Community Design Charrette Report

for the

Town of Wilton, New Hampshire

PLAN NH
Visioning *for* Sustainable Communities

Wilton Community Design Charrette Acknowledgments

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Wilton Town Departments and Staff

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Town Departments and Staff

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Why did Plan NH come to Wilton, NH?

In the Spring of 2017, the town of Wilton submitted an application to Plan New Hampshire (Plan NH) for a community design charrette. The opening paragraph read:

> *In the words of our oldest business owner, "Wilton needs a catalyst for community involvement and to create sustainable excitement". We also need to breathe new life into our business community, which is eclectic, historic and a revolving door of lifestyle small businesses. And our downtown center needs a major make-over. We believe a major revitalization effort that is true to the rural, small town nature of Wilton, is the goal in this compact target "village" area.*

After reviewing the application, and visiting with Ms. Jennifer Beck, Mr. Kermit Williams and others, the application was accepted for several reasons:

The application had identified a specific area of need and interest within the community

A great deal of work was already underway: a "Business Retention and Expansion" report had just been completed by UNH Cooperative Extension, and a branding effort had just begun.

The Nashua Regional Planning Commission had selected Wilton to launch a pilot program to assist in implementation of strategies to achieve economic goals.

In other words, the town was ready and eager to address the need, and there was organized and committed community support present.

The target area itself ("downtown Wilton") was small enough to be able to address in the short time we would be there (two days).

The town was specific in what it was looking for:

Assistance to revitalize the downtown center
to "breathe new life into [the] business community"
and
Give the downtown center a "major makeover."

In addition, the town was asking for

"a street view design of what downtown could look like"

"a sense of where [they] could build out additional businesses in a very limited space

A fuller view of what is downtown.

Who is Plan NH and what IS a charrette?

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.

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 we believe 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 they live, how they get about, what services are necessary, what they 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 **design 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 Design 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 design solutions for an identified need.

The process engages planning, design, policy, economic, natural and cultural resource professionals in direct dialog and conversation with local residents and community representatives (or stakeholders). They collect information needed in order to develop good and relevant recommendations about how to address a particular challenge. 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 8 hours the next day for brainstorming, crafting recommended solutions, and presenting thoughts to the community.

In the Charrette Process we:

- Identify the need or opportunity
- Collect information from the community itself to understand more deeply and broadly the situation
- Analyze and evaluate what is seen and heard
- Develop conclusions and recommendation for meeting the need or addressing the challenge.
- Draw plans and other illustrations or discuss the issues and their solutions.

Plan NH sees this part of the process as a period of **discovery** of 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. Moreover, 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.

Gathering information about Wilton

Although team members each have extensive professional knowledge that could be applied to this challenge, none of it mattered without knowing the community – their values, their thoughts, their wishes and visions.

At about 10:30 on Friday, July 21, the Team gathered at the elementary school and met our hosts for the charrette.

We had a bus tour of the downtown and other signifcant parts of the town, and then got out and had a walking tour of downtown.

After lunch, Plan NH held three discussion and listening sessions: one with Town leaders and business people, and then two others with the "general public."

The "public listening sessions" (one at 3:30 and the other at 6:30) were small-group discussions, each facilitated by a Plan NH team member with notes taken by another.

Three questions were asked (and each was addressed separately):

When you come into Wilton's downtown, what do you see?

What would you LIKE to see?

What else does the Team need to know in order to make good recommendations?

What Do You See?

Historic and Nature Assets
- Town Hall
- Well-kept fire station
- Beautiful library
- Town Hall Theatre
- Arts Community
- River and landscape

Lack of Cohesion & Communication
- Groups working in silos
- Lack of signage
- No cohesive branding

Downtown Appearance
- Deteriorating
- Struggling businesses
- "Quiet downtown"

What Do You Want to See?

Entertainment & Dining Options
- Winter Carnival
- Scenic railroad
- More "things to do"
- Bar/brewpub
- Nice restaurant with good service

Communication
- Website
- Facebook
- Newsletter & brochure

Utilization of Historic & Natural Assets
- Advertisement for Playhouse, theatre
- Development Along the River

Accessibility
- Basic goods
- Grocery store, convenience store, farm co-op
- Business open later
- Walkability

Downtown Facelift
- Better landscape, trees, sidewalks
- Makeover

What Else Does Plan NH Need to Know?

