

# Moultonborough Village Charrette

Yesterday, Today & Tomorrow

July 20-21, 2012



**PLAN NH**  
Visioning for Sustainable Communities



# Moultonborough Charrette Acknowledgements

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



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## The Moultonborough Team

Without the support and participation of all of the following individuals, organizations and businesses this charrette would not have been possible

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Moultonborough SAU 45  
Murphy's Village Store  
Preferred Vacation Rentals, Inc.  
Tolman Builders  
Town of Moultonborough

### Team

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Mark Borrin, Chair, **Moultonborough School Board**  
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# Plan NH Comes to Moultonborough

July 20-21, 2012

## Who is Plan NH?

**Plan NH** is an association of professionals who work and care about sustainability, the quality of our built environment and our town centers in New Hampshire. The organization includes architects, landscape architects, planners, engineers, bankers, builders, construction managers, historic preservationists, and others who are concerned about lessening our impacts on the environment and building more socially connected communities in the Granite State. Plan NH was established to create a forum for bringing together these different professions and serve as a catalyst for spurring interest in participatory community development. Part of **Plan NH's** mission is to make a positive contribution to New Hampshire communities. One way in which **Plan NH** does this is by providing design assistance to communities with a demonstrated commitment and need.



Most of the Moultonborough Charrette Team Members

## What is a Design Charrette?

Simply stated, a design charrette is an intense brainstorming session where a broad range of ideas are brought forth by local citizens and professional designers in an effort to find solutions to a defined local problem in a short timeframe. Because of the compressed time frame, the conclusions reached are usually conceptual. They discuss how different plan elements should relate to each other, as opposed to the details of how, for example, a particular building would actually be constructed.

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 also sets a tone and provides a direction against which future decisions may be measured.

## Why did the Plan NH Charrette come to Moultonborough?

In March of 2012, the Town of Moultonborough submitted a proposal to **Plan NH** for design assistance. Moultonborough was one of five communities selected for a charrette in 2012.

**Plan NH** is interested in providing design assistance to communities that seem ready to move forward with a project, where there appears to be a strong community commitment, organizational expertise and where there is the ability to move forward with recommendations that surface in the course of the charrette effort. **Plan NH** also seeks to address community problems and issues that may have transferability to other communities.



The Square, Moultonboro, N. H.





# The Moultonborough Proposal and Challenge to Plan NH

The Town's desires for the Plan NH charrette are well summarized in an excerpt from Moultonborough's charrette proposal (with emphasis added):

While the revitalization of Moultonborough Village was identified as a priority in the town's Master Plan update of 2008, the community has yet to focus serious attention on the present and future uses of its historic village center. Moultonborough Village is located on Route 25, with modern municipal buildings clustered at the intersection with Route 109 to the north, and with school buildings located near the intersection with Blake Road to the south. Compromised by the commercial growth of the Route 25 corridor (previously Main Street), the **present-day village presents special challenges with regard to zoning and appearance**. A Plan NH Community Charrette would provide the ideal opportunity for residents, town officials and board members, and property and business owners to participate in **articulating a vision and plan for Moultonborough Village**.

In 2006-2008, the Moultonborough Planning Board undertook a Master Plan update, starting with a community survey with a 23% response rate. The November 2006 Executive Summary notes how respondents **supported additional ordinances for a village and/or historic district**, second in importance only to shoreland protection. When asked about the most pressing transportation need in the town, respondents noted a **lack of sidewalks/pathways, and identified bike paths** as a priority. Survey comments repeatedly emphasized the desire to **maintain Moultonborough's village atmosphere and rural character**, seen as threatened by unattractive development and traffic. The Master Plan update process involved 40 community volunteers, who worked in chapter committees following a well-attended kickoff meeting at the school auditorium in December 2007.



The Master Plan Update, with the **revitalization of Moultonborough Village as a major goal**, was adopted in December 2008. While issues related to the village were discussed in chapters on Transportation & Regional Concerns and Land Use & Economic Development, the first-ever town Master Plan chapter on Historical and Cultural Resources / Community Character & Appearance focused specifically on the village and its potential improvement. At Town Meeting in March 2009, the **Town established a Heritage Commission**, intended to further the preservation goals enumerated in the Master Plan, and adopted RSA 79-E (Community Revitalization Tax Incentive). Both warrant articles were supported as a means to **protect and preserve Moultonborough's rural character, scenic beauty, and significant historical and cultural resources**.

Recent building projects in Moultonborough Village have been supported by the Town and by its residents. The Moultonborough Historical Society oversees a compound of four historic buildings in the center of the traditional village. In 2006, the Society opened the Moultonborough History Museum in the renovated Lamprey House, and purchased the historic Moultonborough Grange (use yet to be determined). The Society assisted the Town with a major foundation replacement for the Moultonborough Town House (NRHP) that year, and continues to be involved in the management of the Town House and Middle Neck School (both town-owned buildings), which will be painted in 2012. The Moultonborough Public Library dedicated its award-winning addition in 2006, which is placed to the rear of the historic library building that faces into the village center.

Now nearly five years after the Master Plan update process, it is again time to engage the whole community and to **focus specific attention on Moultonborough Village and its tremendous potential for revitalization**. While the village includes historical-

ly significant buildings in active use, there are a **number of underutilized signature buildings** that are ideal candidates for adaptive re-use or future community use. A now-vacant historic boarding house on five acres in the center of the village will be on the market in 2012. This central property, which features the only undeveloped open green space on Route 25, is also adjacent to school land. The Town's recent Safe Routes to School Travel Plan (2010) emphasizes connectivity, identifying the **need for crosswalks over Route 25, and pedestrian sidewalks and pathways to safely link the schools to the village center**.

The Moultonborough Heritage Commission will work toward the implementation of action items identified in the 2008 Master Plan in partnership with the Planning Board, with the revitalization of Moultonborough Village as its main focus for 2012. The Planning Board's **2012 work plan prioritizes context sensitive solutions**, and it is crucial to have an open dialogue in order to **build community consensus for the future of the village**. **Challenges include heavy seasonal traffic and the existing linear and sprawl-type development along Route 25. Streetscapes and signage, traffic calming techniques, design guidelines, and potential zoning changes remain high priorities for discussion**. With the assistance and expertise of Plan NH, all community stakeholders could participate and collaborate in the development of a comprehensive plan for the village. **This community project would restore the appearance and vitality of Moultonborough Village, and increase its feasibility and appeal as a center of economic and social activity.**

*"We can begin by doing things at the local level, like planting community gardens or looking out for our neighbors. That is how change takes place in living systems, not from above but from within, from many local actions occurring simultaneously."*

Grace Lee Boggs



# Charrette Process Overview



Moultonborough Town Officials and residents gathered with the **Plan NH** charrette team on Friday, July 20, 2012 to discuss the details of the town's proposal with the Plan NH team. Design professionals on the team included an architect, two landscape architects, two planners, an economic development expert, three engineers, a commercial realtor, two historic preservation experts, and two professional facilitators.

The most critical piece that the charrette team lacked, which only the local residents could provide, was intimate knowledge of the Town of Moultonborough and their vision for its future.

After an introductory meeting with town officials to orient the team to the issues and concerns of the project, the team took a tour of the project area. We explored the town center and several historic structures. We also observed the physi-

cal layout, topography, and setting of the town, its architecture and its land uses.



Two public “listening sessions” were held on Friday afternoon and evening. The purpose of these sessions was to explain the challenge that the town had set out for the charrette team and receive comments from the community regarding issues and concerns about the existing town center, traffic, accessibility, historic character and a variety of other issues that the charrette team could only have learned from members of the community. The public comments are presented on page 6 of this report and serve as an important foundation for the concepts and recommendations that the charrette team developed on Saturday. The charrette team's observations and findings are included on page 7. The remainder of the report presents the team's detailed recommendations. The report con-

cludes with sections on implementation and resources that may be useful to Moultonborough in achieving their long term objectives.

