# West Rindge and the 4 Corners

Creating a social hub for the residents of Rindge and Franklin Pierce University

Hawk Planning Resources LLC

# Why Are We Here?

- Creating a real, lively social center of activity for the entire Rindge community
- 4 Corners:  Route 202/119
- West Rindge Village

**Concept Supported by:**

- Master Plan
- Rindge Economic Development Initiative (REDI)
- Plan NH Charrette

# Route 202 Corridor

Three distinct zones

Big Boxes

West Rindge Village

West Rindge Village
Route 202/114 Intersection
Market Basket
WalMart, Hannaford & Tractor Supply

# West Rindge:  An Existing Village

# New Vitality & Mix of Uses

# Rethink & Re-shape the 202-119 Intersection

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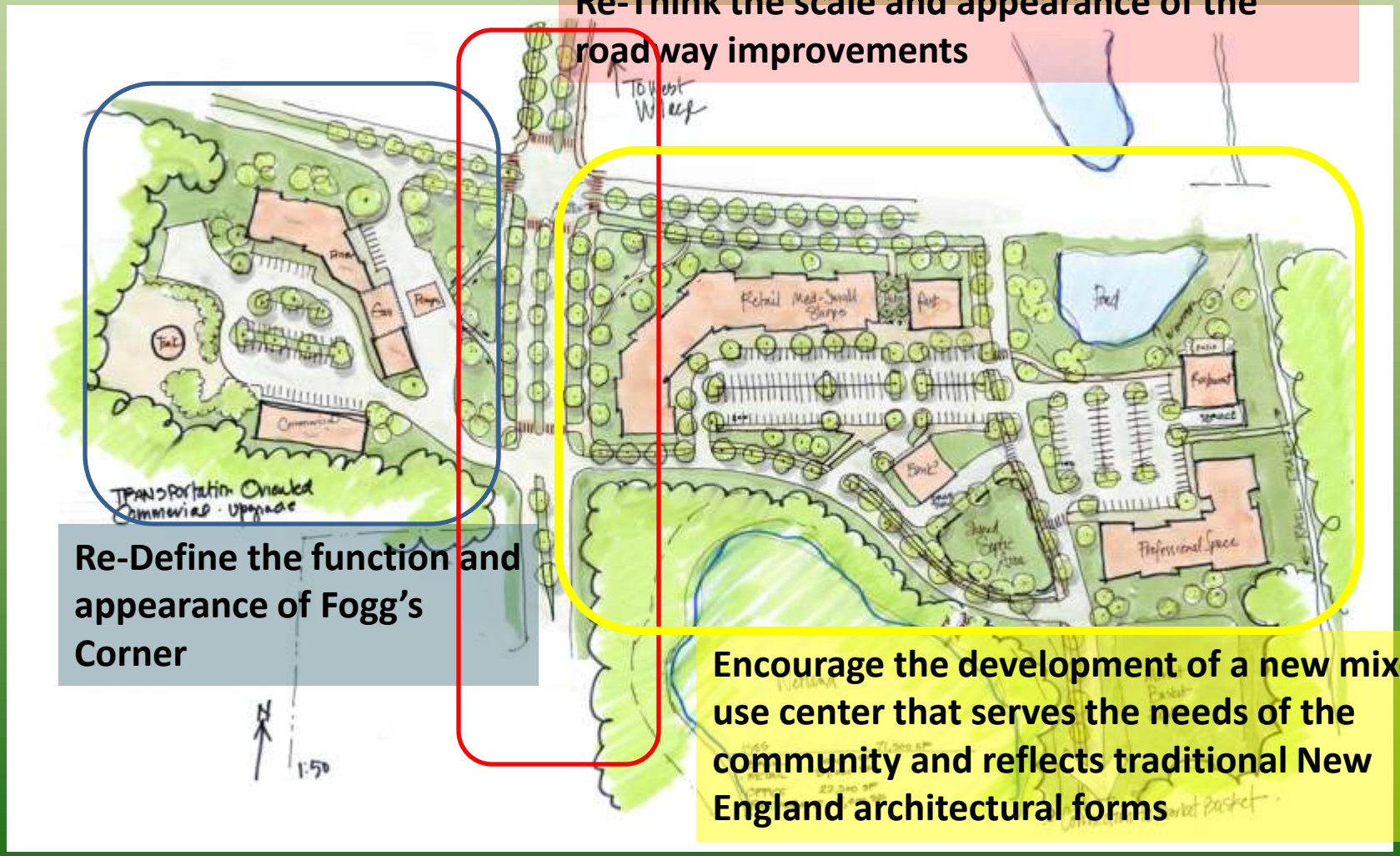
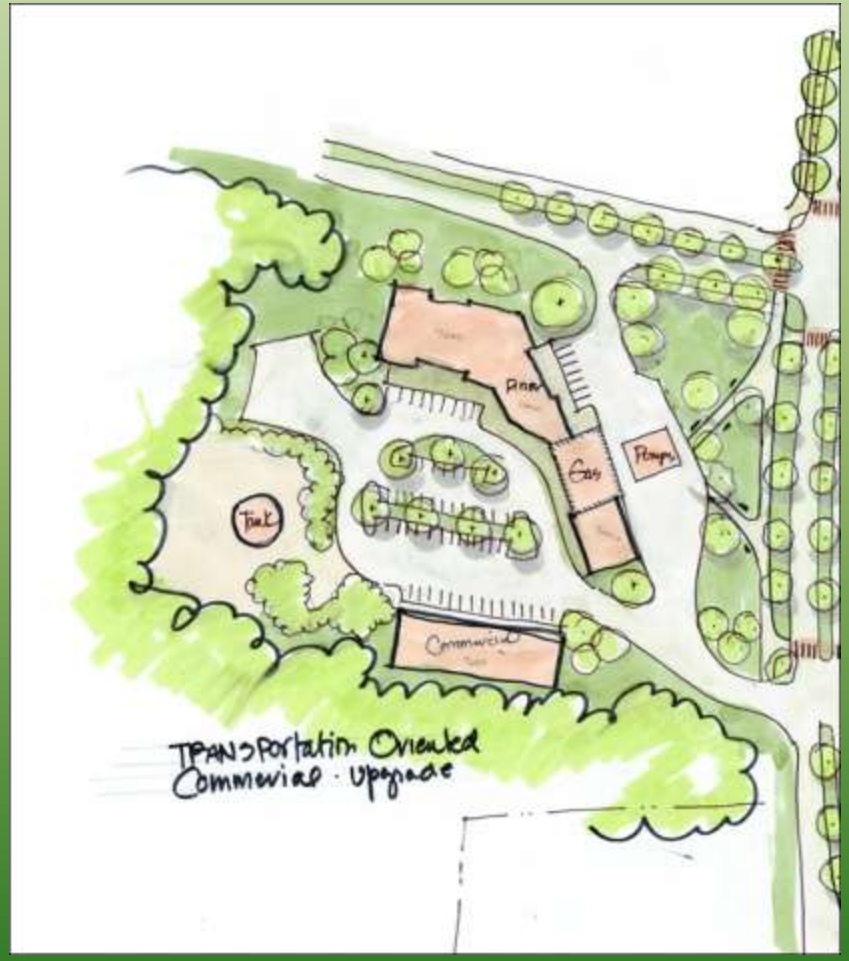
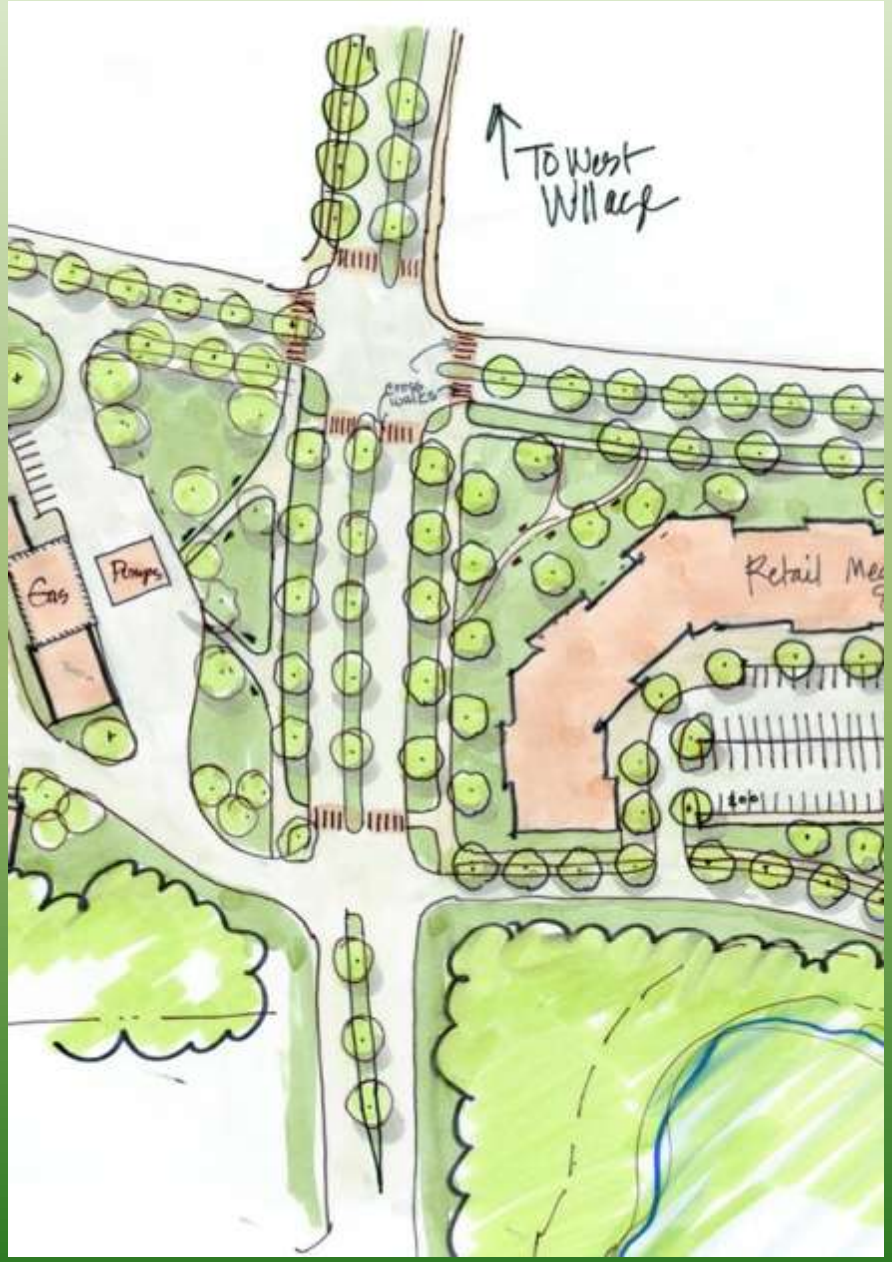


