



PLAN NH
Visioning *for* Sustainable Communities



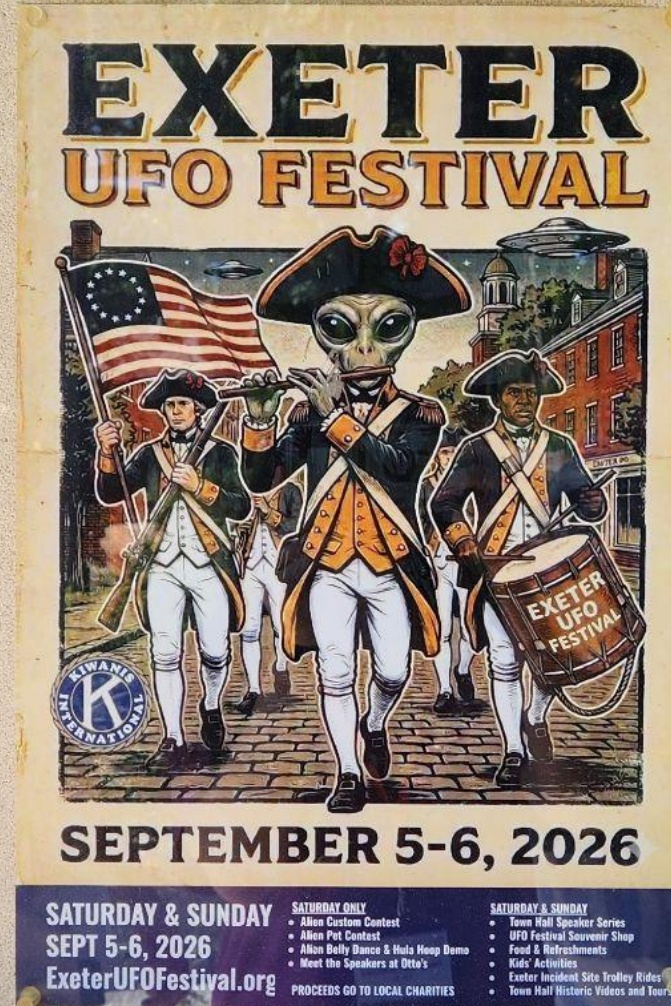
Exeter Charrette

August 7-8, 2026



Agenda

- Who is Plan NH?
- What is a Charrette?
- Meet the Team
- Project Area Overview
- What We Saw
- What We Heard
- Recommendations
- Q&A



Who is Plan NH?



- 501(c)3 organization founded in 1989
- *Vision* of healthy and vibrant communities across the State
- *Mission:* to foster excellence in planning, design, and development of New Hampshire's *built environment*
- *Strategy:* to share information and inspiration for how community design and the built environment can contribute positively to where we live, work, and play

What is a Plan NH Charrette?



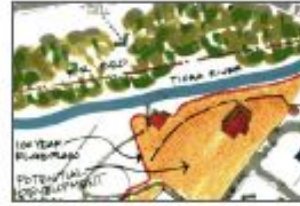
ALLENSTOWN 2011



ASHLAND 2011



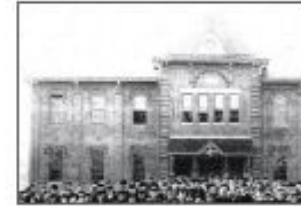
BARNSTEAD 2006



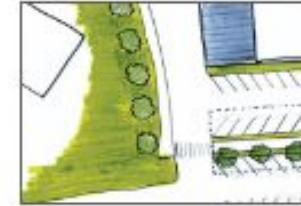
BELMONT 1996



BELMONT 2010



FARMINGTON 1998



FRANKLIN 1997



BERLIN-GORHAM 2002



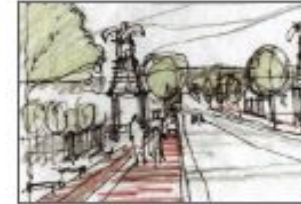
BRADFORD 1998



BRISTOL 2008



BRISTOL 2018



CANAAN 2000



GREENFIELD 1997



GREENFIELD 2014



CANDIA 2003



CHICHESTER 2014



COLEBROOK 2010



DEERFIELD 2000



EXETER 2010



FRANKLIN FALLS 2006



GILMANTON 2000

THREE DECADES OF SHAPING NEW HAMPSHIRE COMMUNITIES

Since 1996, Plan NH's Community Design Charrette Program has partnered with communities across New Hampshire to address local challenges through collaborative planning and design. This timeline highlights key milestones in the program's evolution—from its earliest charrettes to more than 85 projects in 70 communities across the state.

Plan NH Is Founded

Plan New Hampshire (Plan NH) is established as a nonprofit organization to bring together architects, planners, engineers, and others passionate about the built environment in New Hampshire. The organization seeks to support the current and future professionals and serve as a catalyst for thoughtful community development across the state.



1989

1996



Belmont, NH: The First Charrette

The Town of Belmont hosts the first Plan NH Community Design Charrette, focused on the future of the historic Belmont Mill to help determine whether it should be demolished or reused. Spearheaded by Jeffrey Taylor, former Director of the NH Office of State Planning, this event launches what becomes Plan NH's signature program.

Early Charrettes Expand Across the State

Following Belmont, Plan NH facilitates charrettes in communities such as Franklin, Greenfield, Bradford, and Farmington, establishing early momentum and demonstrating the value of collaborative, volunteer-driven planning.



Second Belmont Charrette

Plan NH returns to Belmont for a second charrette—the first of several communities to invite Plan NH back for another charrette. This time, the focus expands from the Belmont Mill to comprehensive village revitalization, building on earlier successes and advancing center-wide design, connectivity, and community amenities.



The charrette helps energize Belmont's long-term revitalization strategy and contributes to infrastructure and streetscape improvements, enhanced pedestrian walkways, and strengthened public gathering spaces.

Growing Geographic Reach and Scope

Throughout the 2000s, additional towns and small cities engage with the charrette program. Projects span historic downtown revitalization village center design, corridor planning, and neighborhood-scale studies. Notable communities include Bristol, Peterborough, Rochester, and Sunapee.



Program Hiatus During COVID-19

In response to the COVID-19 pandemic, Plan NH places the Community Design Charrette Program on temporary hiatus to prioritize public health and safety. Because the charrette model is built on in-person collaboration and community engagement, no charrettes are held in 2020—marking the first year since the program's inception in 1996 that the schedule pauses.



30 Years of Charrettes

Plan NH formally announces the 30th anniversary of its Community Design Charrette Program, making more than 85 charrettes in 48 communities and 176 projects. Throughout the year, the organization spotlights past projects, shares volunteer and community testimonials, and invites former charrette participants—celebrating in a milestone celebration honoring the people and places that have shaped this work.



2021-2025

2026



Continued Multi-Community Engagement

The charrette program continues steadily throughout the 2010s, with hundreds of volunteer professionals contributing their expertise. During this decade, the model evolves to become even more interactive and dialogic-driven, broadening participation through facilitated small-group discussions and creating meaningful space for community voices to shape outcomes. Communities including Colebrook, Hanover, Nashua, Somersworth, and Rye explore visionary planning solutions through inclusive, design-driven processes.



A Resident Return and New Connections

From 2011 through 2020, the program continues to evolve with charrettes in communities including Woburn, Temple, Berwick, Canton, Newmarket, and Manchester. These projects address a wide range of priorities—from restoring connectivity and historic preservation to neighborhood economic vitality and public space activation. During this period, Plan NH launches the "30 Years of Charrettes" series, highlighting how past charrettes have catalyzed long-term community transformation across New Hampshire.

What is a Plan NH Charrette?

- Listening and brainstorming session grounded in planning and design and focused on the built environment
- Two-day exercise utilizing an multidisciplinary team of volunteers
- Response to an application from a town or city and their identified design challenge

What does the Charrette look like?

- Intensive 2-day schedule
- Day 1
 - Tour of the target area
 - Stakeholder meeting
 - Community input session #1
 - Community input session #2
- Day 2
 - Team work session
 - Final report out
- Post-Charrette
 - Final report provided to host community within 8-10 weeks



Who are our volunteers?

- Designers, planners, engineers, housing experts, artists, and other related professionals
- Individuals passionate about the built environment and giving back to New Hampshire Communities
- Teams are built to meet the unique design challenges of the host community



Meet the Exeter Charrette Team

- Ben Hodsdon, TFMoran
- Bob White, Robert White Landscape Architecture
- Chris Parker, City of Dover
- David Bartsch, Bartsch Landscape Architecture
- George Reagan, New Hampshire Housing
- Jakob Mikhitarian, UNH Real Estate and Economic Development Student
- James Vayo, Southern NH Planning
- Joe Johnson, McLure
- Julie Avenant, NHDOT
- Karen Prescott, Weston & Sampson
- Maeve Nolan, Workforce Housing Coalition of the Greater Seacoast
- North Sturtevant, JSA Design
- Randy Knowles, The Dubai Group
- Sarah Hewitt, Central NH RPC
- Sarah Wrightsman, New Hampshire Housing
- Steve Hebsch, Novo Studio Architects
- Tiffany Tononi McNamara, Plan NH

Timeline

- **January 2025** - Plan NH received an application from the Town of Exeter for the Plan NH Community Design Charrette Program.
- **July 2025** - Plan NH Staff and Charrette Committee members conducted a preliminary site visit.
- **August 2026** - Plan NH Charrette Team came to Exeter for our 87th Community Design Charrette.



Why Plan NH came to Exeter (2010)

- In 2010 Plan NH was invited to Exeter, NH to conduct a Community Design Charrette looked at the area surrounding the Exeter Train Station, including:
 - Vehicular and Pedestrian Safety
 - Community Open Space
 - Wayfinding
 - Infrastructure Improvements
 - Aesthetics of Streetscape and Buildings
 - Pathways, Trails, and Connections



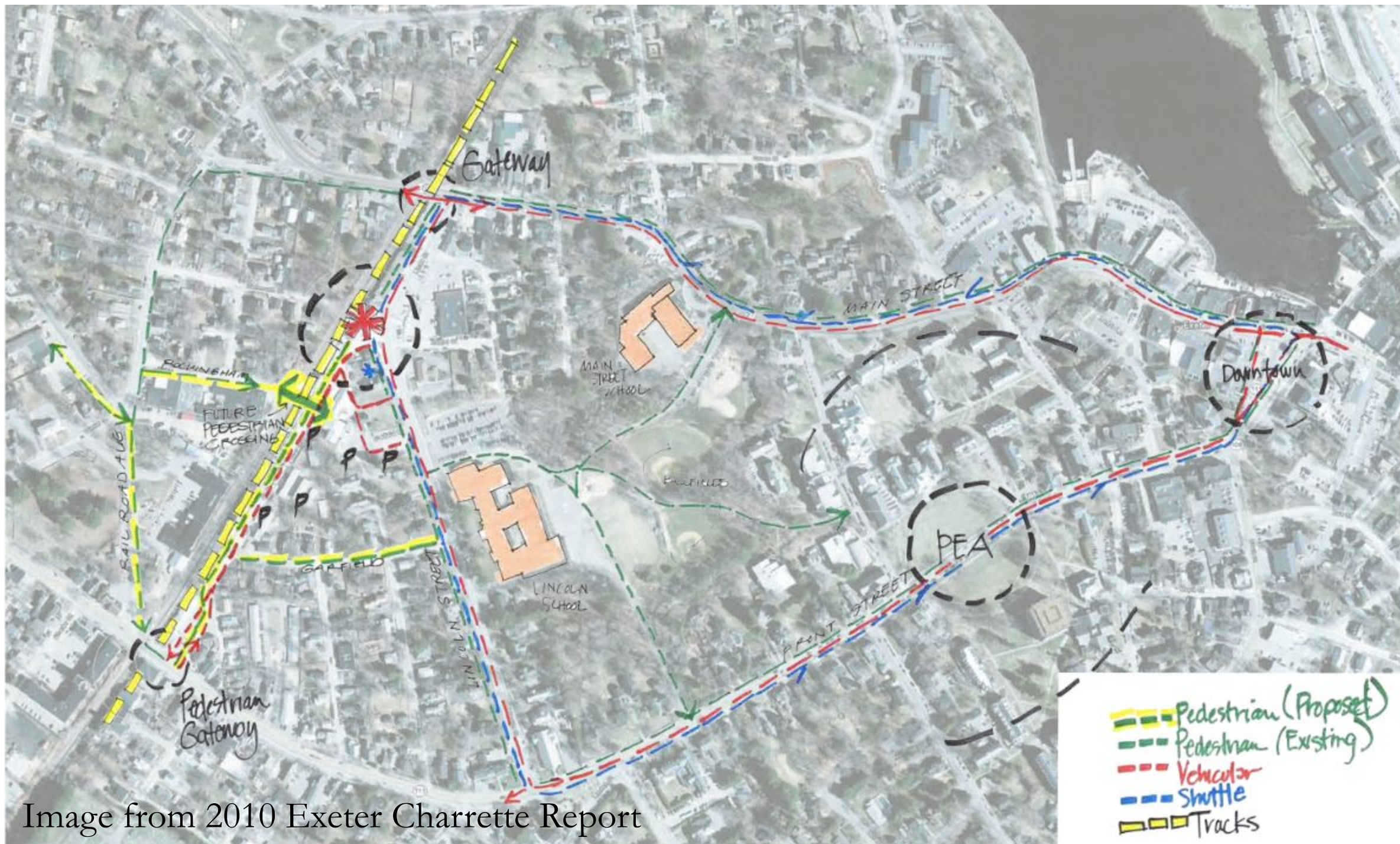


Image from 2010 Exeter Charrette Report



Image from 2010 Exeter Charrette Report

Why Plan NH came back to Exeter

- The application from the Town of Exeter requested that Plan NH return to look at the next stage of development in the area surrounding the Exeter Train Station including:
 - Improved train station infrastructure and rider comfort
 - Expanded diverse and affordable housing opportunities
 - Encouraging responsible economic growth
 - Preserving Exeter's historic and cultural character
 - Aligning design and development recommendations with the community's vision

