



Design Charrette April 13, 2013

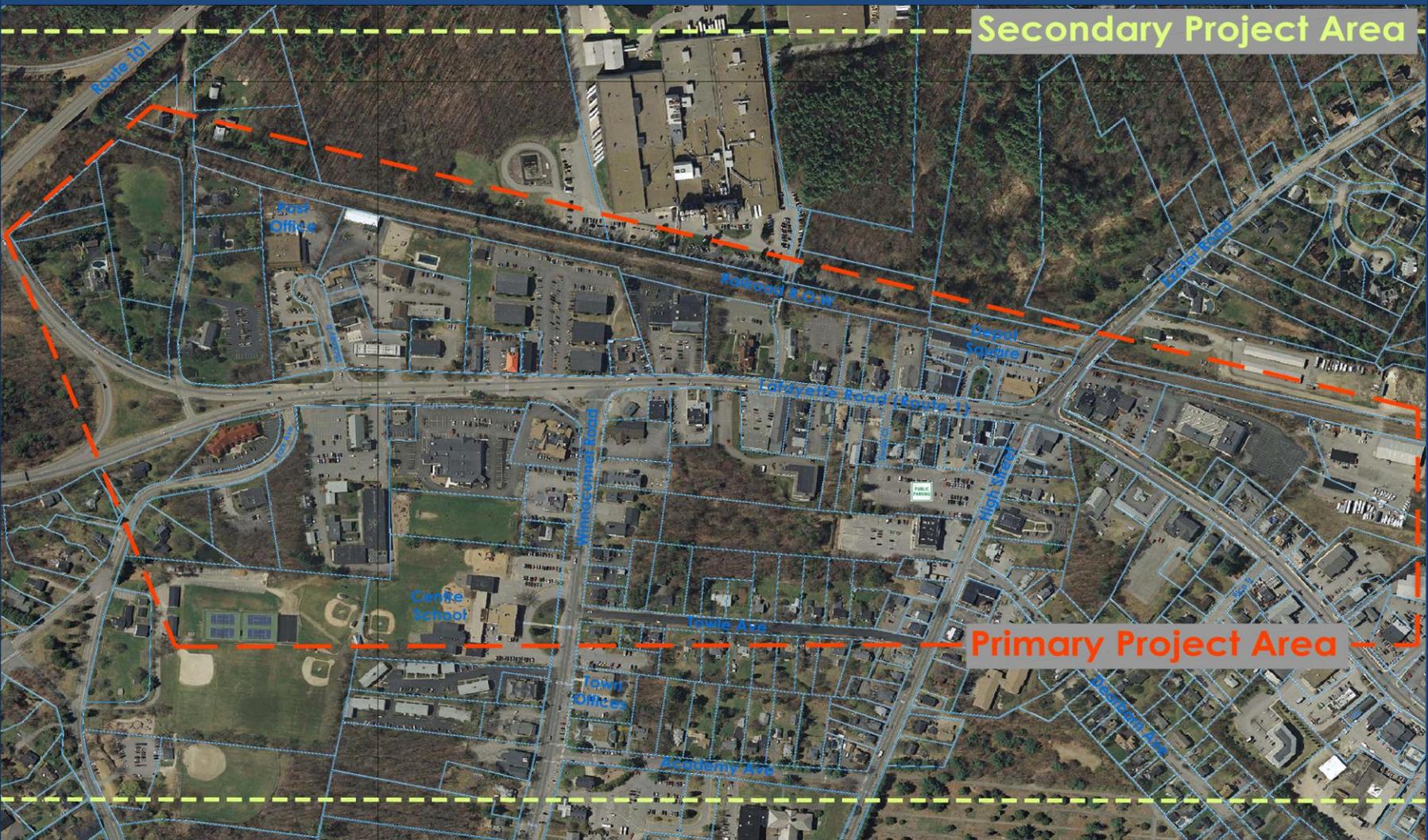
Downtown Village and Corridor Plan Through Inclusive Public Participation

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Michelle Craig
Doug Greiner
Roger Hawk
Jeffrey Hyland
Dana Lynch



