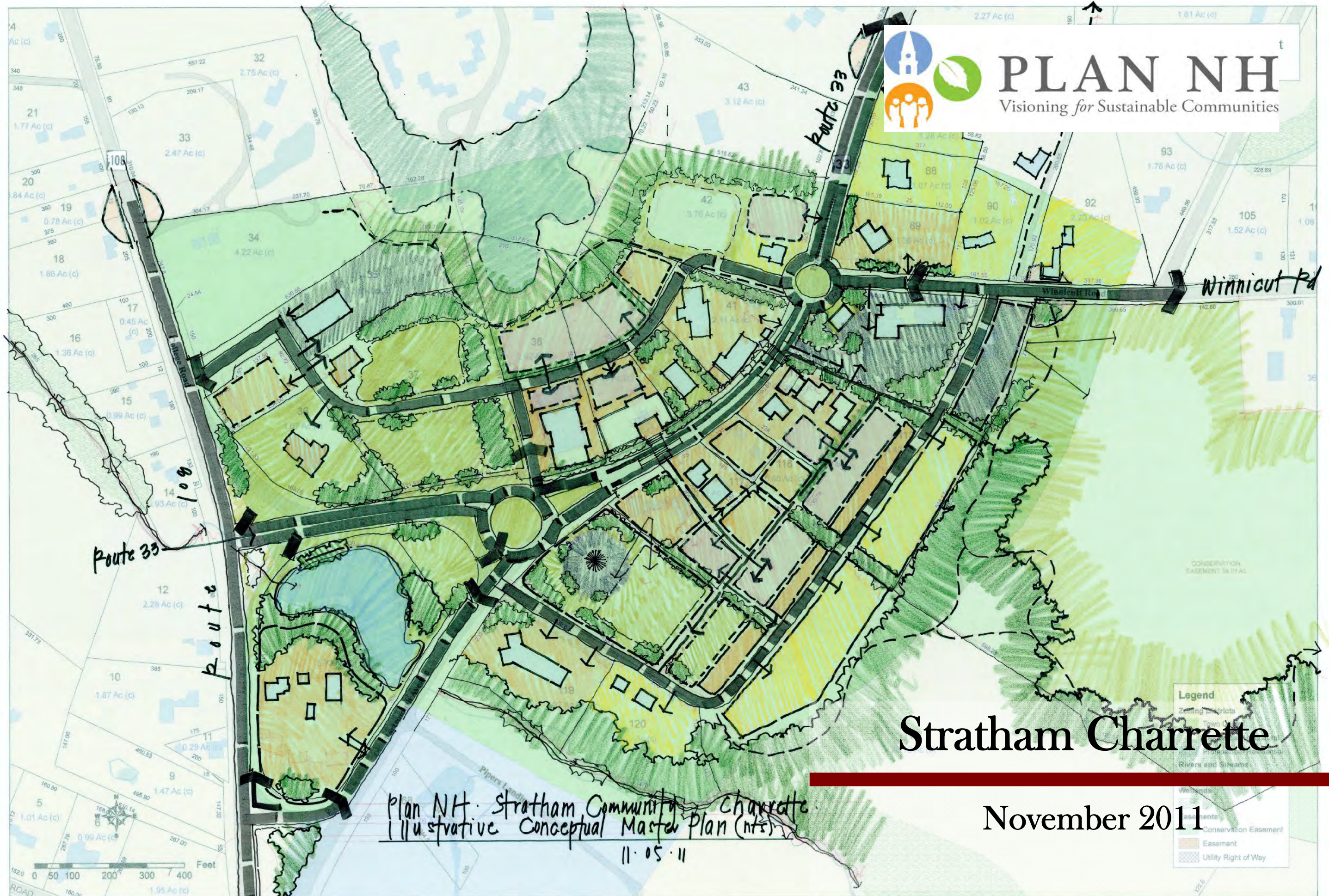




**PLAN NH**  
Visioning for Sustainable Communities



## Stratham Charrette

November 2011

plan NH: Stratham Community Charrette  
Illustrative Conceptual Master Plan (nt)  
11.05.11

### Legend

- Zone Districts
- Town Center
- Conservation Easement
- Easement
- Utility Right of Way



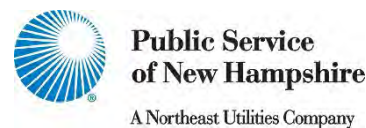
# Stratham Charrette Acknowledgements

Sincere thanks go out to those individuals who donated their professional and personal time to make this Charrette a success.  
Also, many thanks to the citizens and town officials who shared their thoughts and knowledge with us.

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Plan NH is grateful for the Special Support of Members



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This book was printed by:



# PREFACE

In early 2011, the Town of Stratham submitted an application to Plan New Hampshire (Plan NH) for a community design charrette. The Town was one of five communities selected by the organization as a charrette town in the 2011-2012 year.

Plan NH's charge was to facilitate a coordinated planning process and assist Stratham develop vehicular and pedestrian improvements and development strategies that support the long-range vision for the Town Center. Of key concern were:

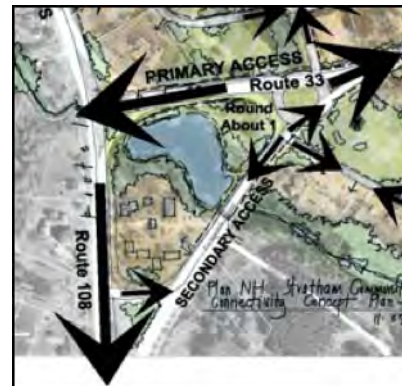
- ❖ Prioritize the pedestrian experience over that of the vehicle to create a destination and sustainable "town village center".
- ❖ Creation of a unique sense of place that promotes social interaction and enhances Stratham's quality of life.
- ❖ Re-establish the historic significance, character, and connection of the Town Center within the community.

On November 4th and 5th, Plan NH came to Stratham meeting first in the Town Center then at the Stratham Fire Station Safety Complex. Plan NH's Stratham Charrette Team included architects, landscape architects, estimators, building and economic development professionals, engineers, and planners.

Plan NH's Team set out to better understand how Stratham's residents, through a series of listening sessions, viewed their center now, and what they would envision in order to restore its unique identity and create a new opportunities.

The team began by meeting with key town "officials" followed by walking the target area to get an overall feel for the Stratham's "Town Center." Afterward, two public listening sessions were held, during which time more valuable information was gathered.

On Saturday morning, November 5<sup>th</sup>, the team reviewed and discussed what they heard, conclusions drawn, and the recommendations they would make. The team then transformed the vision and detailed recommendations into visual representations and graphic renderings. The afternoon concluded with a presentation to the Town of the general recommendations and findings.





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# Plan New Hampshire

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## The Foundation For Shaping The Built Environment

### Who is Plan NH?

**Plan New Hampshire, The Foundation for Shaping the Built Environment** (Plan NH), is a 501(c)3 non-profit organization formed in 1989. It is a membership organization of professionals within the built environment.

Plan NH has a Vision of a New Hampshire that is vibrant and healthy for its people, its economies and the environment.

Plan NH's role, or Mission, in achieving that Vision is to encourage good planning and design and development because, Plan NH believes, that what we build, and where and how we build it has a significant impact on that vibrancy and health.

Plan NH champions principles and ideas that balance building projects - and this would include anything built in the public realm, such as buildings, roads, bridges, memorials, public sculpture with:

- ❖ The needs of people - where we live, how we get about, what services are necessary, what we value.
- ❖ Maintaining the “sense of place” of our towns, cities and villages that make them unique - including preserving historic assets, open spaces, agriculture and farming.
- ❖ Protecting our air, water, flora and fauna.

Among our signature programs is the community charrette, an exercise that brings professionals from our membership together with our communities to explore design ideas, usually around a town center or other significant neighborhood. Through recommendations made, Plan NH can demonstrate the role and importance of the principles and ideas noted above in concrete, real examples

### What is a Community Charrette?

Simply stated, a Charrette is a brief, yet intense, brainstorming session in which information and many ideas are brought together for the purpose of defining potential planning recommendations and possible design solutions for an identified need. At their best, charrettes blend the broad experience of design professionals with local citizens' knowledge of their community to produce a plan of action that deals with a particular issue of concern to that community. The Charrette provides an overall framework within which final solutions can be developed. It sets a tone and gives a direction against which future decisions may be measured.

For Plan NH, this is usually related to a town center or other significant neighborhood in a community. The charrette is typically of a short duration - for Plan NH, eight hours on a Friday for listening and then another eight hours the next day for brainstorming, crafting recommended solutions, and presenting thoughts to the town.

### What is the Charrette Process?

- ❖ Identify the need or opportunity.
- ❖ Collect information from the community itself to understand the situation more deeply and broadly.
- ❖ Analyze and evaluate what is seen and heard.
- ❖ Develop conclusions and recommendations for meeting the need or addressing the challenge.

Most importantly, the process engages planning and design professionals (and/or others with related areas of expertise) in direct dialog and conversation with local residents and community representatives (or stakeholders) to collect information needed in order to develop good and relevant recommendations about how to address a particular challenge. Plan NH sees this part of the process as a period of discovery: discovering who the community is, what they value, what they really want, dream and hope for. This community input is essential and critical to the value of the outcomes.

The results of a Plan NH Charrette are general and overarching planning and design recommendations, rather than specific, “how to” construction directions. Plan NH does not dictate, but suggests.

Most often, the outcome of a Plan NH Charrette is described as a “vision”: an expression of how things might be, based on what the team saw and heard and learned through the discovery process. The recommendations provide the features, conditions, qualities and characteristics that would need to exist in order for that vision to be realized.





# Town Center District

## History & Background

"Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how." -- Edward T. McMahon, The Conservation Fund

## Town Center Zoning District

The Town Center consists of boundaries of the Town Center Zoning District. Located in the northwestern portion of Stratham, the Town Center District is bounded by two important transportation corridors, Route 108 to the south and west and northeasterly along Route 33 with a depth of approximately 800 feet on either side of the centerline. The northern most district boundary concludes with Tax Map 17 Lot 87. (Refer to Exhibit 1)

The Town Center District is comprised of 26 parcels and totals approximately 80 acres of land area and contains a number of properties and mix of uses that can generally be described as falling within one of the following categories:

- ❖ Motor vehicle-oriented commercial uses
- ❖ Public and institutional uses, such as churches and government uses
- ❖ Single-family residential
- ❖ Single family homes being used as office uses
- ❖ Multi-family residential
- ❖ Mixed-use areas
- ❖ Predominantly office uses
- ❖ Retail operation
- ❖ Agricultural uses.

The parcels that are fully or partially zoned within Town Center Zoning District total approximately 260 acres. The majority of properties are privately owned with the exception of the municipal properties in which the fire station and historic library are located and the federally owned Post Office property.

## Historic Overview

Stratham's Town Center was until the last quarter of the 20th century the commercial, civic, and cultural center of the town. Portsmouth Avenue, the main street and historic spine of Stratham, was laid out in 1681 in the form that largely continues today. Under various names, including the King's Great Highway, Portsmouth Avenue linked Portsmouth and Exeter, connecting the communities along the eastern shore of Great Bay and significantly affecting Stratham's development for more than three centuries. The Town Center arose where this road intersected with roads leading east (presently Winnicutt Road) to coastal communities and west (presently College Road/Route 108) to connect to ferries crossing Great Bay and then to routes to the western interior.

During the flourishing agricultural economy of the 19th century the Town Center developed the character that remains today, a mixture of commercial, civic, cultural and residential uses. Two



A rare, early aerial view taken from the water tower near the trolley barn on Portsmouth Avenue. Notice the shadow of the water tower, the Elms in the left corner, Albert C. Lane's in the upper-center, and on the right the back side of the store and the town hall. The water tower was most likely pumped by a windmill and gravity fed, and was used to wash the trolleys. (SHS.)

Aerial View of Town Center Circa 1900's

Stratham Post Office



churches, the Christian Church and the Baptist Church, were built. There were at least two village stores, one on the site of the present Village Market and another at the site of the People's Republic Bank located on the corner of Winnicutt Road and Route 33. The post office relocated many times, but always remained in the Town Center. The Town Hall was built circa 1878 and became not only the center of town government, but also the meeting place of the Grange and other organizations. It was also the home of the public library until the George A. and Emma B. Wiggin Memorial Library was built in 1911. This building is now home of the Stratham Historical Society located directly in front of the current Fire Safety Complex. The fire and police departments were originally located within or on the grounds of the town hall.

The Town Center also contained a diverse number of service and retail operations. The property containing the furniture business was once home to a trolley barn serving the coastal communities. In addition, until fairly recently and for many years a restaurant existed which now has been converted to apartments.

# Town Center District

## History & Background

### Stratham's Vision

Although viewed as the northern bookend of the Town's commercial corridor, the Town Center has witnessed a gradual decline as municipal services and commercial/business operations relocated elsewhere in Town. The expansion of Routes 101, 108, and 33 have led an influx of substantial traffic volumes. The once-thriving core of the community has transformed into a thoroughfare for passers-by, who pay little attention to the historic assets, public facilities, and existing business establishments.