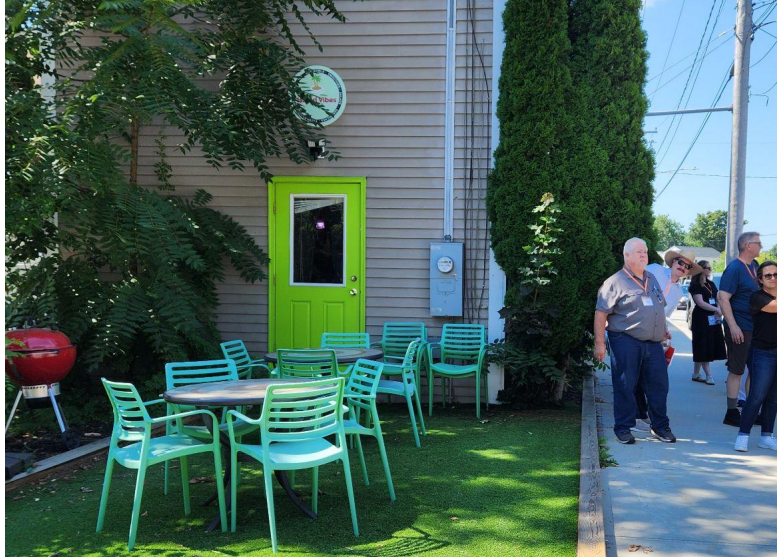


Project Area

- Area surrounding the Exeter Train Station
 - including Lincoln Street between Main Street and Front Street



Walking Tour



Stakeholder Session



Two Public Sessions

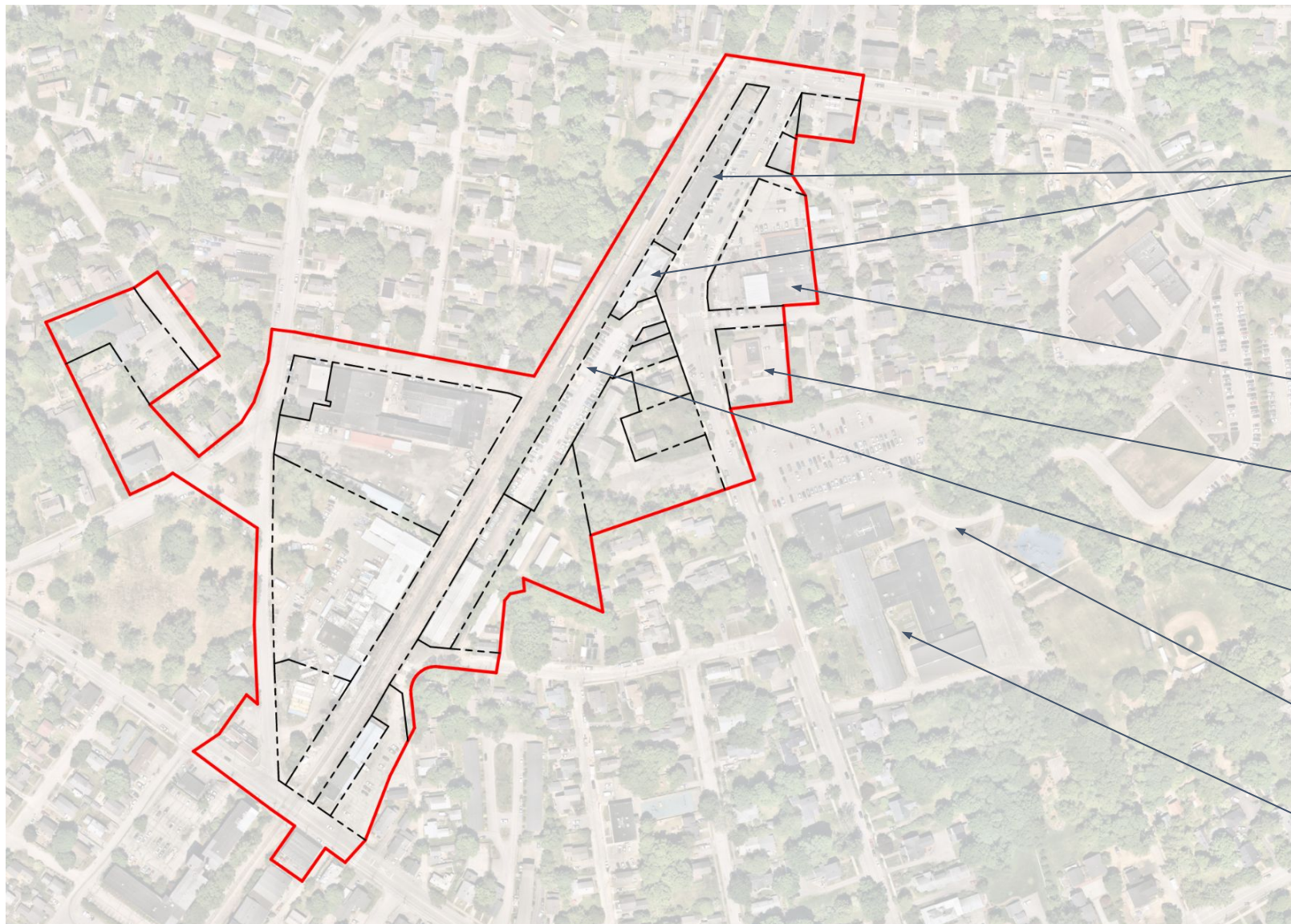


What We Heard From You



Collected from our public and stakeholder sessions

Asset Map



Small Businesses

Laundry Mat

Coffee shop

Gerry's Store

Arjay's Hardware

St. Vincent de Paul's

Train Station Platform

Exeter Water Trail

Lincoln Street School

We Asked: *What do you see?*

- Exeter's 2nd Walkable Commercial District
- Lack of connectivity from Lincoln Street to the Downtown, West Exeter feels isolated from the rest of the town
- Underutilized parcels with many potential uses
- No amenities for train riders, only an outdoor shelter and platform
- Speeding and traffic patterns that feel unsafe for pedestrians, bike riders, and other drivers
- Lack of sidewalks/crosswalks within the district; examples being Railroad Ave, autoshop.
- Large school presence (Main Street, Lincoln Street, PEA), lots of children and families



We Asked:

What do you want to see?

- New enclosed train station with necessary amenities (restrooms, visitor center, ticket kiosk, bike rentals, coffee shop, etc.)
- More green space; trees/vegetation/beautification
- Parking; including low cost, free, or parking passes for locals
- Mixed-use affordable housing at old handkerchief factory property
- New signage/wayfinding (to downtown, PEA)
- Improved traffic flow
- More connectivity to Downtown
- Safer walking/biking paths for residents and children

#2
for the housing

Exeter

workers
can't afford to live here

We

on of Exeter

development in line

use of

porties

chief area

front of businesses

de

activities, bathroom

Exeter

partnership

potential?

etc over

line

ship or line

service

and 1955

1967

• 2017-18
some parking utilization counts
by San (ish) 100% utilization

• 2020 paid parking (users approved) train lot, Lincoln

↳ pandemic

↳ no train use, no enforcement

didn't go ahead, funds expired
after pandemic

• Downtown majority mixed use

↳ Here: almost no mixed-use

• Height Limit - limits density,
(not soft) affordability

• improvements vs. space availability

• Downtown currently adding wayfinding

↳ bring here?

• Station → downtown

needs wayfinding

can't cut thru PE

• History!

gran elevators, ballroom shoe, etc.

• what is bike use on Downeaster?

↳ make area more welcoming to bikes

↳ NWEPA bike rule change (4 bikes per train
w/renovation)

• Gateway - tourism

chocolate

• Business owners maintain

public spaces near train station

• railroad ave / winter st, etc.

• NWEPA

servi

↳ acc

↳ looking

• Exeter BR

* paid parking w.

↳ enforcement

1st Hour free?

• visitors from afar

↳ some Uber / Lyft

• Downtown parking

recommended

• creative uses of existing parking?

• safety

accidents in front

• snow removal

• main st + Lin

↳ Light

• needs

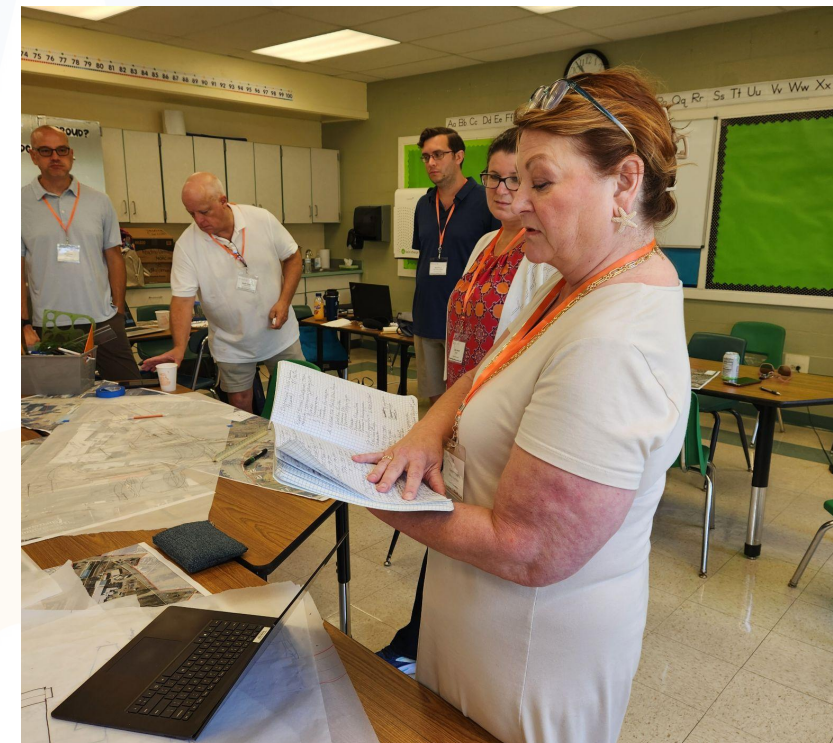
We Asked:

What else do we need to know?

- Parking is not enforced and is often abused by train riders - overnight parking, extended parking in front of businesses
- A lot of history worth recognizing: old factories/businesses, grain elevators, etc.
- People cut through in unsafe/private areas for shorter paths to and from train station
- The State of NH does not contribute to the Downeaster – makes it harder to influence service
- Train visitors do not know where to go when they arrive



Recommendations



Train Station and Welcome Center



Industrial Corridor Character

Reference imagery of the station, the 1891 depot, and the Lincoln Street mill corridor that defines the surrounding townscape.