Division & Non-Cohesiveness
- Between schools
- Local vs. new comers
- Downtown groups

Underutilization
- Assets not advertised
- History
- Water fall, Horseshoe
- Parks

Retainment Issue
- Locals have out-of-town employments
- Millennials
- Lack of career opportunities
- Lack of affordable/workforce housing
- Businesses struggle to stay in business

Summary

Overall, local residents of Wilton expressed their concerns over the underutilization of historic and nature assets, the lack of communication & co-operation among different stakeholders and downtown groups, as well as the deteriorating appearance of downtown as a whole. They would like to see more entertainment options, more dining options especially at night time, and better communication and advertisement of both the town's historic and natural assets through cohesive information channel - website, facebook, etc. Wilton residents would also want to have better access to basic goods and services. In addition, local residents also identified several challenges for improvements: division between populations that attend different schools, lack of concensus from older residents and new residents, as well as retainment issue of millennials.

As Plan NH Charrette team finished gathering community input and started to develop recommendations, four themes emerged:

- Connectivity
- Downtown reimagination
- Zoning
- Economic and marketing strategy

Connectivity: Assetts, and Challenges

Opportunities

The assets in downtown Wilton provide a number of great opportunities. We suggest:

For pedestrians, sidewalks be widened on both sides of Main Street from the Library to the Art Building.

Road lane widths would then be narrowed from the Library to the Art Building to slow down traffic.

Parking be reconfigured to increase pedestrian safety.

To create a continuous scenic downtown path that can take advantage of the Riverwalk, a pedestrian bridge be constructed over the waterfall and across from Library and The WHOP / TDS.

Wayfinding (signage) be improved to promote neighborhood assets as well.

Improve Overall Connectivity

In order to improve overall connectivity, in conjunction with an investigation into the Russell Street circulation, we recommend the Town seek to better connect downtown to Carnival Hill, especially if there more community activities are planned there.

We also recommend an improvment of the connection to downtown with the Arts Building and Elderly Housing. While close in proximity, a more formal connection could be beneficial.

Many expressed a desire for the return of scenic railroad to Bennington. However, for this to succeed, it must also involve the concurrent rebranding of downtown Wilton as a destination to encourage people to visit as well as linger before and after their train journey.

Mapping of assets, challenges and opportunities along Main Street, the main downtown corridor, in downtown Wilton, NH

Assets

In an effort to better understand the theme of connectivity, members of the team first identified assets in downtown Wilton, which include green space, schools, historic buildings, cultural amenities, retailers and housing.

This analysis provided grounding for an investigation into how the Town could improve the experience for residents and visitors alike.

Facilitating the connection between and among the assets could then, in turn, encourage visitors to spend more time in Wilton, making it a more vibrant downtown and directly contributing to the local economy.

Here are the assets the team idenitifed:

- Library
- Monument Park
- Landmark
- Waterfall
- Riverwalk
- Middle School / High School
- Crosswalk / Speed Table
- River
- NHDOT Bike Route / Cyclist Traffic
- Bank
- Main Street Park
- Nelson's Candy
- Elderly Housing
- Arts Building
- Elementary School / Whiting Park / Surrounding Neighborhood
- Carnival Hill

Challenges

The Main Street corridor is compact with enough potential activity to encourage pedestrians to spend some time exploring downtown. However there are some challenges to promoting connectivity among and between the various assets.

Pedestrian safety is one of the foremost challenges. A disconnected sidewalk network coupled with at least three crosswalks that conflict with high-speed traffic flow do not encourage pedestrian traffic downtown. (While on a larger scale, the City of Concord faced a similar issue along Main Street and recently upgraded its streetscape, resulting an increase in pedestrian traffic.)

Once pedestrians feel safe walking from Point A to Point B, they still may not make the walk if there are gaps in pedestrian experience. An example of this is the visual clutter that exists at the B&M Railroad Depot.

In order to ensure the Main Street corridor, from Forest Road to Russell Street, provides the largest benefit to the local economy, Wilton could "beautify" this part of downtown. Consider it the front yard of Wilton - put its best foot forward for any visitors that may come into Town.

