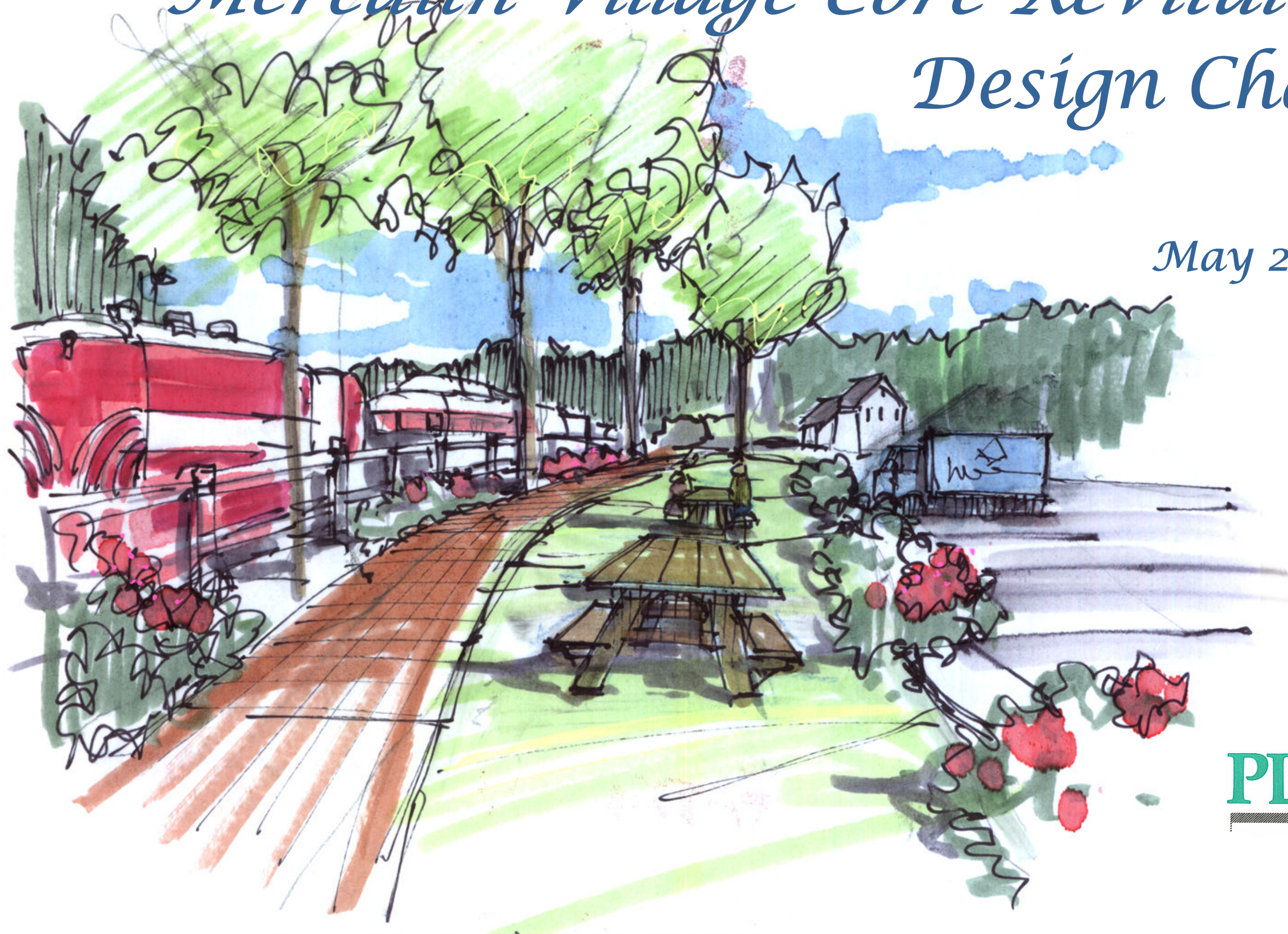


Meredith Village Core Revitalization Design Charrette

May 20 & 21, 2005



PLAN NH

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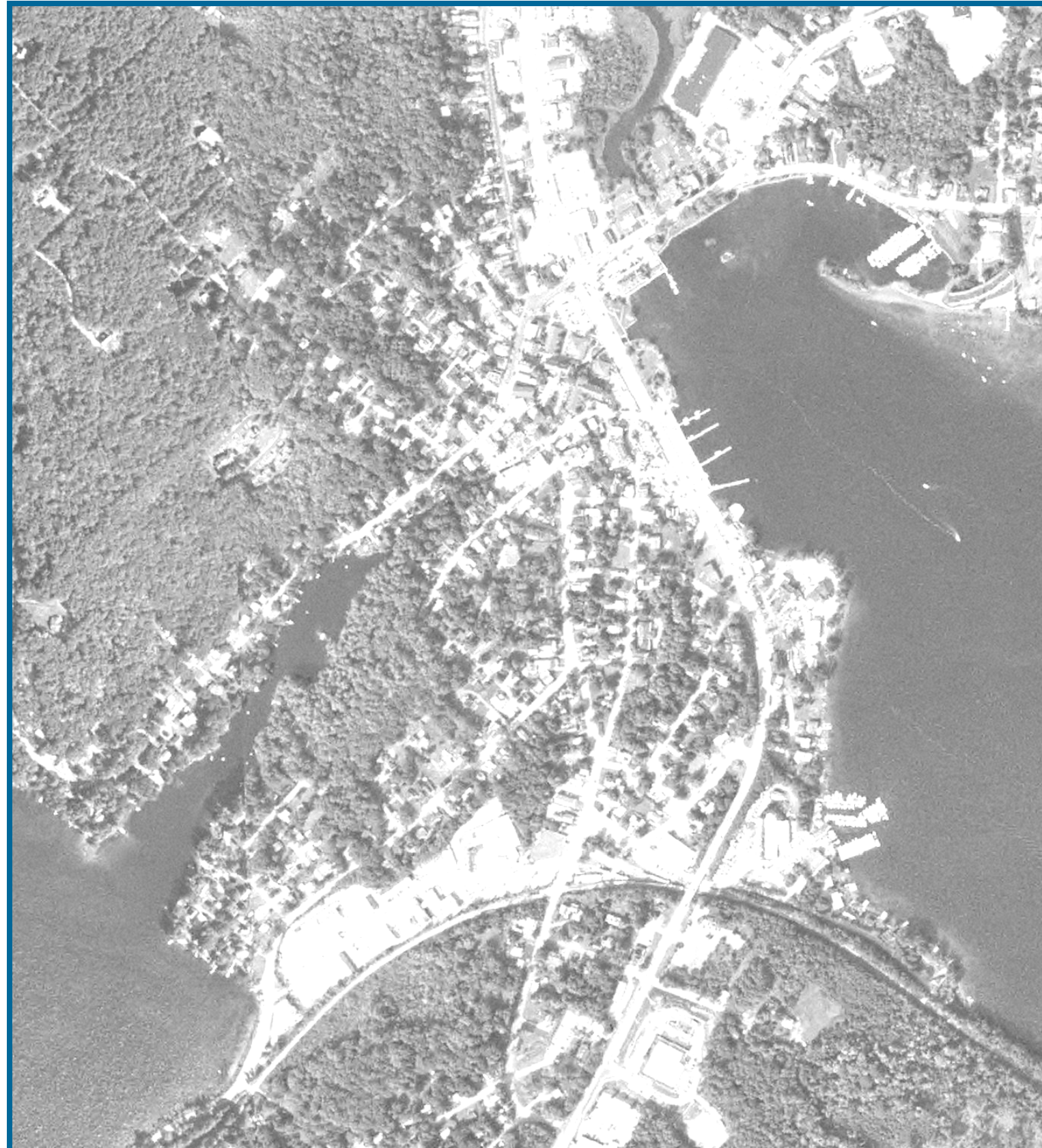
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*Meredith Village Core
Revitalization
Design Charrette*

Sponsored by:

Plan NH
Town of Meredith
Greater Meredith Program

May 20 & 21, 2005

Plan NH

Meredith Village Core Charrette

Who is Plan NH?

Plan NH, founded in 1989, is a professional association established to create a forum to bring together those focused on the built environment and interested in community development. Plan NH members include architects, planners, engineers, landscape architects, bankers, contractors, historic preservationists, and others. A principle aspect of Plan NH's mission is to make a positive contribution to New Hampshire communities. One way in which Plan NH is doing this is by offering pro-bono design assistance each year to New Hampshire communities with demonstrated needs.

What is a Design Charrette?

Simply stated, a design charrette is a brainstorming session where lots of ideas are brought forth by both professional designers and local citizens, in an attempt to resolve a problem of local interest. Because of the compressed time frame, the recommendations reached are usually conceptual. Recommendations present the relationship of different plan elements, as opposed to the details of how a particular building would actually be constructed. The charrette process blends the broad experience of design professionals with local citizens' detailed knowledge of their community to produce a plan of action to address a particular development issue within the community. The charrette provides an overall framework in which final solutions can be developed and gives a direction against which future decisions can be measured. The Plan NH charrettes are typically two day workshops that produce a number of design ideas and possible solutions, which are documented in booklets and presented to the town to be used as a starting point in their design process.

Why did Plan NH come to Meredith?

Each year Plan NH invites communities to submit proposals outlining a community design opportunity. The proposals are examined and two or three are chosen for a weekend charrette consisting of volunteer professionals to brainstorm and develop creative ideas addressing a problem of local interest. Plan NH assesses the proposals on the basis of: importance of the project to the host community, interest in the design problem, and probability of the project actually being implemented. Communities that are organized, have done some early work on a project, thought out its needs, and how it would implement the recommendations are favored by the selection committee.



The Charrette Process

The Plan NH charrette process includes one day of our design team listening to members of the community and town officials as well as making site observations. The second day involves an intense brainstorming of ideas culminating in the generation of sketches, concepts, and implementation strategies

On Friday May 20, 2005 the Plan NH charrette team members met with Meredith Town Officials and the Greater Meredith Program members at Church Landing in Meredith to refine the charrette objectives, expand on the Town's application, and begin to brainstorm ideas for the Meredith Village Core Revitalization Project. An overview of the project goals and opportunities for improvements was presented, along with an outline of past and present town initiatives and pending capital improvement projects. In addition, Nancy Mayville, a Project Manager with the New Hampshire Department of Transportation (NHDOT) provided an overview of the pending Route 3/25 improvements project.