#### Town Center Area Master Plan Goals and Objectives

- ❖ **Land Use:** Create a critical mass of businesses and activity in the Town Center that further establishes the area as a focal point or "book-end" to compliment the Gateway Commercial Business District, and when considered as a whole, will provide a unique shopping, recreational, and cultural experience in the region.
- ❖ **Community Design:** Foster the traditional/historic character of the Town Center by encouraging human scale of development that is comfortable for pedestrians and conducive to community life. Provide a traditional pattern of development that supports a diverse range of uses, public spaces, and walkable streets culminating in an integrated town center and civic focal point.
- ❖ **Transportation:** Develop more efficient circulation patterns, provide frequent and direct street connections, and alternative routes both within the Town Center and to the surrounding community. Enhance safety and access by providing a multi-functional street system suitable for all modes of travel including private automobiles, transit and delivery vehicles, pedestrians, and bicycles.

residents, was charged with creating the area master plan for the Town Center District for formal adoption by the Planning Board.

That same year, the Committee submitted a grant proposal to the NH Department of Transportation's Transportation Enhancement program. Although NH DOT did not ultimately select the grant proposal, the process allowed the Committee the opportunity to identify key/essential transportation and streetscape improvements within the Town Center. The process also established the groundwork and foundation for the Area Master Plan.

In 2010, the Town and TCRC enlisted the services of Greenman-Pedersen, Inc. to address the safety and intersection capacity needs within the Town Center District with the development of conceptual alternatives and the evaluation of the impacts of each alternative in terms of capacity, safety, right-of-way needs, and construction and maintenance costs. The study was completed in October 2010.

In the Summer of 2011, the Town Center Revitalization Committee completed the preliminary draft of an Area Master Plan. The process utilized for creating the Town Center Area Master Plan involved:

- ❖ Review of Town Master Plan.
- ❖ Delineation of study area boundaries.
- ❖ Inventory and analysis of existing conditions.
- ❖ NH DOT Transportation Enhancement Grant.
- ❖ TCRS Meetings & Workshops.

The Town Center Area Master Plan defines a vision and describes expectations for the Town Center. It is the result of an extensive planning process designed to determine how Stratham residents, property owners, and businesses use the existing Town Center, how they envision the Town Center in the future, and identify potential opportunities or obstacles to development. The long-range vision of both the Town Master

Plan and Area Master Plan prioritized and emphasized the pedestrian experience in the Town Center. Above all, put people first!

Improving both pedestrian and vehicular access and circulation throughout this historic area would reestablish the Town Center as a viable, pedestrian environment/destination where residents, employees and patrons could come to work, live, and enjoy the cultural and natural assets of the area.

The diverse collection of uses in the Town Center could be interconnected with attractive, safe and comfortable sidewalks, spaces and paths that prioritize the pedestrian experience over that of the vehicle to create a destination and Stratham's own "town village center."



In 2009, responding to resident and property owner requests, the Planning Board formed the Town Center Revitalization Committee. The Committee, represented by a diverse cross section of Town officials, Planning Board members, Town Center business owners, and



**Stratham Town Center District Zoning Map**

**Community Charrette Boundary**

**Post Office**

**Public Safety Complex**

**Old Library**

**Baptist Church**

**Winnicutt Road**

**Stratham Traffic Circle**

**Conservation Easement**

**Route 108**

**Route 33**

**Portsmouth Avenue**

**Pipers Landing**

**Legend**

- Zoning Districts**
  - Town Center
  - Residential Agricultural
  - Professional Residential
  - Rivers and Streams
- Easements**
  - Conservation Easement
  - Easement
  - Utility Right of Way

**Scale:** 0 50 100 200 300 400 Feet

**North Arrow**

This area and district includes one of Stratham's most historically significant areas. Present day efforts to construct an efficient transportation network have resulted in a concentration of traffic from local and regional sources. Routes 108 and 33 converge within the project area and were identified by Stratham as the greatest detriment to the center's walk-ability. The Public Safety Complex and the Post Office are common destinations for residents and high volumes of truck and car traffic are frequently experienced.



**NOVEMBER 4<sup>TH</sup> & 5<sup>TH</sup>**  
**STRATHAM**  
**TOWN CENTER**  
**COMMUNITY CHARRETTE**

**STRATHAM FIRE STATION**  
**4 WINNICUTT ROAD**  
**STRATHAM, NH**

CONDUCTED BY:



SPONSORED BY:

**STRATHAM PLANNING BOARD**  
**&**  
**STRATHAM TOWN CENTER COMMITTEE**

**SCHEDULE OF EVENTS**

**FRIDAY, NOVEMBER 4, 2011:**

**12:30 PM – 2:00 PM** TEAM MEETS WITH STRATHAM'S KEY STAKEHOLDERS.  
**2:00 PM – 3:00 PM** WALKING TOUR OF TARGET AREA. (OPEN TO ALL)  
**3:30 PM – 5:00 PM** PUBLIC LISTENING SESSION 1. (OPEN TO ALL)  
**5:00 PM – 6:30 PM** TEAM MEETING AND SUPPER WITH COMMUNITY.  
(OPEN TO ALL)  
**6:30 PM – 8:00 PM** PUBLIC LISTENING SESSION 2. (OPEN TO ALL)

**SATURDAY, NOVEMBER 5, 2011:**

**9:00 AM – 2:30 PM** BRAINSTORMING AND PRESENTATION PREPARATION.  
**3:00 PM – 4:00 PM** TEAM PRESENTATION - STRATHAM AT FIRE STATION,  
MAIN HALL. (OPEN TO ALL)

**QUESTIONS?**

PLEASE CONTACT LINCOLN DALEY, STRATHAM TOWN PLANNER AT (603) 772-7391 OR  
STRATHAMPLANNER@COMCAST.NET

# Designing From The Center Out

COME JOIN US! Help us create the vision and plan  
for a vibrant Town Center.



**WHAT IS A CHARRETTE?**

Simply stated, a Charrette is a brief, yet intense, brainstorming session in which much information and many ideas are brought together for the purpose of defining potential planning recommendations and possible design solutions for an identified need. And most importantly, it involves the combined efforts of planning and design professionals, or others with related areas of expertise, with local residents, community representatives or "stakeholders" to collect information needed to develop conclusions about how to solve a problem.

Most often the outcome of a charrette is described as a "vision": an expression of how things might be and the features, conditions, qualities and characteristics that would need to exist in order for it to come true. The charrette provides an overall framework within which final solutions can be developed. It sets a tone and provides a direction against which future decisions may be measured.



# Stratham Town Center Charrette

## November 4 & 5, 2011

### Purpose

Stratham's Town Center faces numerous challenges in its efforts to maintain and improve the character, built environment, and connection/identity to the community. The Stratham Town Center is viewed as the northernmost "bookend" that defines the boundaries of the Town's Route 108 & Route 33 commercial corridor and gateway to the Town. Residents seek a Town Center that is vibrant, family-friendly, a gathering place to live, work and play in a healthy, natural setting, and a unique sense of place that promotes social interaction and enhances Stratham's quality of life. However, the impact of traffic and the lack of a coordinated transportation system for vehicles and pedestrians severely restrict opportunities and incentives to establish an inviting and viable Town Center. Residents view the existing transportation network that serves Town Center, (Route 108, Route 33, and Winnicutt Road) as dangerous for both vehicles and pedestrians. Excessive vehicle speeds, congestion, and current roadway designs/alignments affect both the development potential of the Town Center and any connection to the community and other commercial zoning districts.

To address these challenges, the Town requested assistance from Plan NH to conduct a two-day charrette to facilitate and coordinate the planning process and assist Stratham in developing vehicular and pedestrian improvements that support the long-range vision for the Town Center. The charrette process was designed both to bring forth needed information and to help build interest in and a commitment to the potential for improvements among the area's diverse businesses and residents and future development opportunities.



### November 4, 2011

Plan NH arrived on Friday, November 4th at 11:00 a.m. at the Stratham Emergency Management Complex and held a meeting of its volunteer team. Plan NH's Stratham Charrette was led by Michael Castagna (President of Castagna Consulting Group) with assistance from Scott N. Collard (Senior Landscape Architect, Stantec Consulting). The Design Team Design professionals on the team included architects, planners, civil engineers, cost estimators, and Real Estate professionals. The team shared a genuine commitment to understanding Stratham as a community and to finding workable recommendations to improve the Town Center District. However, the critical piece that the Charrette Team lacked, which only the local residents could offer, was the knowledge of Stratham, the history the Town Center District, and identifying the concerns of the community.

Subsequent to this meeting and a working lunch, the team met Town Officials and key stakeholders at 12:30 p.m. The purpose of this initial meeting was for the team to explain the objectives of the charrette, discuss/identify needs of those individuals directly impacted, and to receive valuable insight of the project area. A walking tour of the Town Center District then followed this meeting beginning at 2:00 p.m. The tour, arranged by Town leaders and volunteers, introduced the Plan NH team to the District's:

- ❖ Major businesses.
- ❖ Town Facilities.
- ❖ Historic landmarks and structures.
- ❖ Residential neighborhoods.

- ❖ Open space and natural resource areas.
- ❖ Roadway system and traffic patterns.

A quick return to the Emergency Management Complex enabled the Plan NH Team to prepare for the first listening session for the general public at 3:30 p.m. Discussions began with an overview of the wants and needs that would become the basis of the charrette analysis. A second public listening session was held at 6:30 p.m. following a community dinner. The Plan NH Team reconvened at 8:00 p.m. for a debriefing session and to discuss and coordinate the next day's strategy.



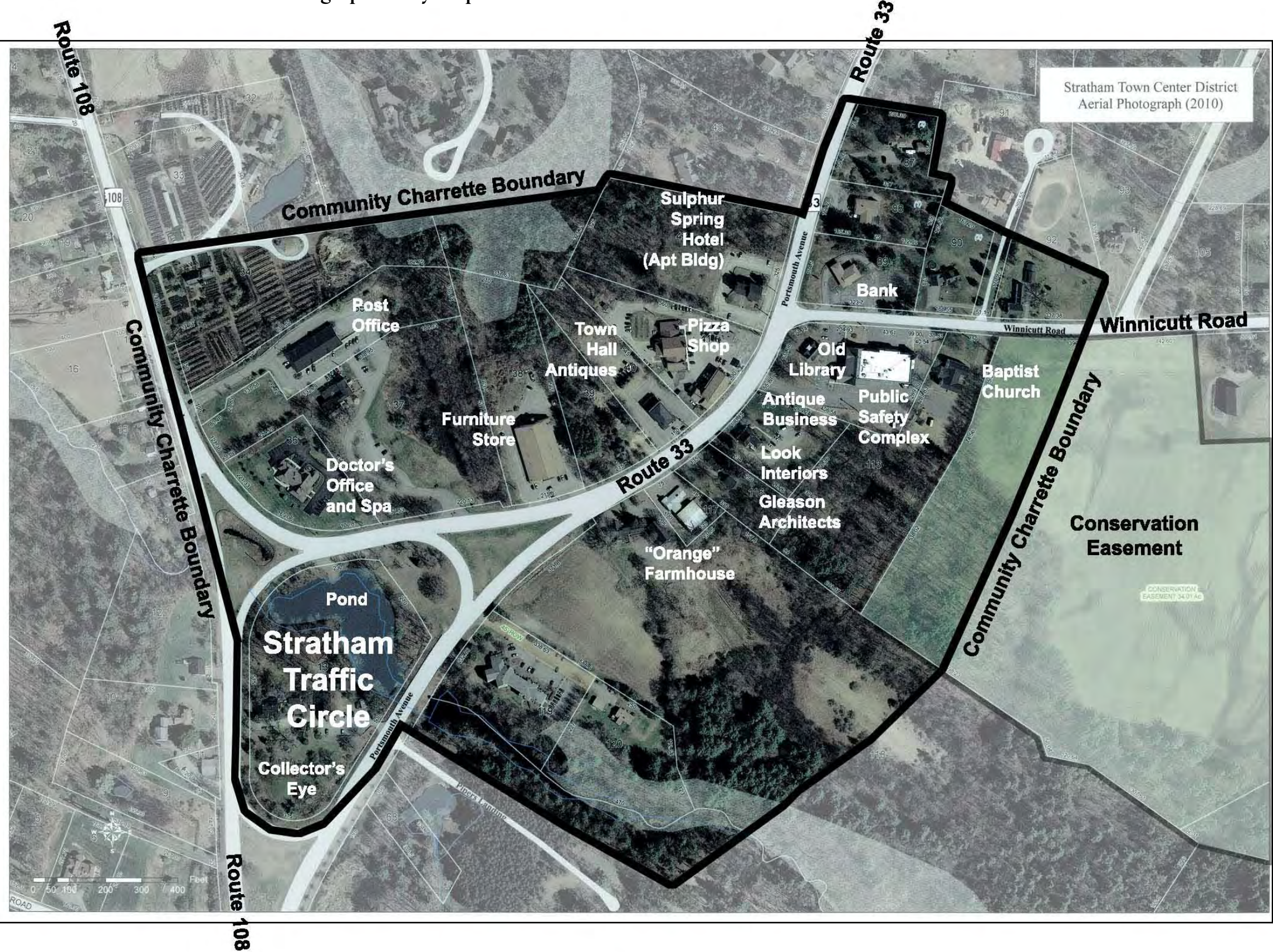
### November 5, 2011

The Plan NH Team met at 9:30 a.m. to finalize its strategy for the day's work. By 10:00 a.m., the team established its goals, had divided the work to be done amongst several sub-groups, and had set a schedule for preparing presentation materials. A 2:30 p.m. deadline was set for completion of work as the public presentation was scheduled for 3:30 p.m. The presentation began as scheduled and all team members contributed significantly to the closely coordinated and comprehensive series of recommendations made to Stratham residents.