Project Area

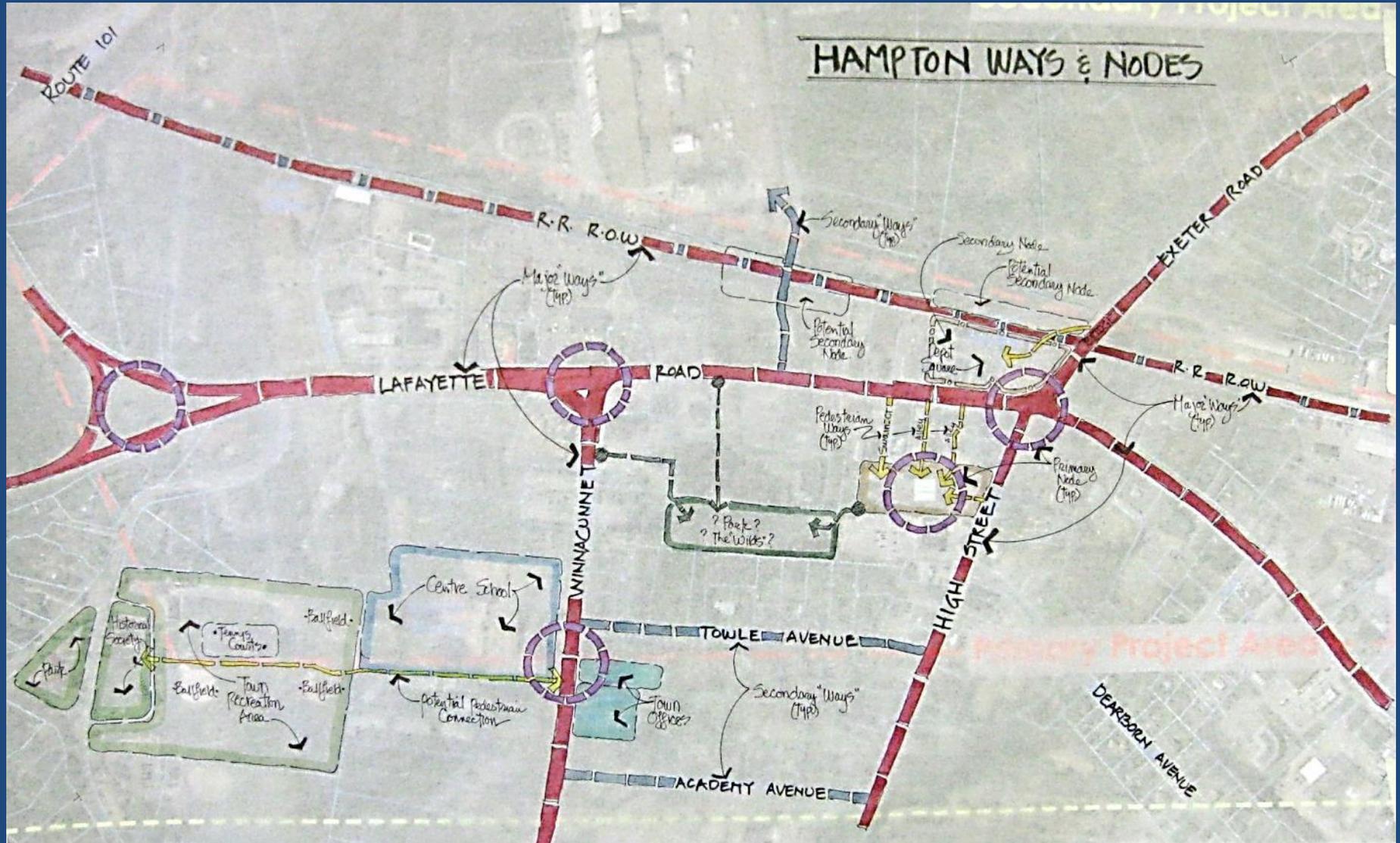


Secondary Project Area

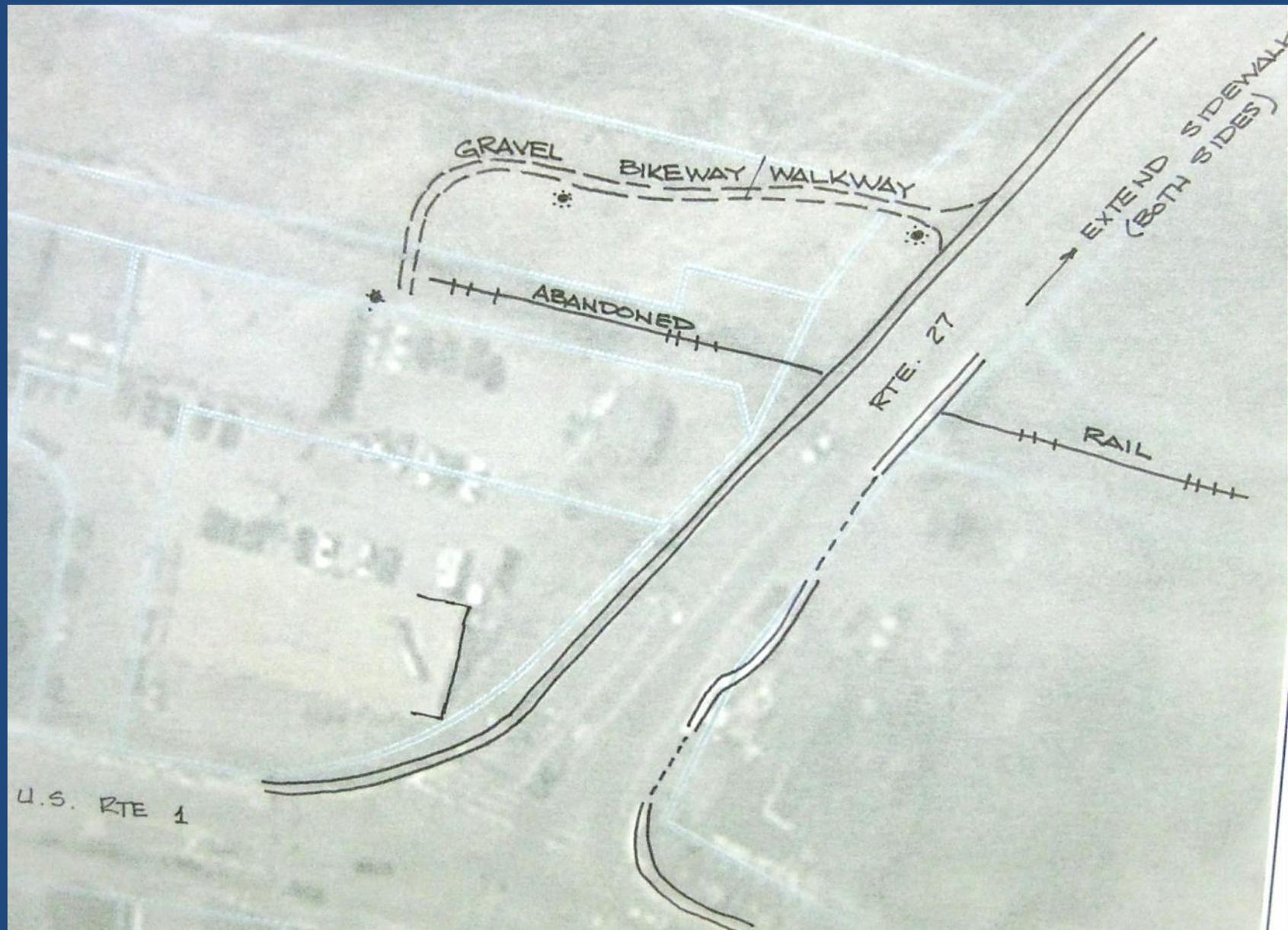
Primary Project Area



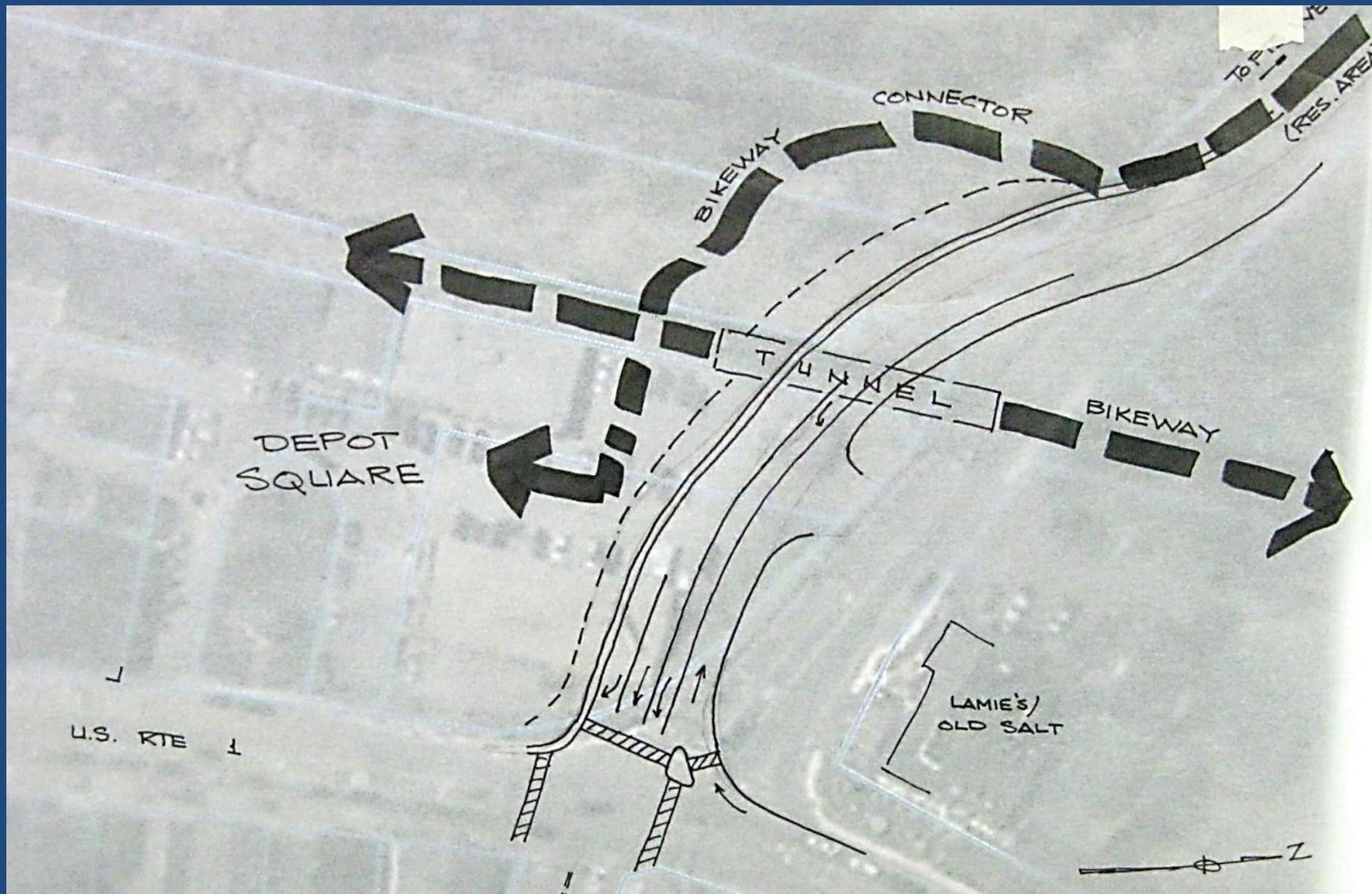
Areas of major activity and primary circulation routes.



