in season.
- **Homogeneous:** economic and demographic
 - aging & upper middle class population
- **Bedroom and day tourist community**
 - very little and decreasing commercial activity
 - fewer rental cabins, minimal hotel/motels
 - No recent workforce or multi family housing to speak of.

Develop Neighborhood Plans

- Town Center, Wallis and Jenness beach areas, Central/Washington/Sagamore central core, Town Center, “semi rural” areas
- Resident wishes balanced with town vision, science, regulations(FEMA, EPA, NH) and realities.
- Follow up with appropriate zoning.
 - For example while Jenness has sewer, Wallis does not zoning may be different in these 2 neighborhoods.
- Parking, transportation/trails, commercial, access to public lands and waters, future infrastructures, seasonal facilities should be key components of neighborhood plans

The Coast

- to guide coastal planning, immediately seek grants/participate in sea level rise property damage mapping assessments as Hampton, Seabrook, and Portsmouth have
 - Involve the public immediately
 - In collaboration with state and feds study impact on roads, gravel berms, rock walls
 - future impacts on existing and planned water infrastructure(RWD) and existing Jenness area sewer infrastructure
 - zoning impacts and changes required.
- full and public assessment of future viability of septic systems in coastal areas such as Wallis (sea level rise, EPA requirements, etc...)

The Coast

- complete zoning overhaul for coastal overlay and all neighborhoods walk able from beaches
- Key issues: sea level rise, land use intensification, massing, drainage, sewer/septic, parking, “buildable area”, marsh protection
- today everything is decided subjectively by exception or variance as massive tear down and rebuild is underway.
- These areas and projects in them are
 - approaching urban densities
 - are at high risk of flooding, have often un surveyed lots
 - at this point should **require** full engineering plans for every rebuilt home: survey, storm water management, driveways and parking, landscaping

Coastal Density

- Coastal areas of Rye are approaching urban densities. Many lots are 10K sq feet or less. Extensive tear down and rebuild is occurring
- “setbacks”, “footprint” and “coverage” ,currently ill defined, encourage over massing and over coverage of lots as well as water management, storm sea rise pot. damage and parking problems.
- metrics to re defined, regulations to be considered:
 - buildable area should be fairly redefined,
 - footprint should account for all living and all covered spaces,
 - Lot coverage should include all non landscaped surfaces,
 - driveways and parking space should be proportional to lot and other coverages.
 - massing should proportionally reduce street side height in relation to distance from street if proposed has < 30’ setback. For example 15’ setback, max height 15’ within the 30’ setback.
 - Any residential expansion or rebuild in the coastal district should be considered similar to a major site development in the LDR in terms of survey, topo, water management standards, etc...
 - As built plans including FEMA compliance,drives and parking, and landscaping to be provided and compared to proposed.

Washington-Central-Sagamore Core

- Encourage limited reasonable commercial re development at town entrance points & along these key axis:
 - form based zoning?
 - Foyes, West Rye, Rand, Town Center
 - Need tax base, services and amenities beyond pure residential
- Preserve road side open spaces by clustering new development off the roads
- Make these roads safely bike able and walk able by consistent wide shoulders/bike paths, reduced speeds, and other traffic calming measures. Bike to school, bike to the library, bike to the beach, bike to the stores, bike to Portsmouth, walk to friends.
- Link to paths and trails to other parts of town: beaches, Rte 1 and Rail Trail

Conservation, Open Space, Access, Connections

- Old approach
 - break up developable lands through conservation acquisitions, acquire environmentally sensitive lands.
 - Rye conservation lands are a mysterious, under appreciated and under utilized very valuable asset
- New approach: **Conservation Land, Open Space, Trails, and Non Motor Transport, Recreation are one**
 - Undeveloped lands and easements can be contiguous connections for water, wildlife, ecosystems, and people
 - passive recreation and trail/path systems connecting neighborhoods on and off roads
 - reasonable legally protected public access to the water as density increases
 - compromises with developers/owners to achieve the goals above are OK. Open space can be private but have public access easements on well defined terms: a trail for example.
- Benefits
 - Expected nationally as a community amenity, safety, active image for Rye, encourages active younger and older people to live in town, health and well being, environmental, sustainable, proven to increase property values

Conservation, Open Space, Access, Connections

- Future actions and concepts to consider:
 - Inventory, GIS map and master plan for all town owned land, easements including utilities, other conservation lands, all un built and back land areas, beach access, and roads.
 - seek opportunities to make trails and open spaces contiguous and community/neighborhood connectors.
 - Strategic high quality clustered developments (workforce, retired, market) with protected open space and public access
 - evaluate path from old B&M RR (soon Rail Trail) through West Rye(Airfield) to Town Center/Parsons- with branches to Foyes Corner, Rec and Jenness areas
 - bike and walk able Washington, Central, Sagamore Roads
 - full detailed legal review, evaluation, and public access protection of
 - all town Class VI roads such as Old Ferry Landing,
 - every public or perceived to be public beach or water access.