And while pedestrian traffic should be the primary focus of the downtown, the Russell Street circulation pattern for automobiles is challenging. Also, the traffic direction between the downtown and the Elementary School, and on to Carnival Hill, is not straightforward and quite circuitous. Additionally, the constrained road widths as the road climbs up to the Elementary School make it difficult for automobiles and pedestrians alike.

Main Street Recommendations

Main Street in Wilton has great bones, but needs refreshing.

There are assets and resources already in place to make a vibrant downtown, what is missing are the patrons.

Main Street itself could be redesigned to improve pedestrian traffic and to better organize parking. The existing buildings along Main Street are already attractive. The need is to clean up power lines and signage that detracts from the buildings.

Widening the sidewalk would create opportunities for people to gather or sit and enjoy the surroundings. These areas could be at crosswalks and make the crossing safer. Widened sidewalks could be used by businesses to display product or have seating.

Many of the business owners we spoke to complained that the highway bypassed the downtown area and that if a fraction of the people in the cars driving by knew what they would find that they would stop.

To bring people off of the highway and into downtown, there need to be visual cues that inform drivers of the potential reason to stop. This takes various forms - we recommend a cohesive wayfinding design starting at the edge of town alerting travelers to turn to Downtown. Then there could be more detailed signage that gives specifics of what is to be found. Lastly there could be even more specific signs at the businesses themselves.

Signs take different shapes based on where they are. We recommend they all have a similar theme (the BRAND) to help identify them as part of the Wilton Main Street. On the highway the lettering needs to be large to make it easy to understand at fast speeds. As the road speed reduces and more information is needed, the signs change in size and lettering. The largest sign would be on the highway at the intersection that leads to downtown. Smaller kiosk signs on Main Street would help direct walking traffic.

We recommend the town adopt a zoning overlay district for Main Street that would

- allow 100% lot coverage.
- require any new or replacement building to have two floors above Main Street,
- not permit residential use on the ground floor facing Main Street,
- allow frontages no greater than 50 feet,
- require 75 % glass on the ground floor for storefronts,
- encourage mixed use with residential above commercial use.

We also recommend that the town review or eliminate the change-of-use language, which we believe may be too stringent for businesses.

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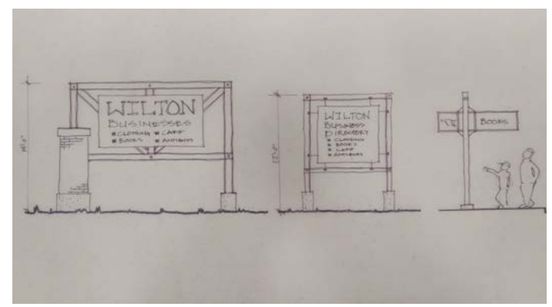


Historic Preservation

Historic preservation is not about freezing time or preserving buildings in amber. It's about managing change and celebrating your community's heritage.

It's about creating a sense of place that is unique to Wilton, which is an important economic tool. There are several steps Wilton could take to embrace historic preservation and incentivize quality investment and redevelopment downtown:

Consider listing downtown Wilton to the National Register of Historic Places. As a district, contributing buildings (those considered intact and older than fifty years old) would qualify for various perks.

Private, income-producing buildings that undergo substantial rehabilitation could be eligible for 20% federal historic tax credits.

Public buildings could be eligible for grants, including NH's Land and Community Heritage Investment Program (LCHIP) and Moose Plate funding.

Buildings listed to the National Register are not subjected to any additional regulation.

Municipalities with National Register Districts in their downtowns have benefited from such designation. Recent invest¬ments in Laconia, Franklin, Claremont, Manchester, and Nashua would not have happened without historic tax credits or governments listing their downtowns to the National Register.

Adding RSA 79-E incentives on top of historic tax credits is a great package for developers, especially for first time developers or communities with untested markets.

Main Street Recommendations

Wayfinding signage both as a gateway to downtown and within the downtown district can provide direction and activate Main Street.

Although the Riverwalk cannot extend the entire length of Main Street along the water there are nice places for overlooks at the triangle Park in parking lot by the bridge and the Pocket Park further east on Main Street.