Current platform — bare, minimal cover



1891 B&M stone depot — true architectural pedigree



Existing shelter — utilitarian, undersized



Riverfront mill smokestack — industrial marker



Lincoln St. commercial block — brick storefronts



Exeter Mfg. Co. brick mill — heavy masonry, corbelling



Handkerchief Co. signage — ghost-sign heritage



Lincoln St. streetscape — narrow-lot rhythm



Water Street downtown — Federal & Greek Revival



Mini-high platform — the upgrade starting point

KEY CHARACTER THEMES

Materials

Red/brown brick, granite & stone foundations, painted wood clapboard, standing-seam metal roofing

Massing & Roofs

Simple rectangular volumes, low-pitched gable roofs, deep eaves, flat parapet cornices on mill blocks

Rhythm & Scale

Narrow storefront bays (18–24 ft), punched vertical windows, 2–3 story street wall

Palette

Brick red, iron-oxide rust, weathered granite gray, cream trim, forest and barn-red accents

Industrial Relics

Smokestacks, loading docks, ghost signage, exposed brick corbelling, sawtooth rooflines

Modern Glass & Steel



Character & Program Notes

- Floor-to-ceiling glass curtain wall on a slim black steel frame; flat cantilevered steel-and-glass canopy extends the building line over the platform.
- Materials: low-iron glass, painted steel, concrete plinth, standing-seam metal roof accents.
- Deliberate contrast to the brick industrial corridor — signals investment and a forward-looking "destination" identity.
- Platform canopy: continuous steel-truss canopy, ~180 ft, covering more than two train-car lengths (~170 ft) with queuing space at each end.

Program: lobby / waiting area · ticketing · restrooms · information kiosk · mechanical / storage

Wood Timber Frame



Character & Program Notes

- Heavy timber post-and-beam structure with exposed glulam trusses, cedar board-and-batten siding, and a broad gable roof — echoes New England barns and covered bridges.
- Materials: glulam timber, cedar siding, standing-seam metal roofing, granite base course.
- Warm, tactile, low-maintenance; pairs naturally with trailhead and riverfront character.
- Platform canopy: exposed heavy-timber truss canopy on round columns, ~180 ft, sheltering two full train-car lengths plus queuing space.

Program: lobby / waiting area · ticketing · restrooms · information kiosk · mechanical / storage

Historic Shingle Style

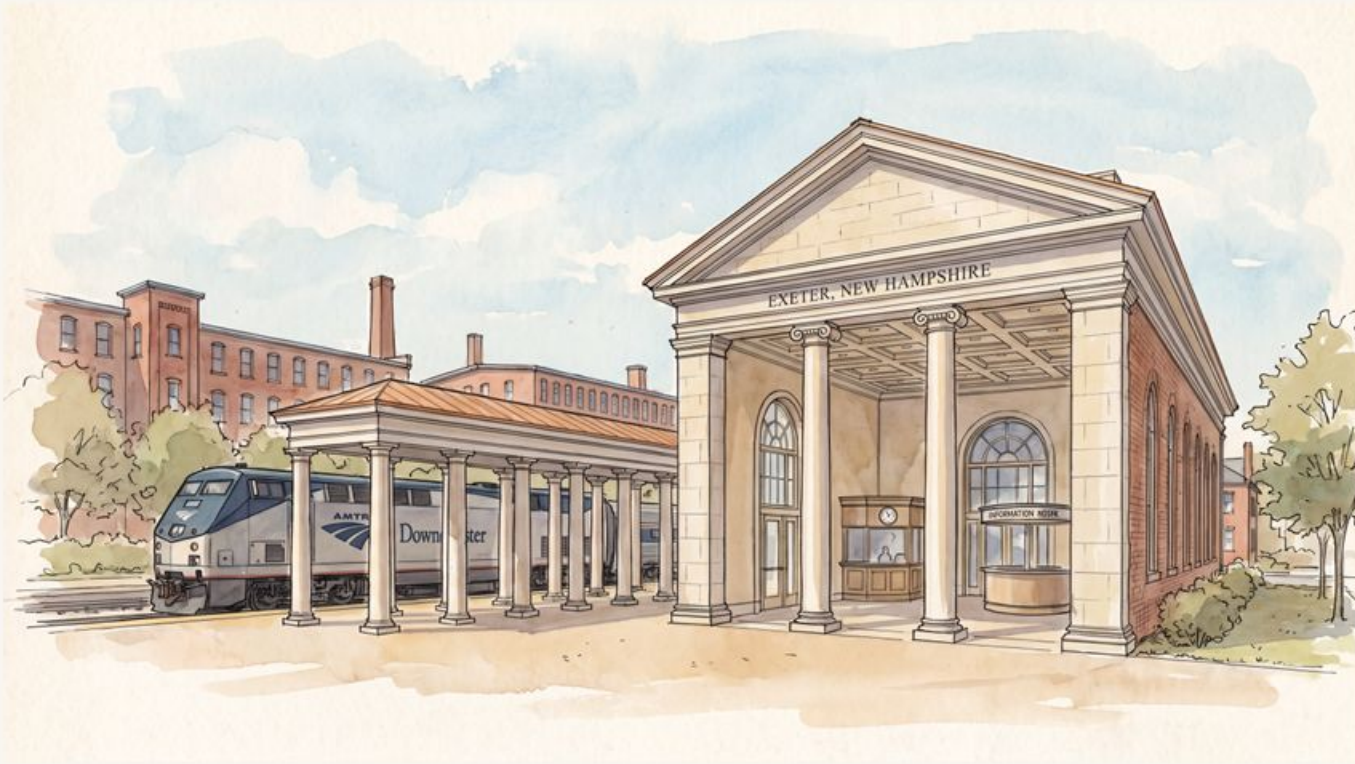


Character & Program Notes

- Weathered cedar shingle siding and roof over a granite fieldstone base, cross-gambrel roofline, deep bracketed eaves — a direct nod to the 1891 B&M depot still standing nearby.
- Materials: cedar shingles, granite watertable, painted wood trim, small-paned double-hung windows.
- Most contextually continuous option — reinforces Exeter's Waterfront Commercial and Front Street historic districts.
- Platform canopy: shingled canopy roof on wood brackets matching the depot roofline, ~180 ft, exceeding two train-car lengths.

Program: lobby / waiting area · ticketing · restrooms · information kiosk · mechanical / storage

Neoclassical

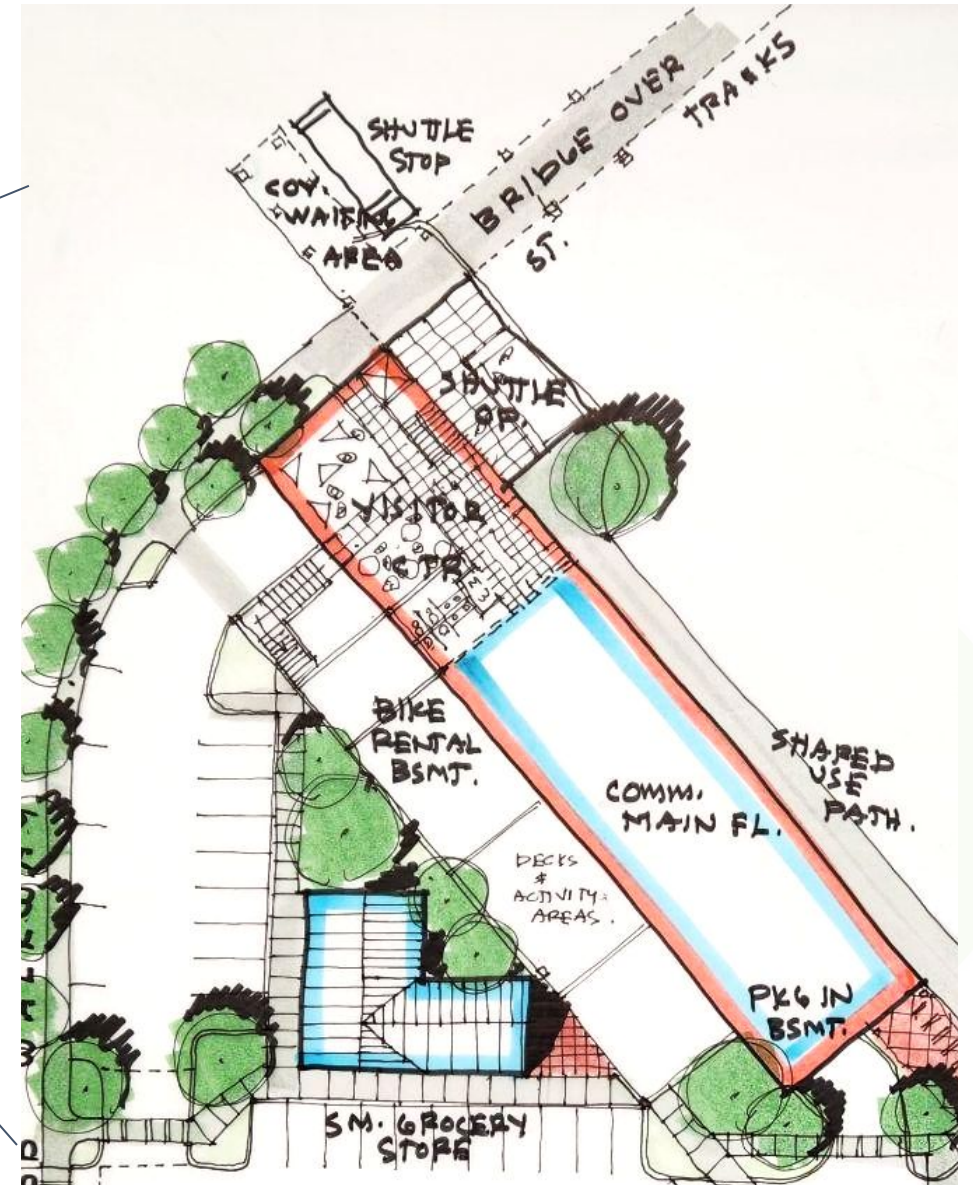
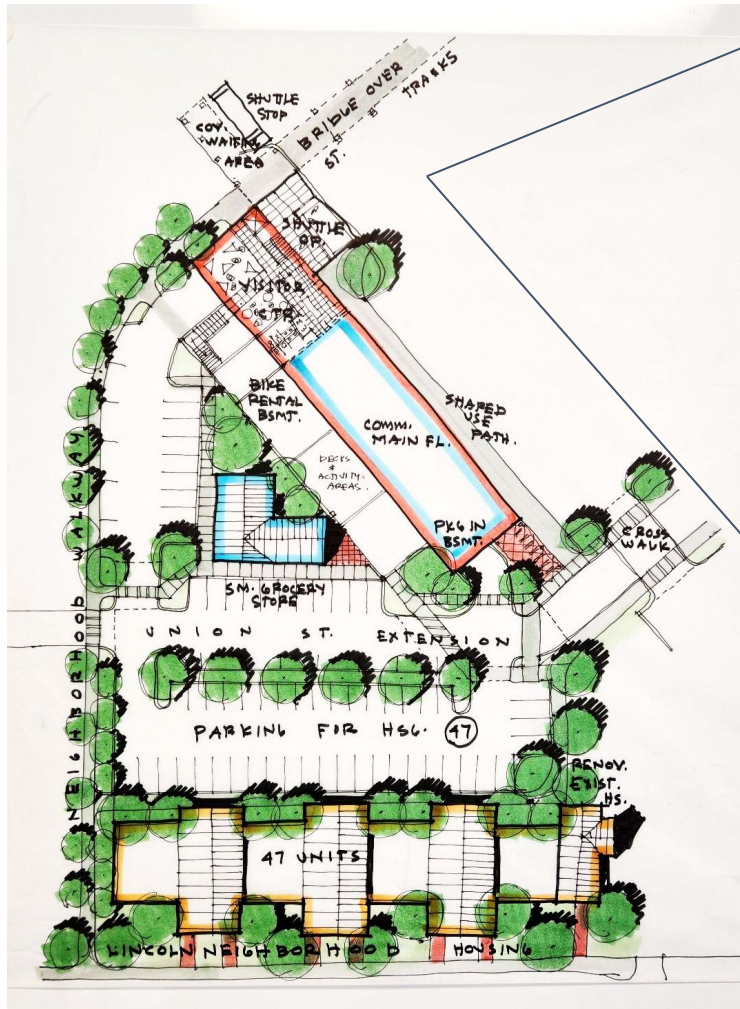


Program: lobby / waiting area · ticketing · restrooms · information kiosk · mechanical / storage

Character & Program Notes

- Symmetrical brick-and-limestone civic structure with a Doric-columned portico, triangular pediment, dentiled cornice, and tall arched windows — a formal Beaux-Arts "gateway" building.
- Materials: brick masonry, cast stone or limestone trim, standing-seam or built-up flat roofing.
- Most overtly civic and monumental; best suited if the town wants the station to anchor a formal public plaza.
- Platform canopy: colonnade of Doric columns with a flat entablature roof, ~180 ft, functioning as a covered walkway over two-plus train-car lengths.