The team members then took a walking tour of the Village Core area including Main Street, Mill Street, Maple Street, Lake Street, Route 3, Swasey Park, and the Gerrity Property to view the properties, buildings, roadways, constraints and opportunities included within the charrette boundary. This gave the charrette team an opportunity to walk the entire land area, experience the vehicular and pedestrian traffic patterns, view existing buildings and land uses, and the Winnepesaukee and Wakewaum Lakes.

Two listening sessions were held later on Friday at the Calvary Bible Church on St James Street in the heart of the Village - one in the early afternoon and another in the evening. This process is essential to the development of the project vision, the formulation of ideas and recommendations and community consensus building for the future implementation. Many citizens took advantage of this opportunity to voice their opinions, share ideas, and impart local knowledge regarding the many issues included in the Meredith Village Core Revitalization Plan Charrette. During these sessions the primary objective of the charrette team was to listen and record the comments and ideas expressed. During the 'Public Listening Sessions' many ideas and concerns were brought forth focusing on traffic, pedestrian access, land use, building types, and development character.



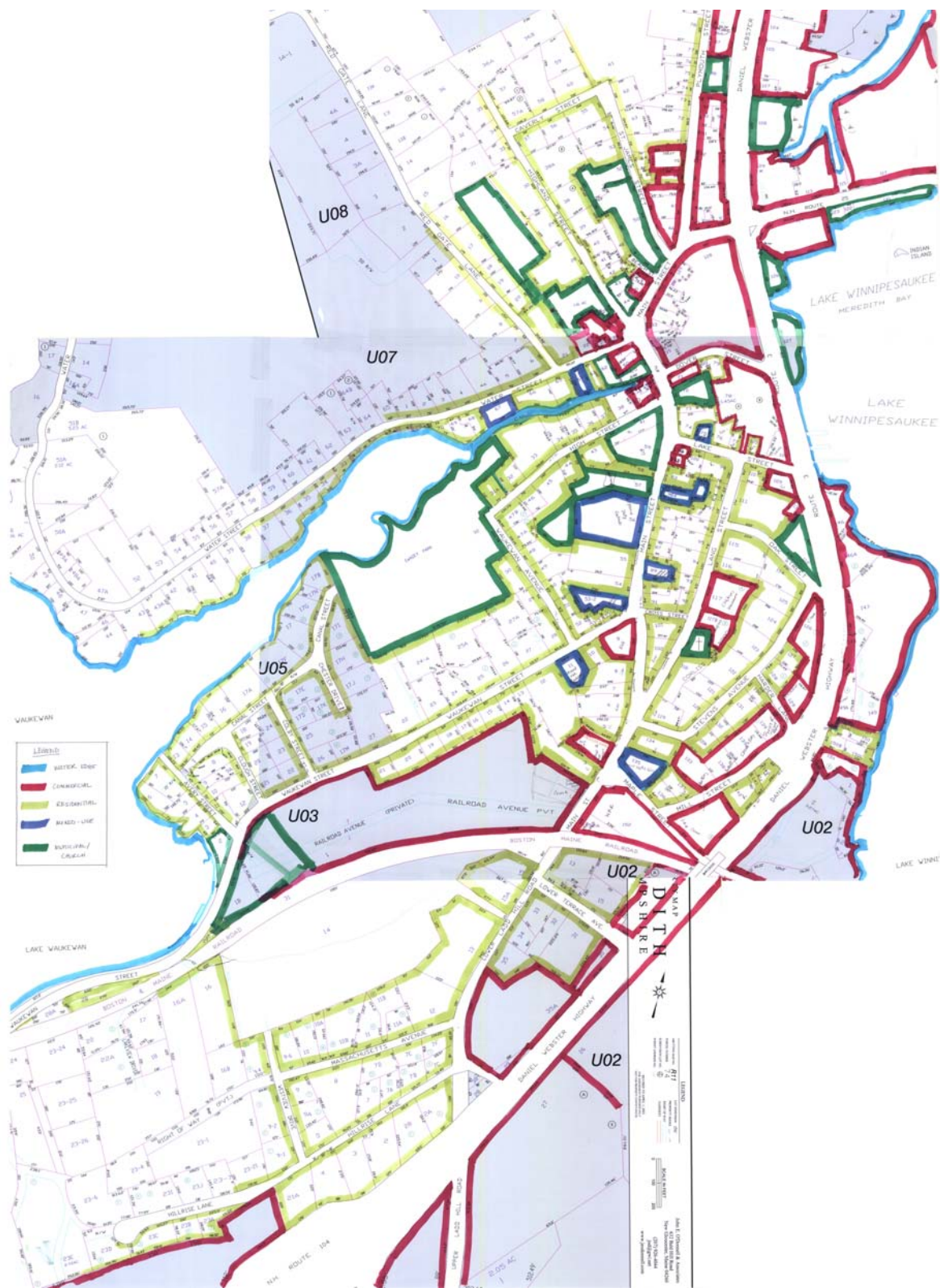
Town Officials Meeting

Nancy Mayville of NHDOT spoke briefly about the traffic studies and projects slated for the Meredith area. Beginning in the summer of 2005, the DOT will study the Route 3/25 corridor from the intersection of Route 104 to the Center Harbor Town Line. This effort will create a series of alternative improvements and the preferred improvement plan will then be carried forward into design and construction. At the heart of the study will be enhancements to pedestrian facilities and streetscape, replacement of the Route 3 Bridge over the railroad, and an upgrade of the Route 3/25 intersection to a potential roundabout. This project will have a significant positive impact on the Meredith Village Core Area. Having the DOT present throughout the charrette process provided significant information to the design team and the town officials, and also allowed an opportunity for the DOT to hear the ideas and concerns of the citizens of Meredith.



Charrette Team at Scenic Railroad

Land Use in the Meredith Village Core Area



Aerial Photograph of the Meredith Village Core Area



The Meredith Proposal

“...with a plan in place, the community can move forward to revitalize the village core and make it a place we can be proud of, where our children can experience a community gathering place, and our businesses can be economically viable and sustainable”

The Meredith Village Core Revitalization Project

The proposal submitted to Plan NH by the Town of Meredith and the Greater Meredith Program in February of 2005 described several “impact nodes” or planning issues corresponding to the village core area:

- Main Street Enhancements (railroad tracks to Route 3/25)
- Gerrity Property Redevelopment Potential
- Maple and Mill Street
- Walking Trail Connections

Main Street Enhancements

While high quality development and improvements along Lake Winnepesaukee and Route 3 has greatly enhanced that corridor, the Main Street of the village has been ignored by investors. This contrasting absence of economic vitality on Main Street, just one block from the bustling lakefront, is due in large part to the lack of a cohesive plan for improvements and links to the Rt. 3 corridor. The charrette team’s charge was to propose improvements and changes that would encourage visitors and shoppers to visit Main Street. Increased business would in turn promote property investments and improvements. Streetscape improvements such as sidewalks, lighting, street furniture, and signage were suggested along with a study of the traffic patterns for improvements to flow and access.



Main Street sidewalks and shops



Shops on northern end of Main Street



View from Route 3 towards Main Street

Gerrity Property Redevelopment

The Gerrity property, a seven acre parcel, sits at the southern end of Main Street. This is referred to as the largest underdeveloped tract of land remaining in the village core area, and was recently rezoned from industrial to commercial. The land has a long history of lumber operations, dating back almost a century, and is currently still used by the industry, leased by Wickes Lumber Company. The property abuts the Boston and Main Railroad track and has wonderful views of Lake Waukegan to the west. The property also abuts the water treatment plant which the town plans to expand and use approximately one half acre of the Gerrity parcel for the expansion. The property owner is interested in exploring re-development options and many ideas have been discussed including residential and commercial mixed use. The Charrette team was asked to look at a site plan that maintains Wickes in its present location and an option that assumes Wickes is relocated.



Charrette Team touring Wickes Lumber Company site.

Maple and Mill Streets

Maple and Mill Streets are essential components of the redevelopment conceptualization process. Improvements are needed to provide adequate pedestrian ways, visually pleasing and inviting character, and appropriate redevelopment that enhances and enlivens the south end of the village area.

At the west end Maple Street intersects with Main Street at the Gerrity Property and passes under Route 3 to the east and continues to the Meredith Marina on Lake Winnepesaukee. Mill Street intersects with Maple at one end and Route 3 at the other forming a triangular pattern. The Winnepesaukee Scenic Railroad, a popular tourist destination, is located on Maple at the Mill Street intersection. There are three parcels that have been recently sold in the Maple/Mill Street area which are being targeted for redevelopment.

Several factors contribute to making this network of streets a critical part of any comprehensive revitalization plan;

- Main and Maple intersection will be critical in the redevelopment of the Gerrity Property
- Maple Street is home to the Winnepesaukee Scenic Railroad
- Maple St. is the connection from Main St. to the Meredith Marina
- Mill Street connects Route 3 to Maple/Main St.
- Potential eminent redevelopment opportunities



Walking Trail Connections

Throughout the village area improvements to pedestrian routes are essential. The revitalization plans should include improvements to existing sidewalks and pathways along with the provision of new pedestrian ways were required. Pedestrian links to be considered include:

- Trail to Swasey Park
- Improved walkways /crosswalks along Main Street
- Crosswalks at Route 3 to control pedestrian flow, underpass/overpass options
- Improved walkways /crosswalks along Maple and Mill Streets
- Connection to and throughout Gerrity Property to Lake Waukegan
- Connections from the Gerrity Property under Route 3 to Winnepesaukee waterfront
- Gateway and improved pedestrian connection at Lake Street from Route 3 to Main Street

Summary of Comments at Listening Session

The Town of Meredith Community Plan prepared in 2002 outlines several basic planning principles including; “The citizens of Meredith are best prepared to plan for and meet the challenges that face Meredith”. The charrette process is based upon a group of professionals responding to local knowledge, ideas, and suggestions imparted by the citizens of a community. The design team collected an enormous amount of local information from town officials, the Greater Meredith Program members, and the citizens of Meredith during the three listening sessions noted previously.

The charrette team included Darren Mochrie and Russ Thibeault, both Economic/Real Estate specialists in New Hampshire. They expressed the need for the Town of Meredith to be mindful of the balance that must be created amongst existing businesses in the Village Core and new retail establishments that may be attracted to areas such as the Gerrity Property. It was suggested that Village Core area become a pedestrian focused environment of unique niche shops that would appeal to both resident and visitors. The desire would be to create a critical mass, in a New England Center style, of residences, businesses and service, and evening activity.

The Charrette Team heard a lot of comments relating to parking—not enough parking, adequate parking but insufficient way-finding and signage to find parking, boat trailer parking, parking locations and tour bus parking. Parking is an important element to consider when trying to create a pedestrian oriented village core. As one young man stated at Friday listening Session, “ ...we need to provide place for the cars to park so that people can become pedestrians.”