What follows are concepts and steps to improve the Town Center Town District. Guided by Stratham residents' local knowledge and input, recommendations were made and a grand vision came to light. Additionally outlined are implementation steps for how the Town of Stratham and its residents can build a viable Town Center through place making and public/private collaboration.



Exhibit 3: Town Center Aerial Photograph & Key Map



The Community Charrette Project Area includes a variety of land uses. In addition to a number of buildings with local historic significance, commercial and retail activities in the area also draw people to this part of Stratham. All of these represent an opportunity for economic development. The conservation easement represents not only a visual open space amenity, but possibly a parcel of land that might support the development of a needed water well for this portion of Stratham.

Plan NH's community charrette team identified land parcels with currently undeveloped space as also offering room for the expansion of desired land uses to augment a future town center as envisioned by town residents. Similarly, currently fallow farmland was seen potentially significant for both a new town green, but a centralized location for a subsurface waste water treatment structure required for new development in the area.



# The Listening Sessions

Listening sessions engaged Stratham residents in an open dialogue about their community and Town Center District. Within the main meeting room of the Stratham Safety Complex, three questions were asked:

**Question 1:** “What do you see when you are in the Center?”

**Question 2:** “What would you like to see?”

**Question 3:** “What else does the Team need to know in order to make good recommendations?”

The summary of their comments follows:

## **Question 1: “What Do You See?”**

- ❖ The Town Center District is bisected. Additional efforts are needed to promote the Town Center District and take advantage of the volume of traffic traveling Rte. 108 and 33.
- ❖ Excessive speeds through District severely limit opportunities for potential customers to accurately/efficiently register businesses on both sides of the primary streets. Concerns over safety.
- ❖ The area’s directly competing with Exeter, Great Bay, and Portsmouth.
- ❖ Lack of cohesiveness among existing uses within the District and connection with community.
- ❖ Many of the Municipal resources that were once located in the District are spread throughout the Town. This area was originally called the Town Center, but now things seem separated. The area no longer serves as a downtown.
- ❖ Undeveloped and falling down buildings blended with good and useful buildings.
- ❖ No sense of a Town Center.
- ❖ There is a vibrant community of people who are interested in the town, but there is a lack of a social capital building.
- ❖ Need to drive everywhere. Unable to park in the Town Center and walk among the present businesses.
- ❖ Lack of interesting shops or points of interest to build social capital or have recreation for families

- or hold festivities.
- ❖ We do have some beautiful buildings in this general area among those that are in need of great repair.
- ❖ Unattractive overgrowth along sides of roadways.
- ❖ The area contains both Heritage and History.
- ❖ An Architectural disconnect exists along with lighting problems.
- ❖ Lack of investment going into this area.
- ❖ Lack of Pride by some.
- ❖ Struggling small businesses.
- ❖ No curb appeal.
- ❖ Perhaps we need a flat lens without a glaring globe.
- ❖ Very happy with the new gas station and village store, which affords the opportunity to sit down and eat.
- ❖ There is a lack of identity and lack of connectivity.
- ❖ Exeter and Portsmouth becomes the Town’s center.

- ❖ Potential to make improvements and be useful and present opportunities.
- ❖ Past misguided development.

- ❖ No Town common from the start.
- ❖ The area lost its identity from years gone by.

## **Question 2: “What Would You Like to See?”**

- ❖ Restaurants, Bar, Coffee Shops.
- ❖ Town Center District to have a Theme.
- ❖ Antique Car Show.
- ❖ Change the location of the Christmas tree lighting event.
- ❖ Quaint architecture, sidewalks, remaining historic buildings being cared for properly.
- ❖ Branding to the area.
- ❖ A safe way to cross the street.
- ❖ Concerts.
- ❖ Town Center becomes a destination.
- ❖ Farmer's Market.
- ❖ Police Sub Station.
- ❖ Parking.
- ❖ Mixed-Use development.
- ❖ Low-income housing combined with retail.





# The Listening Sessions

- ❖ More places to meet and greet and chat.
- ❖ Community gardens.
- ❖ Country store.
- ❖ Cultural multi-use building.
- ❖ Walkability.
- ❖ Open space access.
- ❖ Sidewalks along Winnicutt Road to access the Town Center.
- ❖ More sidewalks beyond this Town Center to connect the Town Center to Stratham Hill Park.
- ❖ Antique Center expanded.
- ❖ Pavilion.
- ❖ No chain restaurants.
- ❖ Movies.
- ❖ Bookstore.
- ❖ Music store.
- ❖ Store that also gives classes for crafts etc.
- ❖ Place to have plays like Prescott Park as well as indoors for cold weather which also has a stage area.
- ❖ Outdoor ice-skating.
- ❖ We have a water and sewer problem.
- ❖ The Town Center should be the Heartbeat of the Town.
- ❖ Use the Post Office as an in and out facility and not part of the Town Center. Would prefer to change this.
- ❖ One third of the houses are gone.
- ❖ New England style housing.
- ❖ Riverwalk
- ❖ Nice Landscaping.
- ❖ Two Brands: farming and middle class housing.
- ❖ Want to keep the farming in the area.
- ❖ Food market with local products.
- ❖ Destination with great lighting and street trees.
- ❖ Signage.
- ❖ Town to have a good logo.
- ❖ More citizens to come to vote on important issues.
- ❖ Hardware store.
- ❖ Kayaking on the river.

## Question 3: "What Else Does the Team Need To Know?"

- ❖ In the late 80's, there was much discussion involving the Town Center and the potential availability of large tracts of land. This period was marked by rapid construction and growth within the Town. Opportunities existed to ask those with private money to invest in the Town Center and redevelop the area properly and assist in the development of municipal water and sewer. The Town did not take advantage of those opportunities.
- ❖ There were plans and overlays, but nothing was done. The Town had plans that showed traffic separated from footpaths with vegetation. Unfortunately, nothing was accomplished.
- ❖ It would appear that current property owners are not adverse to the kind of improvements being discussed. This differed from the late 80's, where many of the property owners were not vested in the planning process. A disconnect existed. As a result, potential private monies/investment were lost.
- ❖ The District needs water and sewer services. The lack of water and sewer significantly increases the level of regulatory oversight for current property owners and limits the types of desired uses, such as good restaurants.
- ❖ The restrictions placed on a huge piece of Conservation Land prevent the site from being developed for such uses as a parking lot. However, it is suggested that said area could be used for Community Gardens.
- ❖ Property owners within the Town Center need to be on the same proverbial page.
- ❖ Current Zoning Regulations can be prohibitive.
- ❖ Communication needs to be better.
- ❖ Increase the number/frequency of times the Coast Bus stops in Stratham and in the Town Center area.
- ❖ A diversity of housing opportunities area needed within the Town Center. There is lack of workforce, affordable and senior house opportunities.
- ❖ The cost of living in Stratham is too high.

- ❖ Potential exist to develop recreational areas.
- ❖ Required building setbacks need to be re-examined.





# Summary of Citizen Input

*(What do you see, what would you like to see, and what else does the Team need to know in making their recommendations?)*

Local residents are the experts on the community. They understand what makes sense and is appropriate within the community, what history has brought forth, and what will pass at the local board meetings. The charrette team relies on resident input and knowledge to develop viable suggestions and proposals.

While the area once functioned as the Town's center, in purpose and in spirit, that identity has been gone for a long time. Basic municipal services that are often crucial to the vitality and sustainability of a town or village center have relocated to other areas of the community. The sense of history, especially due to existence of older buildings that populate the District is still evident. However, many of these buildings are in need of repair and investment is minimal. There is little curb appeal and the built environment lacks visual unity or cohesiveness.

For the majority, the area is no longer viewed as a town center, but a route to travel between Exeter, Portsmouth, and Durham.

Route 33 cuts a wide swath through this part of town, enabling vehicles to travel at rates in excess of 40 miles per hour. Because of this speed, most drivers are unaware of the businesses and natural assets that exist in this part of town. Further, the excessive speeds create unsafe conditions for pedestrians when attempting to cross Route 33 within the District.

In recent years, there has been a renewed interest in the Town Center. Residents stressed the importance of a center as a determinant of the character of the community and a place of civic pride. Further, residents also stated the importance of a

town center as an economic resource, both as a source of commerce and as a community attraction.

A common theme was the strong desire for added commercial, retail, and housing opportunities. Citizens expressed a desire for more places for gathering and socializing and cited the Village Market Store as one example. Further, they expressed interest in creating *destinations* for this purpose – places for people to deliberately stop and visit and perhaps go from one to another. An underlying theme in these discussions involved creating opportunities for uses/operations that compliment/enhance the rural/agricultural characteristics of the community.

A number of viable uses were suggested. These included, but were not limited to the following: farmers' market, more antiques shops, a coffee shop, a nice restaurant, a building for music and arts classes, and event theaters. The townspeople express the concern that the current location for the Christmas tree lighting ceremony within the Stratham Circle is not a safe place to gather. It was further suggested that this area might function well as a town green. A town green might be a good addition and add a needed community based asset to this section of town, which could host community events throughout the year (especially if ample, safe parking was provided and if it were a pleasant, safe

walk from other parts of the Center).

The townspeople also said that they would like to see this Center become visually appealing, with New England architecture, sidewalks, greenery, attractive lighting, and other streetscape elements. Some suggested mixed-use buildings (with commercial and/or offices below and affordable living units above). Further, residents expressed a need for an expanded diversity of housing opportunities in the Town Center (apartments, detached homes, assisted living, workforce and affordable housing). There was some discussion about expanding the Town's existing trail network within the District and opportunities to connect to the Stratham Hill Park and other areas south of the Town Center.

The team also heard that there has been a great deal of discussion and ideas over the years, but there has not been much headway and little traction. Challenges cited included what some of the private property owners want that might not be in synch with an overall plan, zoning and other regulatory hurdles, and the lack of water and waste water infrastructure to support the type of development that would return needed economic and social activity back to the District.





# Charrette Team Conclusions and Recommendations

Bringing about many of the changes to realize the Town's vision of a vibrant town center and bustling business district will require sustained work over a long period of time. However, many steps can be taken in the short-term that can begin to make a big difference right away and prepare for the longer-term projects. An important next step for the Town is to decide who will address certain recommendations and which ones should be targeted as short-term goals. These short-term goals should be low-cost and should produce results that show the community that the Town of Stratham is intent on bringing the residents' vision to fruition. This will help to build enthusiasm and sustain momentum for the implementation of the long-term vision. Long-term goals are just as important, if not more so. They require more time, energy, commitment, and cooperation in creating the necessary connections and networks and project management goals. Creating connections and networks are steps that need to be taken in the near future to put Stratham on the path to achieving the larger long-term goal and vision.

The team believes that having living spaces, commercial/retail/other services and jobs close to each other is critical, especially for Stratham's municipal and psychological Center. The Team believes that through careful planning, management, and proactive decision-making, the town of Stratham can have a vibrant Center once again that honors its historical past while accommodating the changing fabric of the community's character, needs and desires.

The notion of *density* in a small town seems at first counter-intuitive to maintaining what Stratham views as its rural character. But, we believe, this concept is key in the development of a new Town Center for Stratham.

Density, or *compact design* of a town center or neighborhood, has several advantages:

- ❖ Especially in small towns, people like to go to their town centers to register a car or register to vote, check out a library book, go to the post office ... and see their friends and neighbors. Having these and retail/work establishments in one area make it more amenable to building *social capital* - the level of connections people feel with one another and their community - and it creates a sense of place.
- ❖ A town center with this design *saves* money:
  - With infrastructure closer to the street and shorter distances between buildings, linear foot costs are less than "spread out" and "big set-backs" development
  - During severe weather events, power outages can be more quickly and efficiently addressed.
  - Energy use is reduced - by vehicles as well as for lighting, heating, cooling and moving water.
  - Because walkability is fundamental to the design, people will walk more and thus be healthier.
- ❖ Compact design *makes* money:
  - It encourages local businesses so jobs are local and money stays in the community

- In a healthy environment, property values are maintained or increased
  - If this becomes a *destination* area, people will come intending to spend money
  - People walking by small businesses are one of the major engines of a local economy.
- ❖ By encouraging development where development already exists, more open space is preserved.

The Team felt that preserving the agricultural heritage of Stratham is extremely important, as well as bringing back the small-town feel of the community—all while growing the local economy and revitalizing the historic Town Center.

The Team believes that this can be done in distinct phases.

On the following pages are observations and recommendations to make this possible.