# Redefine Fogg's Corner

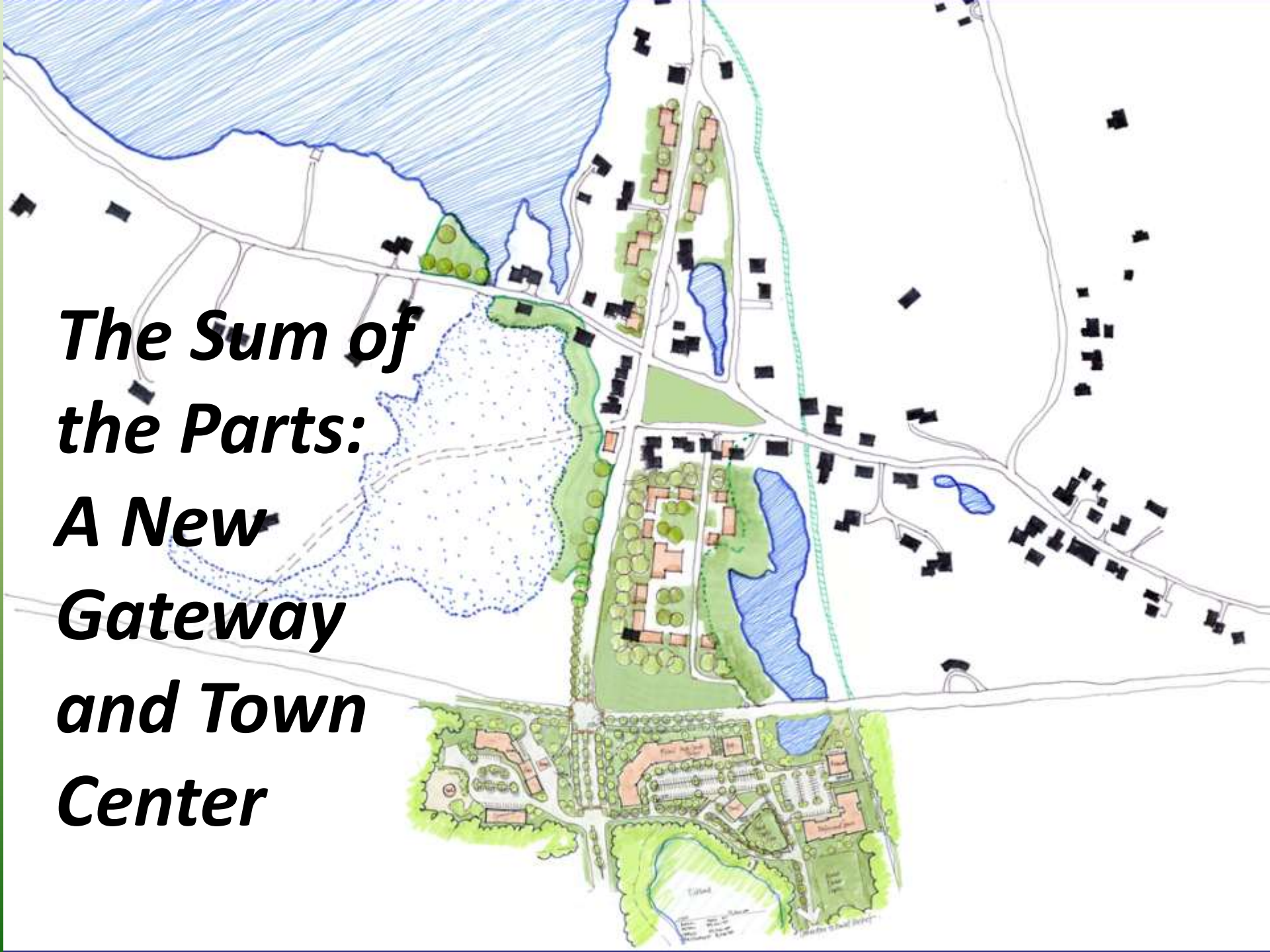


# New Mixed Use Development

# Rethink the Scale and Appearance of the Route 202 Gateway



# *The Sum of the Parts: A New Gateway and Town Center*



# Economic Development Initiative Recommendations

- 6.1 The four corners becomes a community focal point and gateway.
- 11.1 Pursue opportunities for younger residents to gather, socialize and seek entertainment.
- 13.2 Develop design guidelines in keeping with the architectural character that the community desires and serve as an attractive gateway to the community and region.
- 18.1 Develop design guidelines to ensure that new development and renovations to existing buildings are architecturally harmonious with rural New England architectural character.