## Overview

Our initial impression of Moultonborough village is that of an historic town center that has been overwhelmed by a much wider, heavily traveled state highway. Two public schools are located at one end of the village with a recreation department, library and town offices at the other. In between are a number of older and historic structures, too many of which are underutilized. A number of important businesses are located in the village, but there is insufficient critical mass of businesses to generate enough people activity.

Part of the reason that the village doesn't “feel”



like a complete village is that there is very poor pedestrian connectivity, making it a challenge to walk from one building and business to another—and particularly to comfortably get across the often heavy traffic on Route 25. The cluster of businesses around the post office and Old Country Store functions as the heart of the village but there need to be more businesses, and

the head-in parking at several of these properties further hinders walkability. The village to the west of the Grange hall is more spread out and less conducive to pedestrian linkage.

The speed and volume of traffic along Route 25 dominates the character of the village. Since route 25 is a major east-west road in the Lakes Region, traffic volumes are unavoidable. What can be influenced is traffic speed. Reducing posted speed limits is only one tool that can be used to affect motorist behaviors. A relatively new approach to managing traffic speeds is called traffic calming. Traffic calming uses a variety of techniques to encourage traffic to go slower by reducing the width of travel lanes (drivers go slower on narrower roads) and introducing median islands, roundabouts and other devices in the road that require drivers to negotiate curves in the travel way.

The charrette team was assembled to provide expertise in all of these areas and help develop a pragmatic strategy that the town can pursue to strengthen Moultonborough Village as the center of the community.



***Local residents are the experts on the community — what makes sense, what history has brought forth, what will pass at the local board meetings — the design team relies on resident input and knowledge to develop viable suggestions and proposals.***



# What the Town Residents Told Us

Two public listening sessions were held during the afternoon and evening of July 20. The purpose of the sessions was for residents to share their ideas with the charrette team about what they saw as the top issues and challenges and develop an idea of what an enhanced, re-energized town center could look like in the future. They discussed and responded to three key questions:

**Question 1: When you look at the Village Center, what do you see?**

**Appearance**

- Disjointed, inconsistent appearance
- Streetscape needed
- Nice views of Berry Pond
- The Bank of New Hampshire building should be the design standard
- Attractive buildings divided by the highway
- Numerous buildings in disrepair and in danger, some with safety issues

**Transportation & Infrastructure**

- Major East-West Highway; feels like a highway not a Main Street
- Walkability problem; no linkages in Village between buildings, between both sides of road, library, schools, etc.
- Underutilized parking
- Lack of walkways and safe pedestrian connections or crosswalks
- Poor visibility at Library corner
- Lack of decent drinking water in village
- Traffic at schools

**People and Economic Activity**

- Old Country Store is a magnet
- Great underutilized historic buildings
- Lack of Village identity
- Village is the focal point of services
- Village isn't a big draw for many residents
- Missed opportunity for a Village Center
- Stores, government buildings
- Unsightly, paved over areas

- Lack of business that draws people in
- Seasonal farmers market
- No gathering spaces (coffee, lunch, etc.)

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

**Public Open Space**

- Create user-friendly village square/green
- Green space along corridor
- Tie in recreation to town center
- Open up access to Sutherland Park

**Transportation**

- Multi-modal safety
- Safe pedestrian routes from schools to library, etc.
- Need safe crosswalks
- Sidewalks would be hard to create due to parking in front of buildings
- Bike lanes on state roads

**Street Amenities**

- Streetscape improvements: sidewalks, (including off-road trails) crosswalks, lighting, trees, landscaping, less asphalt
- Sidewalks made of natural materials

**Visual Character**

- Retain old town flavor & historic architectural character
- Development with consistent identity
- Enhanced storefronts
- Introduce a focal point or feature
- Electric wires underground
- Smaller signs

**Vitality**

- Branding: Village Center boundaries and Moultonborough Village name
- Build on what's there
- Destinations: more reasons for visitors and residents to come, more anchor stores: Meat market, ice cream shop, grocery, drug store, restaurant
- Tighter zoning and design regulations
- More mixed use and residential—including senior housing
- Adaptive reuse and affordable housing
- Community center (Adele Taylor property?)

**Question 3. What else does the charrette team need to know?**

**Other Assets/Attractions**

- Unique activities: snowmobiling, ice racing
- Loon Center, Castle in the Clouds

**How the Village is perceived**

- Town center isn't connected to the rest of the town

**Implementation**

- Looking for phased solutions and suggestions for specific steps
- Consider costs and maintenance
- Challenges dealing with state (i.e. pedestrian improvements)

**Regulations**

- May need to relax zoning
- Reconsider zoning all along Route 25

**Community Services/Infrastructure**

- Community buses underutilized
- We have an airport and a pond
- Snowmobile network in town – multi-use, all-season trails
- Need for a village “Main Street” organization
- Need safe water in village and public buildings
- How much land is owned by the town and how could it be used?

**The Moultonborough Community**

- Separate demographic groups (schools, retirees, etc.)
- Strong community support
- Big summer population (approximately 25,000 people)
- We are our own worst enemy
- Aging population – need to attract younger people
- Frustration that nothing is getting done—studies have been done
- Moultonborough folks get behind things 100% - so if it's good, it will happen

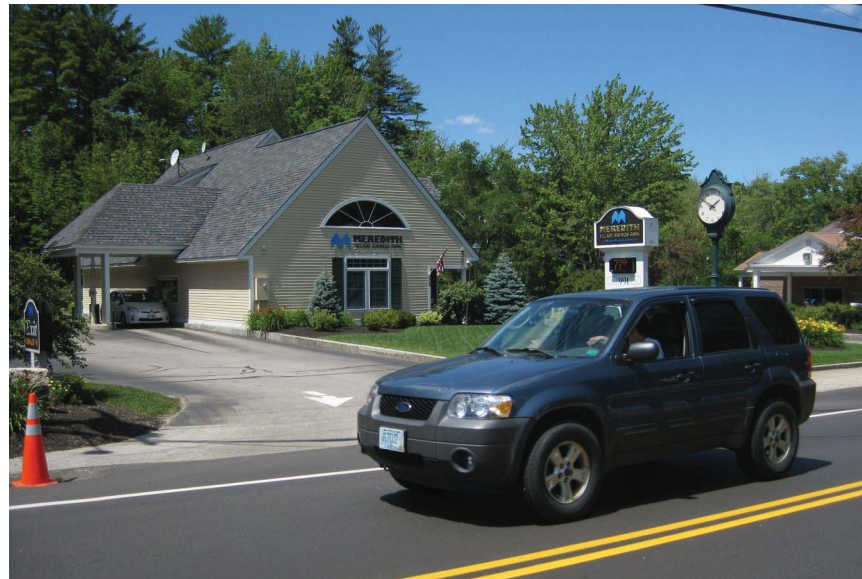
**Transportation**

- Need to slow the traffic on Route 25 and also Old 109.
- Balance slowing the Route 25 traffic with recognizing it as being a main East/West thoroughfare
- There are numerous trucks on Route 25 and 109 to and from the bottling plant



# Charrette Team Findings

We heard the opinions and concerns of the residents. We walked, studied, and observed the physical character, the topography, wetlands, traffic and nearby existing development and have observed the conditions that need to be addressed to develop a comprehensive proposal. Following are our findings and recommendations to address Moultonborough's challenge to the Plan NH Team.