At the conclusion of the evening session the design team left for the night with a wealth of information pertaining to the needs, opportunities, and constraints surrounding the village core. Saturday morning the design team returned to the Calvary Bible Church and following a brief “team meeting” began to prepare concept plans, sketches, cost analysis, and strategies to be presented at a public forum later that afternoon.

WHAT WE HEARD
<ul style="list-style-type: none">• Maintain the scale of Main Street• Invite folks to Main Street via Route 3 connections• Keep the Post Office on Main Street• Improve parking within the Village Core• Incorporate Swasey Park in pedestrian connections• Encourage a pedestrian environment in the Village Core• Create a streetscape (lighting, plantings, wide sidewalks, underground utilities, amenities, etc.)• Create a destination of unique retail (do not compete with existing downtown businesses)• Improve signage and wayfinding• Provide pedestrian linkages - Main Street, Route 3, Swasey Park, Gerrity Property, Winnepesauke Boardwalk, Train Station, Lake Waukewan, etc.• Create a safe crossing at Route 3• Formalize a tour bus drop-off within Village Core• Provide a community boathouse on Waukewan or Winnepesauke• Balance seasonal visitor uses with resident's needs and uses• Gerrity property uses: Fire Station, police station, affordable housing, public park, mixed use• Encourage a façade improvement program• Enhance winter streetscape appeal• Attract year-round businesses; bakery, grocery, clothing, drug store, theater, etc.• Encourage a public/private partnership for streetscape improvements• Keep residential uses on Main Street• Provide small parking area at Swasey Park

Charrette Team Recommendations

The Pieces are in Place:

Meredith has undergone significant positive changes over the past twenty years. The Village Core has benefited greatly from these changes and offers a unique community character comprised of beautiful hotels along Route 3, the Town Docks, the dock walkway, Swasey Park, and a collection of great historic buildings with a variety of uses along Main Street. Meredith may be the only community able to boast that it's Village Core has frontage on two wonderful lakes – Winnepesauke and Waukewan. Even more impressive is that one could walk from one lake to the other in ten minutes along Main Street and Waukewan Street

The Charrette team gathered on Saturday morning ready to tackle the issues presented the day before. The team formed four sub-teams focused on specific issues;

- The Gerrity Property
- Main Street and Route 3 Streetscape Enhancements
- Pedestrian Trail Network
- Cost Analysis

After a morning of brainstorming, sketching, and sharing ideas, the team presented their recommendations in a public forum in the chapel of the Calvary Bible Church.



Charrette team presentation

The Gerrity Property

The Wickes Lumber Company has leased the Gerrity Property for many decades. They provide local jobs, significant tax revenue and are a company that Meredith wants to remain in town for many decades to come. However, the Gerrity Property represents a significant amount of land at the south end of the Village. An appropriate redevelopment of some or all of this property could unlock the potential of this area to reconnect with Main Street and the rest of the Village.

The Charrette team looked at the Gerrity Property from three different redevelopment approaches;

- Plan 1 - The site with Wickes Lumber remaining in its present location, as is
- Plan 2 - The site with Wickes Lumber rearranged within the Gerrity Property
- Plan 3 - A 'clean slate' with the entire parcel available.

Plan 1 - Wickes Lumber As Is

The constraints of Wickes Lumber Company in its present condition along with the wetlands on the land on the opposite side of the railroad tracks leave very little developable area on the Gerrity site. This plan focused on opportunities for improvements along Main Street and Maple Street. It also included an expanded water treatment plant and community boathouse on lake Waukewan.

The Cerrutti Contracting Building can be replaced with a mixed use retail/office building. Combined with enhancements to the Scenic Railroad Train Station, this creates a vibrant activity center at the Main Street/ Maple Street intersection.

A multipurpose pathway for pedestrians and bicyclists is planned that follows the rail line connecting Rt.3 to Lake Waukewan. This path can potentially connect the Waukewan waterfront to Main Street, Route 3, and to the Winnepesauke waterfront.



BOAT HOUSE
AT WAUKEGAN



RR YARD RECONFIGURED



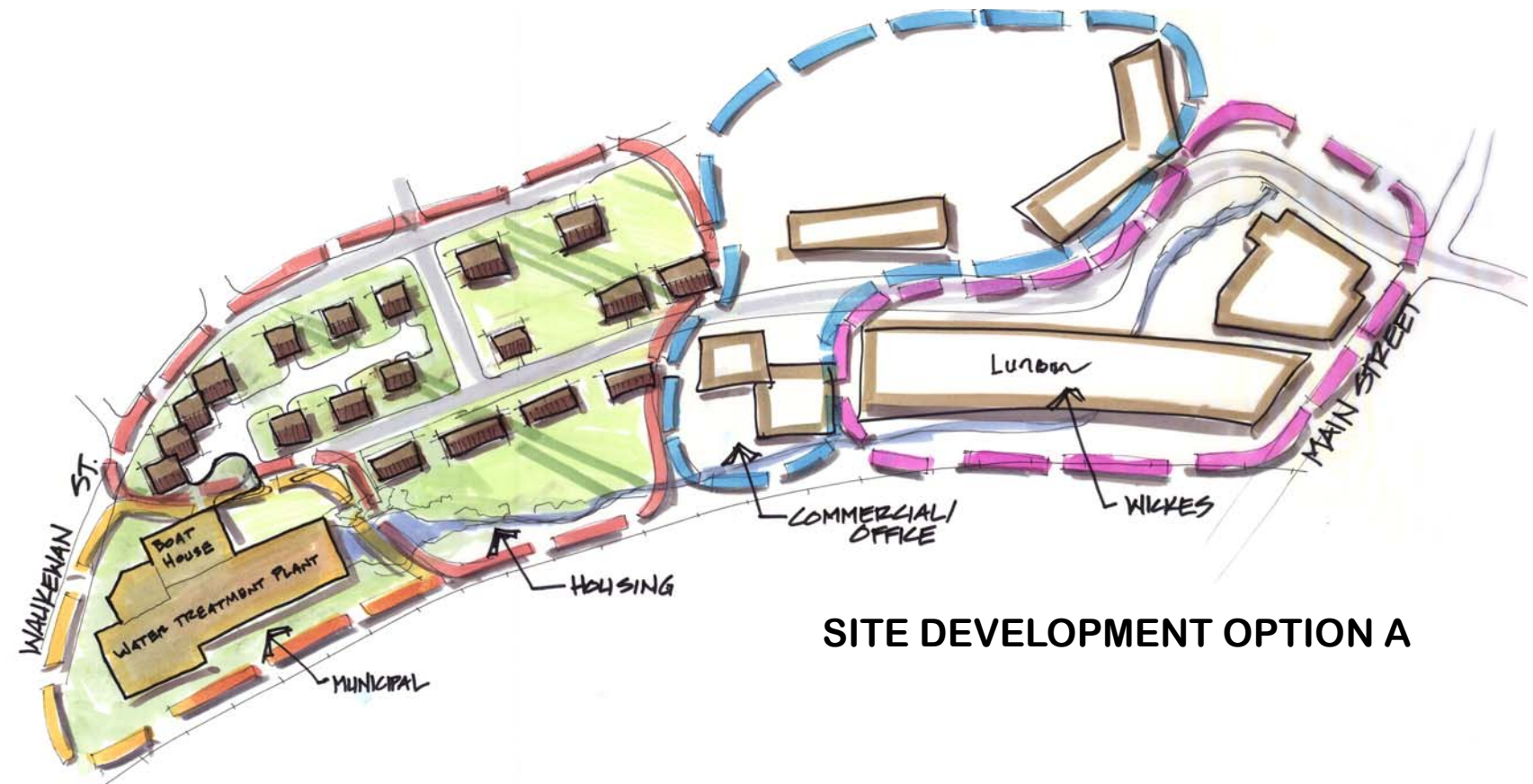
Plan 2 - Wickes Lumber Rearranged

The second plan considered keeping Wickes Lumber on the Gerrity Property and rearranging the buildings into a condensed site plan. This concept created development opportunities on approximately half of the property area. Two options were looked at regarding the land use potential.

Option A proposed the new development to be concentrated on the north end of the site, near Main Street, moving Wickes Lumber to the southern end of the property along Main Street. The northern area of the site would be developed as cluster housing while the central area, between Wickes and the new residential, would be developed as office/commercial use. A new road network through the development would connect Main Street with Waukegan Street.

Option B shows a program of office and professional uses with small retail concentrated at the southern end of the site adjacent to Main Street. Wickes Lumber would be relocated and condensed in the northern end with access from Waukegan Street.

These plans also included a community boathouse on Lake Waukegan as part of the water treatment facility expansion and improvements to the Scenic Railroad Train Station. The team recommended including public toilets along the multi-purpose pathway following the railroad tracks.



SITE DEVELOPMENT OPTION A



SITE DEVELOPMENT OPTION B

Plan 3—Clean Slate

The third concept considered the property as a ‘clean slate’ with no existing buildings, except for the water treatment facility. This plan would require a joint effort with the Town and Wickes Lumber Company to relocate it’s operations elsewhere in Meredith.

With most of the site available for redevelopment the potential opportunities are greatly increased from the other two concepts. The Charrette team recommended a program of mixed used including residential, office, and retail/commercial..

A variety of residential units could be accommodated including affordable housing. These units could include second story apartment units over retail and office and clustered individual town-house units. Pedestrian walkways connecting to and throughout the development would be important to encourage a ‘walkable’ community.