We recommend that Main Street businesses be commercial. Active public uses (services and amenities) would be of greatest value to the town.

Bringing back the historic character of the storefronts would make Main Street much more interesting. In most cases there are 1970s vintage alterations with the original attractive storefronts underneath waiting to be restored. All of this work may be eligible for tax credits and other financial support.

Downtown facelift with Creative Placemaking

Integrating public arts and Creative Placemaking would enliven the street even if done as temporary murals or other applications over blank walls or building façades.

Creative Placemaking can be integrated with wayfinding for artistic, historic, interpretive, and directional signage and other streetscape and building installations (see "canvases") in town to advertise Wilton's art scene.

Even if the town shifts from its art focus, public art can be used to build community and highlight significant events in a town's history.

Use the brick wall in the pocket park as a canvas for a mural, seen here, a scene that celebrates the historic downtown and the importance of dairying to town.

Activate the sloped park space above the retaining wall with Creative Placemaking letterart.

There are other intersting but tired buildings that could also host placemaking murals to welcome people to town and generate interest in their redevelopment.

For more information on public art broadly, visit Philadelphia's Mural Arts program: https://www.muralarts.org.

For local inspiration, visit Monadnock region's Friends of Public Art, http://www.fpamonadnock.org/about.html. One of their projects was transforming Winchester's Main Street crosswalks into piano keys to celebrate the town's musical heritage.

http://www.nhhumanities.org/news/strike-band-celebrating-musical-heritage-and-technological-ingenuity-winchester

Lastly, for inspiration on "pop-up" block parties and downtown revitalization, check out Bethel (VT) Revitalization Initiative (http://bethelrevitalizationinitiative.org/animating-infrastructure/), which includes a great video showing residents the potential of a vibrant downtown with the help from AARP and Team Better Block.

For more information, including potential grant sources, visit: NH State Council on the Arts, https://www.nh.gov/nharts/NH Humanities, http://www.nhhumanities.org.

Parking recommendations

Parking:

A visitor traveling into Wilton from the easterly side of Main Street (from the Milford side) and is looking for a place to park, there are two opportunities:

1) immediately park in a parallel space proximate to Town Hall or
2) travel through to the intersection of Main St and Burns Hill Road, circle around the monument, and head back toward the angled parking spaces in front of the store fronts.

Visitors can not access the angled parking spaces safely without accessing turning around near Burns Hill Road. Finding a parking spot can be potentially time consuming and may deter new visitors from stopping and spending time downtown.

There is opportunity to rearrange the downtown parking to create safer and more functional parking spaces. We recommend the town eliminate the parallel parking spaces proximate to Town Hall. This would provide space to modify the parking style in front of Nelson's Candies, from angled and parallel, to 90 -degree/head-in parking.

The arrangement of head-in parking spaces is more efficient - therefore the loss of the parallel spaces on the Town-Hall side and the gain of the head-in spaces near Nelson's Candies will likely be a wash. Head-in parking spaces are also easily accessible from either travel direction.

There is also opportunity to create more of an "identity" and expand the "place" of the Downtown Park. By bringing an island into the street, in front of the park, it draws attention to the park and can also slow down vehicular speeds. Add in signage that calls attention to some of Wilton's assets.

There may be redevelopment opportunity to utilize some of the park space for a little Café, operated off of the 1912 Green Building. With better parking opportunities and new place to visit, visitors would love to stop here!

The easiest and most effective change for Main Street would be to eliminate parking requirements. (Believe it or not, Wilton does NOT have a parking problem!)

For example, under current parking requirements, which are pegged to square-footage numbers, re-purposing the Santander Bank Building for co-working space would require 38 dedicated parking spaces. This neither desirable nor necessary.

Plan of Main Street and the Riverwalk

1. The upper Riverwalk area has been defined already by the town for the area along the Souhegan River behind the Police Station. Following the space between the parking area and the riverbanks, a nice pathway could be developed with lighting and street trees.

2. As the walkway arrives to Island Street, the path route could create an overlook to the dam and the bridge that is quite scenic and attractive.