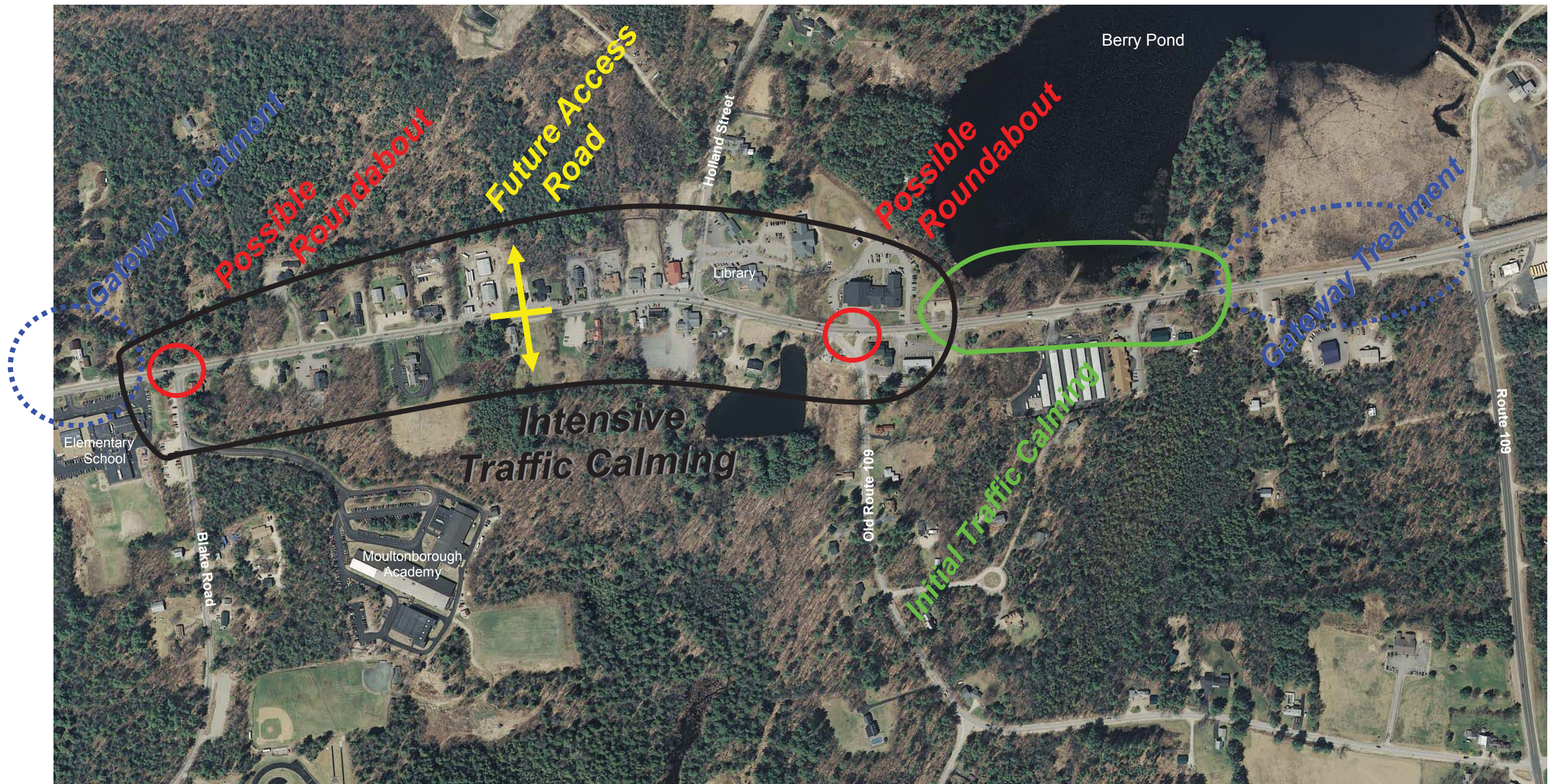
There are four overriding issues that need to be addressed:

1. Pro-actively managing traffic on Route 25 through a combination of lane narrowings, roundabouts, median islands, access management, and parking modifications.
2. Providing the infrastructure to enable safe pedestrian/bicycle accessibility by developing a long term strategy to lay out and encourage three new access roads that connect major destinations in the village.
3. Growing the amount of retail, office and residential activity in the village by:
  - a. Preserving, improving and fully utilizing all existing buildings in the village.
  - b. Enabling and promoting architecturally compatible expansion of the village on new parallel roads on both sides of Route 25.
  - c. Providing the full range of housing opportunities for the entire community. This includes young families and elderly. Providing more housing choices will create more vitality in the village and a larger customer base for expanded business activity.
4. Enhancing the visual character and quality of the entire village.





# Managing Traffic on Route 25 - The Bigger Picture

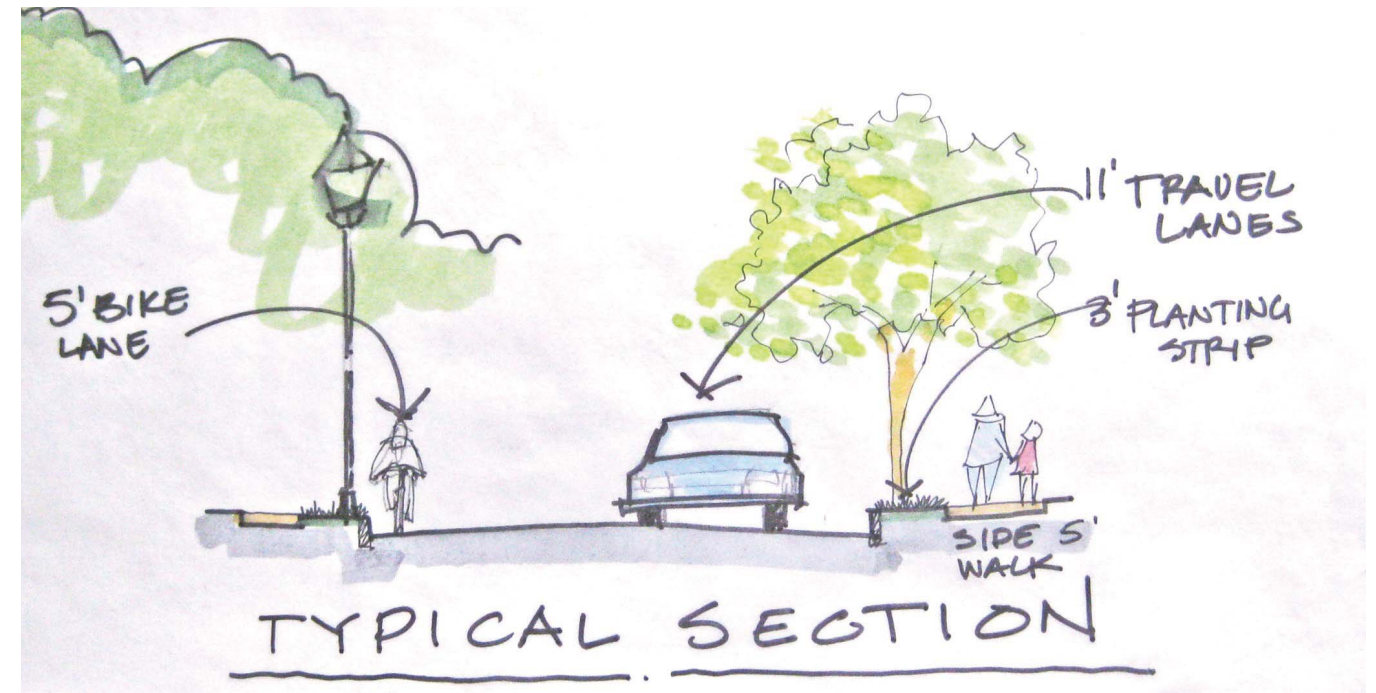




# Managing Traffic On Route 25 - Explained

There are several components to managing the speed and safety of traffic along Route 25 in Moultonborough Village.