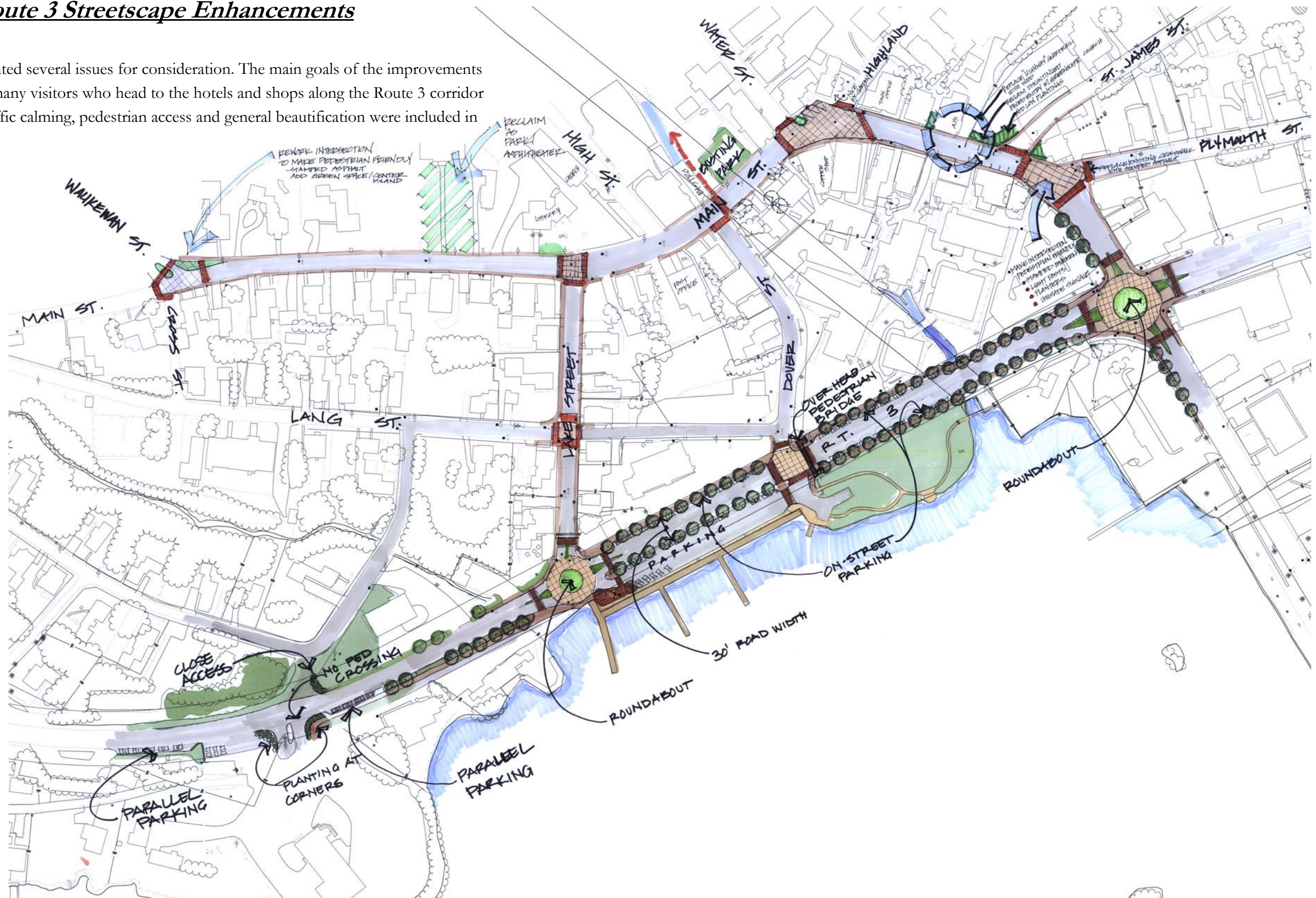
Retail development should include services important to the residents of the neighborhood as well as vendors that attract visitors. Retail establishments located on the first floor of buildings along Main Street, such as restaurants and high-end clothing and gifts, would enliven the street activity and draw patrons from Route 3, the Scenic Railroad, and other parts of Main Street.

Other suggestions offered by community members included relocating the fire station to the Gerrity Property. Currently the fire station is located on Route 3 at the corner of Mill Street. An expansion of the facility is needed and it was suggested that the Gerrity site was a more appropriate location. In addition, the present site on Route 3 could be better used for commercial development to build upon the success of the Route 3 establishments.



Main Street and Route 3 Streetscape Enhancements

Main Street and Route 3 presented several issues for consideration. The main goals of the improvements are centered on attracting the many visitors who head to the hotels and shops along the Route 3 corridor to Main Street. In addition, traffic calming, pedestrian access and general beautification were included in the issues to be addressed.

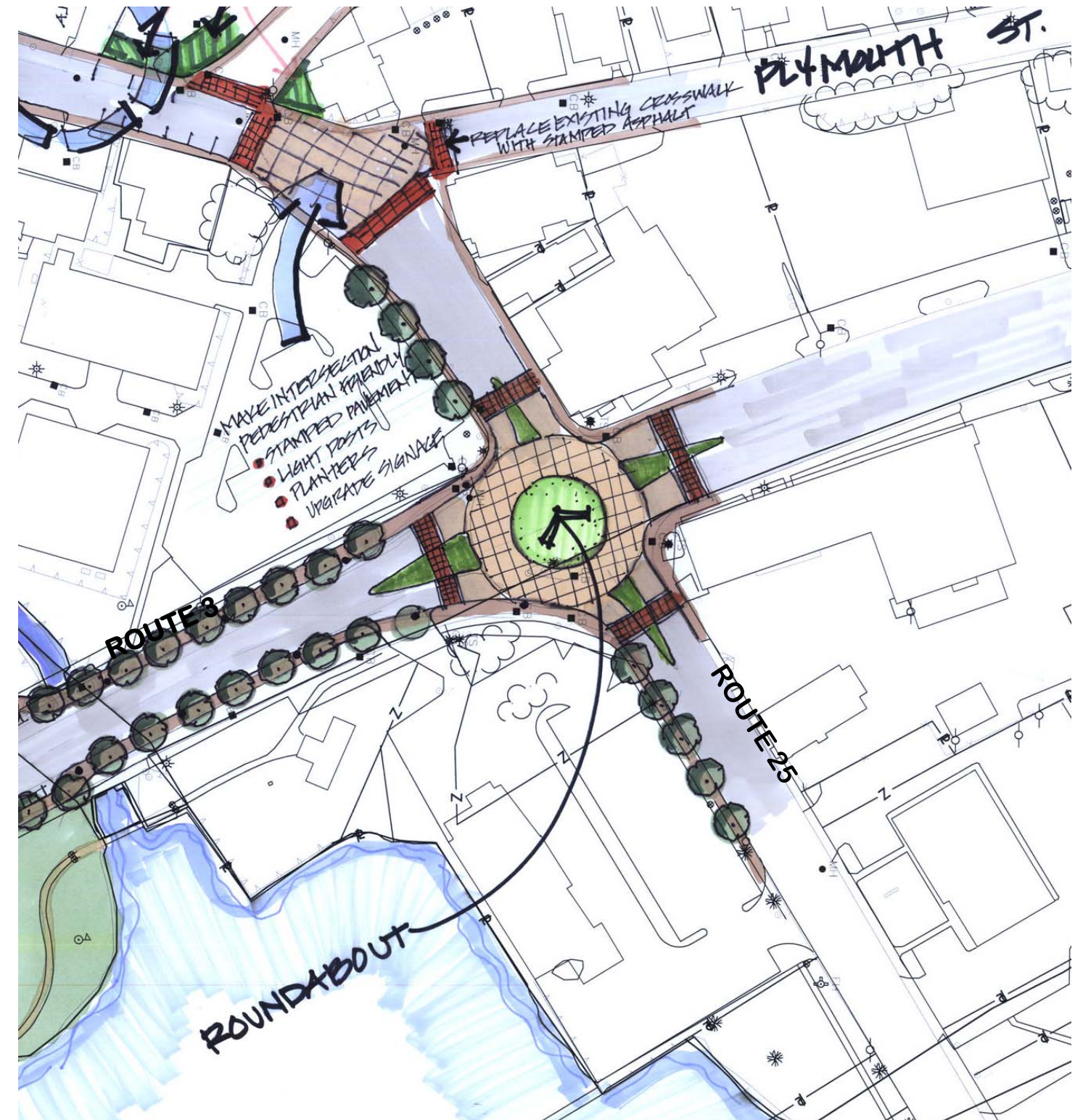


Traffic Congestion at Route 3/25

NHDOT will be focusing a significant planning and design effort on the Route 3/Route 25 corridors. Given the public comments received on Route 3, the charrette team developed a few ideas that could be carried forward by the NHDOT.

Route 3 is the principle access to the Meredith waterfront area. During the summer months this corridor is bustling with vehicles and pedestrians. Traffic congestion has become a problem at the intersection of Route 3 and Route 25, which follows along the Winnepesaukee Lakeshore on the northern edge. The New Hampshire DOT will be exploring the possibility of making this intersection a roundabout. This new design would remove the traffic lights and allow vehicles to move continuously through the intersection, eliminating or reducing the back up.

Further to the south the NHDOT project will also replace the bridge over the railroad tracks. The access to Oak Street from Route 3 may also be closed. This is a dangerous intersection with limited visibility. Pedestrian crossing should also be eliminated at this intersection. Pedestrians needing to cross Route 3 from Church Landing or adjacent shops will be directed to the Lake Street crossing.

