

## **Route 33 Legacy Highway Ad-Hoc Committee Final Report**

<b>Members</b>	<b>Representing</b>
Forrest Barker, chair	Heritage Commission
Alex Dardinski	Community
Thomas House	Planning Board
April Mason	Community
Nathan Merrill	Heritage Commission
Robert Roseen	Planning Board
David Rying	Community

### **Purpose**

The Route 33 Legacy Highway Ad Hoc Committee was formed by the Planning Board at the suggestion of the Heritage Commission for the purpose of addressing the unique resources and challenges along the Portsmouth Avenue corridor from the Greenland town line to the Stratham Town Center district. The Master Plan (adopted 2019) highlighted this corridor on its Future Land Use Map (FLUM) as the “Route 33 Legacy Highway”. The Master Plan recommended that the “Town should reevaluate the current zoning language especially with regard to Route 33 as it heads north out of the Town Center then turns east to the Greenland border.” It goes on to recommend that we should “Evaluate existing land use ordinances (such as the Use Table and associated performance standards) to ensure they encourage effective and vibrant reuse of historic properties, decreasing the risk of losing them to deterioration (e.g. new or expanded uses along Route 33).”

### **Statement of Intent**

The intent of establishing the ‘Route 33 Legacy Highway corridor’ is to recognize the uniquely historic character of this roadway. This section of Portsmouth Avenue contains the greatest concentration of historically significant properties in the town of Stratham. The Town’s intent is to maintain the existing and surrounding neighborhood’s residential/agricultural appearance while allowing professional office development, expanded home occupations, and limited retail uses through creative planning, oversight, and performance standards. The Town’s objective is to foster greater private investment in the nearly three dozen properties that have been identified as contributing to the historic character of this heavily traveled area. The proposed Route 33 Legacy Highway corridor zone offers a unique opportunity to promote mixed-use development while maintaining buffering for adjoining residential neighborhoods from disturbance and protecting the historic fabric of the highway.

### **Brief History of the Area**

To assist and guide the Committee, the following narrative was prepared by members of the Heritage Commission to provide a historic context to the Committee’s study area:

*From its origins in the late 17<sup>th</sup> century, the King’s Great Highway, also referred to as the Country Way, was an important thoroughfare for transportation between the seaport town of Portsmouth and the interior settlements in Exeter and beyond. Today’s Portsmouth Avenue follows much the same route through Stratham as it first did in 1681. In the post-colonial era the highway was referred to as the Main Road. From 1902 to 1913, when there was a trolley line, it was known locally as “the electric road.” The state paved the road with concrete for the first*

*time in the 1920s. In the 1950s the state widened Portsmouth Avenue and constructed the traffic circle in the center of town. Throughout the second half of the 20th century, the highway served as NH Route 101, the heavily-traveled main corridor connecting Portsmouth to Manchester.*

*Whereas homes and farms were situated in scattered areas throughout town, Stratham's businesses and public buildings were almost entirely located along Portsmouth Avenue. For travelers and residents there were numerous taverns, three of which still exist as private homes, with Kenniston Tavern at the corner of Portsmouth Avenue and Depot Road being recently rehabilitated. In the mid-20th century, Robie's Cabins served early automobile travelers where Stratham Hill Stone is located today. Further south in the Town Center Rt. 33 Legacy Highway corridor at the intersection of Winnicutt Road, "The Elms" was a Victorian-era resort hotel, prior to its later conversion to apartments. Nearby are the former Town Hall (1877); Wiggin Memorial Library (1911); Stratham Community Church (1718/1768/1837) and Maple Lane cemetery. No longer extant is the Middle Christian Church (1812). Further south, closer to Exeter, were filling stations and other automotive-focused businesses, as well as the former District 1 "Ridge" schoolhouse (now a residence and frame shop).*