1. The first and most direct method is to lower the posted limit through the village, which has already been done.
2. Next is to announce to everyone on Route 25 that they are entering a village. This can most directly be accomplished by undertaking a gateway treatment that consists of an attractive sign welcoming everyone to Moultonborough Village. This should be visually strengthened by added landscaping treatments around the sign and on both sides of the road—eventually creating a strong tree canopy or archway over the road.
3. Third would be to taper the width of the vehicular travel lanes down to ten or eleven feet through pavement striping.
4. The next step should be to perceptually narrow the travel way through several important visual and functional cues including wider shoulders for bicycles, pedestrian lighting, street trees, introduction of sidewalks, median islands, and possibly curbing on both sides of the road. Narrower roads slow down traffic.
5. Finally, the Town should establish a strong working relationship with NHDOT to design, fund and install roundabouts on Route 25 at both ends of the village—probably at its intersections with Blake Road and Old Route 109.



The "Typical Section" graphic at right illustrates several of these treatments. Further details of needed traffic calming measures are explained on the following page.

Another approach to introducing enhanced pedestrian and bicycle safety would be to combine the pedestrian and bicycle functions into a single, 10 foot wide off-street pedestrian-bicycle trail on one side of the street. This option could avoid the cost of providing curbing and structured drainage.

The example at right is part of the Old Colony Rail Trail on Cape Cod. It shows a full width city street to the right. The ten foot wide ped-bike trail is on the left and it is separated by a ten foot tree/landscape strip.



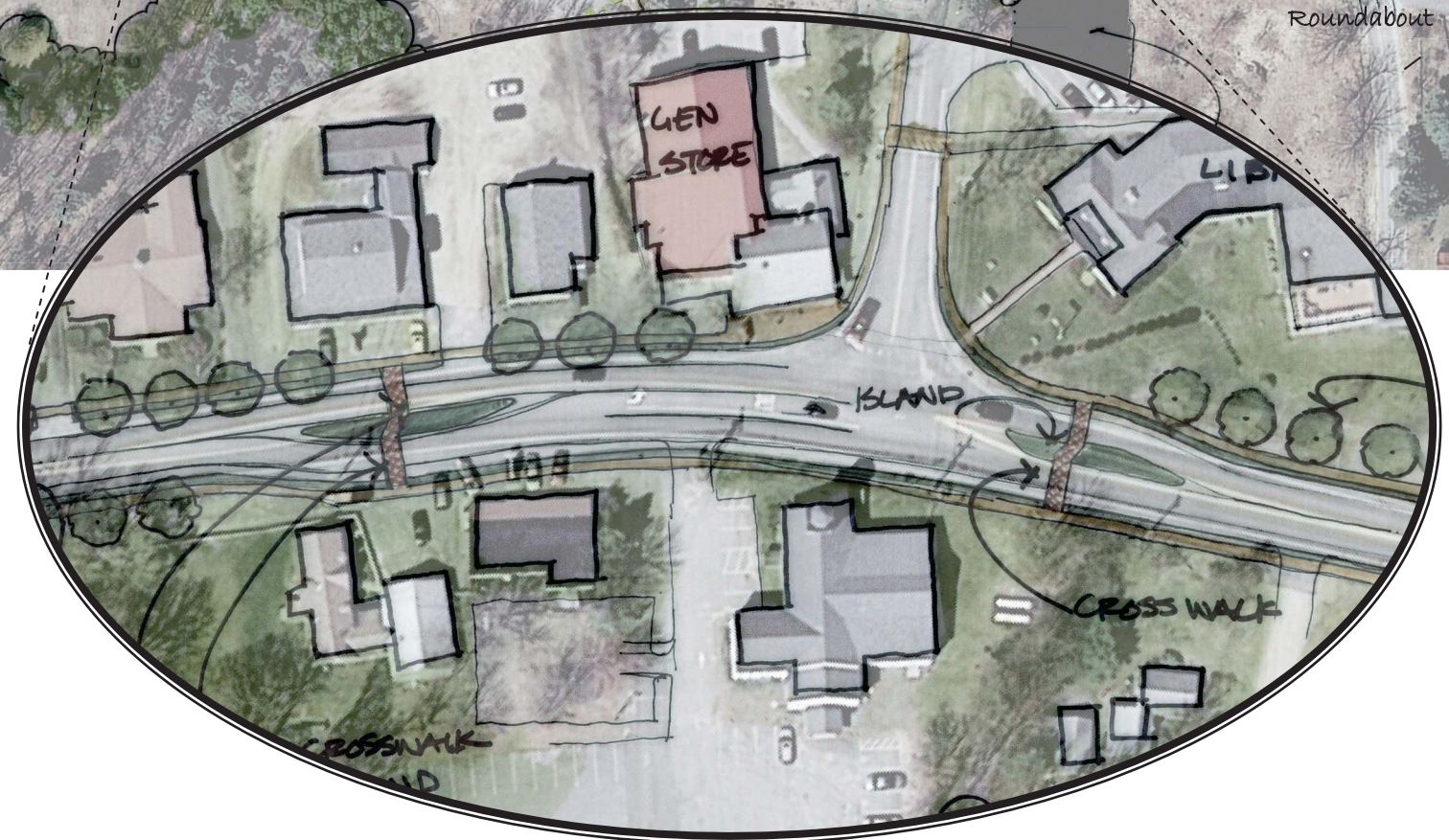


# Intensive Traffic Calming in the Town Center



## Village Center Traffic Calming Details:

1. Sidewalks, bike lanes, a tree/landscape strip, and narrower travel lanes are installed along entire length of Route 25 in the town center.
2. Crosswalks are installed at three critical locations.
3. Landscaped median islands/pedestrian safety islands are installed at either side of the Holland Street intersection.
4. Two roundabouts at Route 25/Old Route 109/ Safety Building and at
5. Head-in parking along Route 25 is re-oriented to parallel parking or moved to sides or rear of businesses with coordinated and shared driveway access points.
6. The retaining wall at the corner of Holland Street/Route 25, in front of Library is pushed back for better intersection visibility and installation of sidewalks.





# Real Estate Opportunities & Preservation of Historic Character

The illustration at right highlights the parcels that have potential for more active use and/or redevelopment.

On the northerly side of Route 25, the Moultonborough Historical Society currently oversees key properties that are comparatively underutilized. The Grange is owned by the Historical Society and is in need of immediate repair. Two larger parcels to the northerly side of Route 25 offer great potential for rethinking the structure of the village center and its circulation pattern.

On the southerly side of Route 25, the former school/Police Barracks is currently a residence and the Taylor property is vacant and currently for sale. The Moultonborough Academy owns a significant amount of land that lies behind most of the properties that front on Route 25.