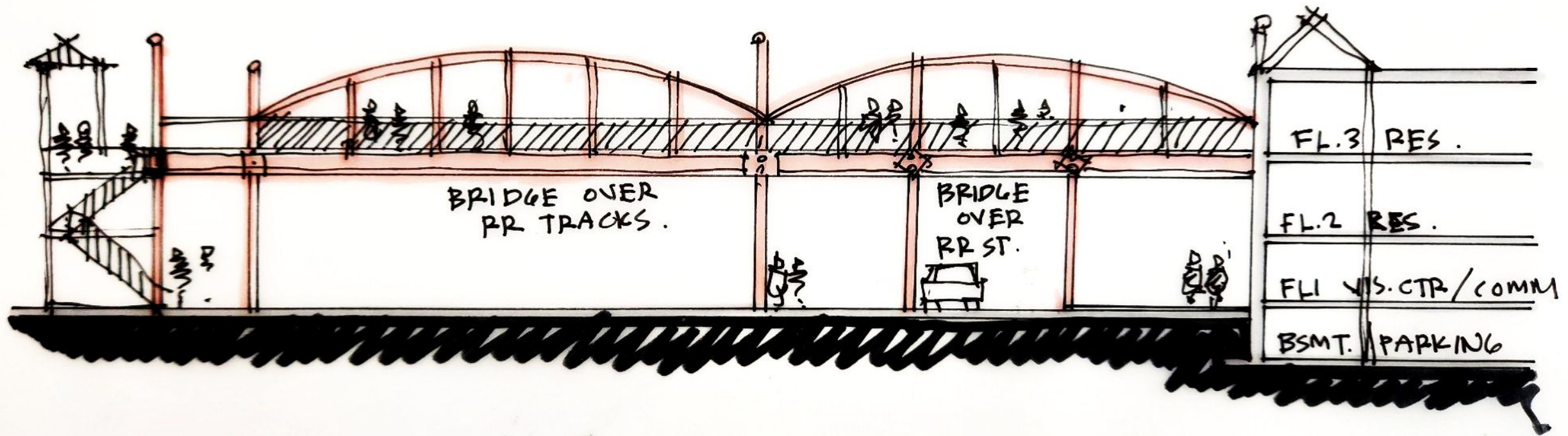
Visitor Center Concept located on the Handkerchief Site



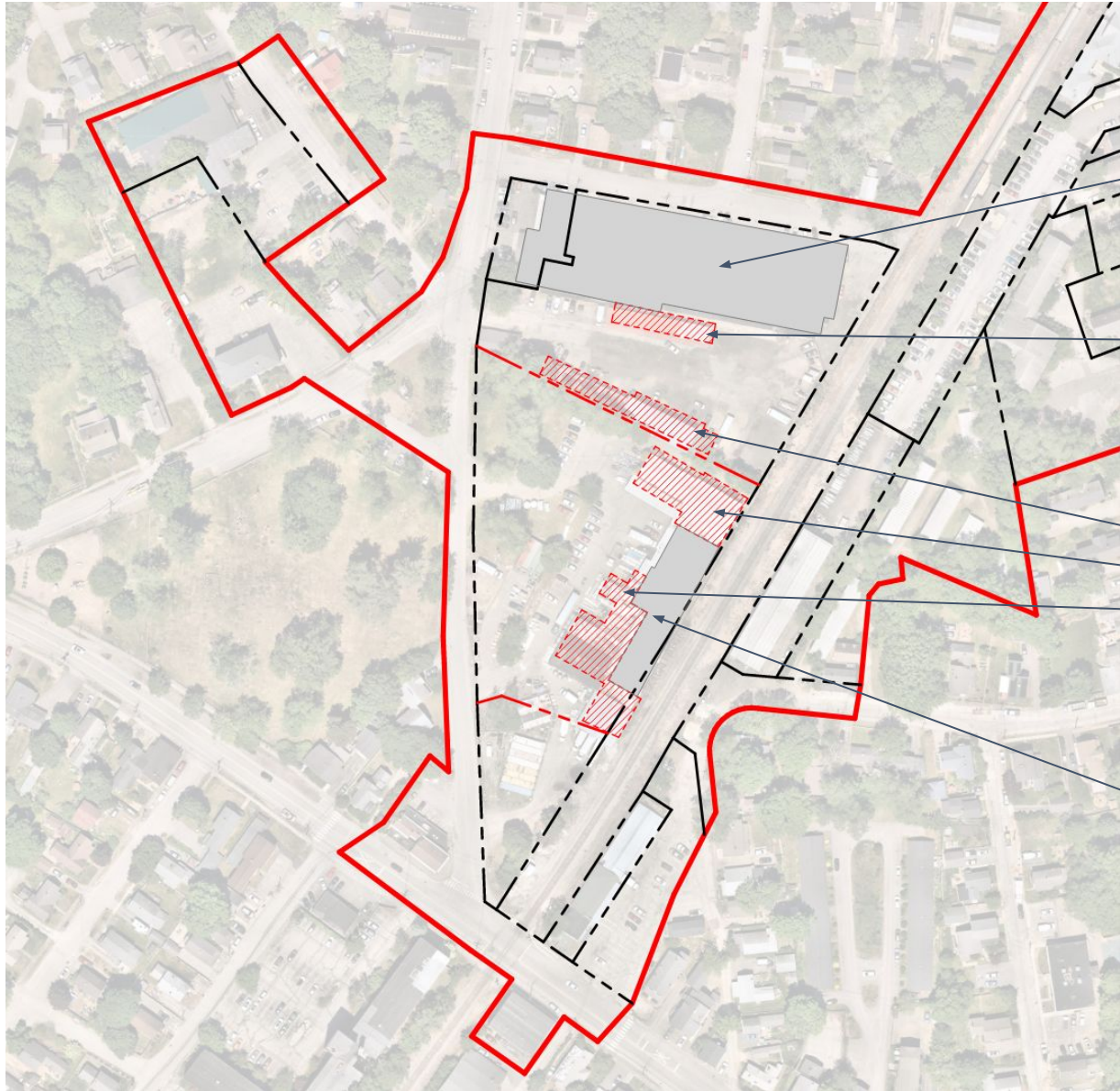
Multi-Family Housing



Pedestrian Bridge Concept



Other Side of the Tracks



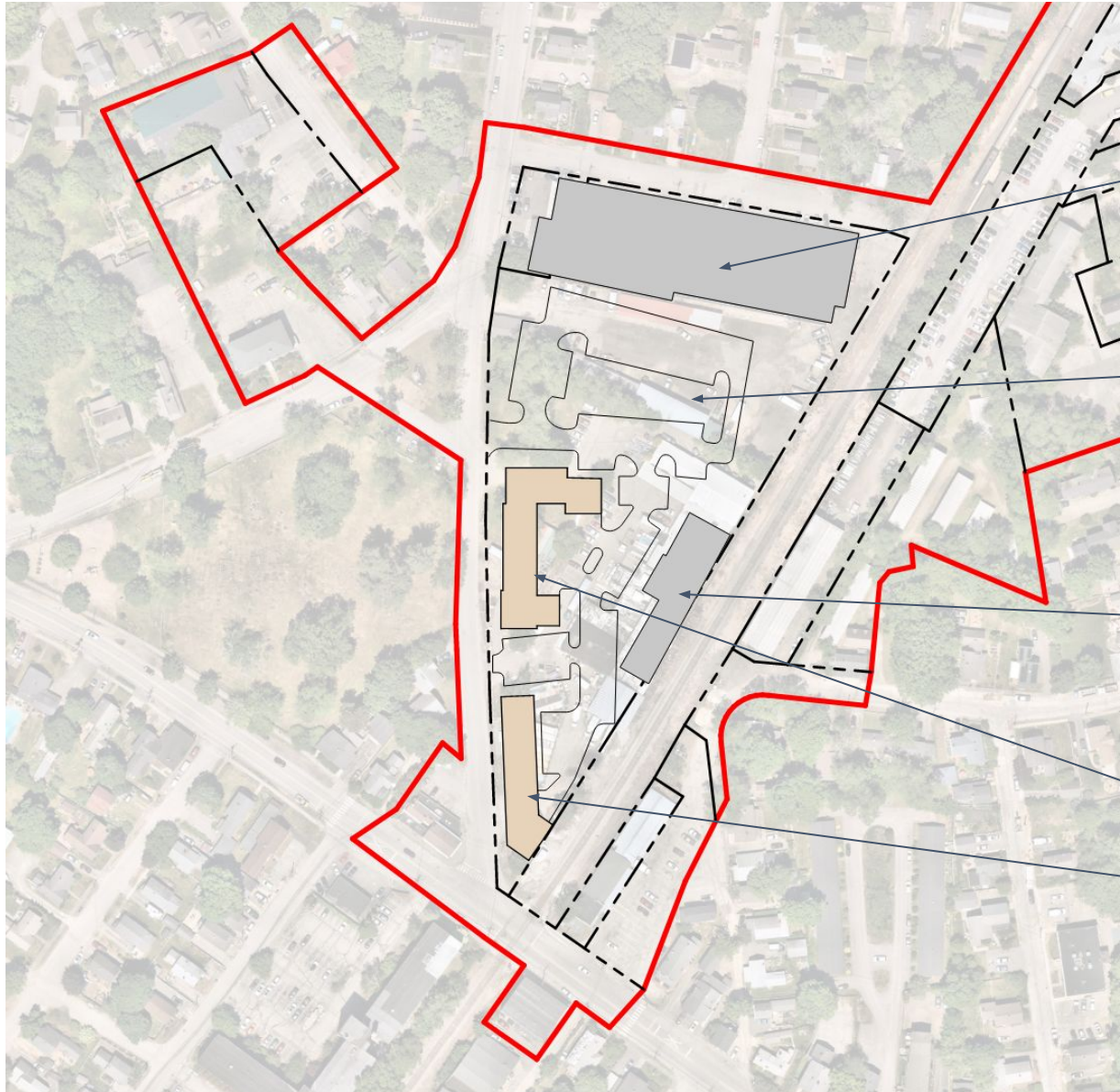
Existing Industrial
Building to Remain

Artist Studios to be
relocated

Existing Industrial
Buildings/Portions of
Existing Industrial
Buildings to be removed

Historic Rubber
Factory Building to
be repurposed

Other Side of the Tracks Proposed



Existing Industrial
Building to Remain

New Parking Areas
(146 spaces)

Historic Rubber
Factory for Relocated
Artist Lofts, First
Floor Start-up Spaces

New Residential
Units (46 Units)

Connections and Wayfinding



Station-to-Downtown Wayfinding

Turning the 10-minute walk from the Downeaster to the Ladd-Gilman House into an introduction to historic Exeter

WALK INTO EXETER

Station Gateway → Lincoln Street → Historic Downtown → Riverfront

Wayfinding + history + economic development



The Opportunity

Make arrival by train intuitive—and memorable

- The Ladd-Gilman House / American Independence Center is approximately a 10-minute walk from the Exeter train station.
- The Chamber of Commerce / downtown gazebo area is approximately a 16-minute walk from the train station when using Lincoln Street and Front Street.
- At the Chamber of Commerce / gazebo area, there is currently no directional signage identifying how to return to the train station.
- Visitors arriving by train likewise need clear, continuous guidance from the platform through Lincoln Street to downtown.
- The opportunity is a two-way wayfinding system: Station → Downtown and Downtown → Station.
- The route can also introduce Exeter's historic buildings, Lincoln Street businesses and riverfront along the way.

Four-Part Wayfinding System

A continuous experience from platform to downtown

1

GATEWAY MAP

Welcome + orientation
Walking times
Key destinations

2

BREADCRUMBS

Directional blades
Walking times
Decision-point
reassurance

3

HISTORY

Small interpretive panels
Historic images
QR-linked stories

4

DOWNTOWN HUB

You've arrived
Shops + dining
Riverfront + attractions

Station Gateway

The first 30 seconds establish the visitor experience

- Install a prominent “Welcome to Exeter” orientation map at the platform/station arrival area.
- Lead with concrete walking benchmarks: Ladd-Gilman House / American Independence Center — 10 minutes; Chamber of Commerce / gazebo via Lincoln Street and Front Street — 16 minutes.
- Identify Water Street, Town Hall, Swasey Parkway, Phillips Exeter Academy, the riverfront and other key destinations.
- Include Lincoln Street businesses so the station neighborhood is part of the destination—not simply a corridor to pass through.
- Use one graphic identity and symbol that repeats throughout the route—and use it in both directions.