*The former District 2 "Stratham Hill" schoolhouse still stands on Route 33 as a private residence that at one time included a bicycle shop. The Greenwood Cemetery is located just outside of the Town Center District, though the adjacent Baptist Church (1840) was moved in the 1980s to the site of the Community Church on Emery's Lane. Stratham Hill Park has been a popular recreation destination and cherished community asset for the past century. Its open spaces and steep wooded hillside and fire lookout tower feature prominently along the roadside.*

*The Route 33 corridor once featured numerous working farms. The two that remain are both now protected from development with permanent conservation easements: Saltbox Farm, which grows pick-your-own blueberries; and Barker's Farm, which grows myriad vegetables sold at their farm store and also at local farmers' markets. Farms lost to development include the Wiggin dairy farm (now the former NH Vocational/Technical College); Chase/Sweetser dairy farm (now the Chase Lane/Crockett Hill subdivisions); Whittaker's poultry farm (now Crestview Terrace subdivision); and Piper's poultry farm (in the area of Stratham Lane and Lovell Road). Crestview Terrace is noteworthy as Stratham's first residential subdivision, with the earliest homes dating from c. 1960.*

*Today Portsmouth Avenue is busier than ever as a local and regional transportation route. With the completion of the 4-lane Route 101 highway circa 2000, Stratham's southern portion of Portsmouth Avenue retained its status as part of NH Route 108, while the segment northeast from the traffic circle to Portsmouth was renumbered as NH Route 33. This section of Portsmouth Avenue contains the greatest concentration of historically significant properties in the Town of Stratham.*

#### **Goals of the Committee:**

The Committee identified the following goals to guide their discussion and process in applying their purpose and intent statement:

- Amplify historic character; preserve historic properties; support architectural and site design guidelines for new structures or improvements;
- Prevent commercial sprawl and commercial appearances from spreading through the Route 33 Legacy Highway corridor; both new and existing structures should retain residential appearance;
- Promote viewshed preservation;
- Complement historic development with a form-based ethos for new development;
- Enhance continuity of the historic development pattern of the corridor;
- Support NH RSA 79-E efforts for economic revitalization and adaptive reuse of historic properties;
- Prohibit new development in front of or blocking historic structures; new construction cannot compromise the integrity of the existing historic structures;
- Allowing professional office development, expanded home occupations, and limited retail uses;
- Promote adaptive reuse of historical structures—don't demolish to build new;
- Provide options to incentivize or allow re-use and investment in significant existing structures.

### **Challenges:**

The Committee also identified the following challenges to implementing their identified Goals in drafting proposed land-use changes within the FLUM Rt. 33 Legacy Highway Corridor:

- Traffic volume and noise levels on NH 33;
- A dispersed arrangement of historically significant structures which seems to minimize applicability of creating of a Historic *District*;
- Declining residential use along the Rt. 33 Legacy Highway corridor;
- An increase in the rate and totality of dilapidation of older structures, apparent neglect of structures;
- Abutters concerns related to “commercial” development, or to adaptive reuse;
- Physical and visual impacts of increased parking;
- Lack of transportation options along corridor (auto only), lack of sewer and water infrastructure necessitates inclusion of water and sewer needs on the generally small lots within the corridor;
- Challenges related to satisfying parking requirements while minimizing impacts of parking.

### **Zoning Analysis of the Area**

- See attached draft Route 33 Legacy Highway corridor Map;
- See attached draft Route 33 Legacy Highway Zoning Amendments;
- See attached list and map of properties determined to be historically significant and important cultural sites within the Route 33 Legacy Highway corridor.

### **Photos of Parcels/Significant Structures**

The Ad Hoc Committee is coordinating with Heritage Commission for photos from a recent survey of corridor.