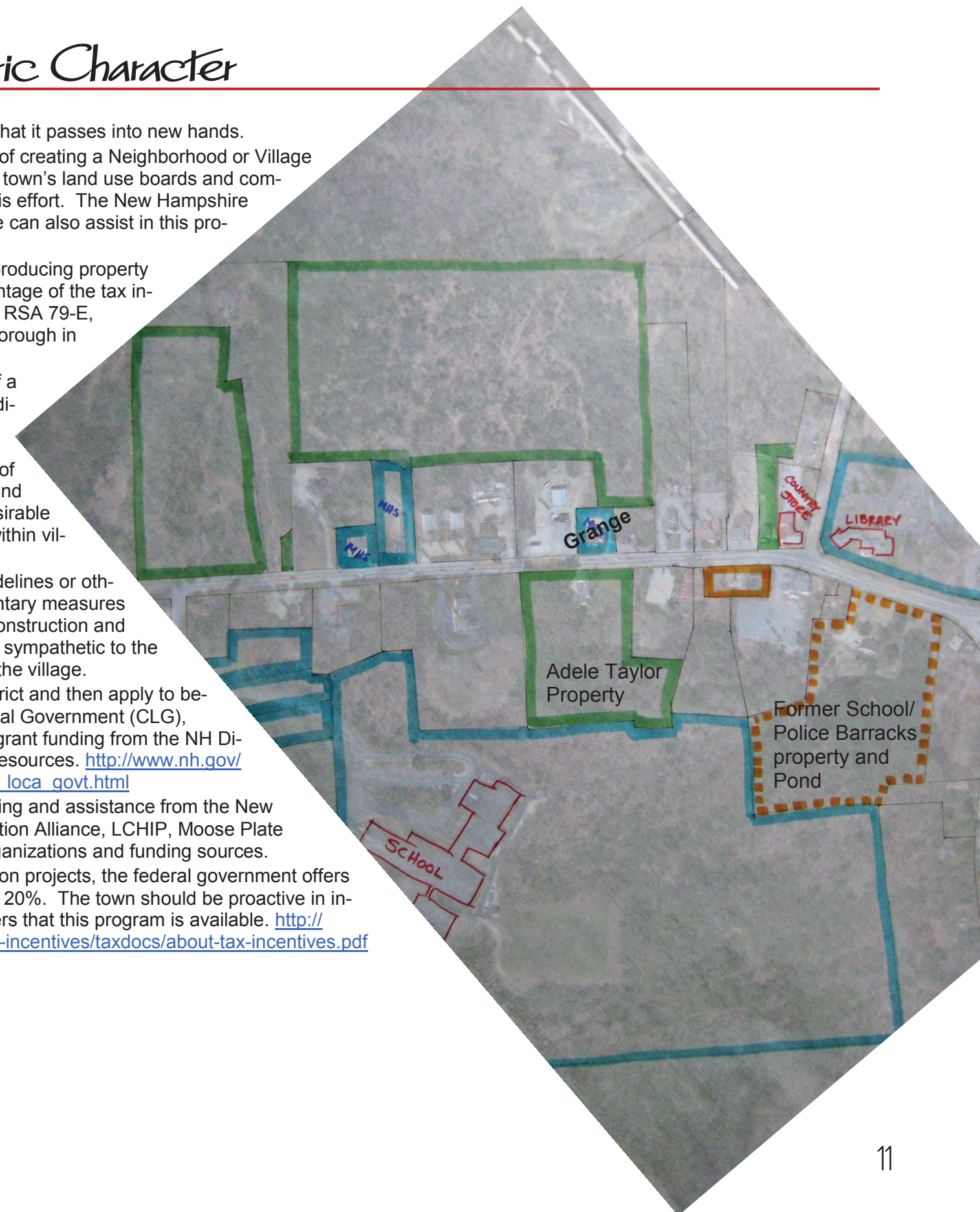
The charrette team assessed all of the real estate opportunities and compared them with the town's charrette objectives and the input received from the community. The charrette team believes that these significant real estate holdings in the village offer an outstanding opportunity for the community to re-think its development patterns, create the desired traffic and pedestrian circulation, and consider creation of close-knit development patterns that could transform the village into a more active town center.

In order to preserve the rural and historic character that make Moultonborough village unique, reuse of many of these buildings and properties needs to include adherence to the following principles.

- Maintain existing rhythm and character of the streetscape (existing historic buildings and in-fill). The existing village is defined by its historic rural, linear character, and this should be respected in the planning process.
- Avoid moving historic buildings if possible. Moving buildings should be a last resort. However, it may be necessary in the case of the Grange, for example, and if it is, the building should be close to its original context along the highway.
- The introduction of sidewalks, curbing, and other streetscape amenities should be as respectful as possible to the existing historic setting since these are new features that should not overwhelm the historic character of the street.
- With the leadership of the Heritage Commission, continue to aggressively develop and carry out specific strategies to preserve and re-use historic buildings that the town currently owns. The Grange should top this list.
- Involve the town and its decision-makers in playing a role in the future of several key properties that are currently on the market or are expected to be soon. The former school/State Police barracks would be a key acquisition for the town, and the small bungalow nearby should be considered historic and preserved as well. The Adele Taylor house is also a key property to spur revitalization of the town, and having the town in a position of influence in this transaction might help assure a positive preservation outcome. If the town does not wish to pursue outright acquisition and redevelopment, it might advocate for an easement or other means of protection for the

property at the time that it passes into new hands.

- Explore the benefits of creating a Neighborhood or Village Heritage District; the town's land use boards and commissions can lead this effort. The New Hampshire Preservation Alliance can also assist in this process.
- Encourage income-producing property owners to take advantage of the tax incentives provided by RSA 79-E, adopted in Moultonborough in 2009.
- Consider adoption of a demolition review ordinance that would increase public dialogue about the fate of important buildings and possibly avert undesirable building demolition within village center.
- Consider design guidelines or other regulatory or voluntary measures to assure that new construction and major alterations are sympathetic to the historic character of the village.
- Create a historic district and then apply to become a Certified Local Government (CLG), opening the door to grant funding from the NH Division of Historical Resources. [http://www.nh.gov/nhdhr/programs/cert\\_local\\_govt.html](http://www.nh.gov/nhdhr/programs/cert_local_govt.html)
- Seek additional funding and assistance from the New Hampshire Preservation Alliance, LCHIP, Moose Plate grants, and other organizations and funding sources.
- For major rehabilitation projects, the federal government offers tax credits of 10% or 20%. The town should be proactive in informing potential users that this program is available. <http://www.nps.gov/tps/tax-incentives/taxdocs/about-tax-incentives.pdf>