LADD-GILMAN HOUSE → 10 MIN
CHAMBER / GAZEBO → 16 MIN

Tell Exeter's Story Along the Walk

Use 6–8 high-value stories rather than sign clutter

Railroad & Lincoln Street

How rail shaped this neighborhood and Exeter's connection to the region.

Lincoln Street Buildings

Historic commercial buildings, former uses and neighborhood institutions.

Town Hall

1855 landmark; Abraham Lincoln spoke here during his 1860 visit.

American Independence Center

Ladd-Gilman House, Folsom Tavern and Exeter's Revolutionary-era role.

Downtown / Bandstand

A recognizable center-of-town landmark and orientation point.

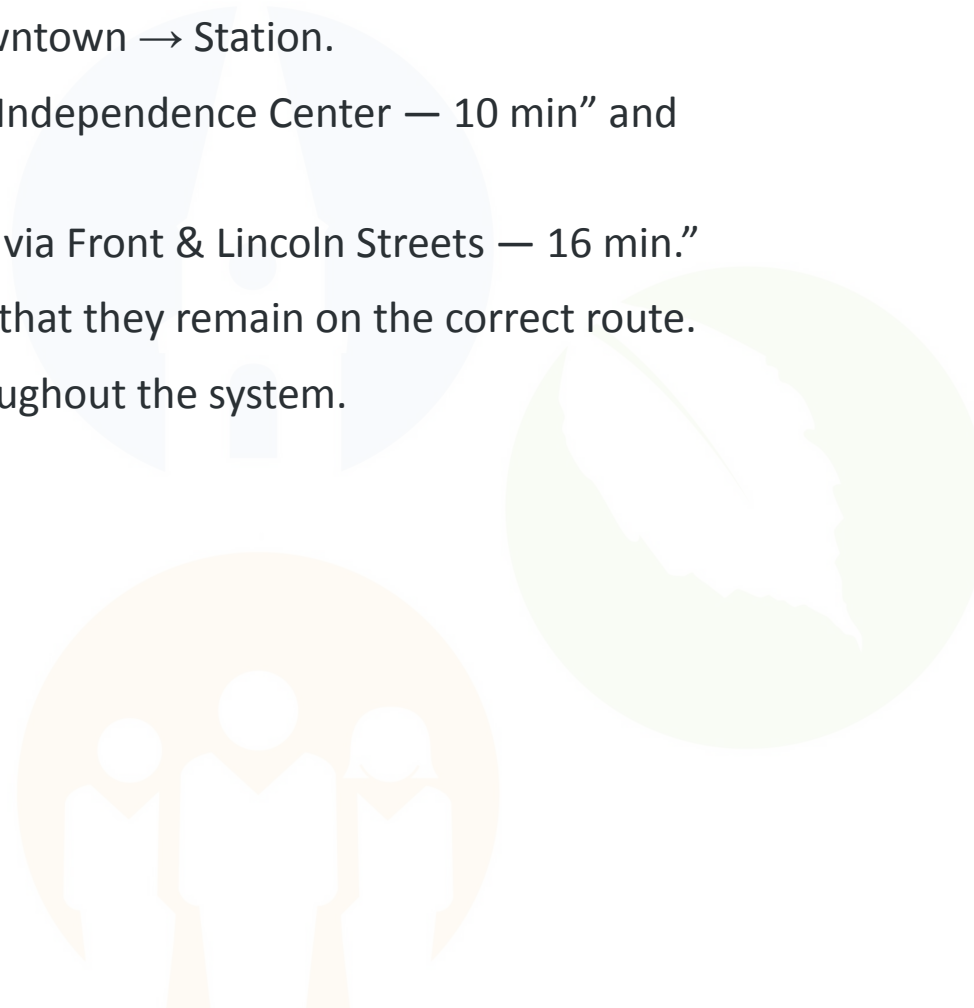
River & Swasey Parkway

Exeter's seaport history, riverfront and contemporary public space.

Physical + Digital Wayfinding

Keep the street simple; put depth on the phone

- Physical signs answer three questions: Where am I? Where can I go? How long will it take?
- Wayfinding must work in both directions: Station → Downtown and Downtown → Station.
- From the station, signs should identify: “Ladd-Gilman House / American Independence Center — 10 min” and “Chamber / Gazebo via Lincoln & Front Streets — 16 min.”
- At the Chamber / gazebo, provide the reciprocal message: “Train Station via Front & Lincoln Streets — 16 min.”
- Repeat walking times at key decision points so visitors have reassurance that they remain on the correct route.
- Use consistent arrows, route identity and walking-time conventions throughout the system.



Implementation Strategy

A modest capital project with visible visitor and business benefits

1

1. ROUTE AUDIT

Walk the route; confirm 10- and 16-minute benchmarks; identify decision points, barriers and historic stories.

2

2. DESIGN FAMILY

Develop gateway, directional, interpretive and pavement-marker standards.

3

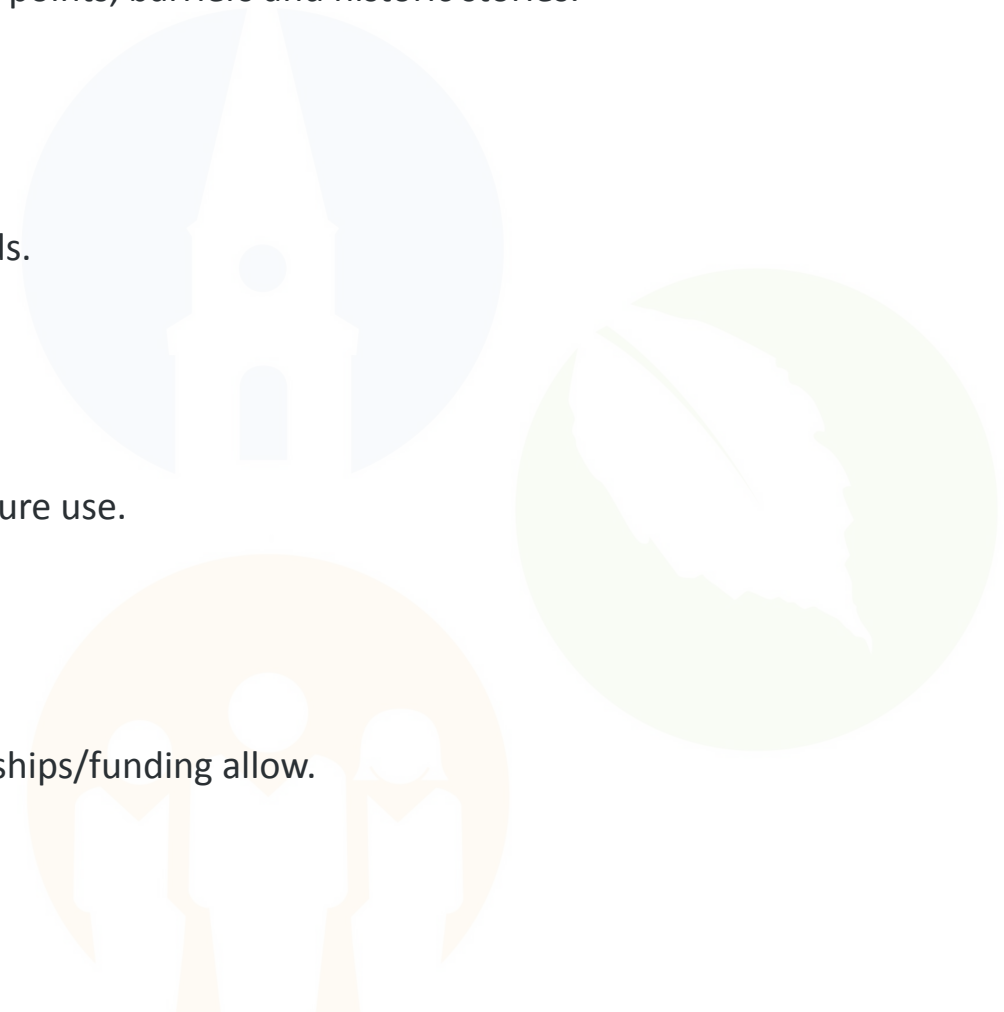
3. PILOT CORRIDOR

Install station gateway + core Lincoln Street-to-downtown signs and measure use.

4

4. EXPAND

Add interpretation, digital content and secondary destinations as partnerships/funding allow.



The Goal

The station becomes Exeter's front door

ARRIVE → Understand where downtown is.

WALK → Discover Lincoln Street and Exeter's history.

EXPLORE → Reach shops, dining, civic landmarks and the riverfront.

RETURN → From the Chamber / gazebo and downtown, clearly follow signs back to the train station.

Wayfinding is transportation infrastructure, historic interpretation and economic development in one system.

Traffic Calming



Raised intersection at
train station parking area



Raised crosswalk



Mini roundabout at
Epping Road/Lincoln
Street Intersection

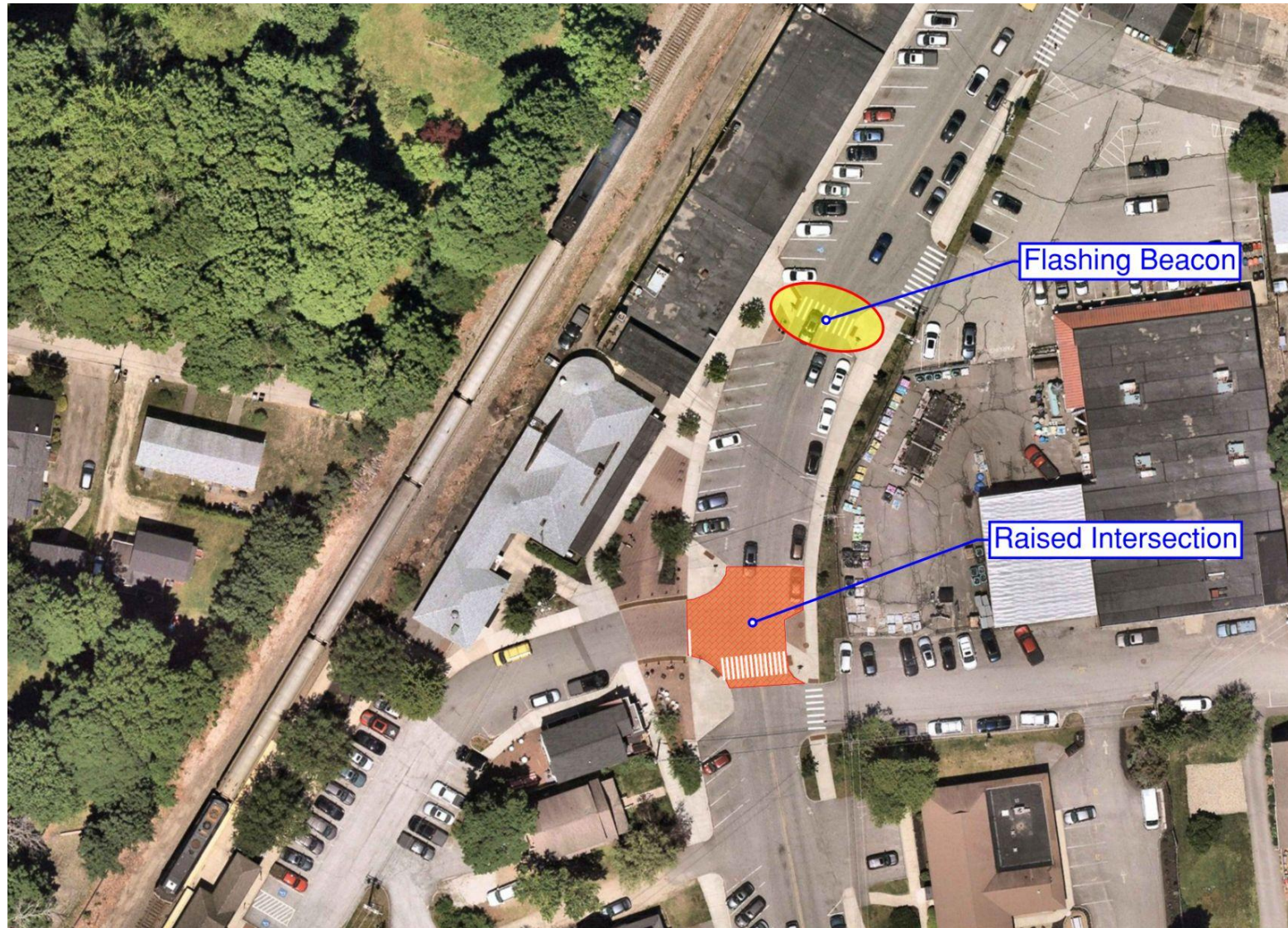


Flashing beacons (RRFB)
at mid-block crossings

Traffic Calming - Mini Roundabout



Traffic Calming - Train Station Intersection



Parking

Parking Management for Competing Needs:

- 204 existing public spaces: 120 on-street + 84 in train lot. 44 on-street spaces support 10 Lincoln St businesses.