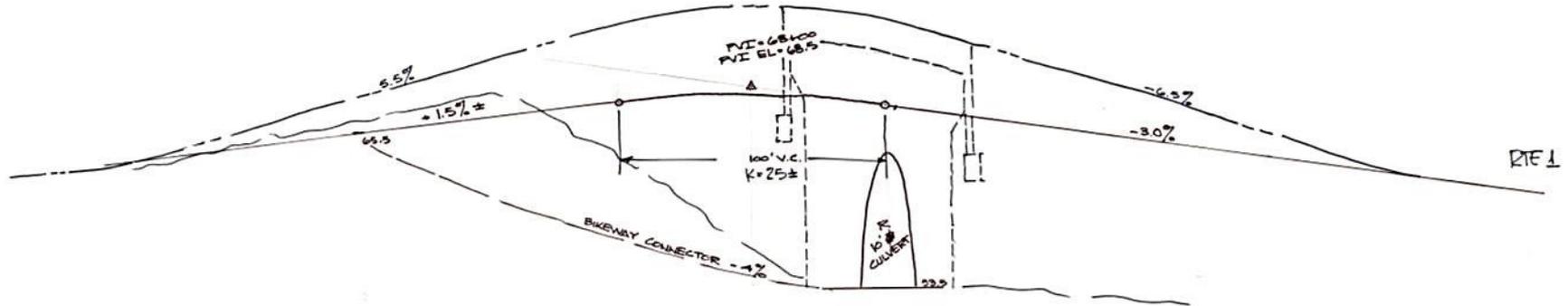
Potential Bike/Walk Way from Exeter Rd to Depot Sq.



Potential Bikeway Connector— Exeter Rd.; Depot Sq. & RR Trail



Potential Multi-Use/Bike Trail Overpass at Exeter Road Bridge Using Large Culvert—Reducing road grade