3. Crosswalk at the bridge end across Island Street.

4. Bridge crossing has sidewalks on both sides but greater crosswalk design detail is needed.

5. The charrete has defined a second leg of the Riverwalk along the eastern banks of the river including a renovation of the corner park and a pathway/sidewalk extension along Forest Road.

6. The charrette also defined a bridge to make a loop of these two Riverwalk segments to provide comfort and continuity crossing just northwest of the pizza restaurant.

7. A downtown gateway with a traffic-calming splitter island and crosswalk could be located at the intersection of Forest - Main – and Island streets, designed to slow traffic and create a pedestrian crossing refuge. It could also have wayfinding signage and landscaping.

8. Arriving to Main Street, the corner park lot could remain but be enhanced with a river overlook at the riverbank edge for view upstream at the dam and downstream past the mills to the Rr bridges that are quite spectacular.

Plan of Main Street and the Riverwalk

9. The Riverwalk becomes the Main Street sidewalk for the next block – impeded from a riverside location because of floodway and riverbank vegetation and landowner constraints.

10. Main Street sidewalk can borrow from Riverwalk branding and wayfinding to have visitors walk along shops and food choices on Main street.

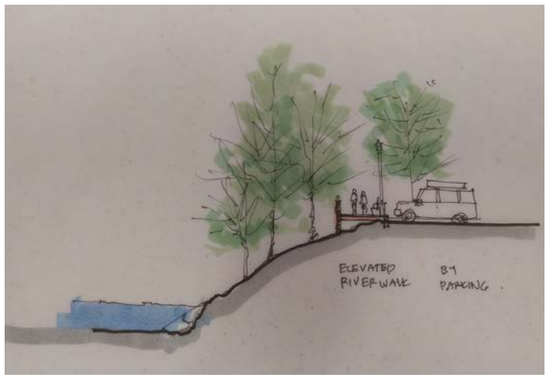
11. The Main Street Park becomes a second access point to the Riverwalk with an exit path out towards the river that gradually slopes down the hill to the lower elevations of the RR tracks and the parking areas.

12. Loop path around the parking areas to the mill yard.

13. Exiting path back to Main Street.

14. Other end of Main Street sidewalks and improved parking.

15. Artwalk loop through the millyard area.



Marketing Wilton

Marketing Wilton

"Marketing" is a term that means all of the things that are done, collectively, to make someone choose something – in this case, Wilton: either for a visit, or for a more permanent move to live and/or have a business.

Creating or leveraging a look and feel (the BRAND), how information is communicated, what it looks like and more all go into that thing called marketing.

Our focus here is on marketing to attract people for Wilton's economic growth and health. While there are tax incentives and other things, our focus is on community design and the built environment, so our recommendations are through that lens.

Who are you marketing to?

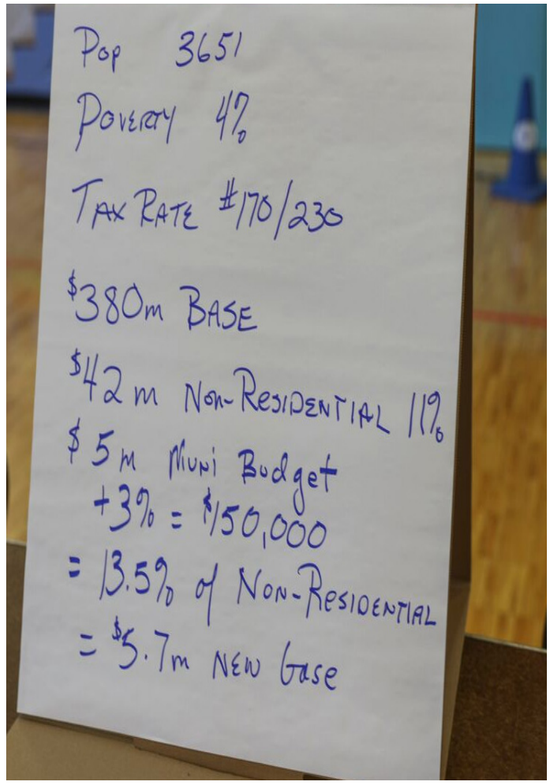
• Visitors with disposable income (to spend at local shops, art galleries, restaurants, Andy's Place)
• People who have a business and are looking for a place to move to; people who want to start a business (remember, you are marketing to people, not businesses. Especially those people who make the decisions about moving to Wilton.)
• Millennials and young families to move to Wilton (whether or not they work there)

What is it that you are marketing?