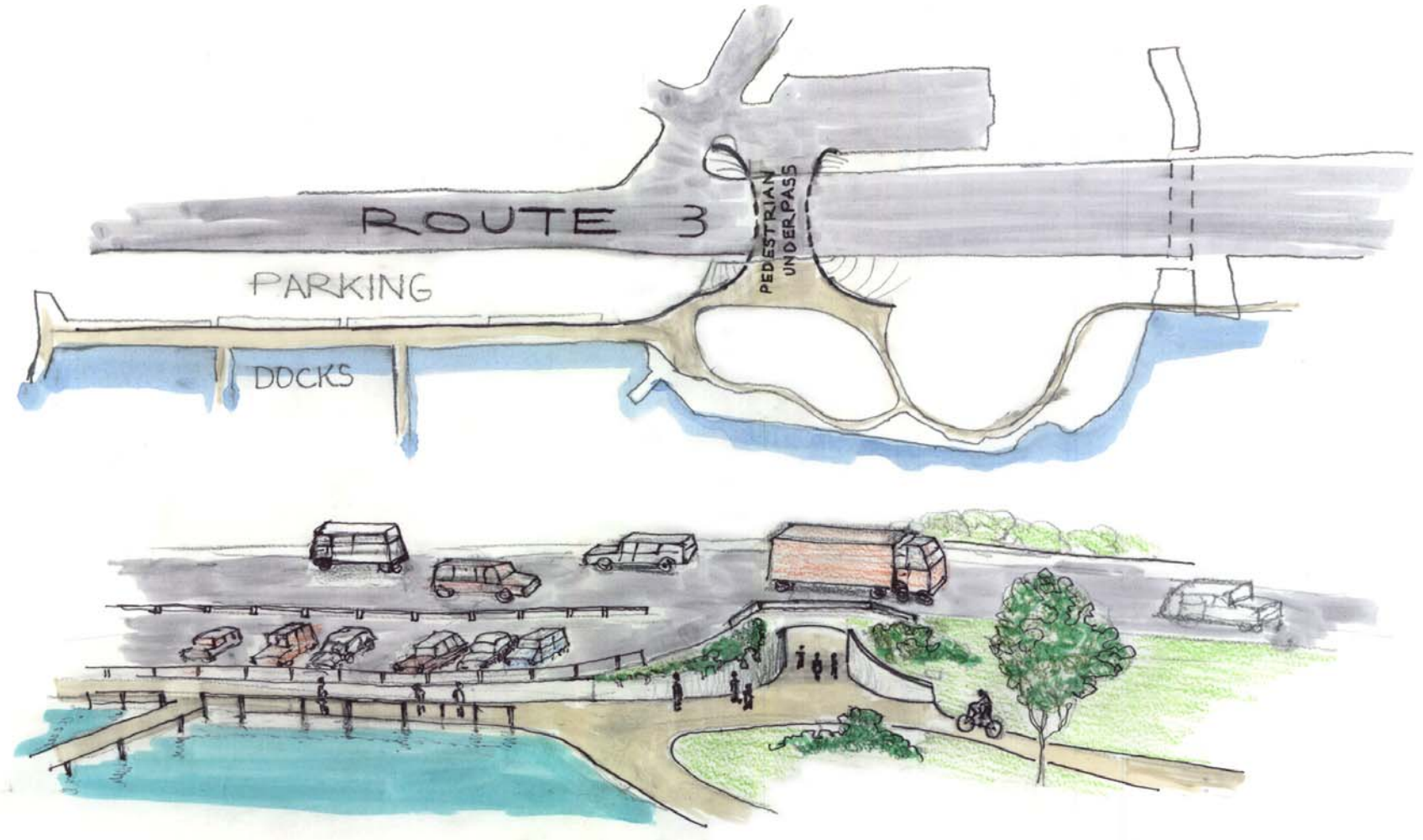


Pedestrian Traffic and Traffic Calming on Route 3

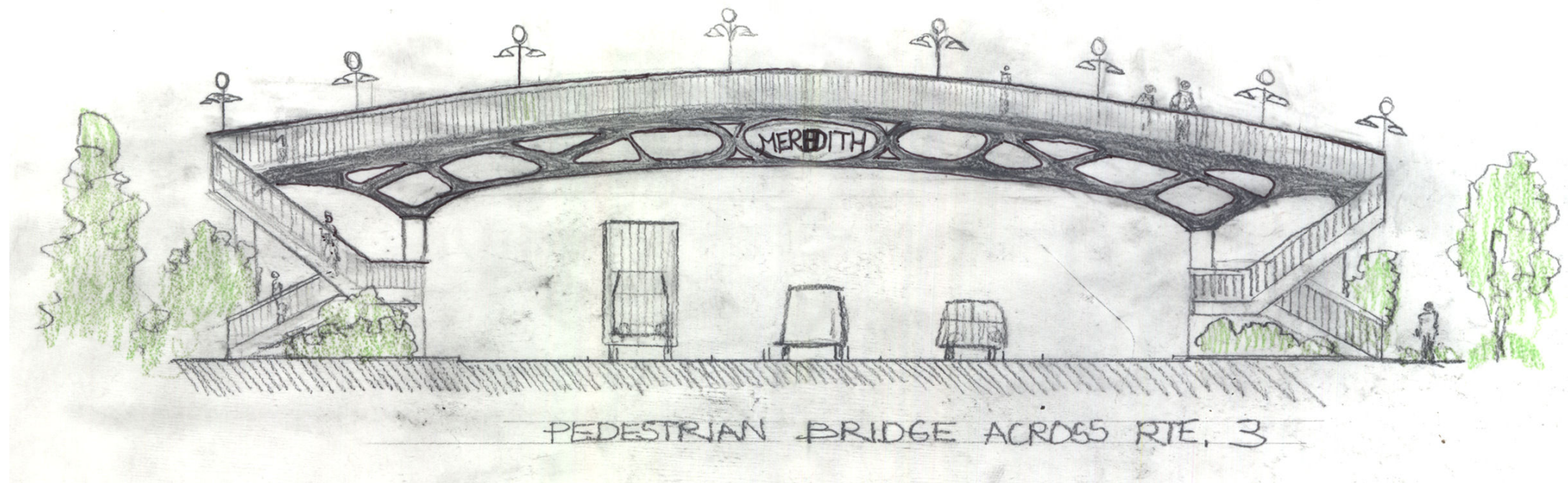
Pedestrian traffic flow across Route 3 was also cited as an issue to be examined in the charrette. Many people traveling to Meredith by boat and/or enjoying the Winnepesaukee lake-shore must cross Route 3 to access the shops and restaurants in the Mill Falls and other developments on the opposite side of the road. This pedestrian flow can at times be very heavy, stopping vehicular traffic, thus adding to the congestion and delays.

The Charrette team explored several possible ideas for this issue. An overhead pedestrian bridge was considered. A bridge would allow pedestrians to cross without impeding vehicular traffic flow. However, in order to provide an accessible pedestrian bridge that would allow wheelchair users and those with ambulatory impediments to access the bridge it would require either a mechanical lift or a ramp system. Neither of these options were feasible from a spatial requirement nor a cost perspective.

The option of a pedestrian underpass was also explored. This route would bring walkers and bicyclists under Rt.3 via a depressed tunnel. Although a closer look at the engineering design issues is needed, this alternative appeared to work well and could be easily accessible by all users. The underpass could be constructed linking the Town Docks to the parking area at Mill Falls near the Dover Street intersection.



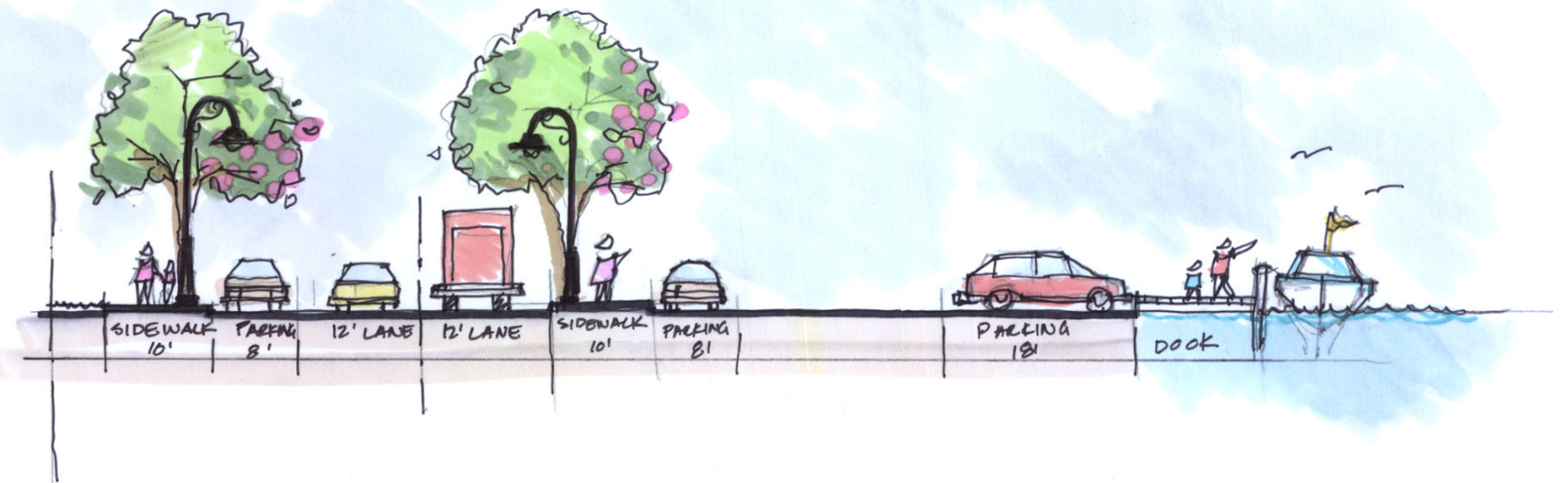
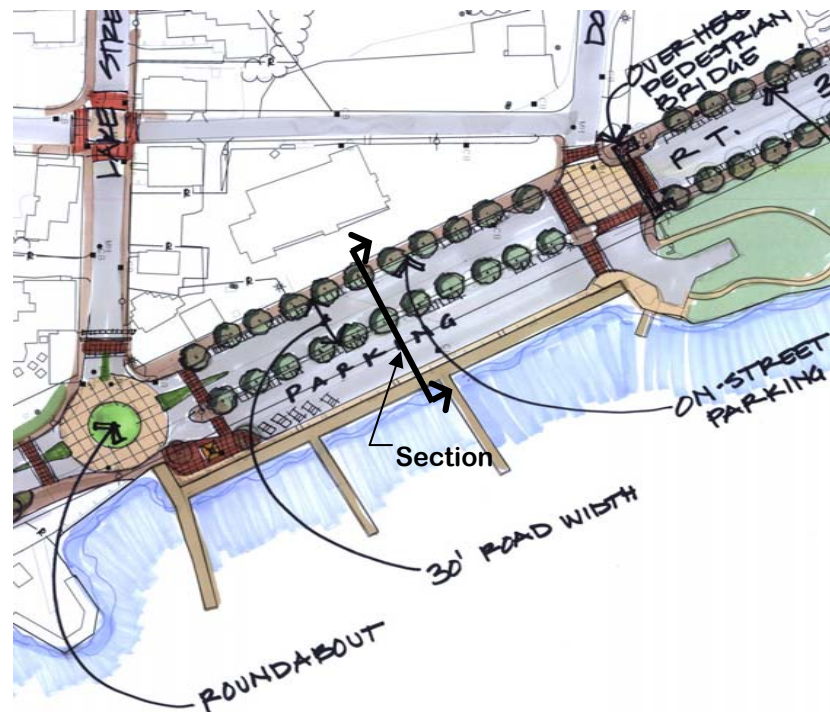
PEDESTRIAN UNDERPASS