- Downeaster passengers, employees, customers, residents and visitors need different lengths of stay.

- Goal: improve access and turnover while having parking revenue support operations and enforcement.

**44 Business-Core
Spaces**

**FREE
2-hour maximum**

Customers & short visits

**76 Other On-Street
Spaces**

**FREE first 2 hours
then paid / permit**

Flexible & employee
parking

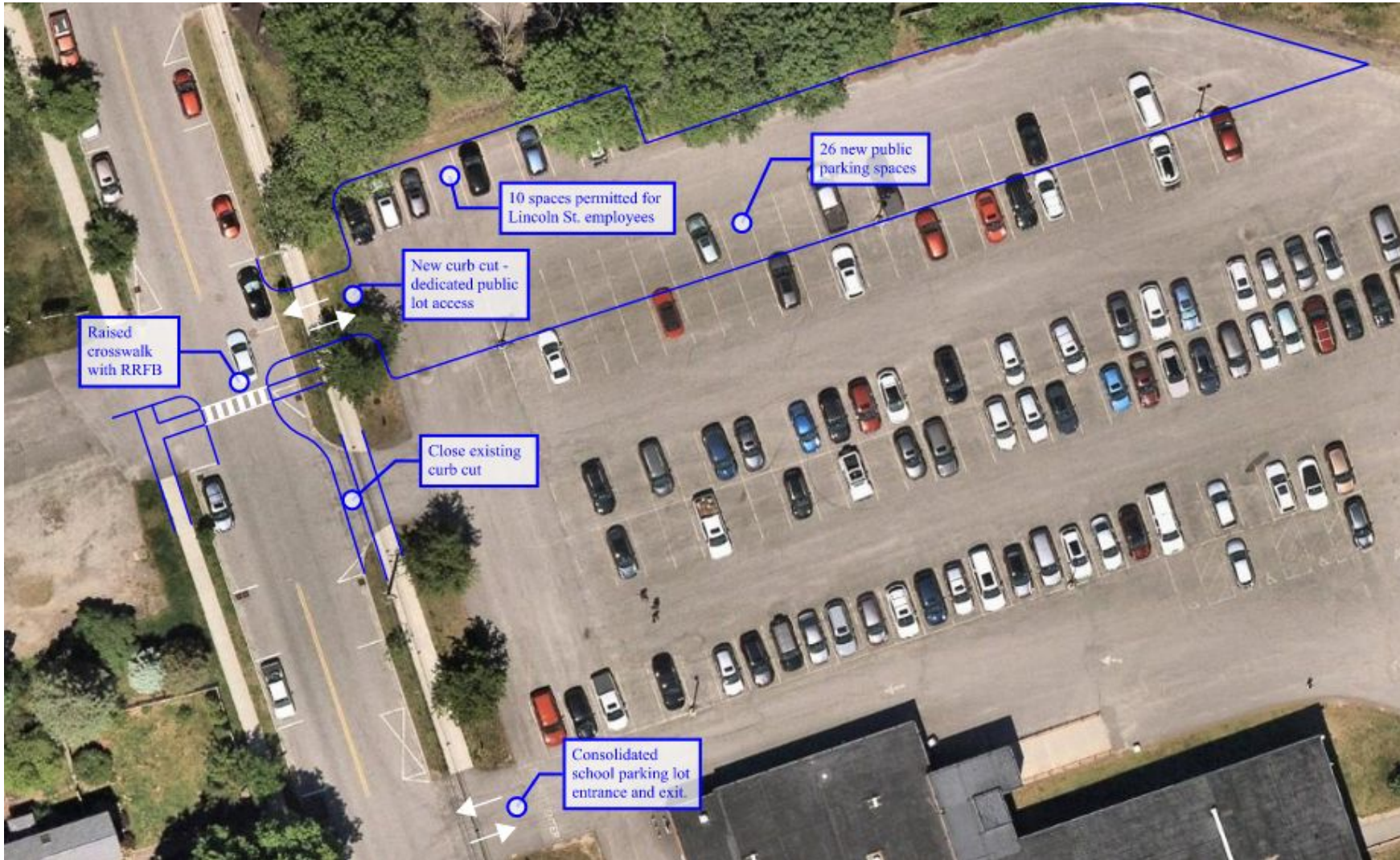
84-Space Train Lot

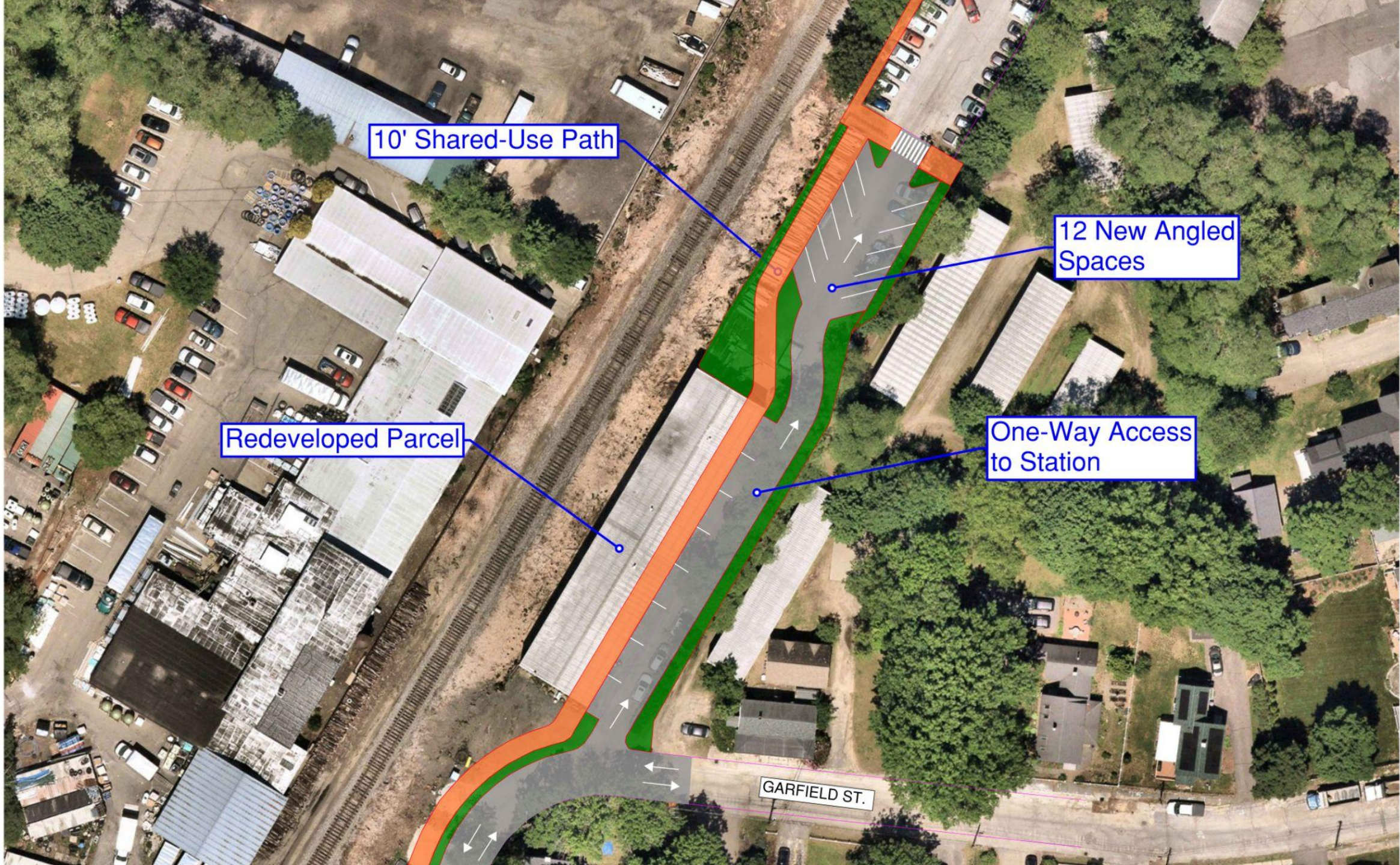
**FREE first 2 hours
then paid / permit**

Commuter & long-term
parking

Parking

Future Phase Parking Option at Lincoln Street School:





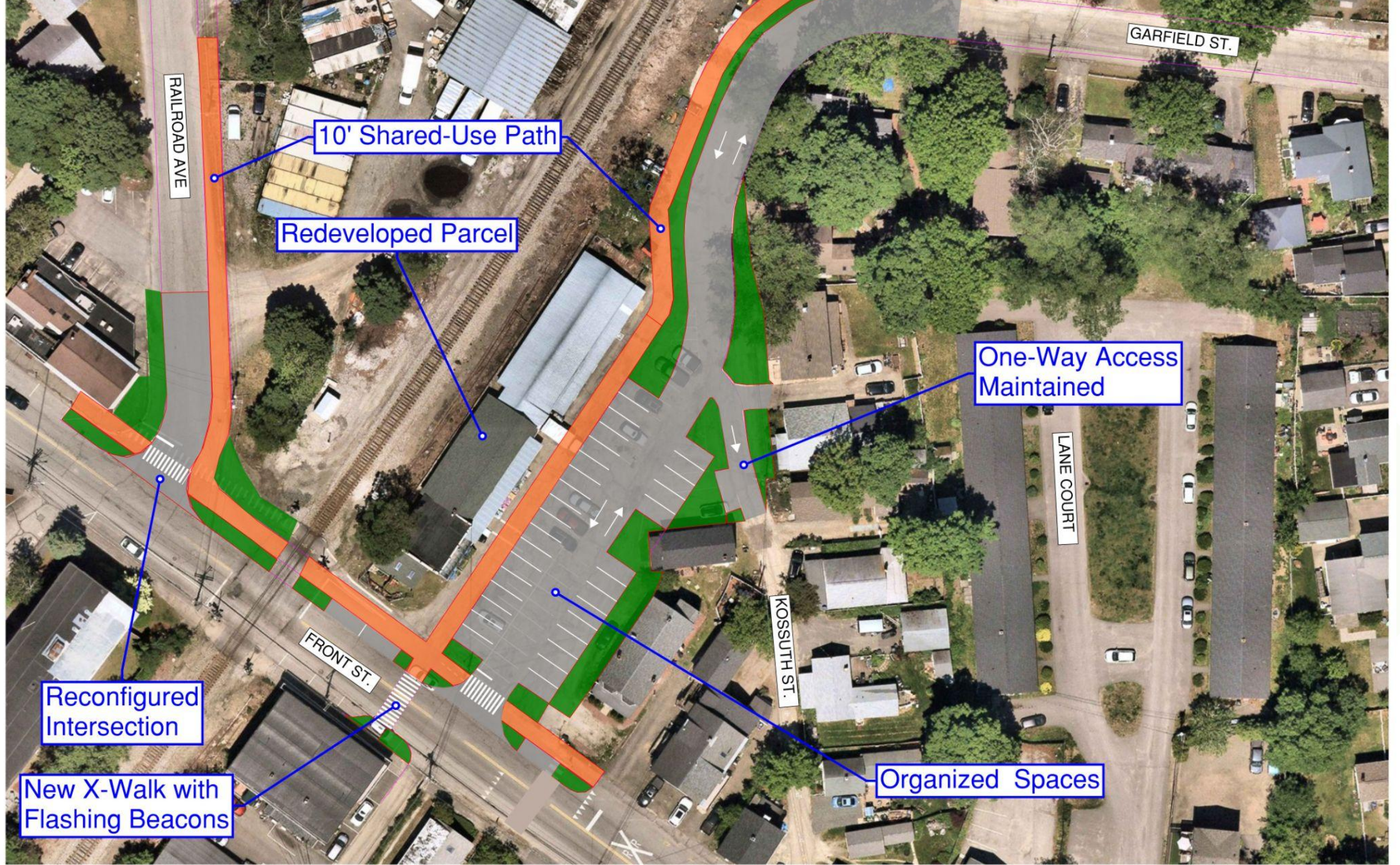
10' Shared-Use Path

12 New Angled Spaces

Redeveloped Parcel

One-Way Access to Station

GARFIELD ST.



RAILROAD AVE

10' Shared-Use Path

Redeveloped Parcel

One-Way Access
Maintained

LANE COURT

KOSSUTH ST.

FRONT ST.