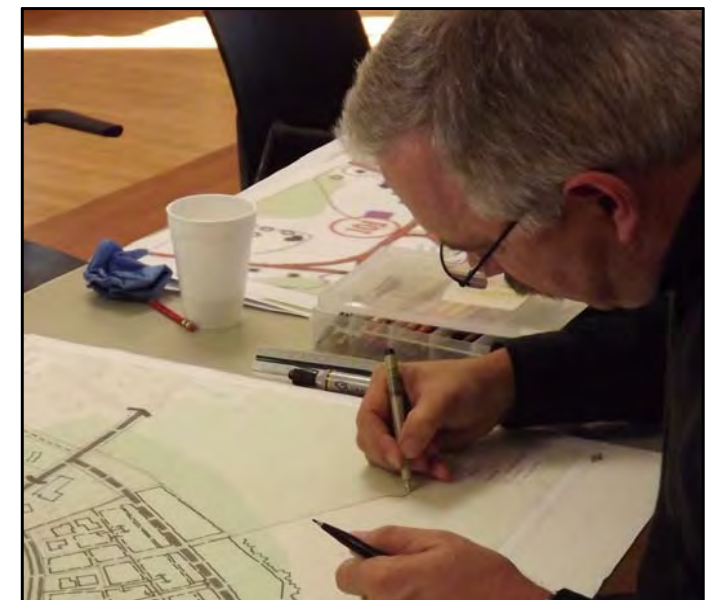




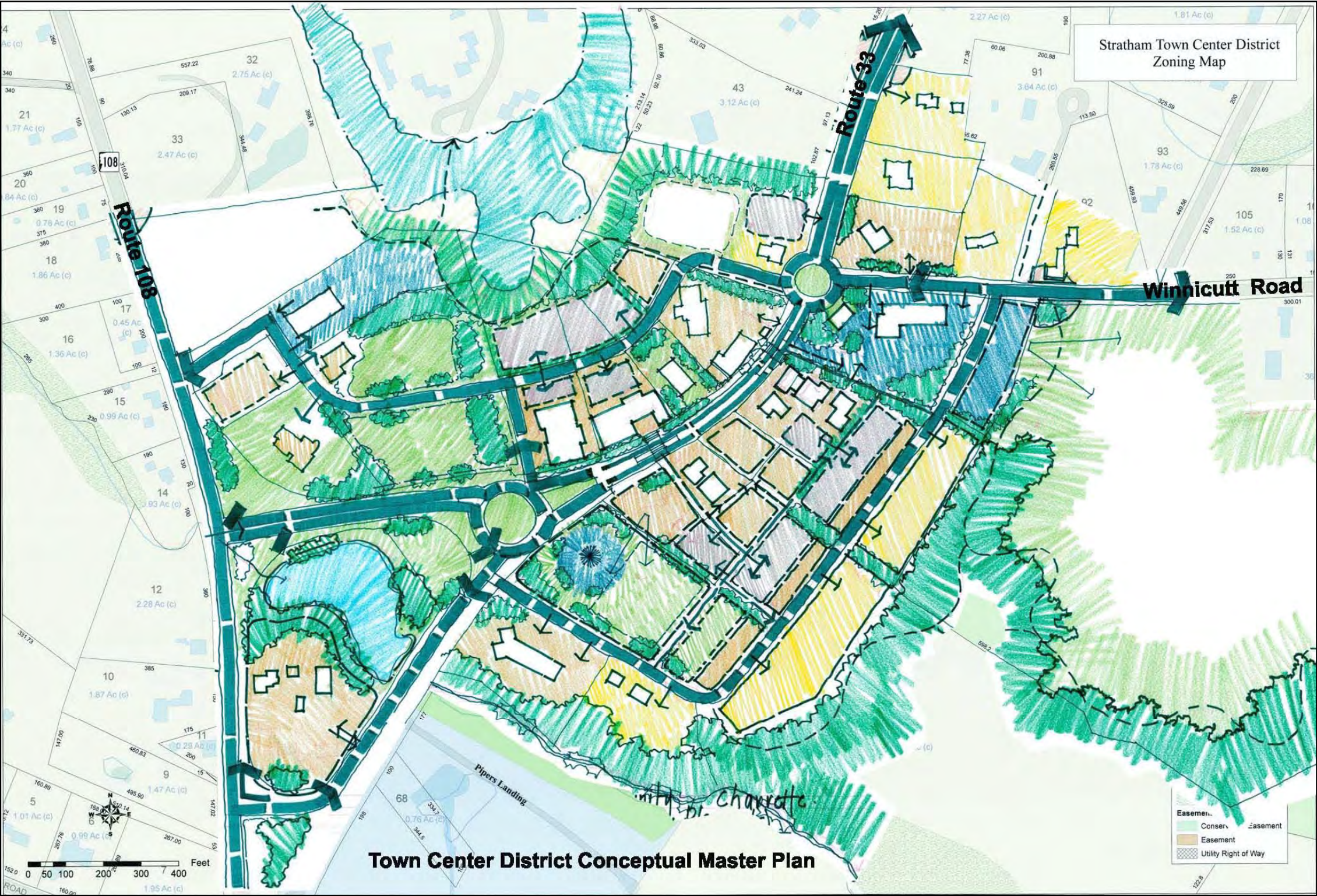
Exhibit 4: Vibrant Villages



The graphic depicts the various aspects of a vibrant, thriving community. It is out of the scope of this report to examine them, but we invite the reader of this report to look at each and discover the connections between and among them. Stratham is fortunate to have achieved and/or incorporated many of the characteristics into the community.



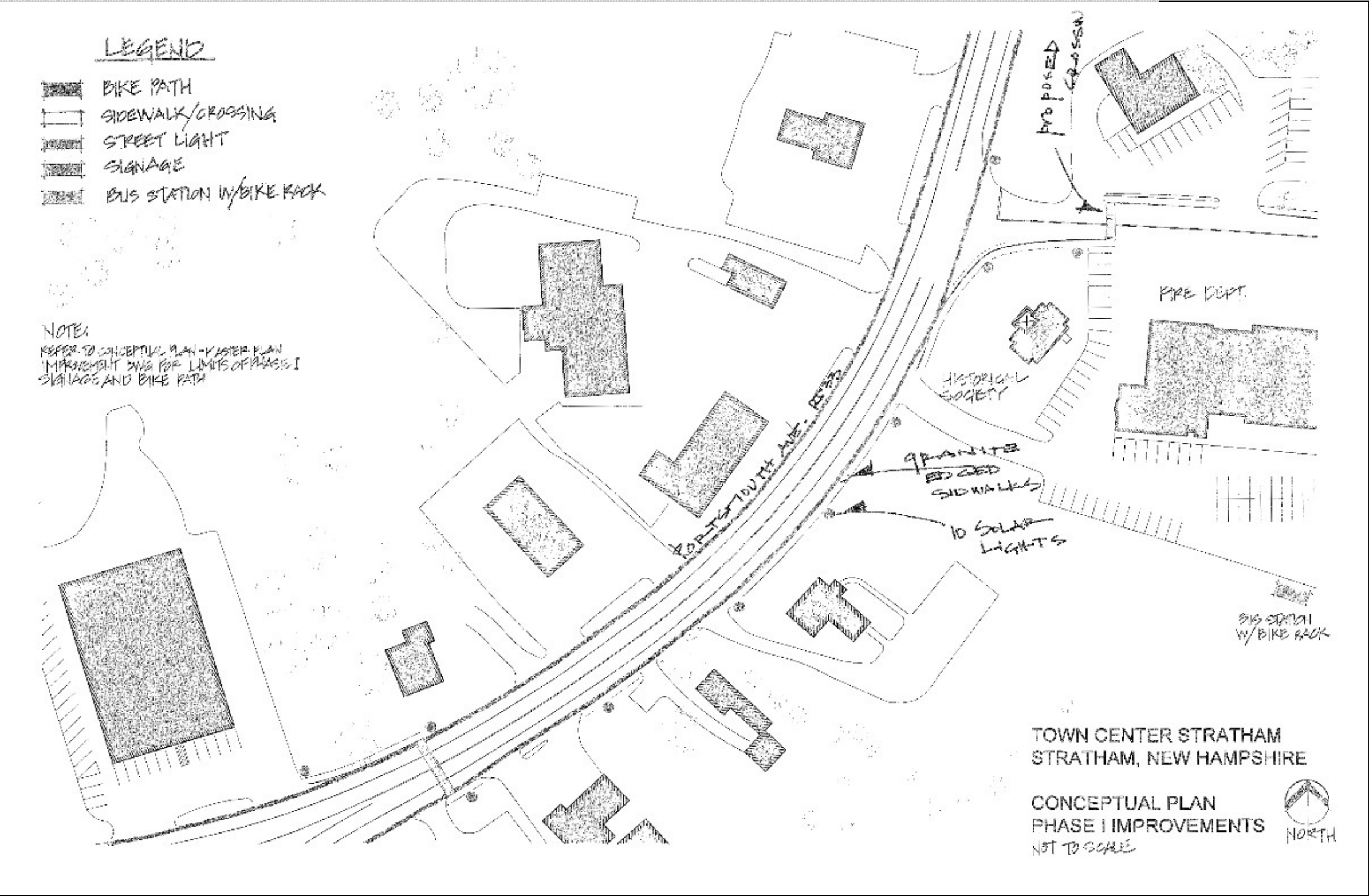
Exhibit 5: Town Center Conceptual Master Plan



The Conceptual Master Plan presented by Plan NH's Community Charrette team features a phased development approach to meet the vision's numerous challenges and opportunities. Incremental steps described for each of the three phases set the stage for achieving Stratham's goals for a pedestrian-friendly and economically vibrant new town center.



Exhibit 6: Stratham NH DOT Transportation Enhancement Grant Submittal - Conceptual Streetscape Design





# Circulation and Connectivity

Based on field observations and discussions with local residents/property owners, there were several areas of safety concern identified, particularly along Route 33 between the Winnicutt Road intersection and within the Route 108 / Rte 33 Stratham Circle.

The safety concerns were generally related to pedestrian access and driveway access given the high vehicular speeds and volumes along this corridor. The intersection with Winnicutt Road was included in this discussion since long delays are common for vehicles turning from the road onto Route 33 during peak hours. The Stratham traffic circle functions differently than typical roundabouts or traffic circles in that entering vehicles operate freely and circulating vehicles operate under “Yield” sign control. Travel speeds within the traffic circle were observed as being quite high and not characteristic of typical roundabouts, which require slower travel speeds. Along the western portion of the Stratham traffic circle, circulating vehicles are required to look behind them to view oncoming entering vehicles from Route 108 southbound. There appears to be a short weaving distance along this section of the traffic circle. Along the eastern portion of the Stratham traffic circle, circulating vehicles appear to continue into this section incorrectly believing that they have a dedicated travel lane. It is also noted that there currently are no pedestrian accommodations (sidewalks or crosswalks) within the Town Center limits.

In October 2010, Greenman-Pedersen, Inc. (GPI) prepared the Stratham Town Center District - Traffic Data Collection and Impact Analysis Report. The report provided the Town of Stratham with traffic volumes, operations, and potential roadway geometric improvements within the District. The goal of this study was to address safety and intersection capacity needs within the Town Center District with the development of conceptual alternatives and an evaluation of the impacts of each alternative in terms of capacity, safety, right-of-way needs, and construction and maintenance costs. The improvements measures identified within the report also sought to maintain the historic character of the Town Center District by improving pedestrian and bicycle mobility, balanced with improving vehicular operations. The report yielded three conceptual alternatives for the TCRC and Town to consider.

After completing the study, GPI and the Town held a meeting with NHDOT and the Rockingham Planning Commission in June 2011 to review the three alternatives and receive input/recommendations. These alternatives were brought into the Charrette discussions.