## A New Road and Circulation Pattern Parallel to Route 25

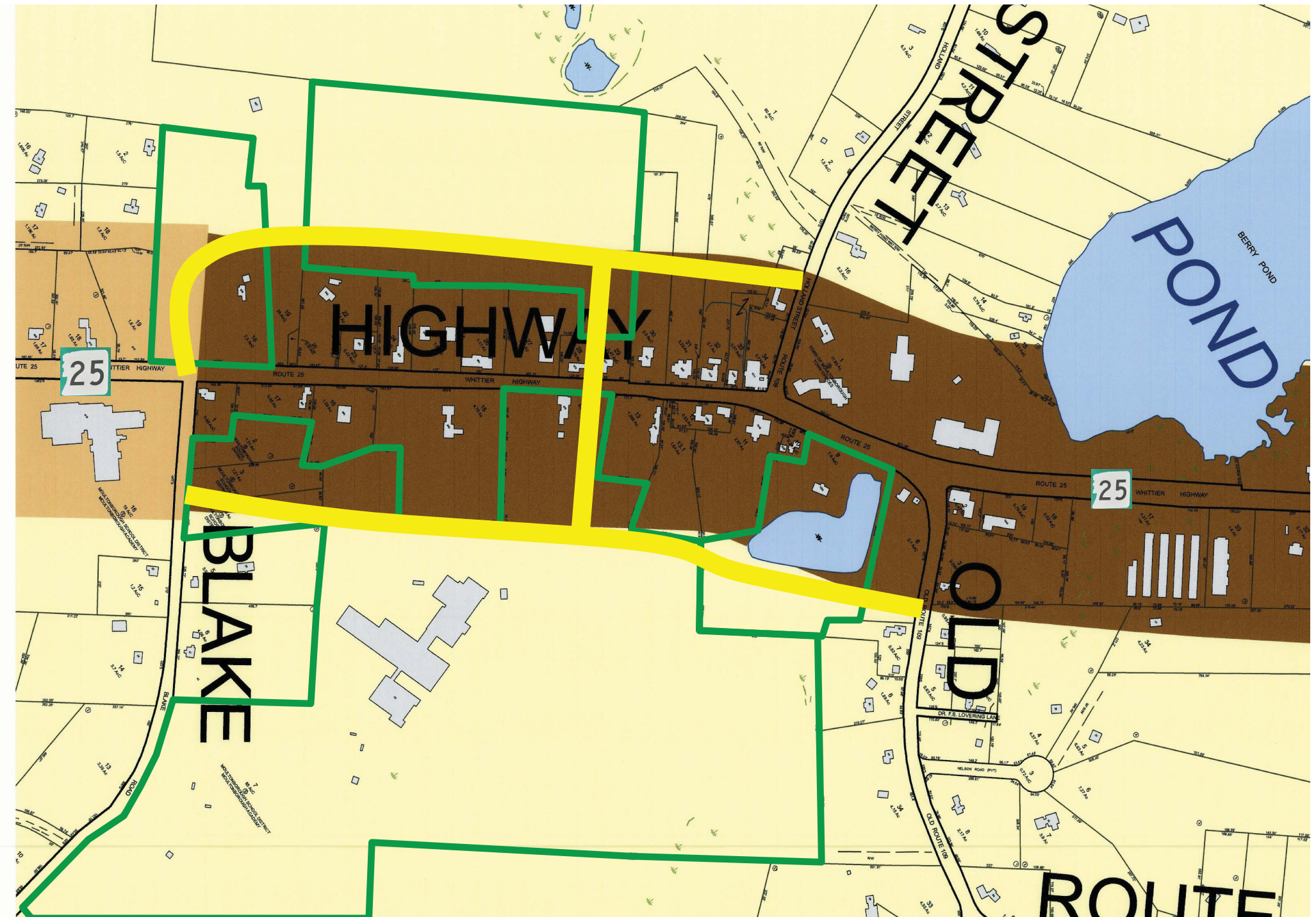
The key real estate parcels identified on the previous page (green outlines on the map to the right) combine to provide the foundation for a new traffic circulation and long range town center plan that provides several major benefits:

1. Safe pedestrian and bicycle circulation.
2. Safe alternate vehicular travel routes off of Route 25.
3. Long range development opportunities to grow the village, expand retail, office and residential uses and strengthen the vitality of the village.
4. Properly sized village center “blocks” that are well suited to the scale of an expanded and enhanced Moultonborough Village.
5. Opportunities to create meaningful community center open space and recreation.
6. Ample shared parking opportunities for all village center land uses—including retail and office.

The yellow lines shown at right, provide the conceptual alignment for three important new roads. The roads provide:

- ♦ Safe, off-Route 25, travel routes for pedestrians and bicyclists to travel throughout the village center - connecting the two schools with the library, town offices, Sutherland Park, Murphy’s Village Store and Old Country Store.
- ♦ Alternate routes for vehicles to get between Blake Road, Old Route 109, and Holland Street.

The two alternative design concepts on pages 15 and 16 illustrate how this new circulation pattern would achieve many of the Town’s objectives.





# Grow Retail, Office and Residential Opportunities

Bringing greater vitality and people to Moultonborough Village requires more land uses that attract people to the village. With so many communities across New Hampshire moving their municipal functions away from historic town centers, Moultonborough is to be congratulated for reinvesting in the village center with the expansion of their library, a new municipal office building, and public safety building. The post office still resides in the village as do the two schools. So what's missing? Simply stated, there need to be more reasons for people to come to the village.



The Old Country Store is an icon, Murphy's Village Store an important destination for gasoline and convenience goods. There are also several business offices, and banks. The challenge is that there is not enough critical mass of activity as a result of a limited number of buildings and too many vacant or underutilized structures that inhibit more business and residential activity.



The charrette team is recommending several fundamental changes to the village:

1. Actively promote and encourage the full use of all existing buildings in the village with land uses that are designed to attract more people activity.
2. Change the zoning to allow smaller lot sizes, some infill development, and a mix of residential, retail and office uses.
3. Work with the Historical Society and Heritage Commission to find new and higher activity uses for underutilized buildings.
4. Pursue the creation of additional residential development behind the existing Route 25 frontage properties with access provided by the new circulation roads proposed on page 12.

### Zoning Compatibility

The Moultonborough Zoning Ordinance has established commercial zoning districts along the entire length of Route 25 for a depth of 500 feet on either side of the road. The village commercial zone "C" runs from Blake Road to Route 109 south. The objectives and recommendations developed in this charrette seek to promote more compact, mixed use development in and around the village. In addition to encouraging the full utilization of existing buildings, new buildings that are architecturally compatible with existing structures are recommended. Providing for additional residential development along the proposed new parallel roads to Route 25 is also needed to create a critical mass of people and activity that will help strengthen the village as an important center of commerce and social interaction. The village commercial zoning should be re-evaluated to address the following issues:

1. Instead of zoning the entirety of Route 25 in Moultonborough for commercial uses, concentrate commercial activity in two or three nodes of activity to promote more intensity of use and leave portions of Route 25 as rural landscape. This change will reduce the chances for the creation of a continuous commercial strip corridor in town and focus more commercial activity in the nodes—one of which would be the village.
2. Change boundaries of the village commercial zone by limiting it to Blake Road to Old Route 109 and extending it to 800-1000 feet back from both sides of Route 25. This change will promote the development of more residential and mixed uses

around the existing village.

3. Amend the dimensional requirements in the village commercial zone to encourage higher density housing and mixed uses that are consistent with the scale and quality of existing historic buildings. This should include limiting building heights to be consistent with current development (probably in the range of 2.5 stories and 30-35 feet) and requiring that buildings be within 15-25 feet of the front property line—this is referred to as a **build-to line** rather than a front yard setback.
4. Consider establishing design guidelines for the village or a Neighborhood Heritage District to promote appropriate building design that is consistent with the existing 19th and early 20th century architectural styles.
5. The sign ordinance should be closely reviewed to determine if amendments are needed to protect the traditional New England character that residents said they highly value.





# Enhance the Visual Character of the Entire Village

Moultonborough Village currently presents an attractive image to visitors and travelers but there is considerable room for improvement if the vision that residents laid out in the public listening sessions are to be met. Throughout this report there are a number of recommended changes that will improve transportation safety and accessibility. Additional open space opportunities are suggested along with added landscaping and tree plantings. Most of the buildings in the village are in reasonably good visual condition but attention needs to be paid to reinforcing the 19th and early 20th century architectural features that form the iconic character of the village today.

The comments we received at the public listening sessions highlighted the desire for improved visual character of the village. Following is a summary of key comments (see page 6 for full list) :

- Retain old town flavor & historic architectural character
- Disjointed, inconsistent appearance; lack of village identity
- Development with consistent identity
- Numerous buildings in disrepair and in danger and some with safety issues
- Bank of New Hampshire should be the design standard
- Enhanced storefronts
- Streetscape improvements needed: sidewalks, (including off-road trails) crosswalks, lighting, trees, landscaping, less asphalt



- Unsightly, paved over areas
- Create user-friendly village square/green
- Introduce a focal point or feature

**Building Appearance:** There are a number of approaches that can be taken to protect and enhance architectural quality. They range from establishing voluntary design guidelines that are advisory in nature, to creation of design standards that are required of a property owner. The village center would clearly benefit by having either of these tools available to help guide new construction or renovation of existing structures. Design criteria can be incorporated into zoning or site plan regulations in a number of ways. One approach is through a Neighborhood or Village Heritage District where an advisory committee is made up of residents of the district. Using pre-established guidelines the committee works with property owners to refine their building improvements. Recommendations are then forwarded

to the Planning Board for consideration as part of a site plan approval.