### **Conclusion**

The Committee believes they have addressed the charge of the Planning Board by preparing this narrative summarizing its process and by including the attached documents, including a section of draft zoning language that should be considered by the Planning Board for presenting at a future Town Meeting. The Committee includes broad representation from the community and particularly the Route 33 corridor, but it did not conduct a public outreach effort in developing the draft zoning language, partially due to the limitations posed by the Covid-19 pandemic. Therefore, the Committee strongly encourages the Planning Board to conduct at least one broadly advertised public forum at a future date for presentation and discussion of the proposed language with the public, prior to bringing a final proposal through the formal public hearing process in preparation for Town Meeting. The Committee remains willing to assist the Planning Board and Heritage Commission with public outreach and further work on this effort as may be requested.

### **3.10 ROUTE 33 LEGACY HIGHWAY CORRIDOR DISTRICT** (Adopted 3/21)

#### **3.10.1 Authority:**

- a. The action of the Town of Stratham, New Hampshire in the adoption of this Ordinance is authorized under RSA 674:21.II Innovative Land Use Controls and RSA 674:16 Grant of Power.
- b. This Ordinance was adopted to promote the health, safety, and general welfare of the Town of Stratham and its citizens, including protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, preservation of community character, education and recreation, reduction in sprawl development, and improvement of the built environment.
- c. This Section was adopted as one of the instruments of implementation of the public purposes and objectives of the Town's Master Plan. This Ordinance is declared to be in accord with the Master Plan, as required by RSA 674:2.

#### **3.10.2 Applicability:**

- a. This Ordinance shall establish the **Route 33 Legacy Highway Corridor District** (the "District"). The boundaries of the District are shown on the Official Town Zoning Map (as amended) entitled "Zoning Map, Town of Stratham, NH", and hereby incorporated as part of this ordinance.
- b. The provisions of the **District** shall be mandatory for development projects within the District. Development projects submitted for approval under this zoning district shall be subject to applicable requirements of the Subdivision and Site Plan Review Regulations of Stratham.
- c. When in conflict, the provisions of the District shall take precedence over those of other ordinances, regulations, and standards except the Local Health and Safety Ordinances and Building Codes.
- d. Section 3.8.10 Definitions of Terms contains regulatory language that is integral to the District. Those terms not defined in Section 3.8.10 or in Section II of the Zoning Ordinance shall be accorded their commonly accepted meanings. In the event of conflicts between definitions in the Zoning Ordinance and the District, those of the District shall take precedence.
- e. The requirements of Section **3.10.8** Development Standards and Tables are an integral part of the District and are legally binding. Unless otherwise noted, other diagrams and illustrations that accompany this ordinance are provided for guidance purposes and as recommended examples.
- f. If in conflict, numerical requirements shall take precedence over graphic illustrations.

#### **3.10.3 Purpose and Intent:**

- a. **To recognize and protect the uniquely historic character of this roadway corridor;**

- b. To maintain the existing and surrounding neighborhood's residential/agricultural appearance while allowing professional office development, expanded home occupations, and limited retail uses through planning tailored to the area, overseen by the Planning Board, and performance standards;
- c. Foster greater private investment in the nearly three dozen historically significant properties throughout this heavily traveled corridor;
- d. Promote mixed-use development while maintaining a buffer to adjoining residential neighborhoods and protecting the historic fabric of the highway including structures, landscapes, features, and overall character;
- e. To provide for pedestrian and bicycle travel through the creation of sidewalks, paths, and bicycle paths where appropriate;
- f. To establish and maintain landscaping that is compatible with existing historic patterns of the Residential/Agricultural area;
- g. To preserve and enhance the rural, small town character of Stratham through architectural and streetscape design that compliments in scale and character the historic development pattern of the area;
- h. To provide a mix of housing styles, types, and sizes, to accommodate households of all ages, sizes, and incomes;
- j. Development in the **Route 33 Legacy District** shall incorporate the following:
  - i. Wherever possible natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors, and other environmental features shall be retained;
  - ii. Adaptive reuse, infill development and redevelopment shall be encouraged. New construction should reinforce the historic significance of the District and be compatible with the context of the existing historically significant structures identified in the **Master Plan**;
  - iii. Development contiguous to adjacent zoning districts shall be organized to complement and be compatible with the existing pattern of development and the natural landscape;
  - iv. Network of existing and proposed streets and other project interconnections shall be designed for access to Portsmouth Avenue/NH 33, and local connector roads, disperse traffic to and from the District, and reduce traffic volumes;
  - v. Transportation corridors shall be planned and reserved in coordination with proposed land uses;
  - vi. Care shall be taken to preserve public views of conservation and park lands;
  - vii. Development shall integrate a framework of transit, pedestrian, and bicycle systems that provide accessible alternatives to the automobile;