PROPOSED BIKEWAY
OVERPASS

1" = $\frac{2}{30}$ ' H, 1" = 4' V

5/8/20
7/1/20
7/15/20

Realignment of Exeter Road Intersection with Route 1— Makes 90° intersection



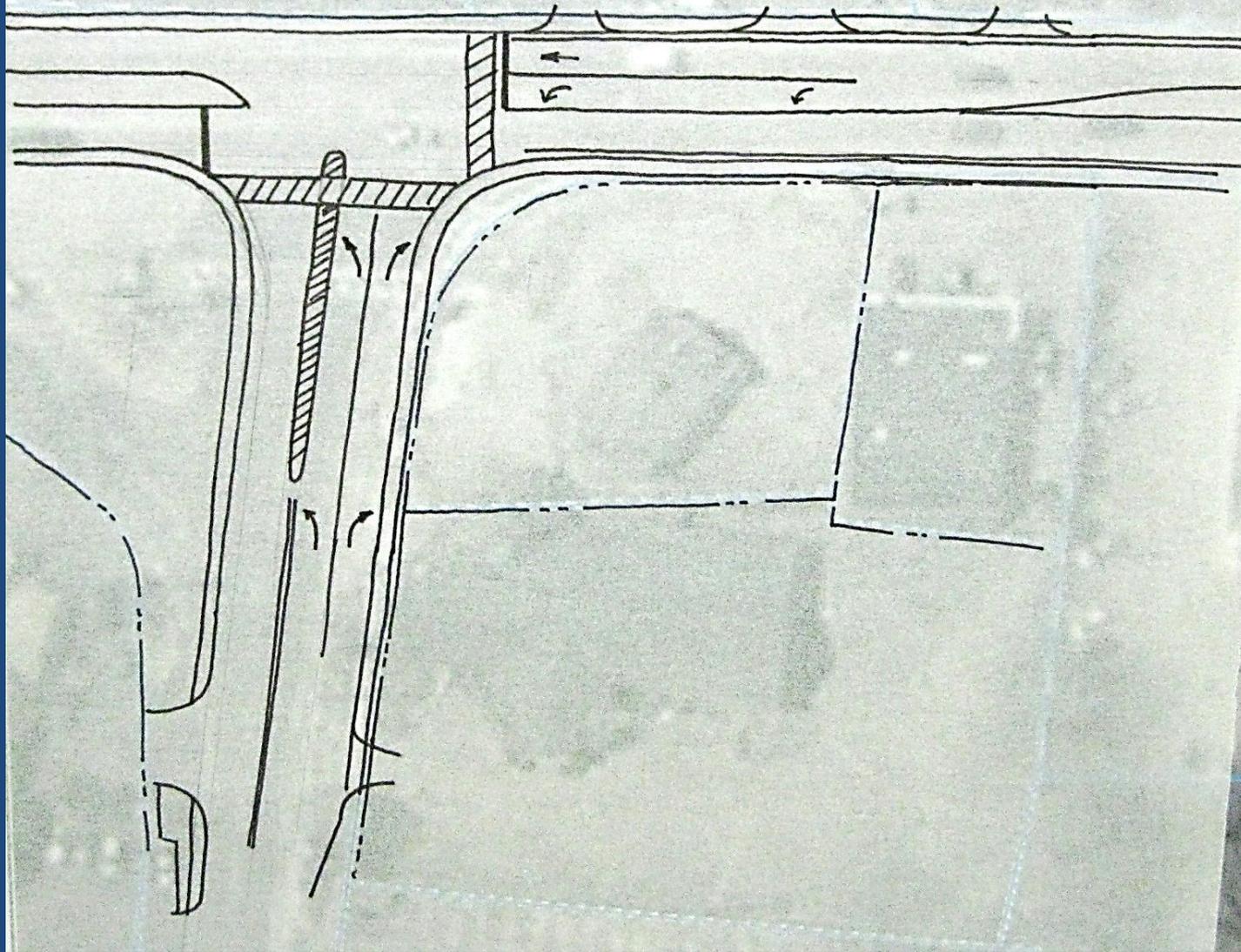
Realignment of Exeter Road Intersection with Route 1— Possible addition of green space



POSSIBLE LANDSCAPE

- ADDED LANDSCAPE
- ADDED SIDEWALKS
- ADDED...

Revised intersection alignment— Winnacunnet Rd. and Route 1



Revised intersection alignment—Winnacunnet Rd. and Route 1—potential for green space/clock tower



Potential clock tower in park as entry to village area.



POSSIBLE PARK / CLOCK TOWER
© OLD GAS STATION ROUTE 1 + WINNACUNNET

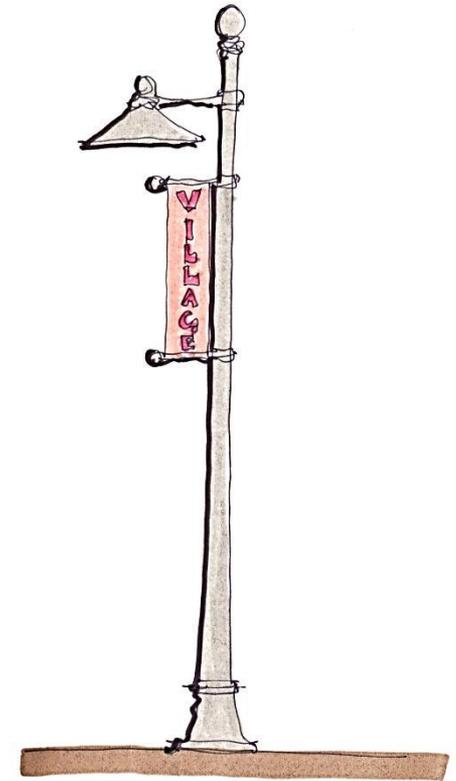
Village entry sign (gateway) and possible light pole type with banner for village area.



*DISCREET LIGHTING (LED)