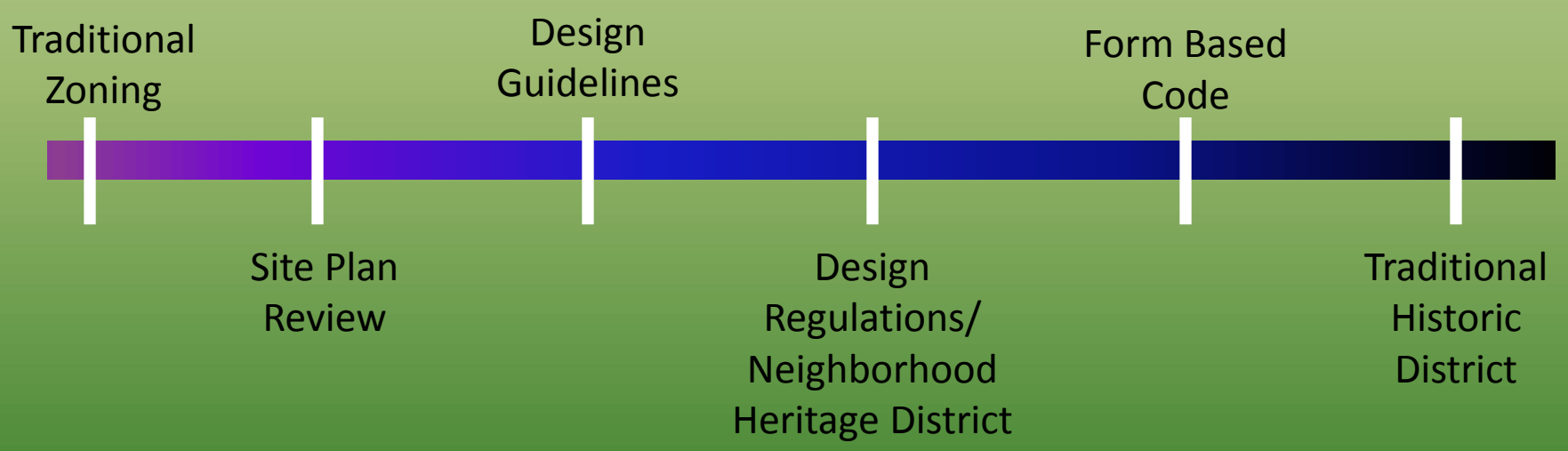
# Current Zoning at the 4 Corners

- Gateway Central
  - Higher density
  - mixed uses
  - Interconnected
  - Visually consistent with traditional New England Architecture

# Recommended zoning changes at the 4 Corners

- Expand restaurant and food sales to include coffee shops, bakeries and serving alcoholic beverages
- To accentuate the transition between the Business-Light Industry Zone and West Rindge Village:
  - Limit businesses to a maximum of 3,000-5,000 square feet in area
  - Permit or require second stories that are occupied by residential, office, etc.
  - Establish design standards /requirements to promote traditional New England architectural character

# Design standards or requirements - alternative regulatory approaches



# Adjust the Dimensional Requirements in the Gateway Central Zone

- Reduce the 250 foot lot frontage requirement
- Re-think the 25 ft. front yard setback – potentially making it a 25 ft. <u>maximum</u>.
- Reduce the 2 acre minimum lot size provided there is shared use of water/sewer and road access – adjacent properties need to function together.

# Reduce the size of the Gateway Central Zoning District

- The current Gateway Central Zone is about 640 acres (1 square mile)

By Comparison:

- Keene's downtown core is about 165 acres (0.25 sq. mi.)
- Downtown Peterborough is about 15 acres (0.02 sq. mi.)

# A Vision of the End Product

# Reasonable Supply of Moderately Priced Rental & Ownership Housing

- Gateway Central Zone allows higher density residential
- Limiting factor is provision of water and septic

➔ Revise Zoning to permit smaller lots – similar to others in West Rindge Village – based on suitability of soils for water and septic systems.