- viii. Use of on-street and/or **off-site shared parking plan** shall be allowed;
- ix. Architectural and landscape design suited to a traditional New England rural appearance shall be applied; and;
- x. Public use spaces shall be established and connections made throughout the District in a manner and location that will encourage use and promote safety and security.

#### 3.10.4 The Regulating Plan:

- a. The purpose of this Ordinance is to enable, encourage, and implement the following plans and general requirements.
- b. For the purposes of the delineation, the **Route 33 Legacy District** and the location and boundaries are hereby established as shown in the 2019 Master Plan, on the Official Town Zoning Map (as amended), and hereby incorporated as part of this ordinance.

#### 3.10.5 District Character:

- a. Development in the **Route 33 Legacy District** should incorporate the following concepts to preserve and complement elements of the historic character of the **Route 33 Legacy Highway**:
  - i. Provide for a traditional pattern of development that supports a diverse range of uses, open spaces, and walkable development patterns consistent with Town's historic development pattern.
  - iv. A range of housing types and price levels is encouraged to accommodate diverse ages and incomes; Workforce housing is encouraged within the District to promote a diversity of housing choices;
  - vi. Preservation and enhancement of historically and architecturally significant structures, landmarks, and archeological sites as identified in the Regulating Plan;
  - vi. Expansion and provision of public transportation facilities that promote use and access is encouraged;
  - vii. Provide improved visibility and access to and use of conservation lands, where appropriate; and
  - viii. Provide opportunities for agriculture and *agritourism*, as defined in Section II, Definitions, 2.1.6 (**Rev. 3/16**)

#### 3.10.6 Review and Permitting Process:

Refer to Section 3.8.6.

#### 3.10.7 Building and Site Design Standards:

a. Purpose:

In order to provide for harmonious and aesthetically pleasing development in the built environment [RSA 674:44,II(b)], the Technical Review Committee (refer to Section 3.8.6) and the Planning Board will apply the following Building and Site Design Standards in its review of all applications in the District.

b. Intent:

- i. Maintaining the quality and character of the District is dependent upon the quality and character of the architecture and development that is allowed to occur. Poorly planned and executed development detracts from the character and function of the built environment, while well-planned development enhances community character, quality of life, and value of the surrounding properties and the community overall.
- ii. Design standards are a tool to help guide development and redevelopment assuring that community priorities are an integral part of the design process. Design Standards, implemented as part of the application review and approval process, are a set of design principles that offer a positive direction for building and site level design. The guidelines and interpretations are based upon maintaining and enhancing the character of the District.
- iii. Design Standards address a wide range of design issues including such elements as: pedestrian and traffic circulation, building mass and scale, architectural details and building materials, signs, landscaping, lighting, open space, and natural features. When integrated, these elements will create a project that is functional, attractive, and an asset to the community.

c. Building and Site Design Evaluation:

The evaluation of the following factors will inform the Technical Review Committee and the Planning Board's decisions on whether proposed site and building designs achieve the purpose and intent of these Design Standards and of this Ordinance. The Planning Board, in consultation with the Heritage Commission, shall develop a Route 33 Legacy District guidance document to further illustrate and provide details of the design standards stated below. This document shall be utilized by applicants when designing projects within the District.