POSSIBLE SIGNAGE

- IMPORTANT NODES
- VILLAGE DISTRICT
- TOWN LINE



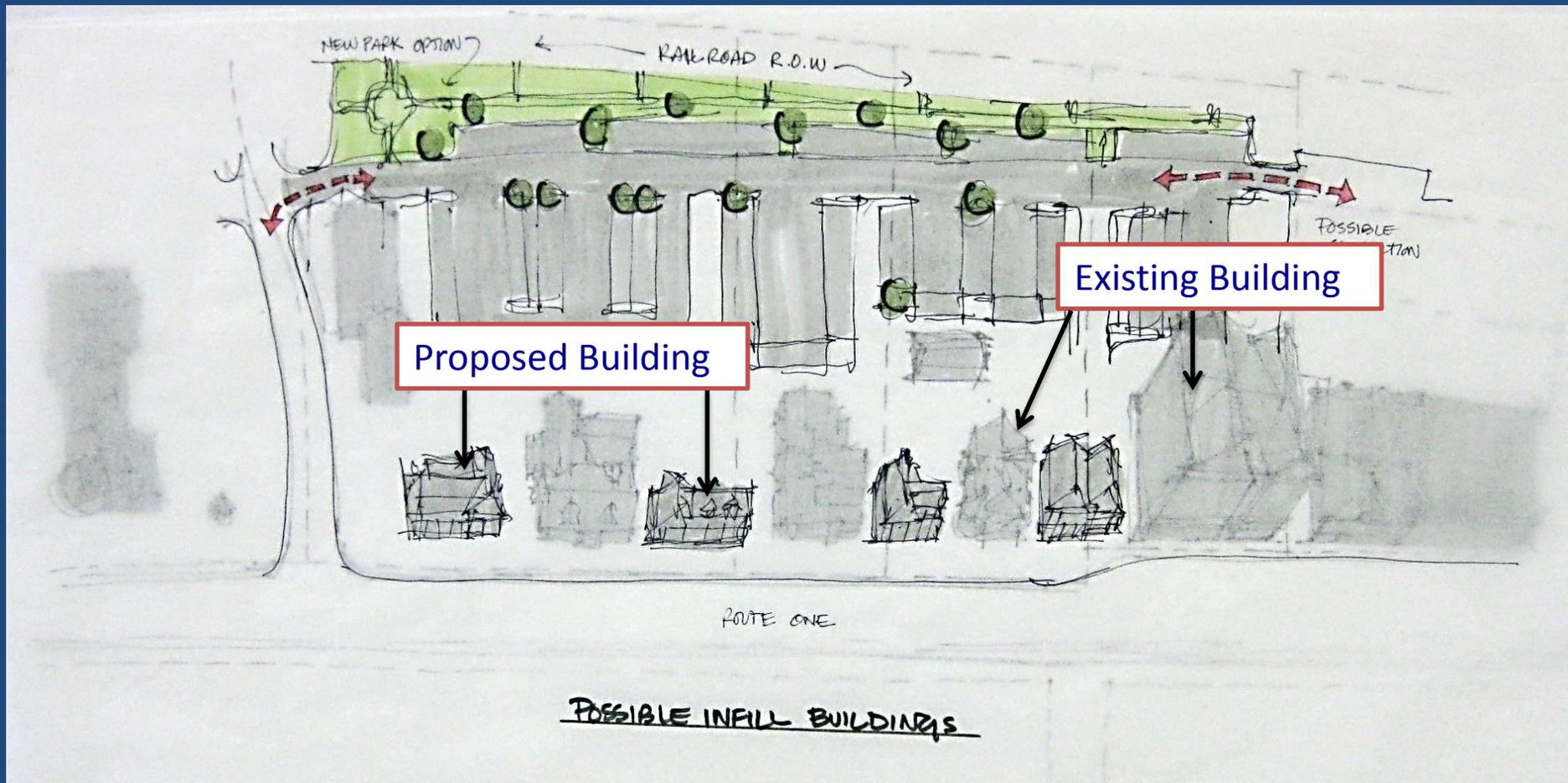
POSSIBLE LIGHT POLES

- UNIFY ELEMENTS ALONG STREETSCAPE AND PARKING LOTS.

Potential Infill Plan



Potential for infill to make more attractive streetscape and village character. Possible shared parking to rear.