**Redevelopment Incentives:** Incentives for redevelopment are also available through the provisions of the “Downtown Revitalization Tax Relief Incentive” (RSA 79-E) which the Town has already adopted. This tool provides property tax incentives for owners to build or improve their property after review and approval by the Board of Selectmen. Award of these tax incentives is provided after an application is submitted and approved. Conditions of the approval can include adherence to an agreed upon building design.

**Site Design:** As discussed in the traffic calming section, parking and landscaping requirements should be revised to only permit parallel parking in front of buildings or relocate it to the sides or rear of buildings—ideally through shared access drives. Managing the parking in front of businesses not only improves vehicular safety but it also enables the installation of landscaping and sidewalks.

**Public Open Space and Focal Points:** There are several opportunities for creating public open space and visual focal points in the village. They include opening up access to Sutherland Park and creating a park at the former school/ State Police barracks. Completion of roundabouts and landscaped median islands near Holland Street offers other opportunities for installation of monuments or focal points. The alternative village center layouts shown on the following pages will help to illustrate some of these options.





# Village Center Alternative Layout #1

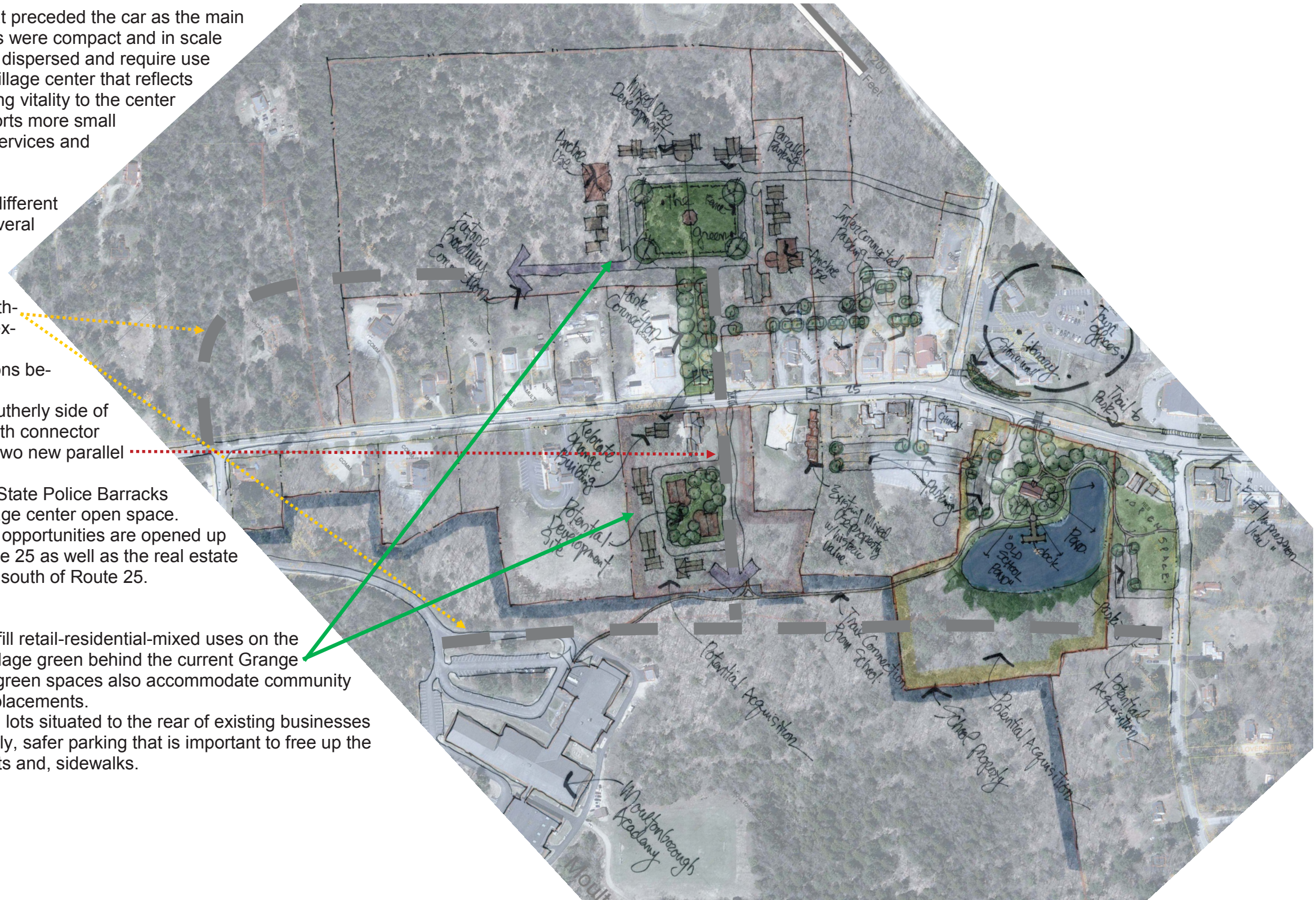
Moultonborough developed during a period that preceded the car as the main mode of transportation. Traditional settlements were compact and in scale with pedestrian traffic. New developments are dispersed and require use of a car. Encouraging compact design in the village center that reflects existing compact development patterns will bring vitality to the center by providing a larger customer base that supports more small businesses, enabling residents to use village services and more easily connect with each other.

The charrette team developed two somewhat different concepts for the village center. They share several common elements including:

1. New, alternative parallel roads to Route 25 that enable local vehicular, pedestrian and bicycle traffic to move around the village without having to interact with Route 25 traffic except at a few key points.
2. New, safe pedestrian and bicycle connections between the schools, retail stores and library.
3. Relocation of the Grange building to the southerly side of Route 25 to accommodate a new north-south connector road that provides important access to the two new parallel roads to Route 25.
4. Acquisition and reuse of the former school/State Police Barracks as a new town recreation resource and village center open space.
5. With the above new road linkages in place, opportunities are opened up for mixed-use infill development along Route 25 as well as the real estate that abuts the new parallel roads north and south of Route 25.

Layout #1 on this page shows:

1. The proposed new roads with some new infill retail-residential-mixed uses on the Adele Taylor property and around a new village green behind the current Grange building site to the north of Route 25. The green spaces also accommodate community septic systems that enable closer building placements.
2. Several shared private or municipal parking lots situated to the rear of existing businesses that front on Route 25 providing more orderly, safer parking that is important to free up the street frontages for landscape improvements and, sidewalks.





# Village Center Alternative layout #2

Alternative #2 illustrates:

1. A somewhat different development concept on the Adele Taylor parcel.
2. A more curvilinear residential street concept to the north of Route 25 that is interspersed with internal open spaces that contain community septic systems.
3. A suggested new community building adjacent to the new residential area.
4. Several new commercial/mixed use buildings along Route 25.

The new development envisioned in both alternatives provides for additional moderately priced housing opportunities to serve the entire community while creating important village scale density and expanded customer base for existing and new village businesses.

In order for these concepts to be achieved, zoning amendments will be needed and important infrastructure investments made. One of the most critical investments that is needed is to address the drinking water and septic system needs that currently exist in the village and also serve as the catalyst that can unlock the potential for the entire village.