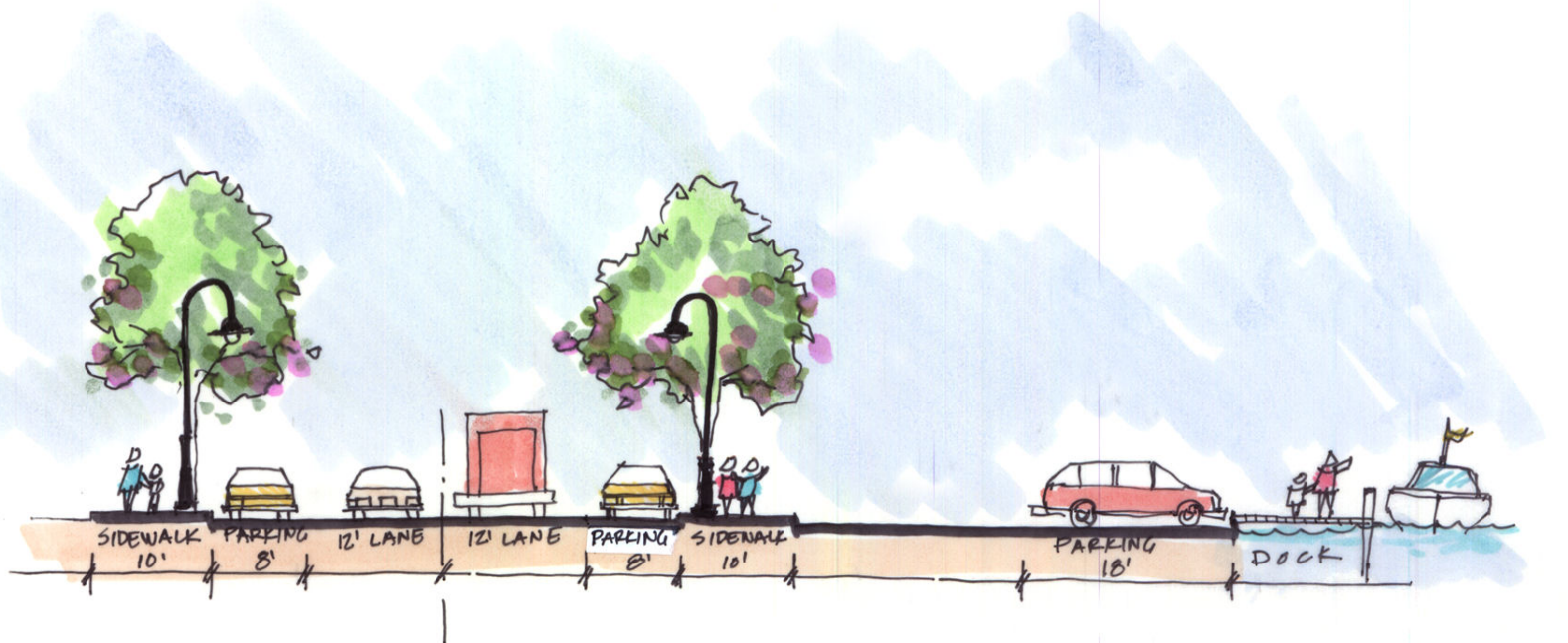
Another, less costly option for a safer pedestrian crossing would be to improve the existing roadway crossings. This would include better crosswalk design, paving materials, and clear demarcation and signage. Textured paving in crosswalks serve as an effective traffic calming measure, helping to signal to the driver to be aware of pedestrians and clearly mark the pedestrian route.

A center island in the roadway that would provide a pedestrian refuge area at crossings could improve safety and flow by allowing pedestrians to cross one lane at a time. A center island would also serve as a traffic calming device, slowing vehicles traveling through the village corridor. Other traffic calming measures that were considered are:

- **On-street parking** on one or both sides of Route 3 has the effect of narrowing the perceived road width for the driver and thus slows down the travel speed.
- **Curb extensions at crosswalks** will bring the pedestrian crossing the road out into view of the vehicles, while remaining on the sidewalk.
- **Street trees along the roadway** also have the effect of narrowing the spatial perception of the driver. Trees also signal a sense of place and possible pedestrian area to the driver.



SECTION AT RT. 3 — ON-STREET PARKING ONE SIDE



SECTION AT RT. 3 — ON-STREET PARKING BOTH SIDES

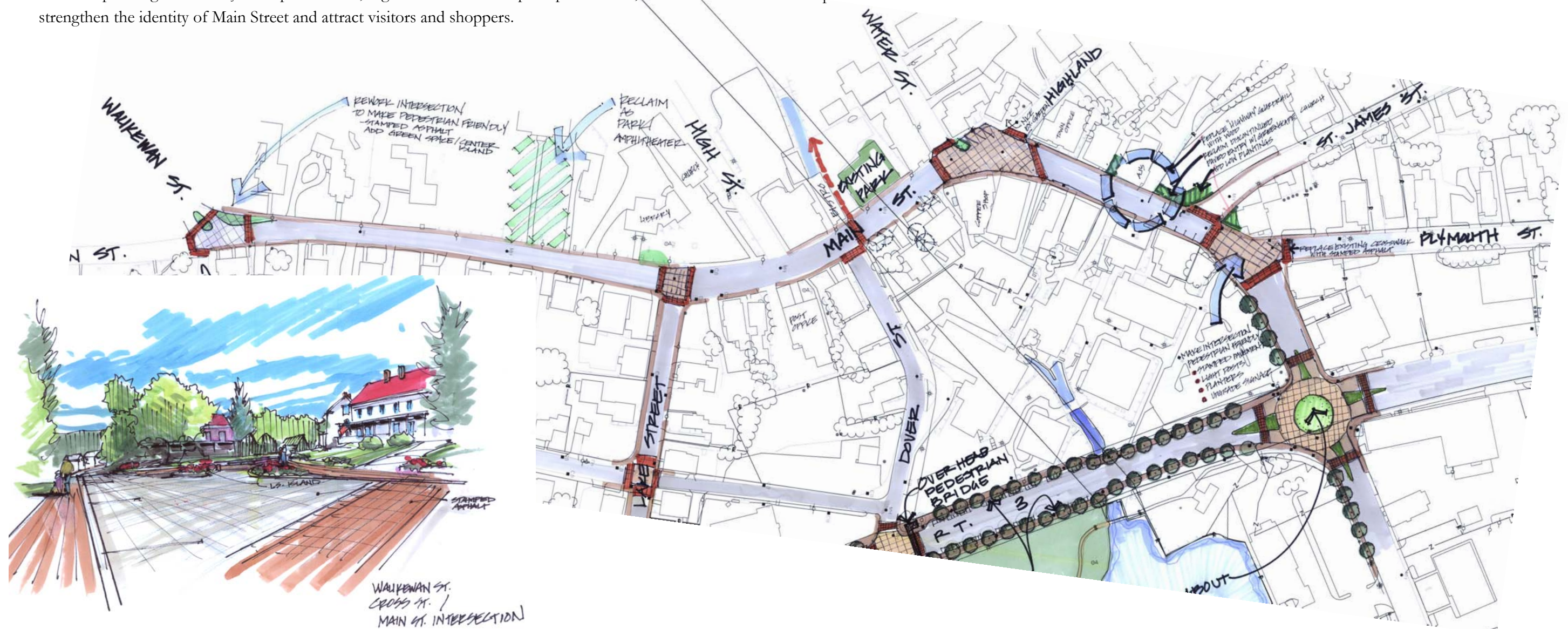
Main Street Enhancements

Improvements to Main Street and streets connecting Route 3 to Main Street focused on streetscape amenities and enhancements. These included, crosswalk paving, wider sidewalks, decorative lighting, and planting areas. Streets connecting Main to Route 3, namely Dover and Lake Streets, must be improved to create a pleasant, attractive, walkable environment. An information kiosk and signage should be installed on Route 3 to point visitors towards the Main Street shops, cafes and galleries.

The Main Street corridor, particularly from Route 25 to Waukegan Street, was viewed as a unique street that should maintain the character of small one-of-a-kind shops and restaurants. This segment of Main Street passes by the Town Hall, the Post Office, Library, Hummiston Building, and many other shops and galleries. Façade improvements, together with streetscape improvements, would strengthen the identity of Main Street and attract visitors and shoppers.

At the major intersections; Plymouth Street, Highland/Water Street, Lake Street, and Waukegan Street, the charrette team recommended defining the crosswalks and intersections using decorative paving materials such as pavers or colored imprinted concrete. In addition, sidewalks should be well defined and adequately sized for pedestrian flow and merchant use. At some of these locations, excess pavement can be removed and/or channelizing islands may be installed.

Decorative, pedestrian scale street lighting and furniture will add character and identity to the Main Street corridor. Light poles can also be used to hang planters, banners and seasonal lighting. Signage is also important to the enhancement program. Not only does signage offer directional information to visitors, it can add to the identity of a place. Specially designed signs for streets and information unique to the Main Street district will strengthen the 'sense of place'.



Façade and Private Property Improvements

Encouraging façade improvements through a formal grant program is a very effective tool for economic development. Architectural design guidelines for façade improvements and signage should be established in order to maintain the character of the Main Street /Route 3 district. The majority of the existing buildings in the Village Core are wooden structures with clapboard siding, 2-3 stories in height. The buildings are set close to the street and sidewalks. This scale, together with the width of the existing streets, creates a very comfortable human- scaled space. This example already in place in the Village Core should be used as a guideline for new development.

The street should be viewed as a public open-space. Private property owners should be encouraged to use the sidewalk and alley space where feasible. These public and semi-private spaces should be available for outdoor seating at restaurants and cafes, display of goods at retail shops, and planting and seasonal decorations for beautification of the streetscape.



This antique shop on Main Street is a great example of the of the district character; use of outdoor space, signage and façade treatment.



Sketch showing alley way seating area concept.