Think about what people would be looking for – and why your local residents, who already go downtown to the library or Post Office or wherever, would want to tarry a bit.

For others, you have your unique identity:

• Thriving arts community
• Gateway to Monadnock Region
• Movie theater, sandwich shops, funky stores
• The rivers
• DOT-designated bike route



How can you improve bringing people to what you already have?

Keep in mind: people go to where there are people already.
• Road signage to direct people to downtown
• Parking indicator signage, and then from parking spaces, wayfinding to amenities
• Coordinate existing businesses, eg, Days and hours open
• Create a directory of business listings and an event calendar
• Follow UNH recommendation to do an audit of your downtown businesses to see who has an online presence.
o Redesign the bike route and trails:
• Add sharrows to the road
• Signage to trail heads

What amenities do bicyclists/hikers/trail riders need?
• A place to grab lunch or a snack
• Perhaps add a rest room

How to stimulate growth?

You want growth – of population (especially young workers and families) and of more businesses in town. What might people be looking for that you have to offer RIGHT NOW?

• Safe, quiet, traditional village feel, living with history
• Your downtown is very walkable
• AND, you have the Library, Post Office, School and Town Hall all there
• You have a great little park with a view of the river and the trestle
• You have terrific recreational opportunities (eg swimming holes, trails)
• You have a variety of arts, music, performance arts and films on a regular basis

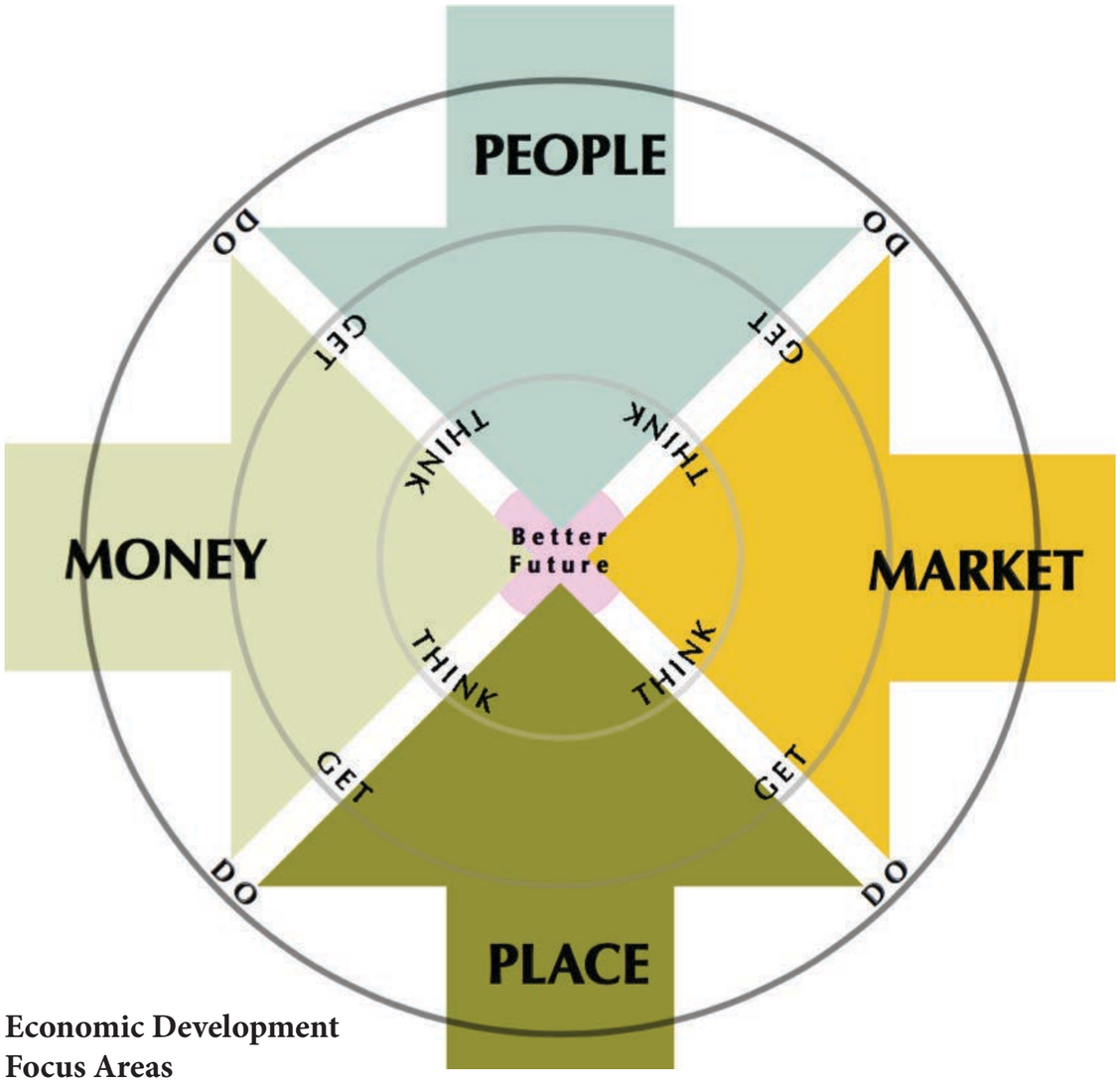
There are many communities that would "kill" for this. You are very, very lucky!!