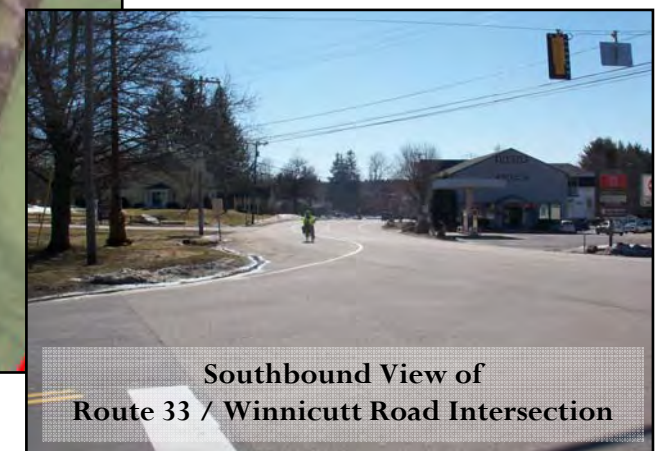
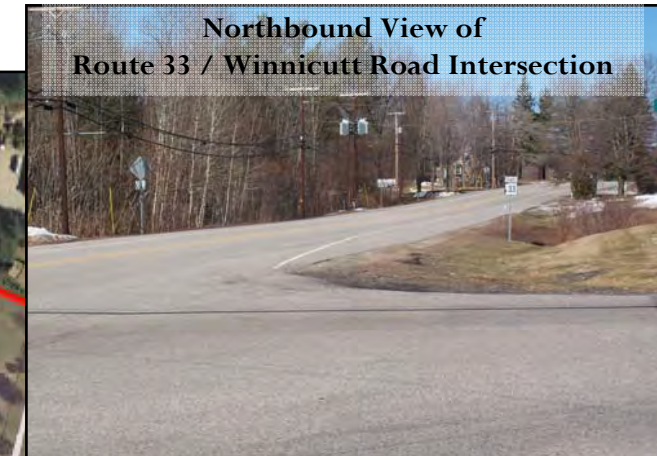
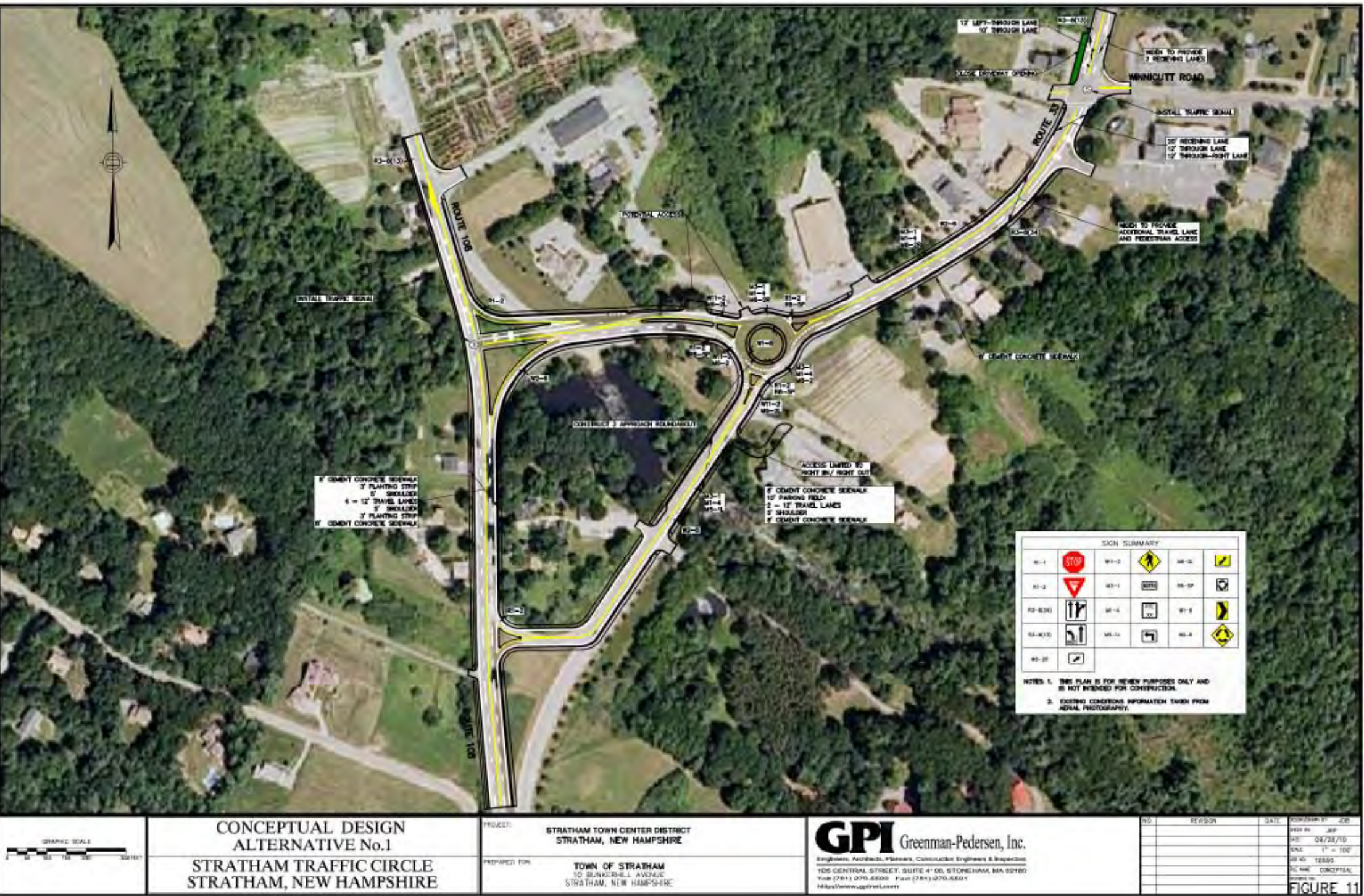




Exhibit 7: Stratham Town Center District – Traffic Data Collection and Impact Analysis Report  
Conceptual Design Alternative #1

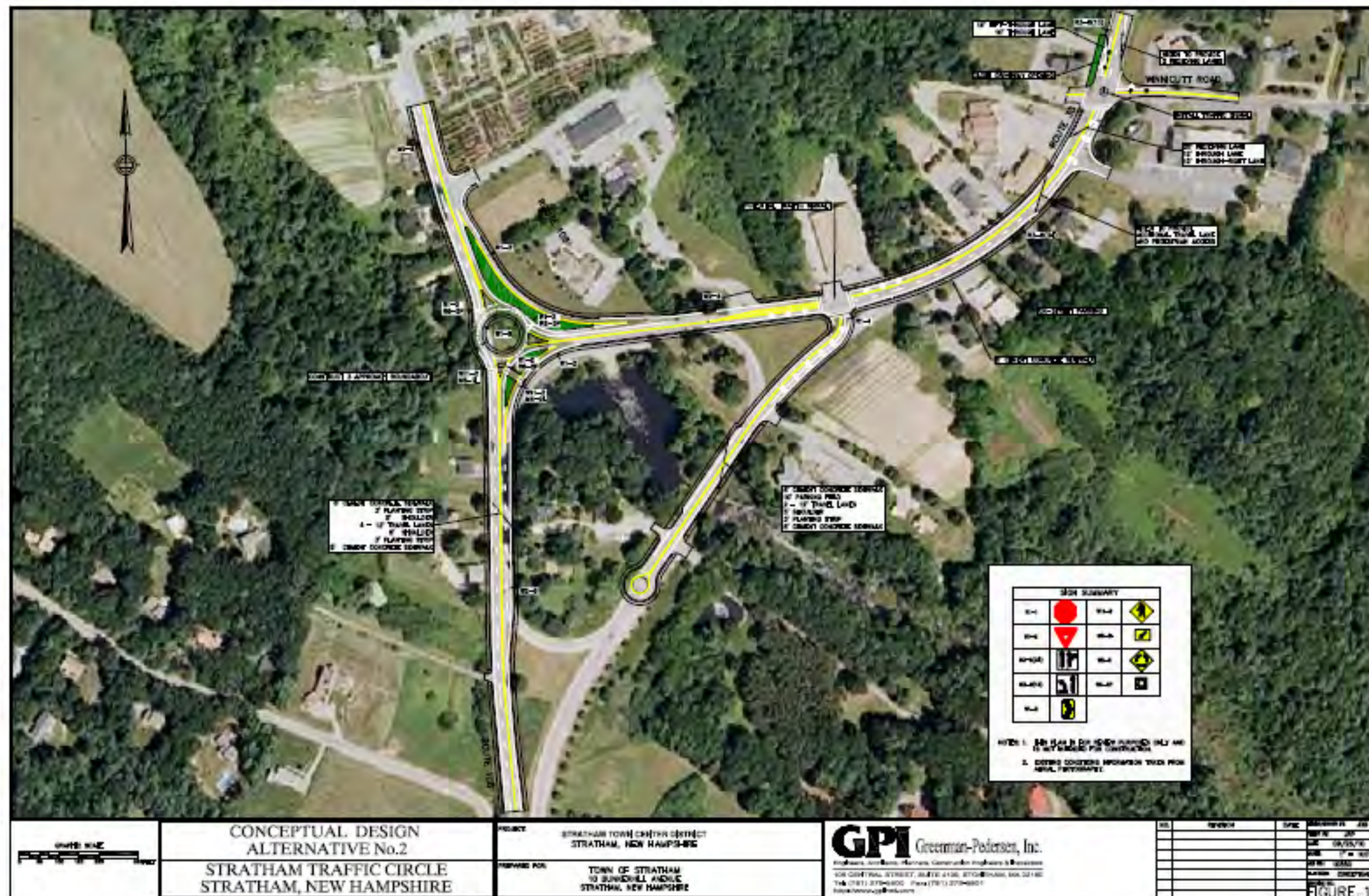


Conceptual Design  
Alternative One

The western portion of the Stratham traffic circle provides two-way traffic flow for Route 108 traffic progression, the eastern section provides two-way traffic flow and serves as downtown area, and the northern section provides two-way traffic flow between Route 108 and Route 33. At the southern end of the Conceptual Design Alternative 1, the “downtown area” roadway would be right-turn in/right-turn out only at its non-signalized intersection with Route 108. At the northwestern end, the Route 108 and Route 103 intersection would be under traffic-signal control. At the northeastern end, the Route 33 and the downtown area roadway intersection would be controlled by a roundabout.



**Exhibit 8: Stratham Town Center District - Traffic Data Collection and Impact Analysis Report  
Conceptual Design Alternative #2**

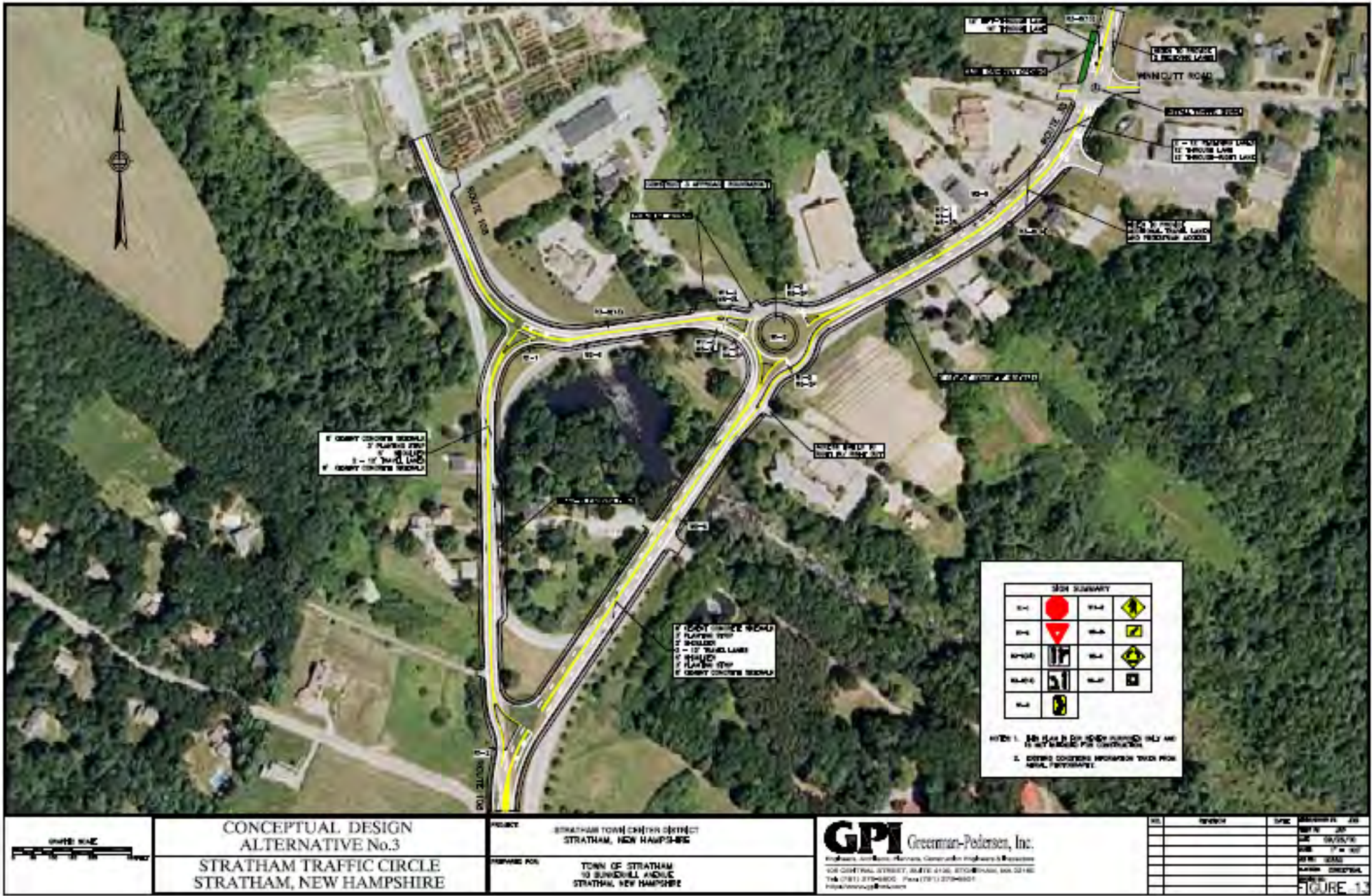


## Conceptual Design Alternative Two

This is similar to the Conceptual Design Alternative 1 except that the southern connection between Route 108 and the downtown area roadway was eliminated to prevent vehicles from cutting through from Route 108 south to Route 33. At the northwestern end of the Alternative 2 Design, the Route 108 and Route 103 intersection would be controlled by a roundabout. At the northeastern end, the Route 33 and the downtown area roadway intersection would be under traffic-signal control.



Exhibit 9: Stratham Town Center District – Traffic Data Collection and Impact Analysis Report  
Conceptual Design Alternative #3



Conceptual Design  
Alternative Three

In this scenario, the eastern portion of the Stratham traffic circle provides two-way traffic flow between Route 108 south and Route 33, the western section provides two-way traffic flow and serves as downtown area, and the northern section provides two-way traffic flow between Route 108 north and Route 33. At the southern and northwestern ends of the Conceptual Design Alternative 3, the downtown area roadway would be right-turn in/right-turn out only at its non-signalized intersections with Route 108. At the northeastern end, the Route 108 and Route 33 intersection would be controlled by a roundabout.