Existing alley way



Façade improvement concept sketch



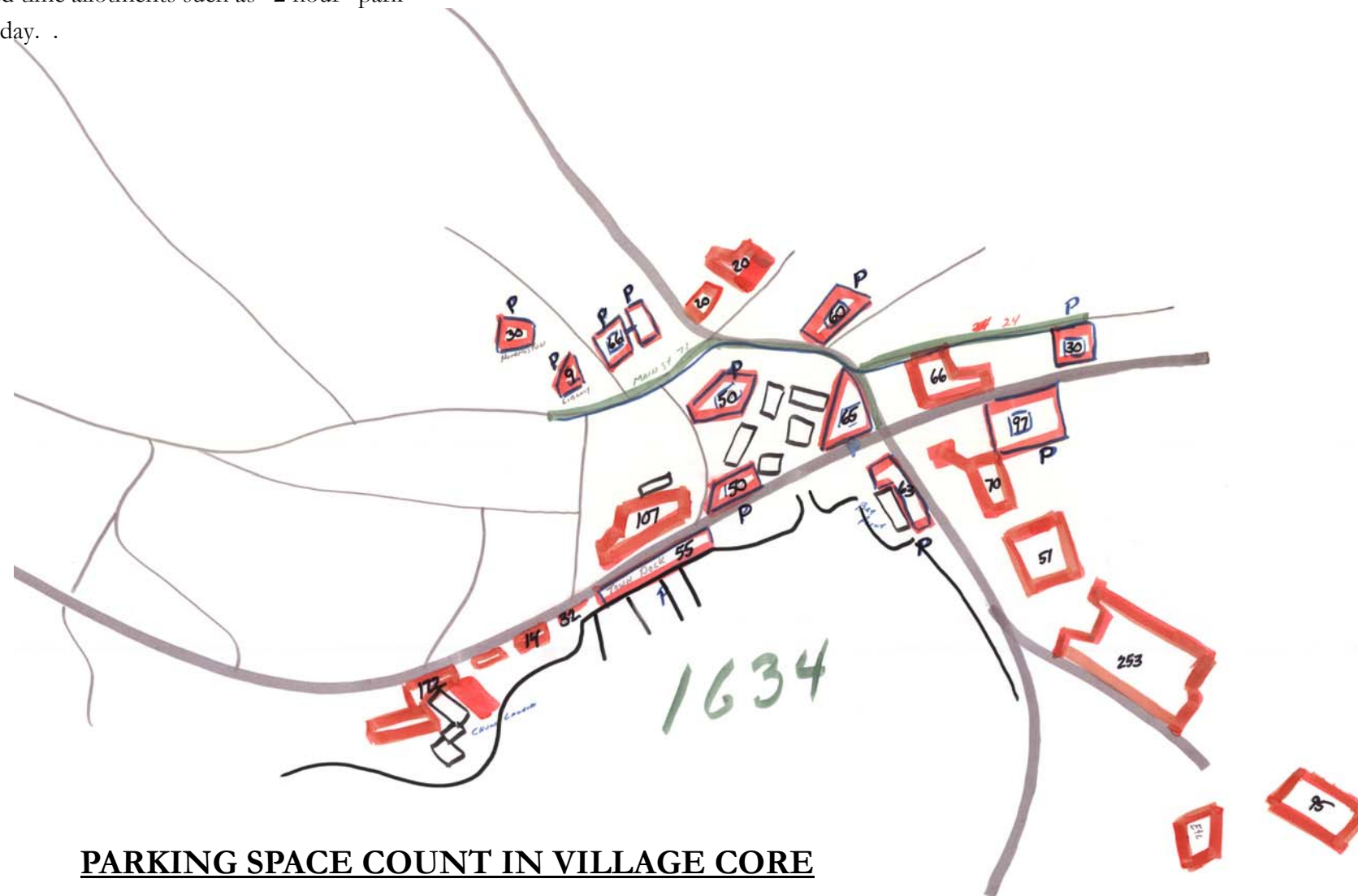
Existing façade condition

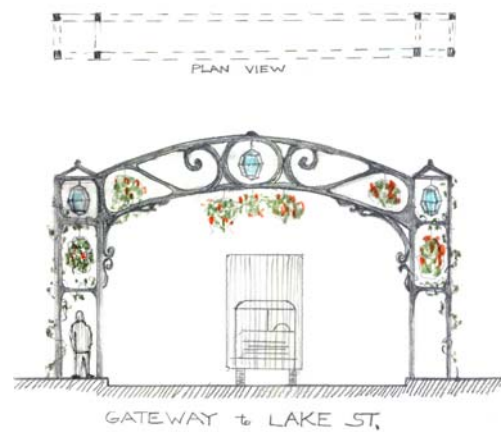
Parking

The plan below indicates the current location of parking spaces available to the public. There are over 1600 parking spaces within the village core of Meredith. With improved signage the existing parking lots and on street parking can be utilized to their full potential and support a significant amount of activity.

Parking along the street is a must for small shop owners and should be maintained to the extent possible. A balance must be struck between side walk width and roadway width, including travel lanes and parking. Should on-street parking be removed from one side of the street, off-street replacement parking would need to be identified. Restricted time allotments such as “2 hour” parking will discourage visitors from leaving their vehicles all day. .

As demand increases for parking additional locations will have to be identified. One such location would be the current trailer parking area that is provided on the north side of the hardware store on Route 3. This area would provide a significant number of parking spaces and would require relocating the trailer parking to another location. Another location for potential shared parking is at the Calvary Bible Church on St. James Street. If parking availability becomes in issue, a small structured facility may be possible between High Street and the canal





Lake Street Gateway

The Route 3 to Main Street pedestrian route is primarily by way of Lake Street. Looking down Lake, from Main Street, one has a spectacular view towards the lakefront. This same experience needs to be created for visitors along the Winnepesaukee lakefront, looking up Lake Street towards Main Street. The Charrette team explored the idea of creating a formal gateway at the intersection of Lake and Route 3 to direct visitors to Main Street. The gateway structure could take many forms and styles. The concept shown draws from a Victorian or Art Nouveau wrought iron style that was in vogue around the time of the establishment of Meredith. The Main Street streetscape vocabulary, (paving, lighting, signage, etc.) would also be carried through to Lake Street.

The view up Lake Street towards Main Street can be further enhanced by removing the large evergreen obscuring the view of the Church at the which serves as a focal point at the end of Lake Street. The tree however is a nice specimen and should be transplanted, if possible, to another location. Plans for a colorful “All American Garden” were suggested to be planted in front of the church building.



Lake Street gateway arch



Mill and Maple Streets

South Main, Mill, Maple and Waukegan Streets are important links at the southern end of the Village Core. The Scenic Railroad Station, Gerrity Property, and other redevelopment opportunities exist at this end of the Village. A reduced streetscape effort focused on enhanced sidewalks and lighting needs to occur at these locations to complete the pedestrian network desired. South Main and Waukegan Street provide access into the Gerrity Property, and provide the important link to Lake Waukegan. Mill Street and Maple Street provide the important link to Route 3 and the Winnepesaukee waterfront.

The land use on Maple and Mill Street have been undergoing considerable change. Most of this area is now developed for commercial use. If the Fire Station moves from the Mill Street corner on Route 3, an additional redevelopment opportunity will present itself. The Mill Street intersection with Route 3 is unsafe due to limited visibility and the high speeds on the steep Route 3 grades. This is an area that DOT will study and make appropriate improvements to enhance safety while creating yet another gateway to the Village Core.



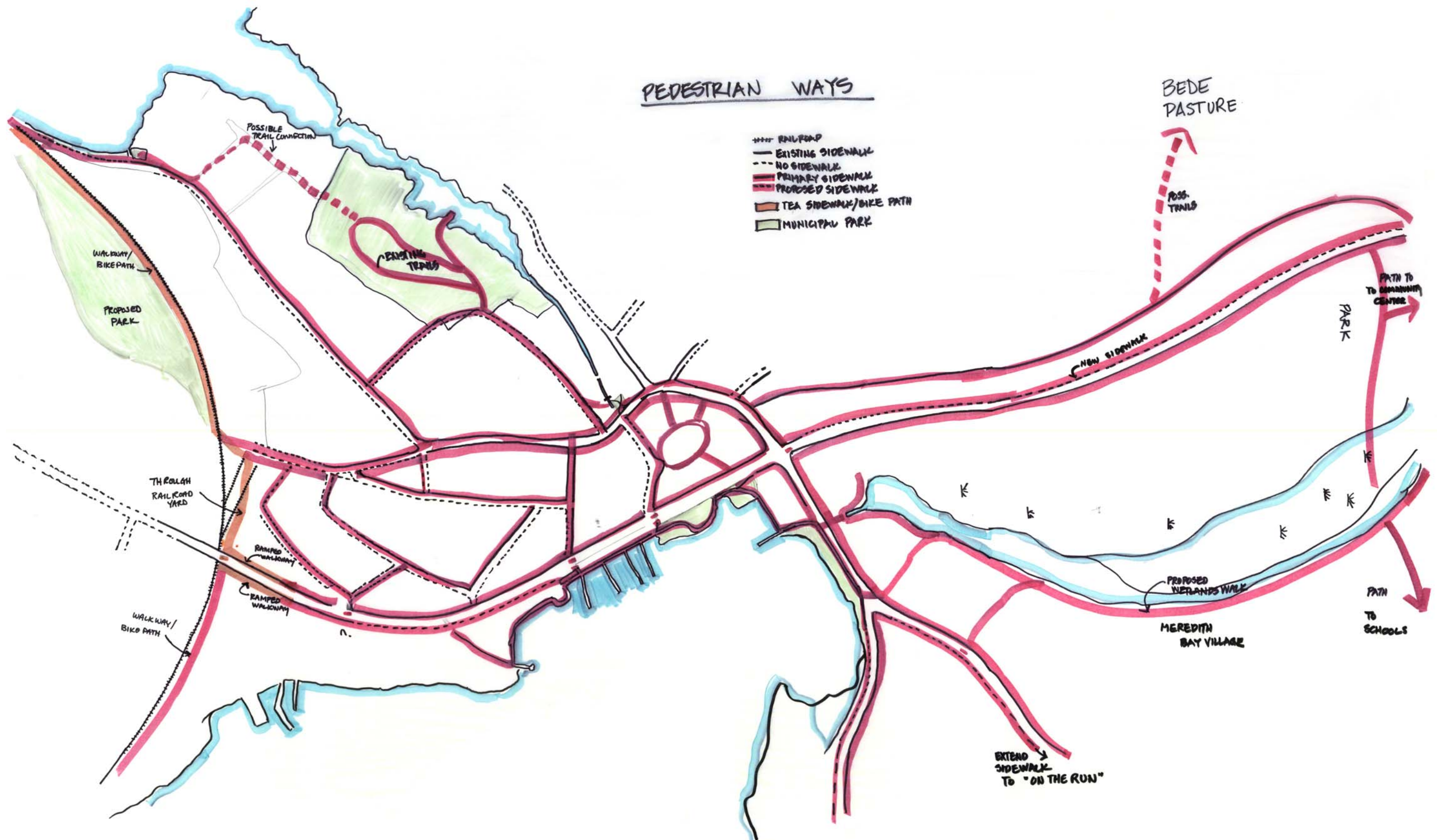
Walking Trail Connections

The Charrette team looked at the existing network of walking paths and trails and suggested improvements to establish a complete network. The goal of the pedestrian system is to provide access to all points in the village core to pedestrians and bicyclists. The concept plan suggests new trails, additional sidewalks and improvements to existing walkways.

The pending path proposed along the railroad creates an important link at the south end of the village. It will connect the Waukegan lakefront to the Winnepesaukee lakefront. In addition, it passes along the Gerrity Property and through the Scenic Railroad property and can connect with Route 3 at the bridge.

The sidewalk network along Main Street, Waukegan Street, and High Street will provide connections into Swasey Park. The streets connecting Main Street to Route 3 will also include enhanced sidewalks to link the Village to Route 3 and the boardwalk along Lake Winnepesaukee. The combination of the pathway along the rail, sidewalks, Swasey Park trails, and the boardwalk provide a variety of short, intermediate, and long walking and bicycling choices.