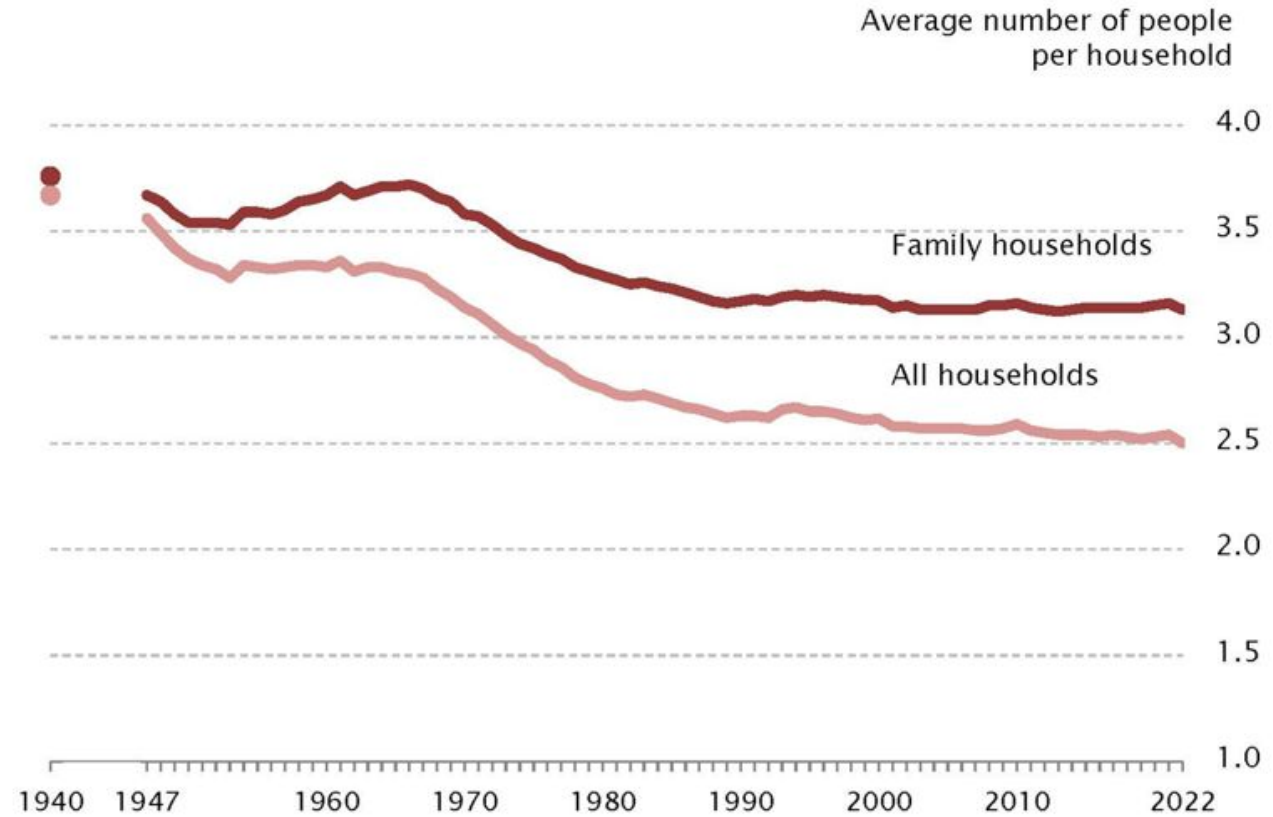
Reconfigured
Intersection

Organized Spaces

New X-Walk with
Flashing Beacons

Housing: Changing Demographics

- Households are smaller
- In the U.S., 3.33 persons per household in 1960 — in 2022, there were 2.50
- Fewer children, more people living alone



Source: U.S. Census Bureau, Current Population Survey, Annual Social and Economic Supplements, 1940 and 1947 to 2022.

Exeter is doing great...



Housing: Small, Incremental Changes

- Consider changing height restrictions in the MUND from feet to stories – allows more flexibility with rooflines/design
- Allow manufactured housing in the Rural (RU) zone
 - Currently manufactured housing is excluded in the RU zone
- Conversions of existing single-family homes to up to 4 units are allowed in the R-1, R-2, and R-3
 - Extend this allowance to the Rural zone
 - Consider allowing new construction in R-2 and R-3
- Allow more than one ADU with a single-family home
- Adding flexibility regarding the size of detached ADUs, based on the size of the principal or to match the footprint of an existing structure

Housing Types:

OWNERSHIP OPTIONS

3-Unit House (Triplex)

- 1,200 sf/unit (\$540,000/unit)



Project Examples by Union Studio Architecture / Photos by Nat Rae

6-Unit Rowhouse

- 1,200 sf/unit (\$540,000/unit)



Housing Types:

RENTAL OPTIONS

12-Unit Apartment (Walk-ups)

- 840 sf/unit (\$2,750/unit)



Project Examples by Union Studio Architecture / Photos by Nat Rae

2-Unit Affordable (Duplex)

- 2,100 sf/unit (\$1,750/unit)
 - subsidized rent



Housing Types:

MIXED-USE OPTIONS

8-Unit Rentals Over Retail

- 720 sf/unit (\$2,300/mo.)



Project Examples by Union Studio Architecture / Photos by Nat Rae

4-Unit Live-Work Condominiums

- 1,180 sf/unit (\$530,000/unit)



Housing Concepts: *Handkerchief Factory Site*

Legend

- Ownership
- Mixed-Use



Rental Over Retail

- 34 Rental Units

Walk-up Apartments

- 47 Apartments



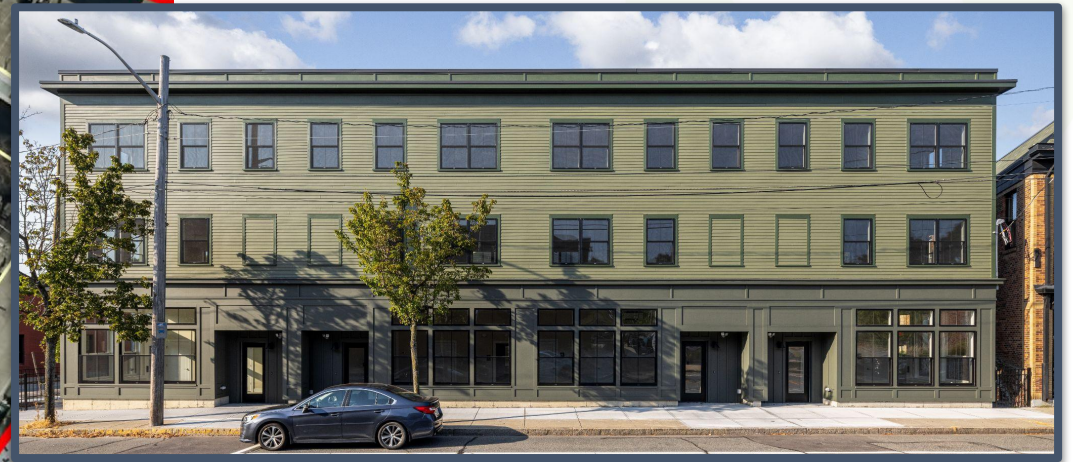
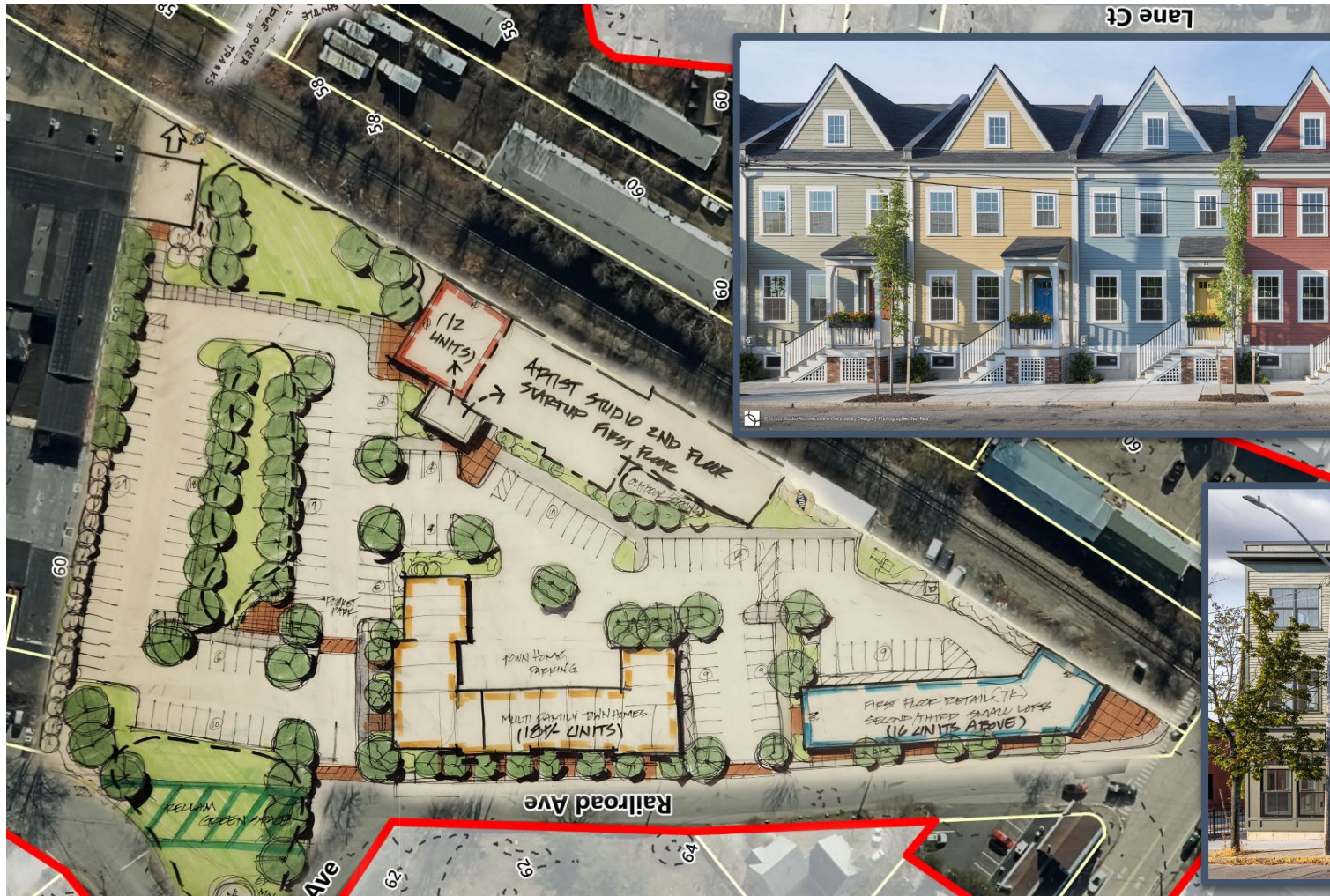
Housing Concepts: *Rubber Factory Site*

Legend

- Ownership
- Rental
- Mixed-Use

Unit Mix

- Mixed-Use (16)
- Row House (18)
- Walk-Up (12)
- Artist Lofts (20)