- i. The District shall be designed to follow existing patterns of development, including relationships of buildings to the street. The layout must be suited to the existing topography and other natural and/or historic features of the area.
- ii. Site design elements shall be compatible with a traditional agrarian New England character and the District's heritage and historic function within the community.
- iii. Building architecture should demonstrate the cohesive planning of the development and present a clearly identifiable, attractive design feature and appearance throughout. It is not intended that buildings be totally uniform in appearance or that designers and developers be restricted in their creativity. Rather, cohesion and identity can be demonstrated in



harmonious building style, scale or mass; consistent use of facade materials; similar ground level detailing, color or signage; consistency in functional systems such as driveways, parking areas, and pedestrian ways, signage, or landscaping; public amenities; the framing of outdoor open space and linkages, or a clear conveyance in the importance of various buildings and features on the site.

- iv. Building architecture should be designed to provide an attractive appearance. Franchise or corporate style architecture and/or highly contrasting color schemes are strongly discouraged. If proposed, such building styles should be substantially modified to create a project that complements the traditional agrarian New England character. All architectural details should be related to an overall architectural design approach or theme.
- v. Diversity of architectural design, massing, scale, context, and fenestration is encouraged. Buildings that are characteristic of a historic period are encouraged, particularly if a building style or the site is historically appropriate for the Route 33 Legacy or necessary for architectural harmony.
- vi. The character of existing historic buildings/structures will be retained and preserved. The removal of distinctive materials or alteration of features will be avoided. Further, new additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize historically significant structures. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
- vii. Multiple buildings on the same site and attached buildings should be designed to create a cohesive visual relationship, as well as efficient circulation and access for pedestrians and vehicles. Accessory buildings should be designed to complement the primary building and/or use on the site in design and material expression.
- viii. Building placement should follow the existing/historic development pattern of the highway, and should minimize the impact of activity and light upon and from the project.
- ix. Buildings adjacent to public open space should generally be oriented to that space, with access to the building opening onto the public open space.
- x. Implementation of Low Impact Development techniques is strongly encouraged, including, but not limited to, storm water management practices, alternative surfacing materials, building and site design elements, and landscaping features.
- xi. The practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation, and deconstruction are strongly encouraged.
- xii. All private electrical utilities shall be located underground.

d. Street and Streetscape Standards:

- i. Streets, **where proposed**, shall be laid out in a grid-like pattern to increase the access to and depth of the district and to define blocks.
- ii. Streets shall provide the following streetscape elements: sidewalks **or paths**, pedestrian crossings, planting strips, street trees, and lighting. Bike lanes are encouraged on streets shown on the Regulating Plan and as detailed in Section 3.9.8 Figures 1 and 2. See Section 3.9.8 Table 6 for additional standards for required and recommended streetscape elements.
- iii. .

e. Landscaping Standards:

The following landscaping standards shall apply to all development:

- i. Following are requirements for implementation of buffers:
  1. A minimum 20-foot vegetated buffer shall be provided between proposed development and adjacent residential zoning districts outside the **District**.
  2. Street trees and other plantings shall be placed within the building setback on the lot or right of way of **NH 33** and newly constructed streets within the District.
- ii. Buffers shall be established or maintained at a density that attenuates year round the impact of activity and light on adjacent properties.
- iii. Use of native species of trees, shrubs, groundcover, and decorative plants in all landscaping is strongly encouraged.
- iv. A landscaping plan, including a maintenance plan and agreement, shall be approved as part of the review and approval process as stated in the Site Plan Review (Section V.5.2) and Subdivision Regulations.

f. Lighting Standards:

- i. Street, building, and site lighting shall not adversely impact surrounding uses and residential projects, and be designed with spilling or reflecting into adjacent properties regulated by Site Plan Regulations and with protection of the night sky. Such lighting shall not blink, flash, oscillate, or be of unusually high intensity of brightness, except for purposes of providing emergency services or to protect public safety.
- ii. Energy efficient exterior lighting and streetlights shall be provided.