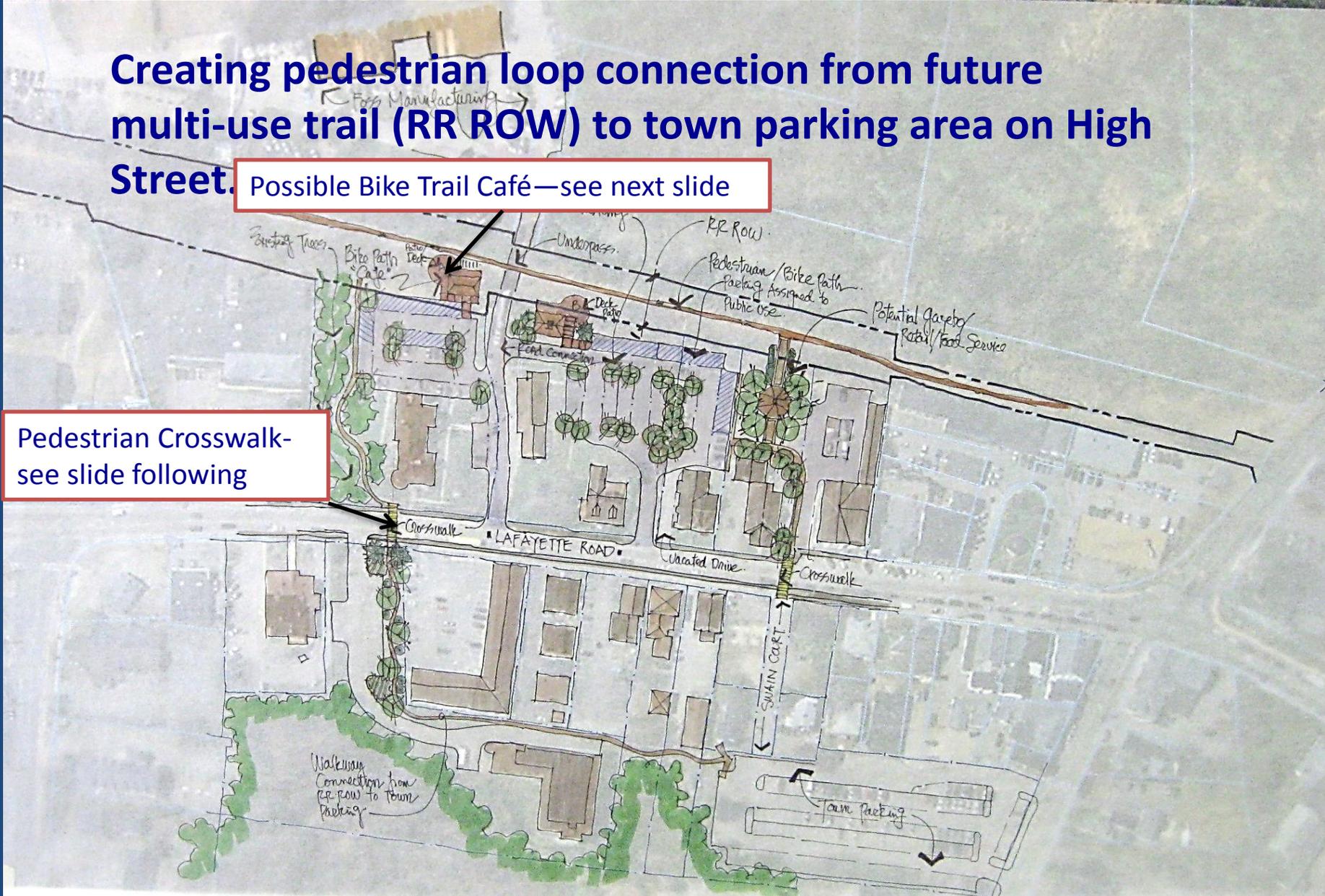
Potential Streetscape with Infill

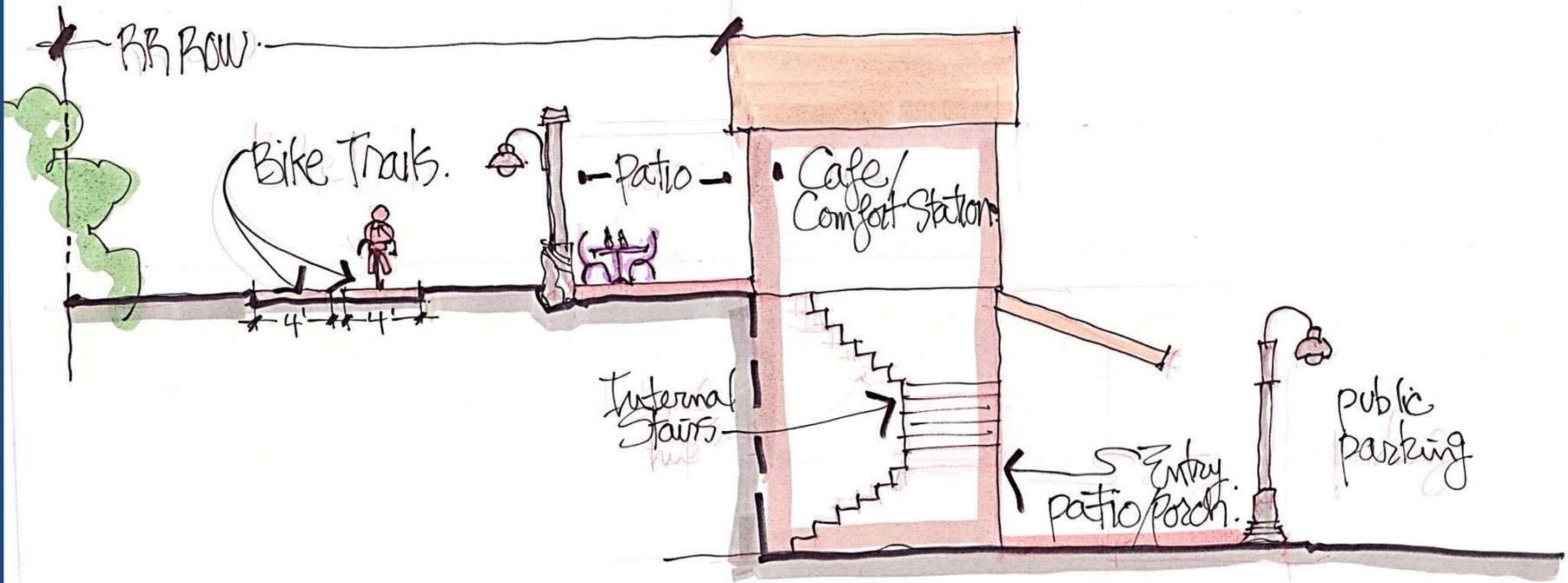


Creating pedestrian loop connection from future multi-use trail (RR ROW) to town parking area on High Street.

Possible Bike Trail Café—see next slide

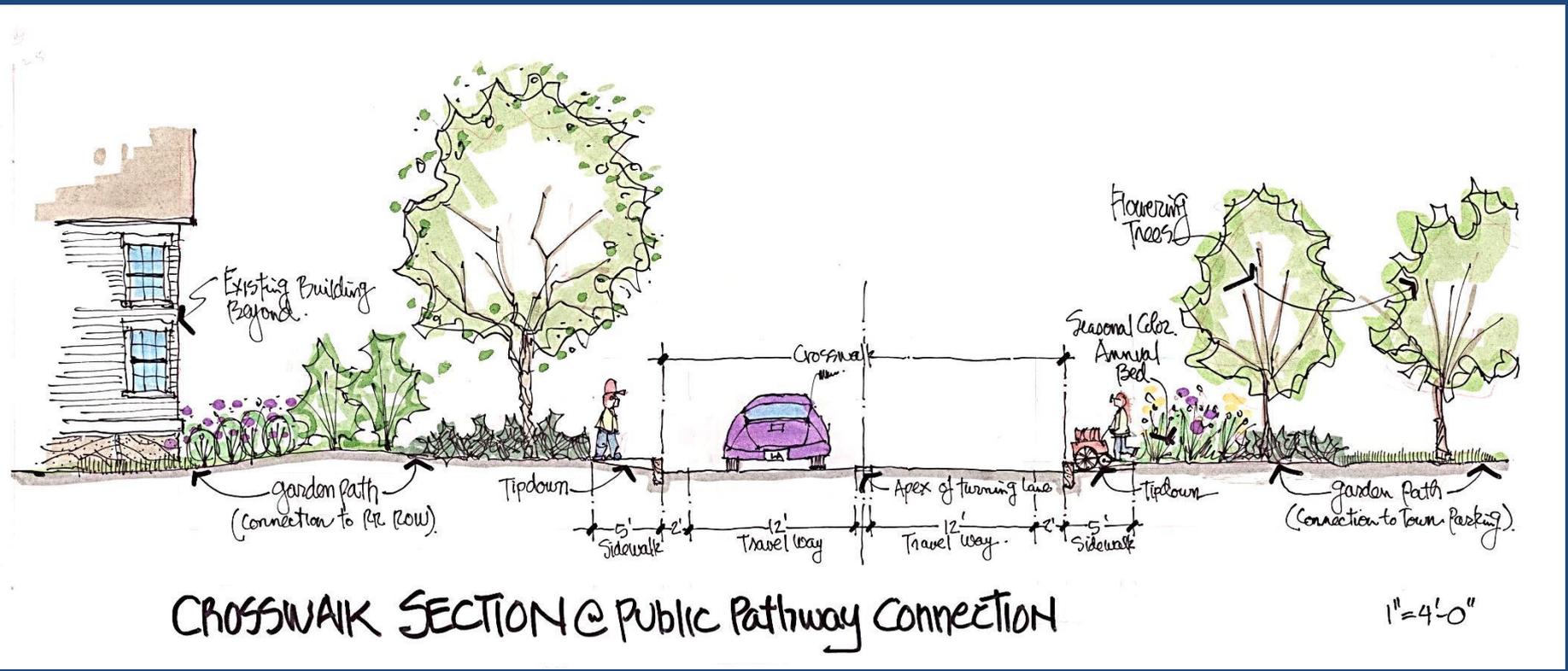
Pedestrian Crosswalk—see slide following