## Circulation and Connectivity (Cont.)

At the June 2011 meeting, the NHDOT expressed a preference to have the Route 108 north/ south roadway configured as the ‘mainline’. This meant that they did not necessarily support Alternative 3, which rerouted Route 108 to the east side of the traffic circle.

The discussions at that meeting eventually lead to a ‘preferred’ alternative, which was a combination of Alternatives 1 and 2. The circulation of Alternative 1 was more desirable since the access road on the southeast portion of the traffic circle allowed for greater potential for developable parcels. This low speed access road could also be an opportunity to provide on-street parking and would be compatible with both vehicular and pedestrian traffic.

The roundabout along Route 33 shown in Alternative 1 was also desirable since it served a traffic calming function in the heart of the Town Center. The desirable feature from Alternative 2 was the roundabout located at the intersection of Route 108 and Route 33 at the northwest portion of the traffic circle. NHDOT expressed their general preference for roundabouts given their proven safety benefits.

A roundabout at the intersection of Route 33 and Winnicutt Road would also be supported by NHDOT as long as the impacts could be managed.

The conceptual master plan as presented by Plan NH is consistent with Alternative 1 apart from the fact that a roundabout configuration is shown at the intersection of Route 33 and Winnicutt Road. A traffic signal could also be utilized at this intersection, although the roundabout provides an excellent opportunity to calm travel speeds at the northern gateway to the Town Center.

As mentioned previously, a roundabout at the intersection of Route 108 and Route 33 may also be an option (as shown in Alternative 2) and should be considered since it would be NH DOT’s preference as long as operations are acceptable.

The traffic circulation presented in Plan NH’s conceptual master plan is a radical shift from what exists today and what the community has lived with for many years. This change incorporates a ‘complete street’ design, which incorporates all modes of transportation in the context of the community’s goals.

In addition, this concept connects the sides of Route 33 into a cohesive Center— by incorporating crosswalks and adding parking and additional streets to both sides.

This change in character is what is recommended for Stratham in order to provide a “livable street” and a suitable environment for a thriving Town Center.

To be a destination, not only should the area be a pleasant, safe place to walk around, it should be easily identifiable as Stratham’s Town Center – and memorable.

Solar-powered “traditional” lighting and connecting bike paths, offering opportunities for people to get around the entire center easily without using a car. Appropriate signage would help visitors identify what’s there.

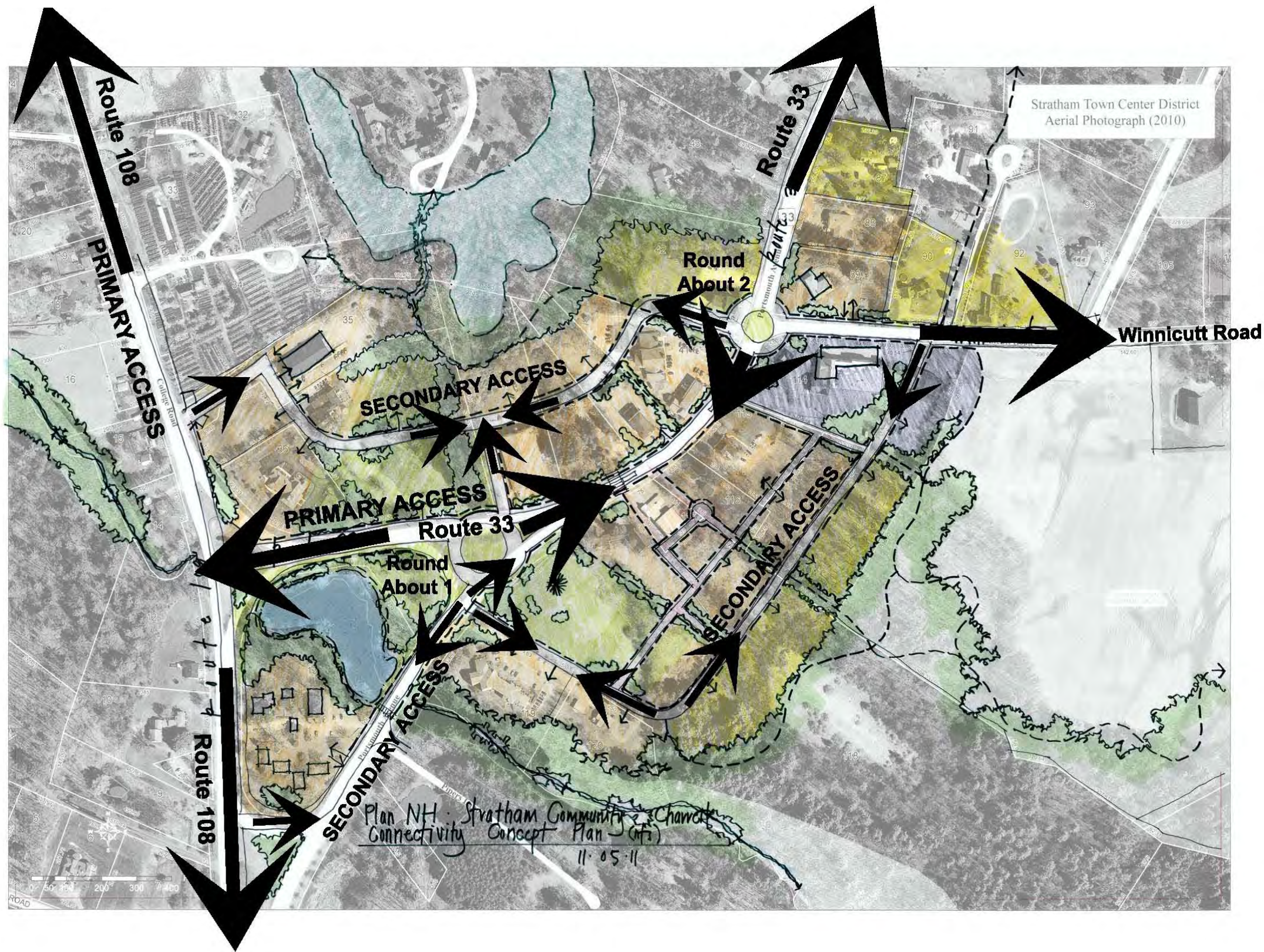
In addition, creating “gateways” at each end of this portion of Route 33 could slow traffic and make travelers aware that they are entering a special place. Special signage, including “Welcome to Stratham’s Historic Town Center” could be very effective.



Wide shoulders and vehicle lanes are conducive to high vehicular travel speeds. A narrowing of the roadway width is an effective means to slow travel speeds and to provide a more pedestrian-friendly ‘Village’ environment. Often referred to as a ‘road diet’, the excessive width of travel lanes and shoulders can often be reallocated to accommodate different elements such as sidewalks, shared-use paths, lighting, landscaping, etc. without increasing the footprint of the existing pavement.



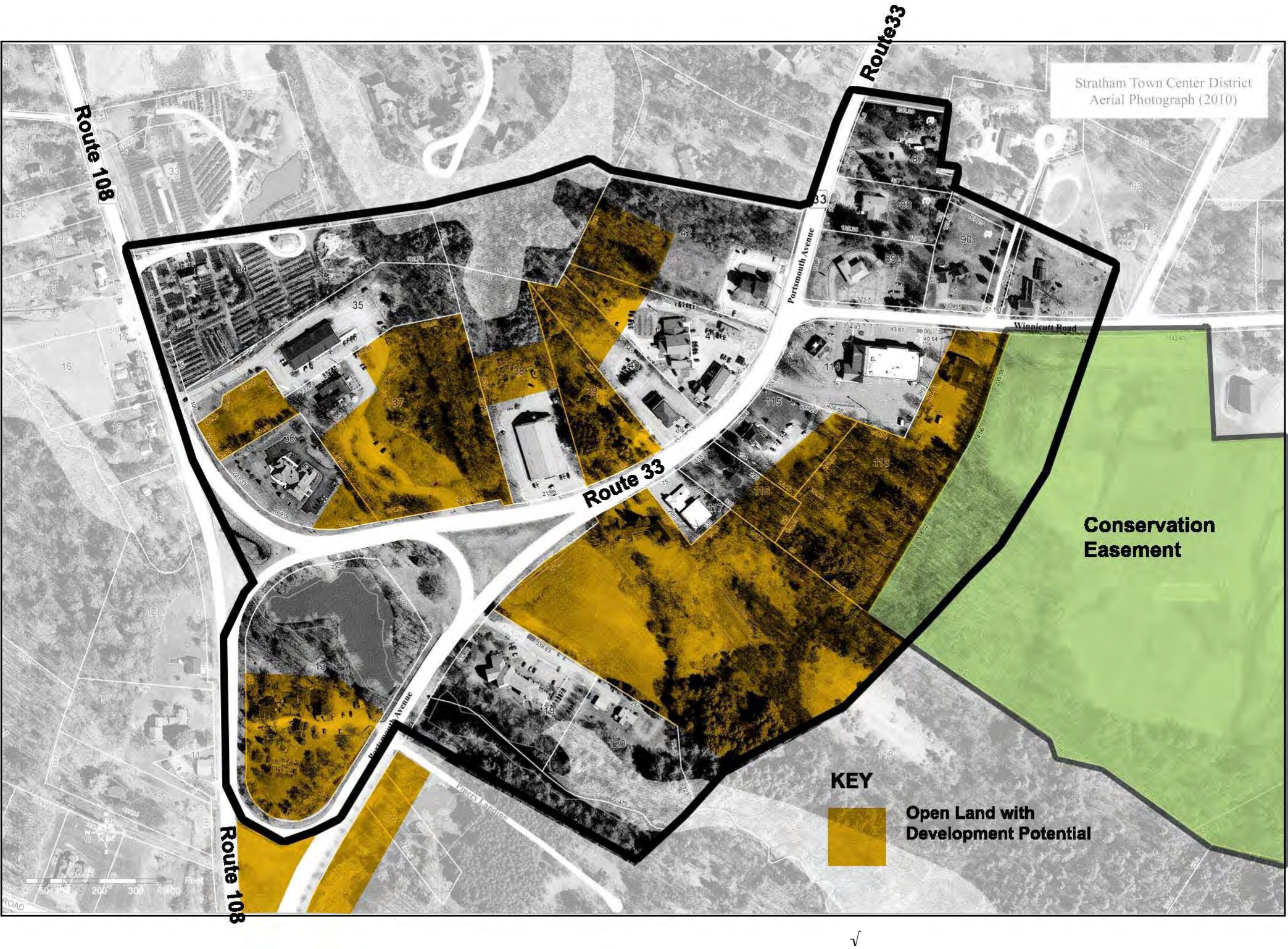
Exhibit 10: Town Center District Connectivity Plan



Stratham, in conjunction with NH’s DOT, has embarked on the study of options for controlling the safety and efficiency of traffic moving through the Town Center District along Routes 108 and 33. Plan NH’s community charrette adopted one of the recommended options and incorporated it into the conceptual master plan for Stratham’s new Town Center. This new regional traffic pattern served as the basis for the development of a pedestrian and vehicular traffic circulation pattern. While emphasizing pedestrian safety, the recommendations for new secondary roads provide easy access to expanded off-street parking and commercial/retail uses.



Exhibit 11: Town Center District Development Opportunities Map



Within Stratham’s Town Center District there are open land parcels that offer potential expansion for land uses identified by the community as things they’d like to see as part of their new town center. While recognizing that speculation about the use of these parcels is subject to negotiations with property owners, Plan NH’s community charrette team identified these parcels as potential opportunities for engaging community stakeholders in the development of Stratham’s vision for the new town center.

Further, the Team heard about the Town’s need for a place for its citizens to connect with each other as well as a purpose for visitors to come.