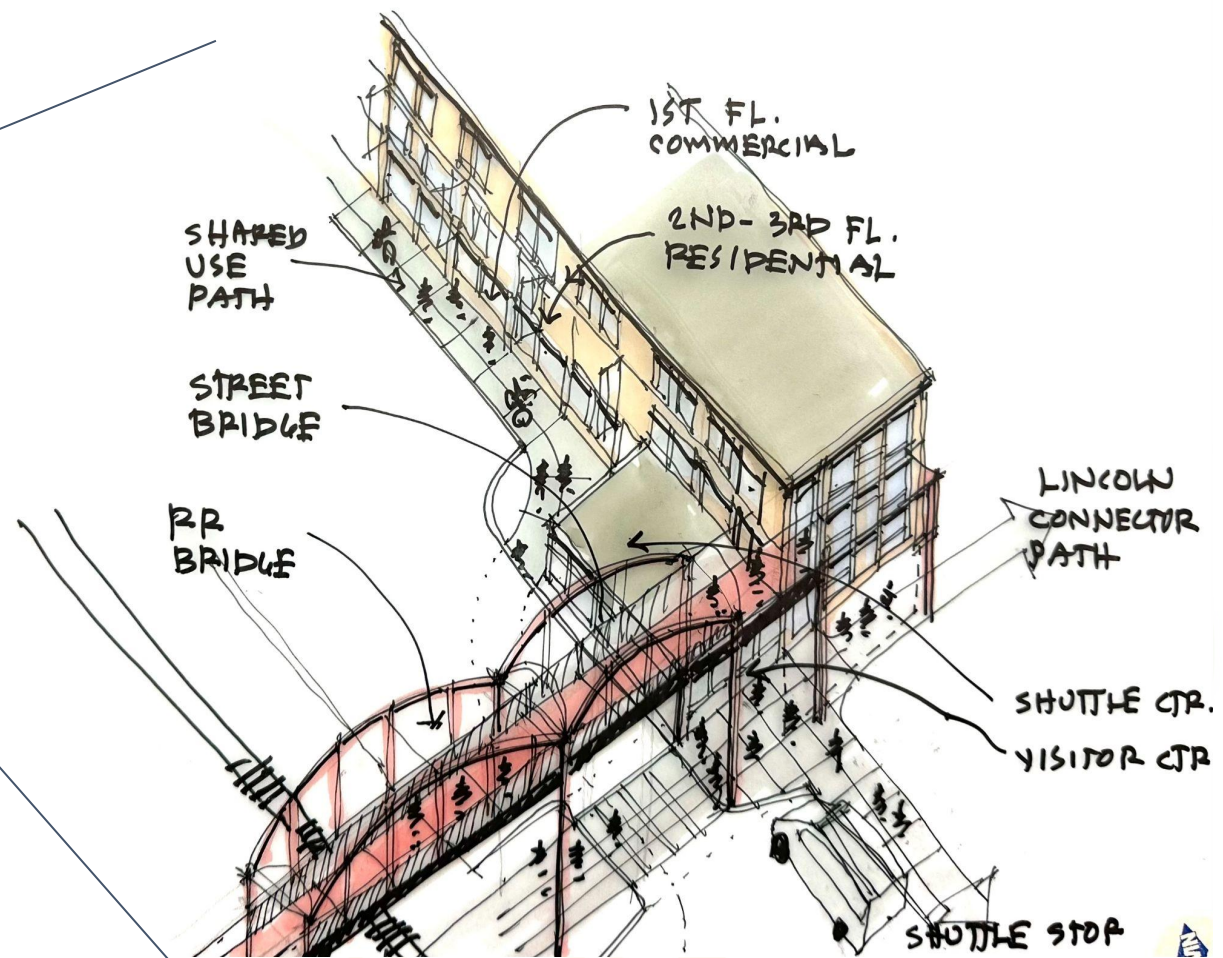
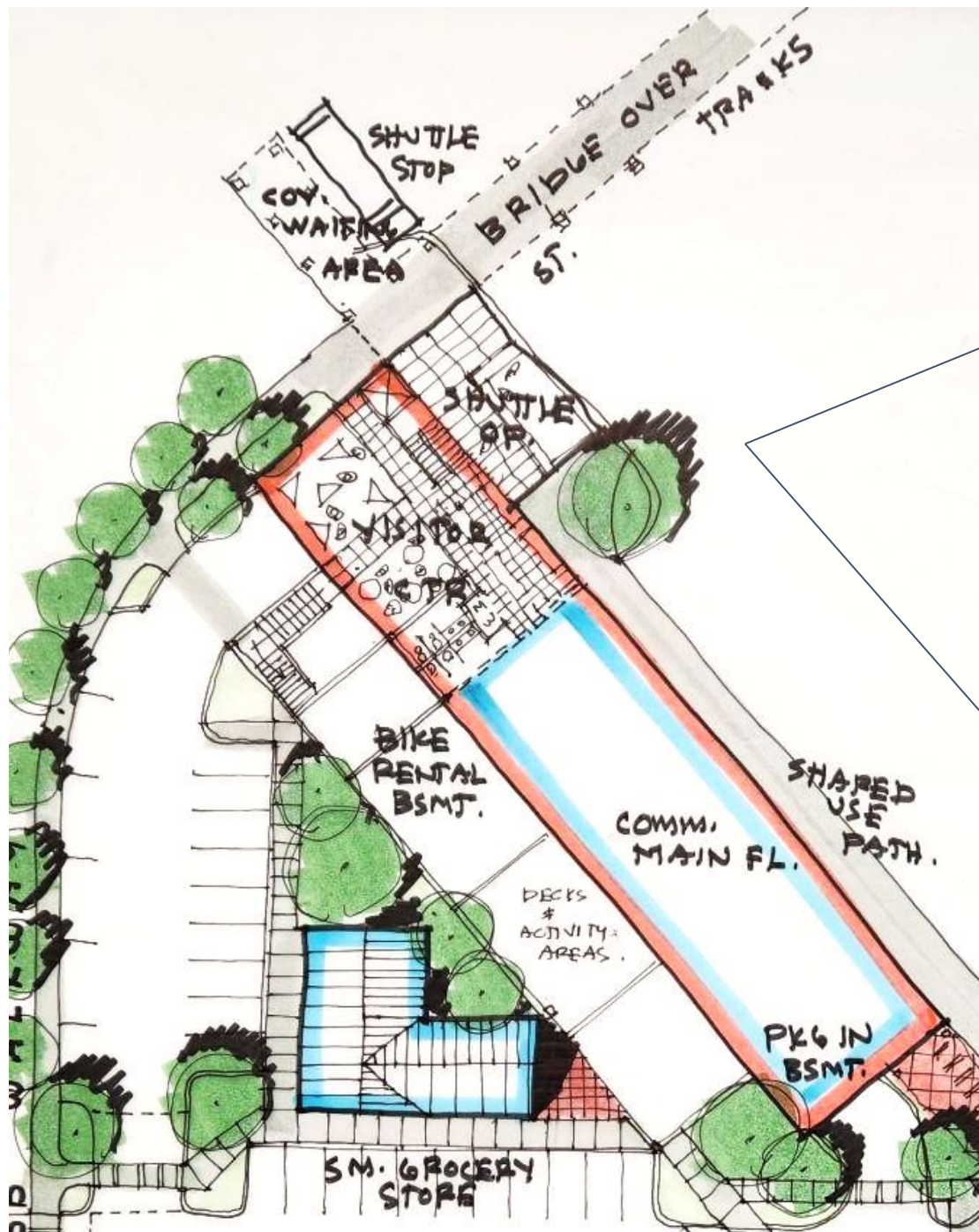


WestEx Center and Funding Opportunities





Potential WestEx Gateway Station



Exeter Gateway & Mobility Center

A Likely Funding Stack

For a hypothetical \$4.25 million project:

Source	Amount
Congressional Appropriation	\$2.0M
EDA Public Works	\$2.0M
NHDOT transit and mobility programs	\$850K
Municipal Capital Funds	\$500K
CDFA Tax Credit Program	\$250K
Private/Foundation Gifts (PEA)	\$250K



Programming for the WestEx Center

Amenities & Uses to Include

For a hypothetical 5,600 SQ FT :

Visitor Center, Displays, Alumni/School	700 SQ FT
Chamber Offices + Storage	750 SQ FT
Coffee Shop	1,200 SQ FT
Bicycle and E-Bike Rental Center (storage & repair)	1,200 SQ FT
Shuttle Operations Hub	400 SQ FT
Passenger Waiting Area	1,000 SQ FT
Community Meeting Space	350 SQ FT



Exeter Gateway & Mobility Center

A Likely Funding Stack

For a hypothetical \$4.25 million project:

Source	Amount
Congressional Appropriation	\$2.0M
EDA Public Works	\$2.0M
Municipal Capital Funds	\$500K
CDFA Tax Credit Program	\$250K
Private/Foundation Gifts	\$250K
Total	\$3.5M



Next: Make a Business Case for Funding

WestEx District Gateway Center Feasibility Study

Task 1: Existing Conditions & Site Assessment

Task 2: Amtrak Ridership and Passenger Analysis

Task 3: Market Demand Analysis

Task 4: Last-Mile Mobility Study

Task 5: Economic Impact Assessment

Task 6: Facility Programming

Task 7: Concept Design Alternatives

Task 8: Operating Pro Forma

Task 9: Funding Strategy & Grant Roadmap

Task 10: Implementation Plan

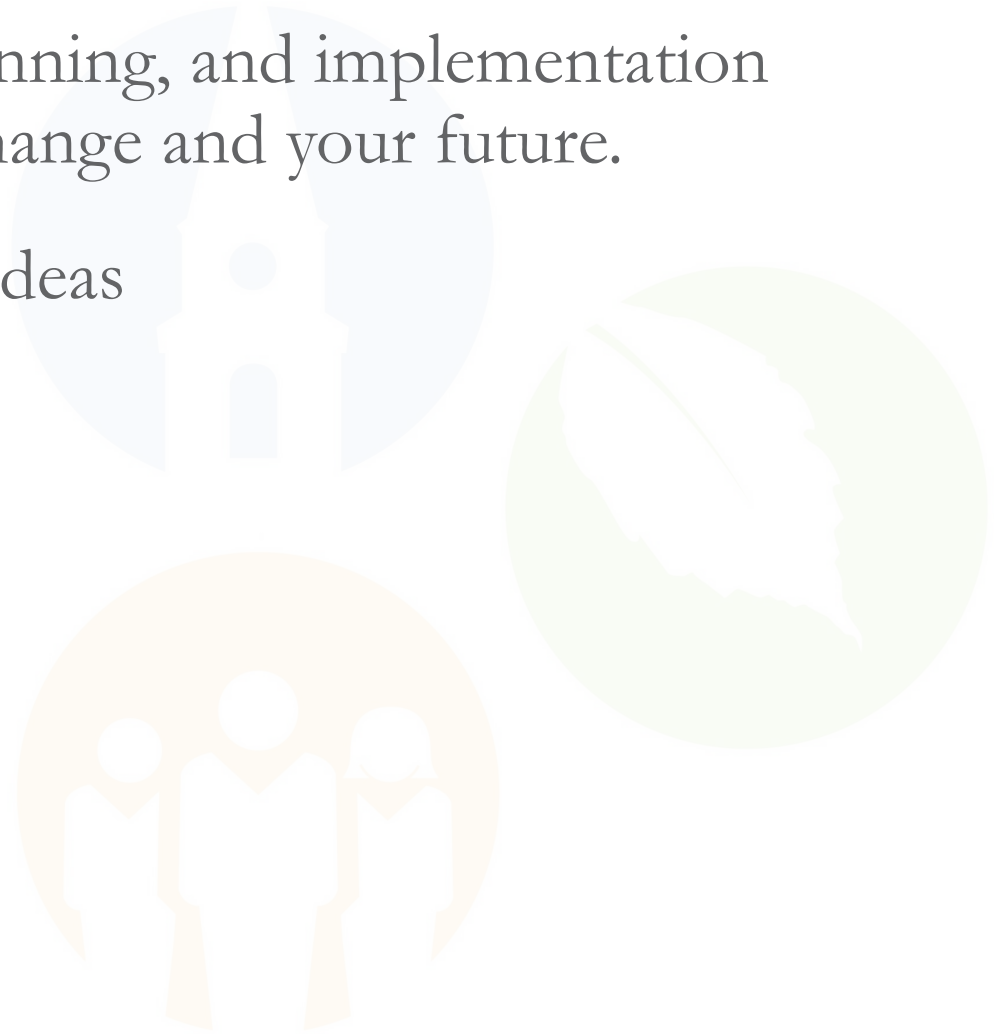
Preparation & Planning

- Create the Development District
 - Make and Adopt a Development Plan for the District
 - Evaluate TIF District Potential
 - Review Zoning & Design Guidelines
- Create the Parking Enterprise Fund
 - Pilot Parking Program
 - Parking Study and Analysis
 - Implement Parking Management Plan
- Safety Improvements
 - Pedestrian
 - Rail Crossings
 - (Safe Routes to School)

Closing Thoughts: It's up to you, Exeter!

Improvements are possible. The visioning, planning, and implementation process allows the community to shape that change and your future.

- You have a wealth of great concepts and ideas
- Build on community momentum
- Continue to invite people into the process
- Connect with peers
- Celebrate wins, big and small!
- Revisit and reset
- Keep on keeping on



Thank you Exeter!

- Town of Exeter
- Town of Exeter Economic Development Department
- Town of Exeter Select Board
- Exeter Train Station Committee
- The Exeter Inn
- Exeter Brewing Company
- Me and Ollie's Bakery and Cafe
- Jersey Mike's
- Project Area Stakeholders
- Input Session Participants



Community Q&A





PLAN NH
Visioning *for* Sustainable Communities

Thank You for Joining Us!

If you have any questions about this presentation,
please contact Plan NH at info@plannh.org.

A final report for Exeter will be available 8-10 weeks after
the charrette at www.plannh.org/library.