▪ Bike Trail Cafe ▪

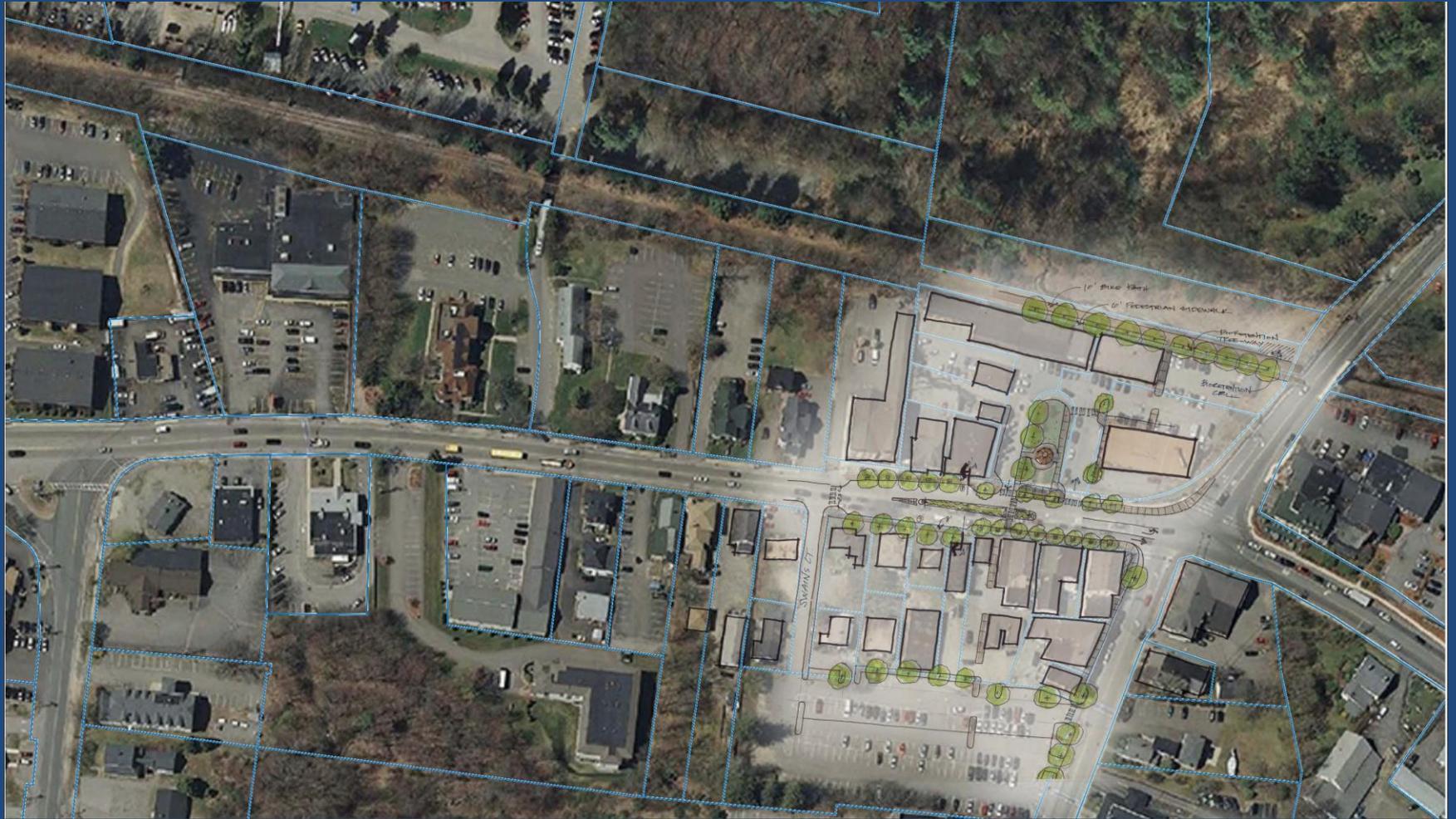
Pedestrian Crossing on Route 1 as part of Public Pathway Connection



CROSSWALK SECTION @ PUBLIC Pathway Connection

1"=4'-0"