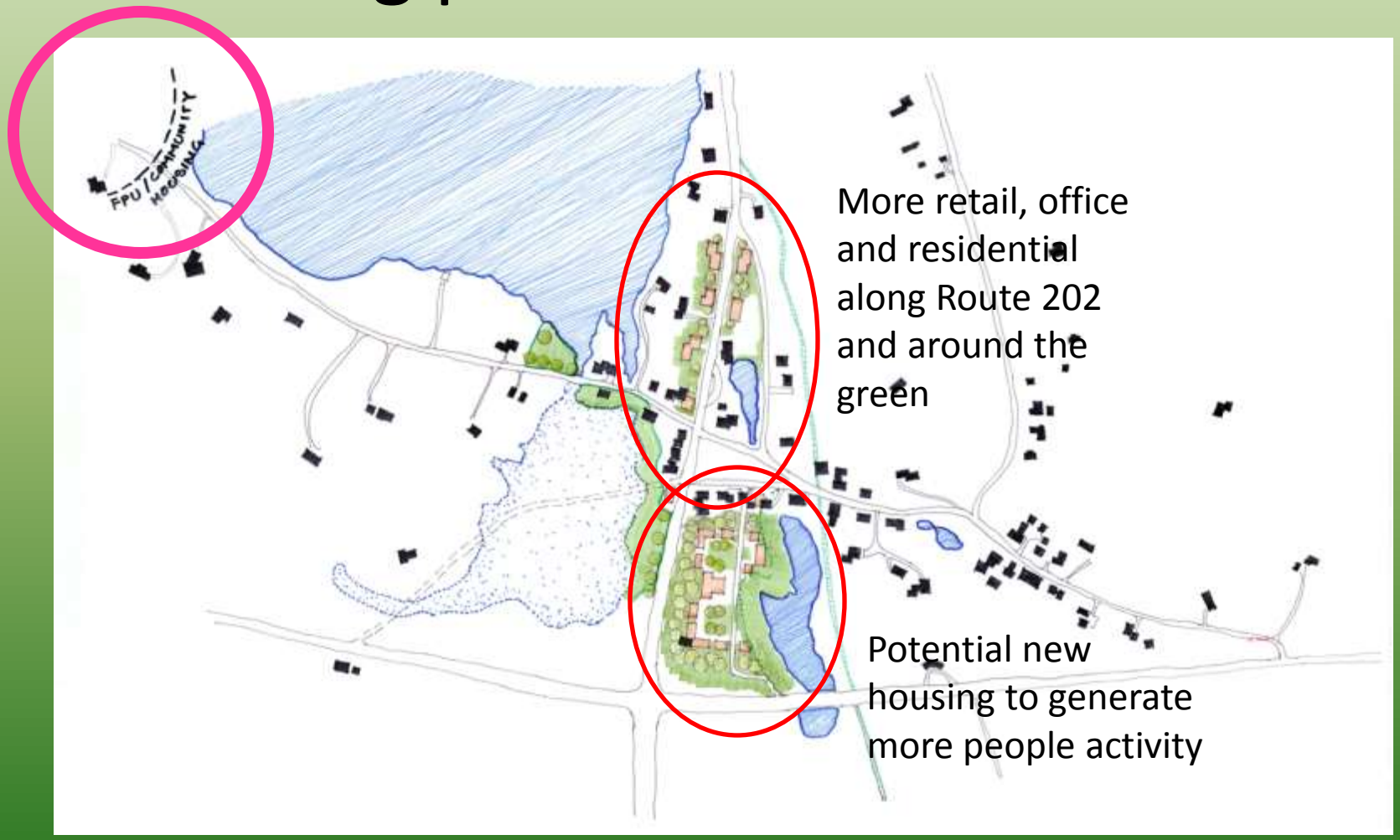
# West Rindge Village

- Current zoning is “Village District”
- More residential, retail & office uses needed to create a <u>center of social activity</u>
  - Bakeries
  - Coffee Shops
  - Restaurants
  - Serving alcoholic beverages
  - General store
  - Etc.
- Uses must fit the existing residential size and scale currently in the village

# West Rindge Village
# Suggested Regulatory Changes

- Maintain architectural character through design controls – same as the 4 corners
- Soils based lot sizing to encourage smaller, narrower lots similar to what already exists

# Higher Density Housing along part of Mountain Road



# Higher Density Housing along part of Mountain Road

Create a stronger “link” and more activity between FPU campus and West Rindge Village

- Revise zoning to allow
  - condo and rental housing for existing town residents, college staff and grad students
  - And/or assisted living retirement community

➔Consider soils based lot sizing to maximize the potential for moderate density housing

# Additional Considerations

➔Stimulate redevelopment possibilities by adopting RSA 79-E: Village center tax incentives

➔Provide funding for public infrastructure improvements along Route 202 and in West Rindge Village through adoption of a Tax Increment Financing District