- iii. Lighting of the site shall be adequate at ground level for the protection and safety of the public in regard to pedestrian access and vehicular circulation. This shall include, but not be limited to sidewalks, crossings, parking areas, and other public spaces.
- iv. Refer to additional lighting requirements in Section 3.9.8, Table 6.
- v. Unless otherwise stated, lighting shall comply with the standards of the Site Plan Review Regulations, Section V.5.8.
- g. Parking Standards:
  - i. On-street parking shall provide short-term parking for patrons of shops and businesses. On street parking and off-site shared parking arrangements are recommended.
  - ii. Parking for mixed use developments shall provide long term and shared parking by multiple uses and users.
  - iii. Delivery and other service related areas for mixed use and non-residential uses can be located at the front, rear, or sides of buildings, or within designated portions of parking areas. Loading docks and service areas shall not face a public frontage and shall be provided with year round screening from residential zoned abutting properties. Delivery and service vehicles are encouraged to utilize rear alleys for building access.
  - iii. Refer to additional parking requirements in Section 3.9.8, Table 7.
  - iv. Parking in the District shall comply with the requirements of Section V.5.9 of the Site Plan Regulations unless granted a waiver by the Planning Board.
- h. Pedestrian and Bicycle Access:
  - i. Projects are encouraged to support pedestrian and bicycle transportation options and amenities at a scale commiserate with their development. Connections to adjacent projects and properties are strongly encouraged and may be required by the Planning Board.

### **3.10.8 DEVELOPMENT OF STANDARDS AND TABLES**

#### **a. Permitted Uses by Zone (See Table 3.6 “33 Hwy”)**

#### **b. Route 33 Legacy Highway District Design Standards and Roadways**

**TABLE 1.**

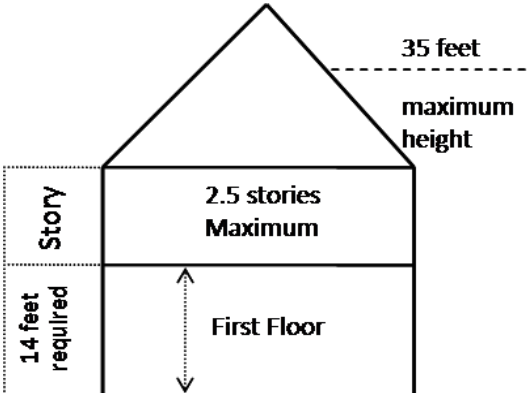
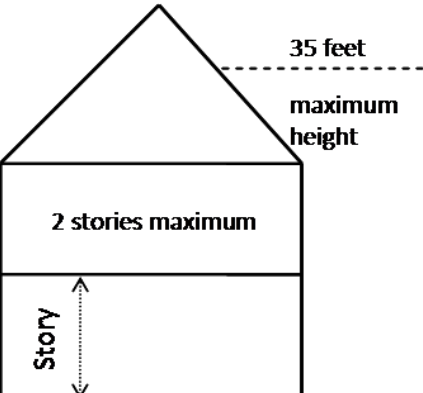
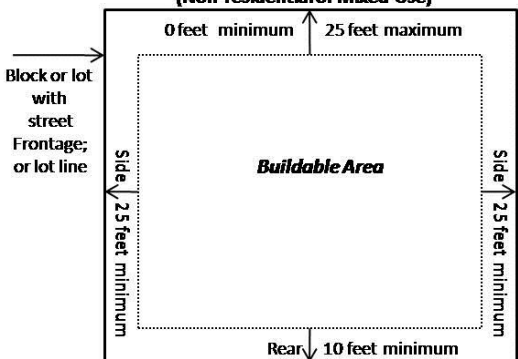
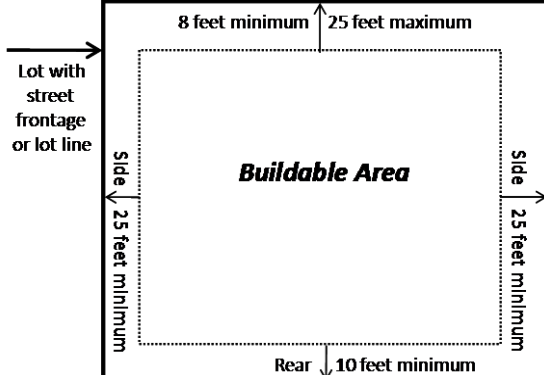
Building Height			
<b>Principal Structure (non-residential, mixed use, and multi-family)</b>	2.5 stories maximum 35 feet maximum height 14 feet minimum required for non-residential	<b>Principal Structure (single-family and two- family)</b>	2.0 stories maximum;
 <p>The diagram shows a cross-section of a building with a gabled roof. A dashed horizontal line indicates the maximum height of 35 feet. The building is divided into a 'First Floor' and '2.5 stories Maximum'. A vertical dimension line on the left indicates that the first floor height is '14 feet required'. The label 'Principal Structure (non-residential and mixed use)' is centered below the diagram.</p> <p><b>Principal Structure (non-residential and mixed use)</b></p>		 <p>The diagram shows a cross-section of a building with a gabled roof. A dashed horizontal line indicates the maximum height of 35 feet. The building is divided into a 'Story' (first floor) and '2 stories maximum'. A vertical dimension line on the left indicates the height of the first story. The label 'Principal Structure (Residential)' is centered below the diagram.</p> <p><b>Principal Structure (Residential)</b></p>	