Making Downtown More Pedestrian Friendly

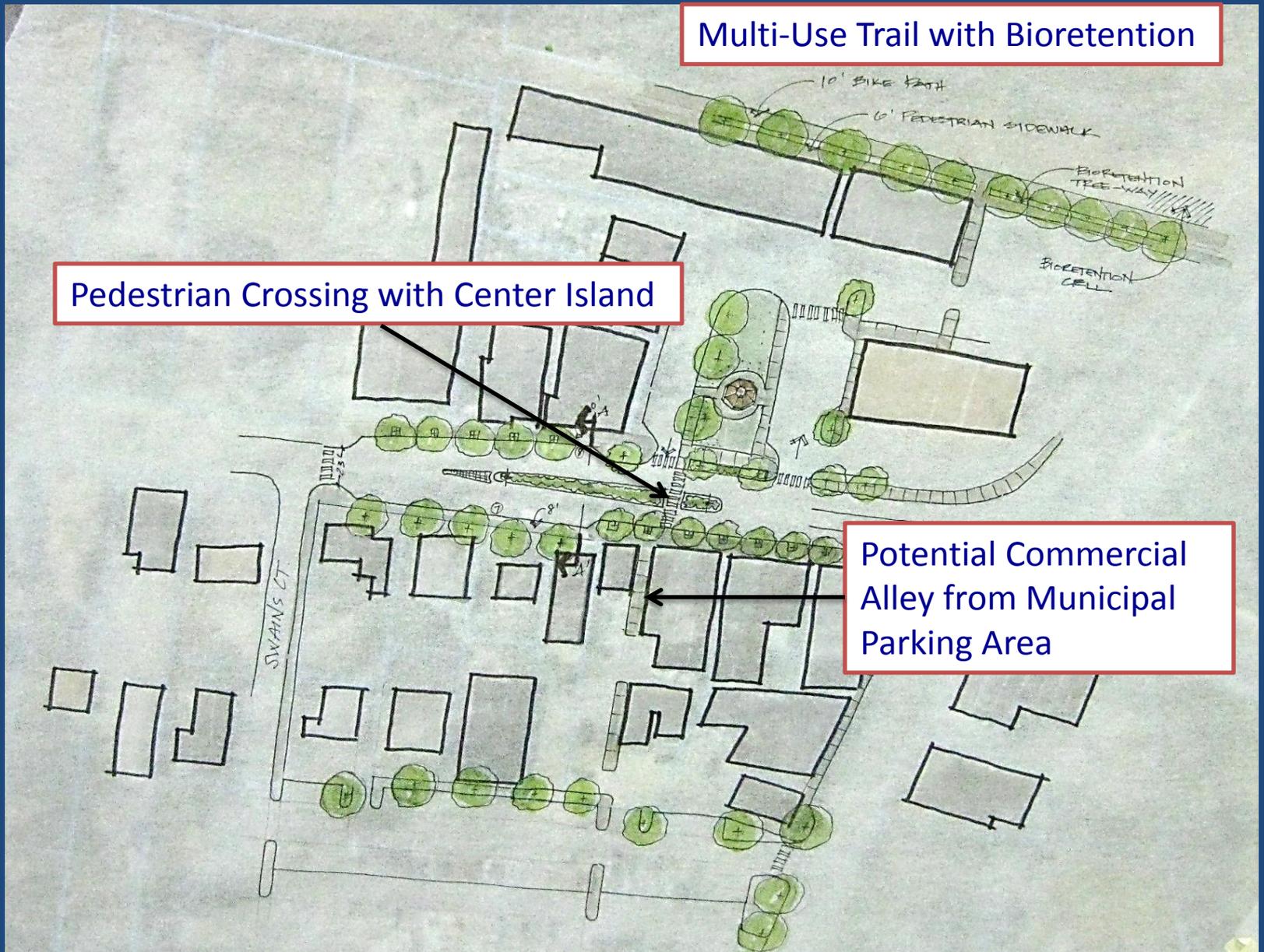


Making Downtown More Pedestrian Friendly

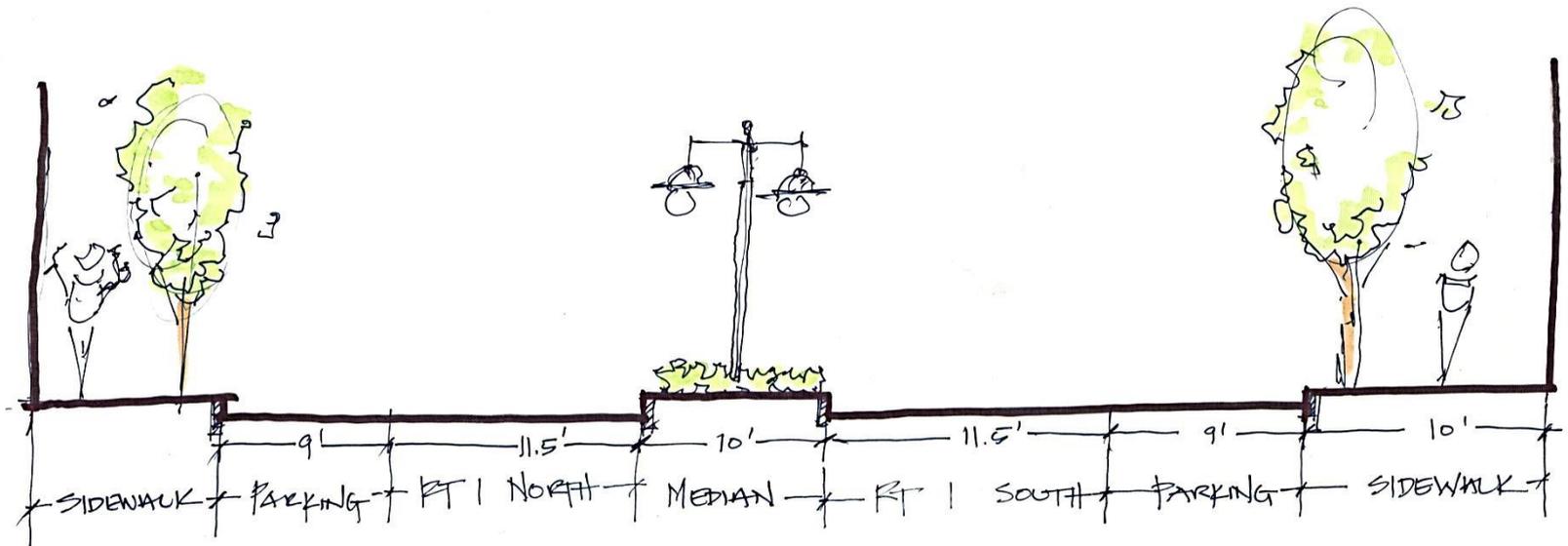
Multi-Use Trail with Bioretention

Pedestrian Crossing with Center Island

Potential Commercial Alley from Municipal Parking Area



Cross-section of Route 1 near Depot Square



Commercial Alley Examples



Potential Lafayette Road Streetscape with Infill



PUBLIC REALM

- Sidewalks - materials; width
- Street trees - type; distance
- Street lights - style; height; distance
- Buffer Strip - materials - grass; shrubs
- stormwater device
- Benches & bike racks

- Pocket Parks
- Curbs - material; style

PRIVATE REALM - BUILDINGS / DIMENSIONS

- Style - vernacular; existing
- Height; setbacks; scale
- Roof style; pitch
- Gable style; pitch
- Window - type; treatment
- Detail type - overhang
- window casing
- Massing

STOREFRONTS

- Entry

Conceptual Zoning and Design Guidelines



Hampton Village Center

Parking

- Currently 1200+ spaces in village core
- Most are privately owned and underused
- Develop zoning amendment that provides credit for existing available spaces within 400 feet of a changed use or new building

Building Design Guidelines

General Principles

- Buildings compatible with their surroundings & traditional New England architecture.
- Buildings should be pedestrian-oriented. Create a wall to enclose the public space along the street and incorporate elements that create pedestrian interest and easy access.
- Reuse of buildings with special historical value should be strongly encouraged.



Building Setbacks

0-20+/- feet but compatible with neighboring buildings



Building Massing

15-30 foot wide main building face



Building Height

- Current zoning allows 50 feet
- Suggested: 40 feet max. and no more than three stories

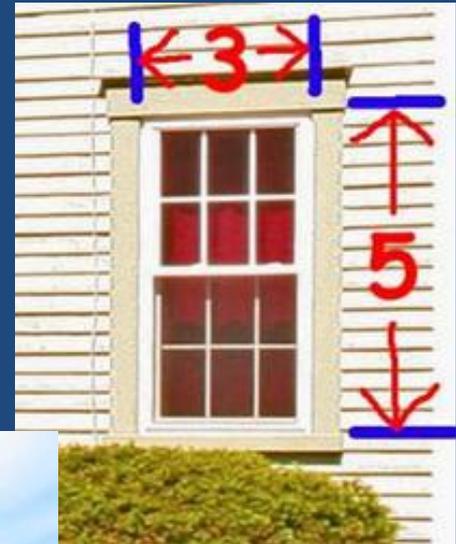


Roofs



Windows

- Symmetrical
- Vertically oriented
- Roughly 3:5 proportions



Storefronts