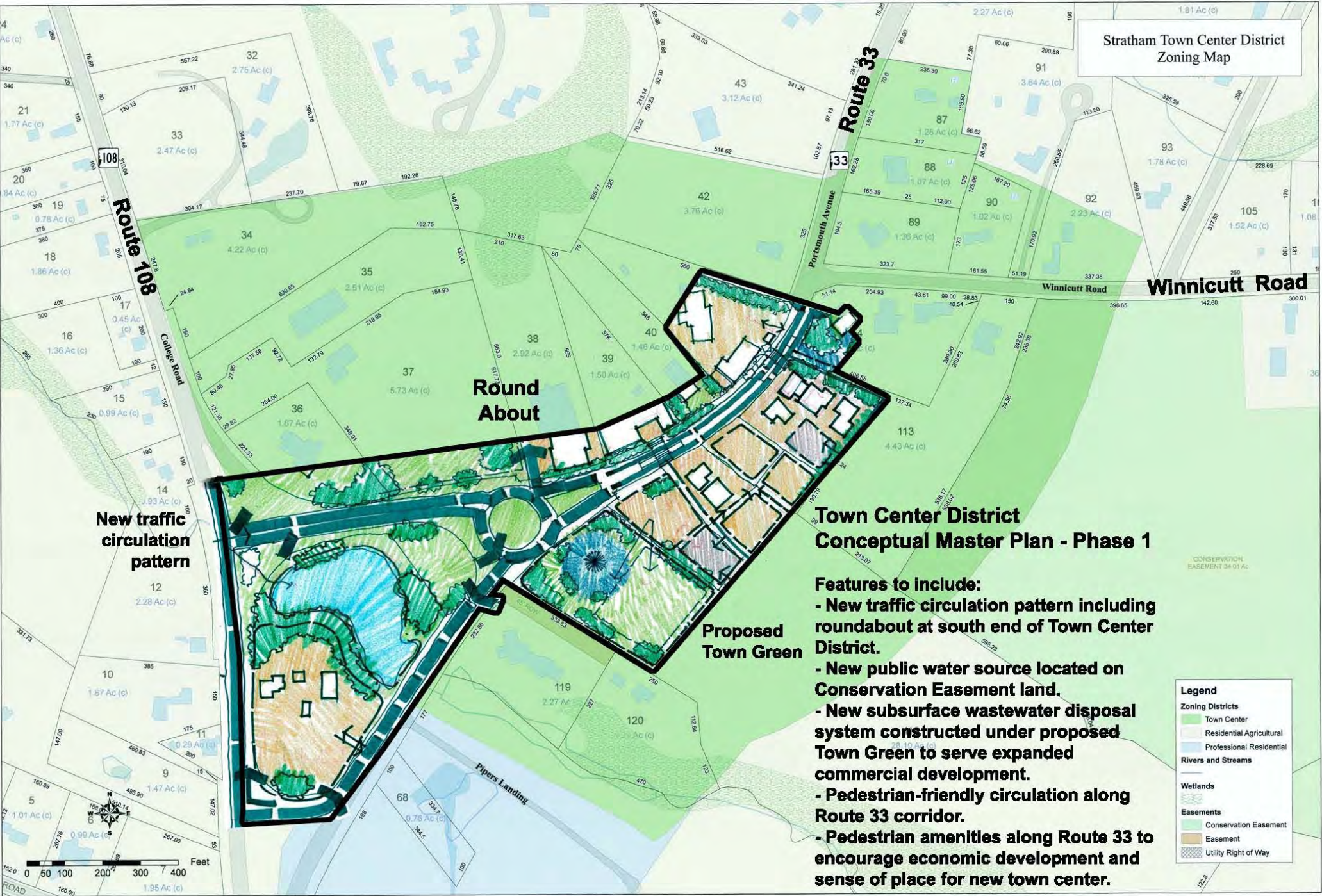
What would draw citizens and visitors alike? Unique shopping (ie no big boxes) opportunities, a place(s) to socialize, as well as activities and events and festivities that would appeal to both residents and visitors.

Signage is an essential element to letting pedestrians and passers-through know what is there.

The Team also recommends that planning begin now for returning basic municipal services to town, especially the Town Offices and Library.



Exhibit 12: Town Center District Conceptual Master Plan - Phase 1



In Phase One, the Team recommends:

1. Develop a Community Well and Underground Waste Water System that would allow restaurants, taverns and other businesses to locate here.

While it was outside of the scope of this charrette to look at specifics related to these, the Team recognized their importance to the future of the District. Would it be possible to locate the well in the Conservation Land, and to put a small, but adequate subterranean waste water treatment system under the parcel proposed for the Town Common (see below)? The Team points out that private, related commercial funds might contribute to this effort.

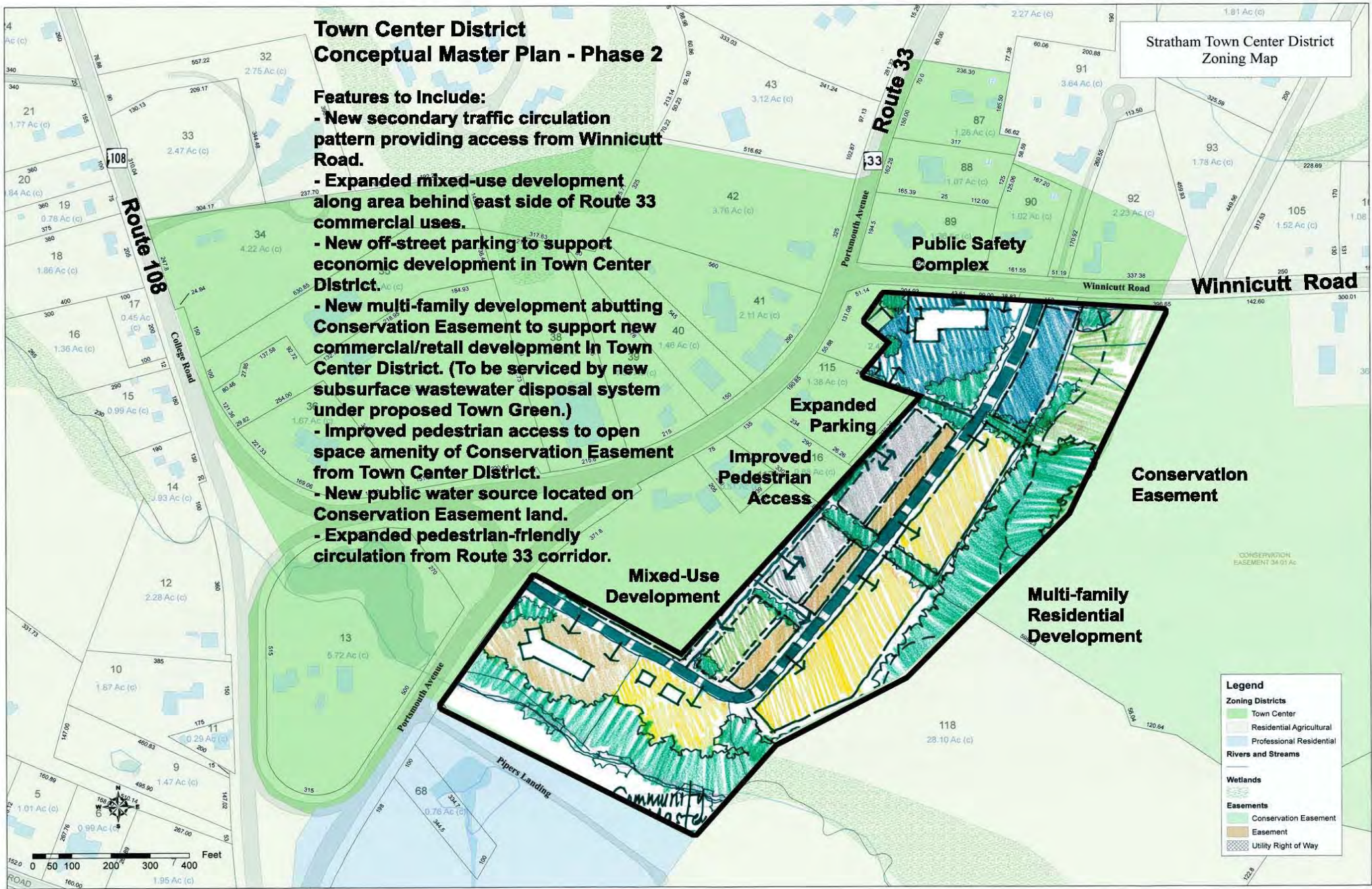
2. Meanwhile, create opportunities for economic development, which fit the already-existing antique stores and other establishments. A restaurant or café would provide a place to stop and visit and outside seating would allow for watching the world go by.

Any new buildings along Route 33, suggests the Team, might be placed closer to the road, with appropriate signage to identify what's there. This would serve two purposes: it would be easier to see what they are, and having them closer to the road also helps to calm and slow traffic. An added benefit would be for those passing through to see and recognize that there is something special about this Town Center.

3. Recognizing that parking is always an issue, the Team points out that in their concept plans, there is parking along Rt. 33, on the North side near secondary roadways, as well as behind some buildings.
4. A town common could be created, becoming a landmark and gathering spot for events. The Annual Christmas tree lighting, for example, could be moved here, a much safer location than where it occurs currently. A farmers' market would underscore the farming heritage of the community.



Exhibit 13: Town Center District Conceptual Master Plan - Phase 2

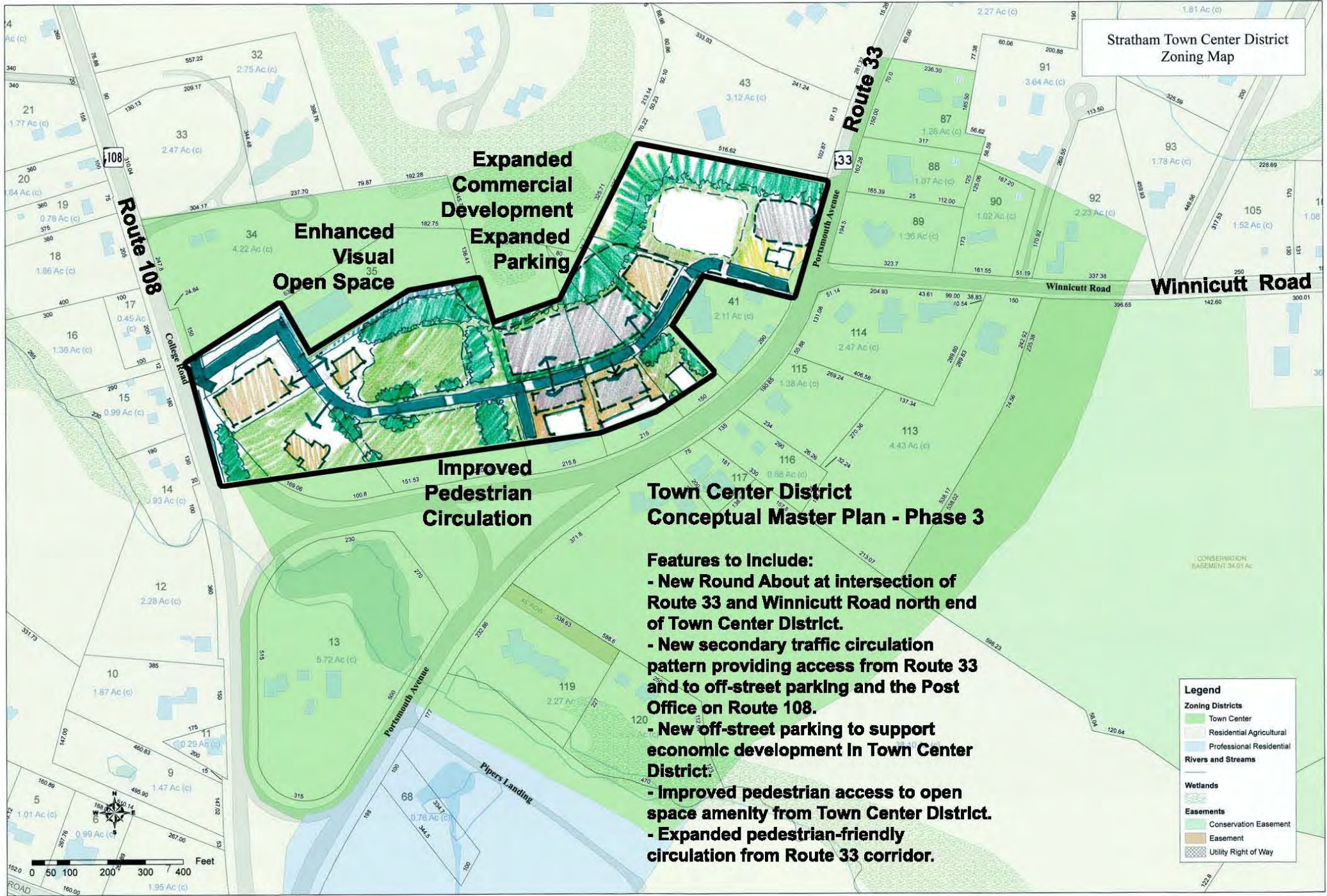


In Phase Two, the Team recommends:

The Team suggests that in order to achieve these recommendations, the Town adopt a Form Based Building Code similar to that of the Gateway Commercial Business District. This would enable the increase in density, and would also relieve some zoning restrictions, which might otherwise discourage growth.