Yet, you also have some work to do. Visually, your downtown needs a little work. (see elsewhere in this report for specifics.) (But oh, you have a beautiful downtown that many do not have at all!)

• Start with what you already have: sidewalks, parking, trees, empty storefronts. How can they be improved?
• Start with WHO you have downtown: what do they need? What would they like to see? What can help them grow?
• Of the families there, what do they need – what will keep them from moving elsewhere?
• The school situation is outside of this scope, but we do recognize that a quality school system (starting in pre-K) is key to attracting more people to a town.

Keeping your school is key to community!

Economic Development in Wilton



Economic Development Focus Areas

- Money
- Market
- People
- Place

Money

We note that resources are needed to actively get the community's leadership engaged in the area's redevelopment.

As the Town's resources are limited and the political budgeting process is so lengthy and difficult, we suggest a locally-funded enterprise be established (or renewed if one is existing, such Wilton Main St. Inc.) that could use local "patient capital" investments (e.g. crowd funding or a limited investment fund by leading business) of up to $100,000 from citizens and businesses to be used to acquire qualified staffing or contracted assistance, and to serve as match for grant applications.

The Implementer, as we have named it, could be an on-going, community-funded entity that would enact the Charrette recommendations the Town chooses to follow, and continue with its redevelopment and marketing.

Market

The goals are to attract more visitors, retain millennials, and assist local businesses to grow. In order to achieve these goals, we recommend Wilton
- continue the branding exercise it has begun and enforce it across all communication platforms,
- establish an on-going social media presence,
- create information around access to natural resources (PDF maps, guides), as well as
- develop a web-based story board linked to the town's web page.

People

We recommend that the Select Board Chair
- convene a quarterly Leadership meeting that would adopt a shared Action Plan and monitor progress.
- Develop and authorize/designate a private entity (profit or not-for-profit) to be The Implementor (see above)
- Recognize and celebrate successes

Place

Further, we recommend that strategies within this overall initiative include seeking control of the "cupcake" storefront building next to the Park:
- It could provide for access to a much-enhanced park design and feature.
- Conversely, the use of the building for a less desirable use – another vape or tattoo shop, for example – would be a significant set-back.

Further, we recommend that once controlled, the property be offered and run as a "can't fail" location for new, desired community entities. With the bakery already there, and a storefront adjacent and empty, the downtown is half way to initiating the coffee-meeting space so frequently mentioned by the community.

By controlling this critical site, the Implementer could mentor along new, desired businesses, allowing them time to get established without exhausting their limited cash reserves and goodwill.

(We noted that the type of new entrepreneur sought by the community is often a high-energy, low-cash reserves start-up.)

Zoning Recommendations - and Important Resources

Residential District Recommendation

Wilton's zoning, as in other towns across the state, suffers from a set of assumptions which no longer reflect the economic and social reality of small towns in New England. For example, the zoning prioritizes residential development in the rural district by requiring unnecessarily large lots in the village area of town.