Providing the zoning that enables an appropriate village scale of density and architectural character desired by the residents should create the critical mass necessary to enable water and sewer improvements to be made that benefit the entire village. A nearby example of a village sewer district can be found in Center Sandwich where a sewer district has been in place for more than twenty years. A water district can be established using a similar approach. Several enabling legislation alternatives can be found in RSA 38, 52, 149-I and 162-K.





# Examples of Village Residential Design Concepts



The images shown on this page provide examples of how a village scale design can be accomplished, incorporating traditional New England architectural styles that reinforce the existing character of Moultonborough Village. The added residential and mixed use development areas suggested in the layouts on the two previous pages are conceptual, but the need to provide space for additional housing and business activity is important, if not essential to the creation of a more vibrant village center.

The village residential concepts provide an added and important opportunity by allowing a greater variety of housing choices for everyone in Moultonborough including young families, empty nesters and elderly. Done properly, they can provide housing that is within walking distance of schools, shopping, recreation and town services. The density and architectural character of the buildings needs to be consistent with what is in the village today and can be readily accomplished with appropriate zoning tools.



Images courtesy of Barker Architects PLLC



# Implementation Recommendations

Time Frame	Task	Next Steps	
done	Lower speed limits		
1-2 yrs	Gateway signage and landscaping		Develop a new village center sign design and install it at both Route 25 entrances to the village with landscaping.
1 yr	Narrower travel lane widths		Work with NHDOT to re-stripe Route 25 in the village to 11' travel lanes in 2013
Begin	Wider shoulders	}	Initiate detailed public meetings to guide a new look and feel for Route 25 in the village. Work closely with NHDOT and the Lakes Region Planning Commission to seek funding for design and implementation. Explore feasibility of funding through establishment of a tax increment financing district (RSA 162-K).
Immediately	Bike lanes and sidewalks		
	Street lighting		
	Street trees		
	Median islands		
	Curbing		
	Crosswalks		
	Sidewalks and retaining wall in front of library to improve visibility and safety		
	Roundabouts		
	Relocate head in-parking along Route 25 & access management		
Begin	Preservation easements and reuse of historic buildings	}	Study zoning and regulatory changes in 2013 with village owners and residents and prepare amendments for 2014 town meeting.
Immediately	Neighborhood Heritage District or design guidelines to manage future development		
	Zoning to allow greater density, smaller lots, setbacks and mixed uses		
	Village commercial zone boundary revisions		
	Explore feasibility of demolition review ordinance		
	Investigate historic district and CLG grants		
1-2 yrs	Find new active uses for Historical Society buildings		Heritage Commission, Historical Society and other town officials should develop open dialogue to find new and active uses for their unused buildings.
1-2 yrs	Acquire former school/police barracks property for public recreation and village focal point.		Investigate purchase price, develop detailed design and place on town warrant by 2014.
1 yr	Review and strengthen 79-E incentives including design requirements to promote village center development and redevelopment.		Re-assess RSA 79-E incentives and be sure they align with the charrette objectives for the village.
1-5 years	New roads design and layout for pedestrian safety and circulation/safe routes to schools and village development including acquisition or easements on the Adele Taylor property.		Develop preliminary road layout and work with owners of affected properties to shape redevelopment plans that include new road alignments.
1-3 yrs	Detailed feasibility study for village water and/or sewer district.		Initiate village study committee to explore creation of a water/sewer district using other nearby towns as resources. Seek participation and preliminary funding from NHDES. Examine applicability of RSA 38, 52, 149-I and 162-K.



### Tools for Implementation

There are a wealth of sources of funding and expertise to explore. When applying for grants and foundation monies, many of the funders require plans or a detailed program to be in place as an assurance that projects will be completed in order to qualify for funds. This charrette plan is an important document that can be used to advance Moultonborough's plans and funding.

### Expertise & Assistance

NH Office of Energy and Planning (OEP)  
NH Office of Travel & Tourism  
Division of Economic Development (within DRED)  
NH Department of Environmental Services (DES)  
NH Division of Historical Resources  
NH Council on the Arts  
U.S. Small Business Administration (SBA)  
NH Preservation Alliance  
NH Department of Transportation (NHDOT)  
Lakes Region Planning Commission  
USDA Rural Development

### Funding

Community Development Block Grants (CDBG)  
Economic Development Administration  
NH Department of Transportation (NHDOT)  
NH Division of Historical Resources—Certified Local Government Program  
Community Revitalization Tax Relief Incentive (RSA 79-E)  
Conservation License Plate Funds  
Land and Community Heritage Investment Program (LCHIP)  
Community Development Finance Authority (CDFA)  
Tax Increment Financing (TIF)  
NH Housing Finance Authority: **Community Planning Grant Program (2013 Grant Round will likely be due in January, 2013.**

### Other Foundations and Private Funding Sources

**The Allstate Foundation** - [www.allstatefoundation.org](http://www.allstatefoundation.org)

**Enterprise Community Partners** - [www.enterprisecommunity.org/](http://www.enterprisecommunity.org/)

**The Ford Foundation**, [www.fordfound.org/grants](http://www.fordfound.org/grants)

**The Home Depot** – Community Impact Grants, [www.homedepotfoundation.org](http://www.homedepotfoundation.org)

**Merck Family Fund** - [www.merckff.org/](http://www.merckff.org/)

**New England Grassroots Environment Fund** - [www.grassrootsfund.org/](http://www.grassrootsfund.org/)

**New Hampshire Charitable Foundation**, [www.nhcf.org](http://www.nhcf.org)

**Orton Family Foundation**, [www.orton.org](http://www.orton.org) **Heart & Soul Community Planning**

**PSNH** – Community Development Grants, [www.psnh.com/EconomicDevelopment/](http://www.psnh.com/EconomicDevelopment/)

**The Madelaine G. von Weber Trust** - Funds projects in community development, neighborhood development, human services and the performing arts. Contact: Madelaine G. von Weber Trust, c/o William C. Tucker, 95 Market St., Manchester, NH 03101.

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

**Waste Management Charitable Giving Program** - Support for Environment, Education, and Community Impact Programs - <http://www.wm.com/about/community/charitable-giving.jsp>

### Other Public Resources

**NH Department of Transportation** **NH Department of Transportation**  
New Hampshire Department of Transportation is a source of public funding for state road improvements, as well as safety and sidewalk improvements.  
Christopher Clement, Commissioner; Bill Watson, Planning and Community Assistance Bureau, NHDOT, Hazen Drive, Concord, NH 03301

**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>

**Rural Development Administration** provides low interest loans and grants for municipal projects as well as financing for some private development.  
Molly Lambert, U.S. Rural Development Administration, City Center, 3rd Floor, 89 Main St., Montpelier, VT 05602. Tel: 802-828-6080

**NH Division of Historical Resources** may be used as a source for historic property advice and expertise, any use of historic tax credits must be approved by this agency.  
Elizabeth Muzzey, Director, NH Division of Historical Resources, 19 Pillsbury Street, Concord, NH 03001. 603-271-8850

**NH Business Finance Authority** is a source for tax-exempt bonding and other subsidies for private and non-profit investment.  
Jack Donovan, Executive Director, NH Business Finance Authority, 2 Pillsbury St., Suite 201, Concord, NH 03301 603-415-0190

**NH Community Development Finance Authority** is a source for tax credits for publicly supported projects and Community Development Block Grant funds.  
Kathy Bogle-Shields, Executive Director, NH Community Development Finance Authority, 14 Dixon Avenue, Suite 102, Concord, NH 03301 603-226-2170

**NH Municipal Bond Bank** provides low interest funds for publicly bonded projects.  
Sheila St Germain, Executive Director, 25 Triangle Park Drive, Suite 102, Concord, NH 03301