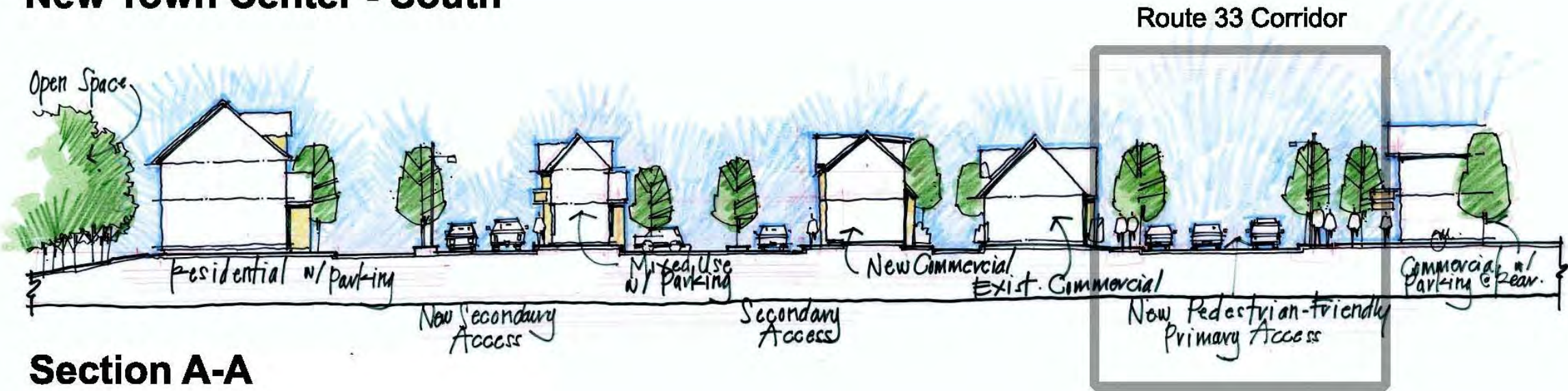


Exhibit 14: Town Center District Conceptual Master Plan - Phase 3



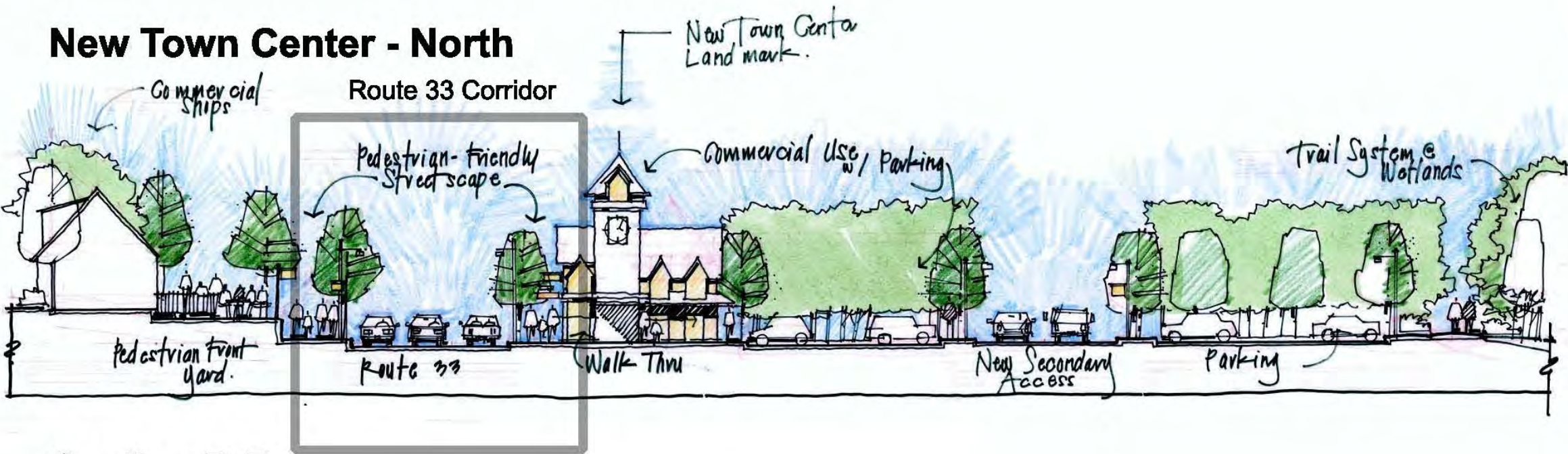


New Town Center - South



Section A-A

New Town Center - North



Section B-B

Stratham's new Town Center as envisioned in the Conceptual Master Plan presented by Plan NH's team captures the vitality and diversity of the district's future. The spaces between the buildings and flanking the roadways are shown to offer safe pedestrian access, human-scaled spaces for social interaction, signage for easy way finding and off-street parking. Overall, the combined intended benefits of the recommended plan are envisioned as a genuine sense of place for a part of Stratham that is highly valued by residents and visitors.



# Budget Estimates for Development

Phase 1	Community Septic	1 ea	\$400,000	\$400,000
				<b>\$900,000</b>
Sitework				
Phase 2	New concrete sidewalks	6000 LF	\$50	\$300,000
Phase 2	Road reconstruction (restriping with bike lanes; narrow street)	3000 LF	\$170	\$510,000
Phase 2	New road (secondary bypass parallel to Portsmouth Ave)	2000 LF	\$200	\$400,000
Phase 2	Granite curbs	6000 LF	\$25	\$150,000
Phase 2	Roundabout, 1-Lane at 108 & Portsmouth Ave north	2 ea	\$550,000	\$1,100,000
Phase 2	Roundabout, 2-Lane at East end of traffic circle & at Winnicutt/Portsmouth	1 ea	\$750,000	\$750,000
Phase 2	Parking	70 Space	\$1,500	\$105,000
				<b>\$3,315,000</b>
Site Furnishings				
Phase 2	Village District Signage	10 ea	\$1,200	\$12,000
Phase 2	Bike Lane Signage	30 ea	\$200	\$6,000
Phase 2	Bike Racks	4 ea	\$400	\$1,600
Phase 2	Street Lights	30 ea	\$1,500	\$45,000
				<b>\$64,600</b>
Landscaping				
Phase 2	Streetscape	1200 LF	\$200	\$240,000
Phase 2	New Sidewalk Plantings	1200 LF	\$200	\$240,000
Phase 2	Landscape associated with road improvements	1 ls	\$60,000	\$60,000
				<b>\$540,000</b>
Common Space improvements				
Phase 3	Town Commons sitework and furnishings. Drainage, landscape	1 ls	\$400,000	\$400,000
				<b>\$400,000</b>
Building Construction				
Phase 3	New Construction: Food Co-op/café at lot 116	7500 SF	\$220	\$1,650,000
Phase 3	New Construction: Community Rec center	30000 SF	\$120	\$3,600,000
Phase 3	New Construction: Workforce Housing (32 units @1,200+SF)	40000 SF	\$130	\$5,200,000
Phase 3	Commercial/Mixed use	40000 SF	\$150	\$6,000,000
				<b>\$16,450,000</b>
Land Acquisiton				
Phase 3	Jones Land for new Town green (Lot 116)	1 lot	\$250,000	\$250,000
Phase 3	Baptist Church land for new recreation center: 4.35 acres (lot 113)	1 lot	\$951,000	\$951,000
	Right of ways for trail system connections	0 lot		\$0
				<b>\$1,201,000</b>
Subtotals				
Phase 1	Community well & septic		Phase 1	<b>\$900,000</b>
Phase 2	Traffic calming and roadway improvements		Phase 2	<b>\$3,315,000</b>
Phase 3	Land acquisition and new construction		Phase 3	<b>\$18,051,000</b>
			<b>Total</b>	<b>\$22,870,600</b>

Please be advised that these are rough, preliminary estimates only and should not be used for budgeting. Also note that this table includes projects that would be funded by a variety of public and private sources.

Plan NH recommends hiring professional expertise to develop a project plan with a defined scope from which accurate cost estimates can be derived. A plan for funding can then be developed. These numbers are offered anecdotally to enable the community to understand orders of magnitude represented by improvements identified in Plan NH’s recommendations or requested by the Town



## Next Steps

The Stratham Community Charrette provided a means by which residents, business owners, community leaders, and others could come together to voice ideas about the future of the Stratham Village Center.

The recommendations seen here are just that – recommendations. But they were developed by professionals based on their knowledge and, more importantly, based on what they heard and saw in the Stratham community.

And these are recommendations, not mandates. The Team hopes that these will stimulate further discussion and idea generation amongst Stratham’s stakeholders in the months and years to come.

The Team recommends the following for consideration:

- ❖ Convene all property owners and other stakeholders in the Town Center District to review the recommendations, to receive their input, and better understand their concerns. It might be advisable to get an outside facilitator to assist the Town in this process.
  - The Team recognizes that there may be resistance based on economic factors and the need to work together. If these were not part of the proverbial equation, would any element of the recommendations be appealing? If so, identify and then prioritize focus on the positive and how funds can be found.
  - It is extremely important that all voices are heard and acknowledged.
  - It is essential that any process or future efforts are a *collective, collaborative* effort of citizens, landowners, potential business owners, the Revitalization Committee and the Town. Without buy-in or consensus among all, the Vision cannot be effectively defined and/or achieved successfully.
- ❖ Look at Phase I. Is there something in there that could easily or realistically be achieved? Where could funding come from? How long would the project last?
  - Particularly regarding safety issues for vehicles and pedestrians alike, what are some inexpensive ways to slow traffic and start to make the District more appealing and safe?

- ❖ The Town Center Committee could identify a project or two to get things moving. This Committee could expand to include any interested citizen, business owner and/or town “official”. Identify funding sources, and when the project is complete, CELEBRATE.
- ❖ Once that had been completed, or even before, develop a larger-view Action Plan for a larger project. It is important that public and private people and organizations work together, especially when planning the roadway design, pedestrian amenities, and infrastructure improvements, additions changes.
- ❖ Keep communications open. This is vital – not only internally, but to the rest of the Town. Proactive and strategic communications, and regular press coverage will build credibility and help sustain momentum; it may serve to attract additional investment as well as volunteers.

Here is a list of *possible* funding sources. Because availability of funds is uncertain as of this writing, the Team recommends careful research before going forward with a project. Do not assume (!)

### Expertise:

NH Office of Environment and Planning (OEP)

NH office of Travel & Tourism

Division of Economic Development (DRED) Division of Historical Resources

NH Council on the Arts

Small Business Administration (SBA) NH Preservation Alliance

### Funding

Community Development Block Grants (CDBG) Economic Development Administration

NH Department of Transportation (NHDOT) Conservation License Plate Funds

Land and Community Heritage Investment Program (LCHIP)

Community Development Finance Authority (CDFA) Tax Increment Financing (TIF)

Town Trust Funds



# Foundations and Private Funding Sources:

Wal-Mart Good Works - [www.walmartfoundation.org](http://www.walmartfoundation.org)

The Home Depot - Community Impact Grants,  
<http://corporate.homedepot.com/wps/portal/!ut/p/.cmd/cs/.ce/70A/.s/70121/s.70A/70121>

The Timberland Company - Community Involvement Program,  
<http://www.timberland.com/corp/index.jsp?page=communityInvolvement>

The Ford Foundation, <http://www.fordfound.org/>

PSNH - Community Giving program, [http://www.psnh.com/Community/Support/corp\\_giving.asp](http://www.psnh.com/Community/Support/corp_giving.asp)

The Allstate Foundation -  
<http://www.allstate.com/Community/PageRender.aspx?Page=foundation.html>

The Verizon Foundation - <http://foundation.verizon.com/>

Merck Family Fund - <http://www.merckff.org/index.html>

The Madeline G. von Weber Trust - Funds projects in community development, neighborhood development, human services and the performing arts. Contact: Madeline G. von Weber Trust, c/o James d. Dow, 95 Market St., Manchester, NH 03101.

New England Grassroots Environment Fund - <http://www.grassrootsfund.org/>

Transportation Enhancement Act Program - Project categories include: facilities for bicyclists and pedestrians; safety and educational

activities for bicyclists and pedestrians; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation to address water pollution due to highways or vehicles; and establishing transportation museums.  
<http://www.nh.gov/dot/municipalhighways/tecmaq/index.htm>

Waste Management Charitable Giving Program - Support for Environment, Education, and Community Impact Programs - <http://www.wm.com/WM/community/Giving.asp>

Enterprise Community Partners - <http://www.enterprisecommunity.org/>

ORTON FAMILY FOUNDATION, [www.orton.org](http://www.orton.org)

Heart & Soul Community Planning  
Submission Deadline: is in March

Open to: Communities in select New England and Rocky Mountain states. Partnership opportunity for four communities to receive funding and technical assistance on major community visioning and planning projects.

## NEW HAMPSHIRE PARKS

Web: [www.nhparks.state.nh.us/trbureau.html](http://www.nhparks.state.nh.us/trbureau.html)

Paul Gray, Chief, Bureau of Trails  
Division of Parks and Recreation  
PO Box 1856  
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Enterprise Community Partners - <http://www.enterprisecommunity.org/>

Economic Development Assistance Programs—Availability of Funds under the Public Works and Economic Development Act of 1965 <http://www.grants.gov/search/search.do;jsessionid=MzmGKnKFZWQzZXjLHTXhb5HhvJvGymY3ywwWGXJT11f8tLqzMV2!1656926990?oppId=40746&mode=VIEW>

Economic Development Assistance Programs <http://www07.grants.gov/search/search.do;jsessionid=pK1GKnNVqly9GS95GhWRJCsFFfGHzs1bgp2p2TnPLY2QC1vypctn!-1757398871?oppId=42952&mode=VIEW>

American Heritage Preservation Grants [http://www.imls.gov/applicants/grants/pdf/AHPG\\_2010.pdf](http://www.imls.gov/applicants/grants/pdf/AHPG_2010.pdf)

Economic Development Assistance Programs [http://www.eda.gov/ImageCache/EDAPublic/documents/pdfdocs2008/ingle\\_5fapplication\\_5fedap\\_5fffo\\_5ffinal\\_2epdf/v1/single\\_5fapplication\\_5fedap\\_5fffo\\_5ffinal.pdf](http://www.eda.gov/ImageCache/EDAPublic/documents/pdfdocs2008/ingle_5fapplication_5fedap_5fffo_5ffinal_2epdf/v1/single_5fapplication_5fedap_5fffo_5ffinal.pdf)

Rural Business Enterprise Grant Programs (RBEG)  
<http://www.rurdev.usda.gov/rbs/>

We also suggest the Town consider enacting RSA 79-E, Community Revitalization Tax Incentives. Signed into law in 2006, this makes it possible for a property owners wanting to substantially rehabilitate a building in a downtown or village center, may apply to the local governing body for a period of temporary tax relief.

The Town of Stratham has what it takes to realize its objectives to revitalize and reinvigorate the town. The talent, energy, commitment, and spirit along with accomplishments to date are an excellent springboard to continue to move forward.



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