• Requiring a half of acre for a single-family home when water and sewer is available, coupled with the very high impact fees, tends to send development into the rural district, where infrastructure costs (road maintenance, snow removal, brush cutting, and, for the school district budget, busing costs) will be higher that would be the case in the village.
• Half-acre zoning is a suburban model, not suited to a New England village such as Wilton.

We recommend:
• That the town create an overlay district (a Traditional Neighborhood Design Overlay Zone) which will allow 5000 square foot lots with a maximum frontage of 50 feet anywhere that water and sewer is available. This will allow infill development where there is already street and sidewalk infrastructure.

• that these new lots be allowed by right: the goal is to make the better choice the easy choice, rather than making development in the rural district the easy choice.

• that two-family dwellings be allowed by right on the smaller lots, along with accessory dwelling units stripped of any requirement for owner occupancy of either the ADU or the main residence. If the town is concerned that new houses might be inappropriately large, it could set a maximum impervious lot coverage of no more than 45 percent. On a 5000 square foot lot, that would restrict the new building and associated driveways, etc. to 2250 square feet.

We also recommend that the town eliminate impact fees in the new Traditional Neighborhood Design Overlay Zone, and eliminate all parking requirements in the zone as well. Rather than requiring or tacitly encouraging additional paving on in-town lots, allow use of the town's already existing pavement for car storage. This could have several benefits:
• It would allow appropriate density without requiring so much paving that stormwater management would become problematic;
• it would reduce the price of construction of new dwellings by decoupling the price of car storage from the price of places for people to live; and
• it would slow traffic on residential streets, making them nicer places to walk.

Recommendation: Infill Housing Development 12 houses on 5000sq ft lots valued at 300,000 then the parcel is worth 3.6 million and value per acre is 1.44M

If Wilton has a winter parking ban prohibiting on-street parking, we recommend it be eliminated. Snow events could be managed in several ways if on-street parking is permitted:
• people could be required to move their cars in anticipation of snow and tandem parking in their driveways or moving to a designated municipal lot,
• regular schedules of snow removal could be created, and notices posted about when cars need to be moved after a storm so the street can be cleared.

There are several smart phone apps available for managing on-street parking in snowy areas.

If Wilton is concerned about the architectural styles of new construction in the village, the Traditional Neighborhood Design Overlay District could include form-based elements simple enough for the code officer to apply, eg:
• Doors must face the street,
• front setbacks must match the house on one side or the other,
• car parking must be set back at least 20 feet from the front façade of the building, etc.

More elaborate form-based codes could be created, of course, but establishing those three things (entrance, setback, and parking) would go a long way towards blending new construction into established neighborhoods. (The entrance to Main Street, through Milford's Pine Valley, is problematic. The town may want to partner with Milford to create a low interest loan fund to support façade and porch improvements to buildings along the corridor.)

Funding and other resources

There are several potential funding sources (much is competitive and time-driven) that could be used to support Downtown improvements. We recommend continuing to work with NRPC to identify eligible projects (eg, intersection improvements, traffic calming, rail crossings) for funding, eg:

NHDOT's "Transporation Alternatives" funding to support "non-motorized" travel. Such funding may be used to construct and/or improve facilities tha provide safe ways to get about for people who do not drive, including children, older adults and those with disabilities.

Congestion Mititgation and Air Quality Funds are available through a competitive application process to improve traffic flow as well as non-recreational bicycle and pedestrian improvements that support a reduction in single-occupant vehicle travel.

Wilton may also wish to apply to NHDOT for a Road Safety Audit of locations where there is a demonstrated safety issue. Identified solutions might then be implemented using Highway Safety Improvement Funds, a federal funding source aimed at reducing crashes that result in severe injuries or are fatal.

NRPC staff could provide technical expertise to support various studies and requests for funding, including but not limited to data collection (such as how many turns are there at an intersection), crash analyses, Bike/Ped Level of Stress analyses, sidewalk inventories and more.

Further we recommend that the town adopt the state statute to collect an additional $5 per car registration and put the funds in a capital reserve fund earmarked for pedestrian infrastructure improvements.