The following **Pedestrian Ways** plan considers additional connections to other pedestrian connections throughout the Village

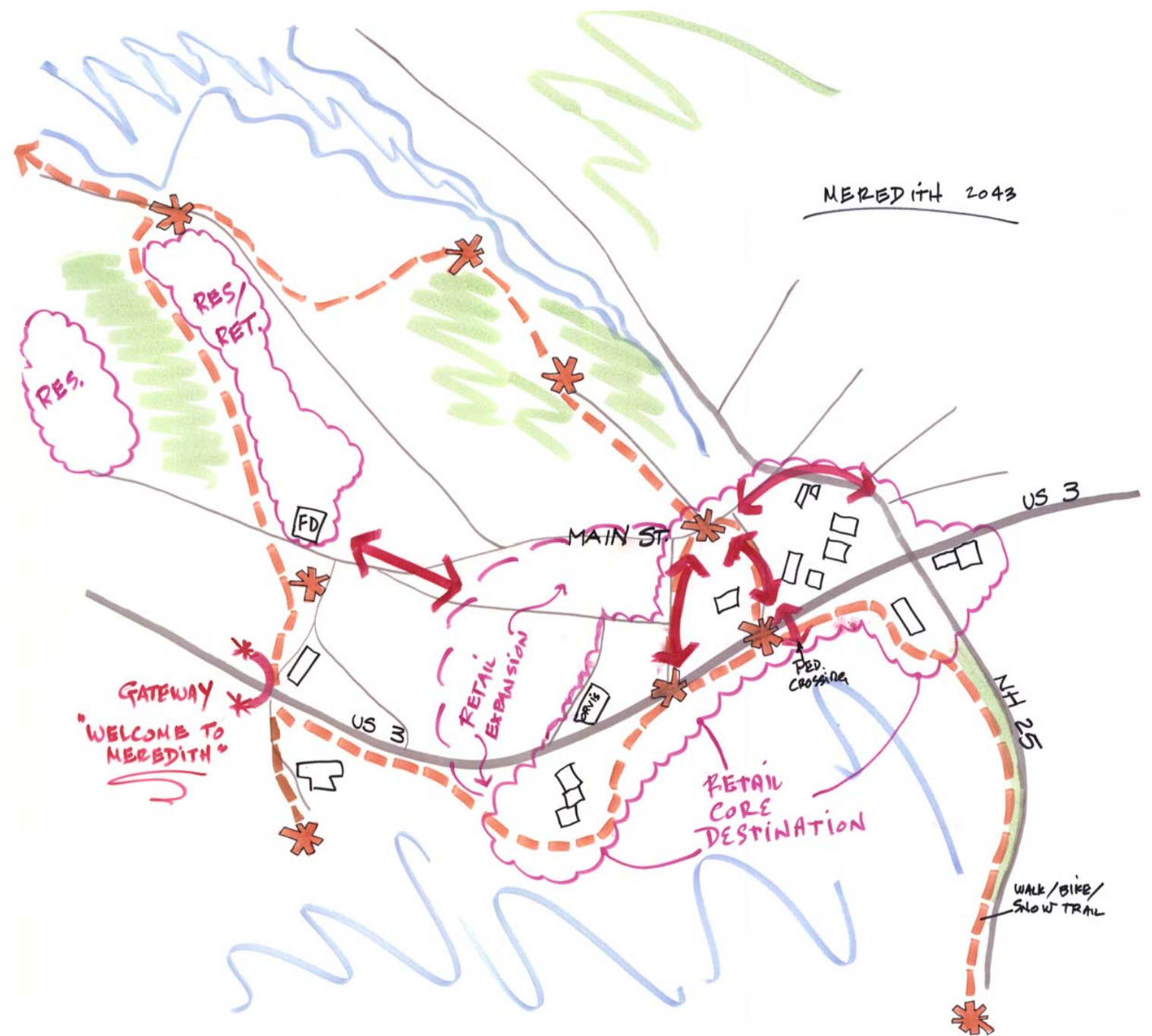


Meredith 2043

The numerous opportunities for development and improvements in Meredith village present many exciting possibilities for the future. As the complexities and necessary tasks in order to complete the wish list of projects became clear, the Charrette team surmised that by 2043, the 275th celebration of the town of Meredith, these goals could be achieved. With the NHDOT working collaboratively with the town to make significant improvements to Route 3, the Meredith Capitol Improvement Program supported by the State aid programs, private investments and an active community base including the Greater Meredith Program, the vision of a pedestrian oriented Village Core supporting retail, residential, entertainment, and office space uses can be realized.

Imagine:

- A core retail destination created within the Route 3, Main Street, and Lake Street area, connected by an attractive network of sidewalks, nodes, and gateways.
- The Route 3 corridor reinvented to be pedestrian friendly and the streetscape further strengthened by the redevelopment of the fire station to a higher and better use.
- An additional residential and retail area within the Gerrity Property that builds upon and enhances the core Village areas.
- The Train Station site improved and enhanced to create the southern anchor of the Village;
- Gateways created along Route 3 welcoming visitors to the Village and a clear system of signs and kiosks to encourage visitors to explore Main Street, Swasey Park, and Lake Waukegan.
- A complete network of trails, walkways, and sidewalks connecting each part of the Village to another and providing a pleasant walk amongst quaint shops and restaurants in the Route 3 / Main Street district, or a longer hike from the Winnepesaukee waterfront to the Waukegan waterfront.



Improvements Cost Analysis

The Route 3 corridor improvements including the Route 3/25 intersection, the bridge over the railroad and the pedestrian amenities will be constructed within the DOT Ten Year Plan process. Smaller efforts such as signage, cross walk enhancements, temporary median plantings, and other pedestrian enhancements can be completed by the town while the large scale project makes its way through the planning, design and construction process. We have provided conceptual cost estimates for the local roadway improvements suggested in the charrette process.

The estimate of costs projected for the Meredith Village Core are altogether conceptual. Financial requirements for each improvement may be shaped by many entities such as private developers, State and Federal Grants, and other interested parties. The cost projections provided here assist in the basic analysis of what the desired improvement may cost.

Façade improvements and other private redevelopment opportunities along Main Street will most likely involve private investments, however, the town of Meredith may consider developing an incentive program to encourage businesses to make investments.

The Winnepesaukee Scenic Railroad Station would also fall into this category, requiring significant private investment coupled with an infusion of public investment and local incentives. Public investments in infrastructure and roadway enhancements may spur the desired private investment in the Station.

And lastly, the redevelopment potential of the Gerrity parcel will involve private investment, public zoning and permitting support, and a partnership amongst the landowner, Wickes Lumber Company and Meredith Officials

Estimate of Probable Costs				
LOCATION	QUAN	UNIT	UNIT COST	TOTAL COST
Main Street				
Route 3/25 to Waukewan Road	1800	lf	\$400.00	\$720,000.00
Bury overhead wires:	1800	lf	\$225.00	\$405,000.00
Ornamental Lighting:	24	ea	\$2,500.00	\$60,000.00
			TOTAL	<u>\$1,185,000.00</u>
Lake Street				
Main Street to Route 3:	500	lf	\$400.00	\$200,000.00
Bury overhead wires:	500	lf	\$225.00	\$112,500.00
Ornamental Lighting:	6	ea	\$2,500.00	\$15,000.00
Install gateway arch	1	ea	\$50,000.00	\$50,000.00
			TOTAL	<u>\$377,500.00</u>
Dover Street				
	450	lf	\$300.00	<u>\$135,000.00</u>
South Main Street Sidewalk Enhancements				
	1000	lf	\$300.00	<u>\$300,000.00</u>
Mill Street and Maple Street Reconstruction				
	850	lf	\$400.00	<u>\$340,000.00</u>
Bicycle / Pedestrian Path - Waukewan Street to Route 3 (along RR)				
	2200	lf	\$75.00	<u>\$165,000.00</u>

Next Steps

The recommendations clearly involve the decisions and consensus of many public agencies and stakeholders. Sorting out what should and could be done first is a critical step towards implementation. Often it is the small improvements that are the catalysts for bigger changes. The flowing list, developed by the charrette team, includes action items which are easily accomplished in the near future along with long range tasks. Resources for services and funding are also listed below.

1. Start

- Improve signage to Main Street and parking areas
- Construct bike/pedestrian link along railroad (TE Project)
- Meet with landowners and stakeholders to encourage involvement and gain consensus
- Institute a façade improvement program for the Village Core
- Work with DOT to develop Route 3 Improvements that best serve the community and the Village Core objectives
- Institute sidewalk and streetscape enhancements into the pending Main Street utility upgrade work
- Formalize tour bus drop off area that encourages visitors to explore Main Street as well as the Route 3 businesses
- Add parking, when necessary – relocate boat trailer parking
- Begin discussions and negotiations for potential public/private partnerships
- Seek areas to make continued incremental steps towards the vision of a pedestrian oriented village core with unique retail establishments, residences, and businesses

2. Financing

- NHDOT TE/CMAQ Program, Municipal Highway Aid, and 10 Year Plan
- RBOG—Rural Development (Rural Business Opportunity Grant)
- CDBG - Community Development Block Grant
- EDA

3. Resources

- **NH Department of Transportation** a source of public funding for state road improvements

Ms. Carol Murray, Commissioner
Ms. Nancy Mayville, Project Manager
Mr. Robert Barry, Administrator Municipal Highways
Mr. Ram Maddali TE/CMAQ Coordinator
NHDOT
Hazen Drive
Concord, NH 03301

- **Rural Development Administration** provides low interest loans and grants for municipal projects

Mr. Rob McCarthy
U.S. Rural Development Administration
Ferry Street
Concord, NH 03301

- **NH Division of Historic Resources** may be used as a source for historic property advice and expertise

Mr. Jim Garvin
State Architectural Historian
NH Division of Historic Resources
19 Pillsbury Street
Concord, NH 03001

- **NH Business Finance Authority** is a source for tax-exempt bonding and other subsidies for private and non-profit investment

Mr., Jack Donovan
NH Business Finance Authority
14 Dixon Avenue
Concord, NH 03301

- **NH Community Development Finance** Authority is a source for tax credits for publicly supported projects

Mr. Paul Denton
NH Community Development Finance Authority
14 Dixon Avenue
Concord, NH 03301

- **NH Community Development Block Grant Program** provides grants and loans to projects which assist low to moderate income residents.

Ms. Pat Garvin
NH Community Development Block Grant Program
14 Dixon Avenue
Concord, NH 03301

- **NH Municipal Bond Bank** provides low interest funds for publicly bonded projects

Mr. George Zoukee
NH Municipal Bond Bank
10 Park Street
Concord, NH 03301