

# Memo

**To:** Mr. Stephen Wentworth; Chairman – Hampstead Planning Board

**From:** Steven B. Keach, P.E.

**Date:** April 19, 2021

**Subject:** Recommended Amendments  
Hampstead Subdivision Regulations

Recommended Amendment No. 1: Section VII: 1-H. Dead-End Streets

1-H:3 Current text: *The right-of-way shall be flared so as to form a circular, or partially circular section of roadway for ease of maintenance and travel. The right-of-way outer limit radius shall be ninety-seven (97) feet.*

1-H:5 Current text: *Pavement and shoulders widths shall be the same as the requirements outlined in these Regulations. The centerline radius of the turnaround shall be a minimum of seventy-two (72) feet.*

Basis of Recommendation: Taken together current minimum requirements of Sections VII: 1-H:3 and VII: 1-H:5 dictate a cul-de-sac geometry, which when constructed without benefit of an internal “green island”, is substantially larger than functionally necessary or aesthetically desirable in a typical residential setting. Input received from both the Hampstead Highway and Fire Departments in response to two or more residential subdivision proposals in recent months suggest that in the case of cul-de-sacs constructed without benefit of an interior “green island” a paved cul-de-sac radius of 47 feet is adequate if not preferred.

Recommendation: Amend the text of Section 1-H:3 and 1-H:5 to specify an **alternative standard** for cul-de-sacs to be constructed without benefit of an interior green island while continuing to maintain the current standards for applicants who may wish to design and construct cul-de-sacs with an interior green island. Specifically:

Amend Section VII: 1-H:3 to read: *The right-of-way shall be flared so as to form a circular, or partially circular section of roadway for ease of maintenance and travel. **In the case of cul-de-sacs to be constructed with an interior green island, the radius of the outer limit of right-of-way shall be a minimum of ninety-seven (97) feet. In the case of cul-de-sacs to be constructed without benefit of an interior green island, the radius of the outer limit of right-of-way shall be a minimum of sixty (60) feet.***

Amend Section VII: 1-H:5 to read: ***In the case of cul-de-sacs to be constructed with an interior green island***, pavement and shoulder widths shall be the same as the requirements outlined in these Regulations. ***In such instances***, the centerline radius of the turnaround shall be a minimum of seventy-two (72) feet. ***Alternately, in the case of cul-de-sacs to be constructed without an interior green island***, pavement and shoulders shall be constructed at minimum radii measuring forty-seven (47) and fifty-one (51) feet respectively.

Adoption of recommended Amendments to Sections VII: 1-H:3 & VII: 1-H:5 will necessitate the following corresponding amendment:

Amend Section VII: 1-H:7 to read: ***In the case of cul-de-sacs to be constructed with an interior green island***, the ***interior green island*** shall be graded to prevent stormwater runoff from being conveyed onto the ***paved*** roadway ***surface***. If necessary (as determined by the Town Engineer), the turnaround shall ***include accommodations for an interior drainage system***.

#### Recommended Amendment No. 2: Section VII: 1-Q. Base Course

1-Q: Current text: *Gravel base course shall not be laid until the subgrade has been inspected by the Town Engineer. The base course shall consist of a minimum three (3) lifts, minimum of eight (8) inches of depth per each lift, of well compacted crushed gravel material conforming to Section 304.3 of the New Hampshire Department of Transportation Standard Specifications for Road and Bridge Construction (latest edition). Each lift shall be graded at a cross-slope of ¼ inch per foot. Each lift shall be inspected by the Town Engineer for depth and cross-slope.*

Basis of Recommendation: The current standard requires an overall depth of 24 inches and crushed gravel (304.3) to be furnished and installed under all public streets. presently, most commercially available base course material is manufactured from bedrock so as to conform with NHDOT Item No. 304.4 and is the functional equivalent of 304.3. We recommend Section VII: 1-Q be revised to reflect this reality. In addition, based on exclusive use of material conforming with either 304.3 or 304.4, it can be persuasively argued that the current standard represents necessary “overkill” in the case of low volume residential streets.

Recommendation: Amend the text of Section VII: 1-Q to read: ***Gravel base course materials shall neither be delivered to the construction site nor laid until roadway subgrade has been inspected and approved by the Town Engineer; and laboratory test results demonstrating material gradation compliance with applicable project specifications are received and acknowledged by the Town Engineer.*** The base course shall consist of a minimum of ***two (2) lifts of Crushed Gravel (304.3) or Crushed Stone – Fine Gradation (304.4)***, each having a nominal compacted ***thickness of nine (9) inches***. Each lift shall be graded at a cross-slope of ¼ inch per foot. Each lift shall be inspected by the Town Engineer for ***correct*** depth and cross-slope.

Recommended Amendment No. 3: Section III: 1-B: 2 (3): Initial (Subdivision Application) Filing

1-B: 2 (3) Current text: *The applicant shall file with the designated agent: ... (3) five (5) copies of a plan which complies with these Regulations.*

Recommendation: Ms. Soucy advises that current municipal practice actually requires receipt of not more than two (2) copies of the drawings at time of initial application filing. Hence, it is recommended the text of the cited sub-section be revised to require submission of **two (2) copies** rather than **five (5) copies** of all drawings.

Recommended Amendment No. 4: Section V: 2-H. Buffer Strip

2-H: Current text: *As set forth in the Town of Hampstead Zoning (Ordinance) Regulations.*

Recommendation: As previously acknowledged, this Section of the Subdivision Regulations references provisions of the Zoning Ordinance which do not presently exist. Correspondingly, unless and until such time as the Zoning Ordinance comes to be amended by Town Meeting to include specific requirements for Buffer Strips applicable to subdivision proposals we recommend the current text of Section V: 2-H be deleted and replaced with text stating **“Reserved”**.

Recommended Amendment No. 5: Section V: 2-R. Driveway Access

Recommendation: Amend the existing text to include an additional sentence which reads: ***All subdivision plans submitted for approval shall depict a driveway location on each proposed lot which conforms with applicable requirements of Section XV: 3 of these Regulations.***

Recommended Amendment No. 6: Section VI: 3-E:1 Minimum Lot Size

Recommendation: Amend the existing text to include an additional sentence which reads: ***All subdivision plans submitted for approval shall include calculations, sufficient to demonstrate each proposed lot conforms with applicable soil-based lot sizing requirements of Article II-1 of the Zoning Ordinance, on the drawings.***