TABLE 2.

Setbacks – Principal Structures**			
Principal Structure (non-residential, mixed use)		Principal Structure (single-family, two-family, multi-family)	
Frontage	30 feet minimum/50 feet maximum	Frontage	20 feet minimum/50 feet maximum
Side	25 feet minimum 0 feet if secondary frontage	Side	10 feet minimum
Rear	10 feet minimum 0 feet if secondary frontage	Rear	20 feet minimum
		Note: individual buildings on a lot or block may be connected, with no separation between or setback from one another.	

<p><b>Primary Frontage of block or lot (Non-residential or Mixed Use)</b></p>  <p>Block or lot with street frontage; or lot line</p>	<p><b>Primary Frontage of lot (residential)</b></p>  <p>Lot with street frontage or lot line</p>
<p><b>Note: Minimum structure setback is 0 feet if secondary frontage</b></p>	

\*\*New structures shall not be located in a manner that minimizes an existing structure of historic significance.

TABLE 4.

Setbacks – Accessory Structures**	
<i>Type of Use</i>	<i>Dimensional Requirements</i>
Commercial, Businesses and Other Non-Residential Uses	1.5 stories maximum height 8 feet minimum first story height 400 S.F. maximum footprint

Residential Uses	1.5 stories maximum height 8 feet minimum first story height 400 S.F. maximum footprint Shall be setback behind the front building wall of principal structure (see diagram below).
Civic, Recreational, Public Facilities or Transportation Uses	No restrictions on dimensional requirements.
<p style="text-align: center;"><i>Description</i></p> <p>The diagram illustrates the required setbacks for structures. A dashed line represents the 'Front Building Wall Line'. To the left of this line is the 'Principal Structure (residential)'. To its right is an 'Accessory structure'. Setback dimensions are indicated by arrows: 25 feet minimum on the left side of the Principal Structure, 0 feet minimum on the right side of the Principal Structure, 8 feet minimum on the top side of the Principal Structure, and 25 feet minimum on the right side of the Accessory structure.</p>	

**\*\*New structures shall not be located in a manner that minimizes an existing structure of historic significance.**

**TABLE 5.**

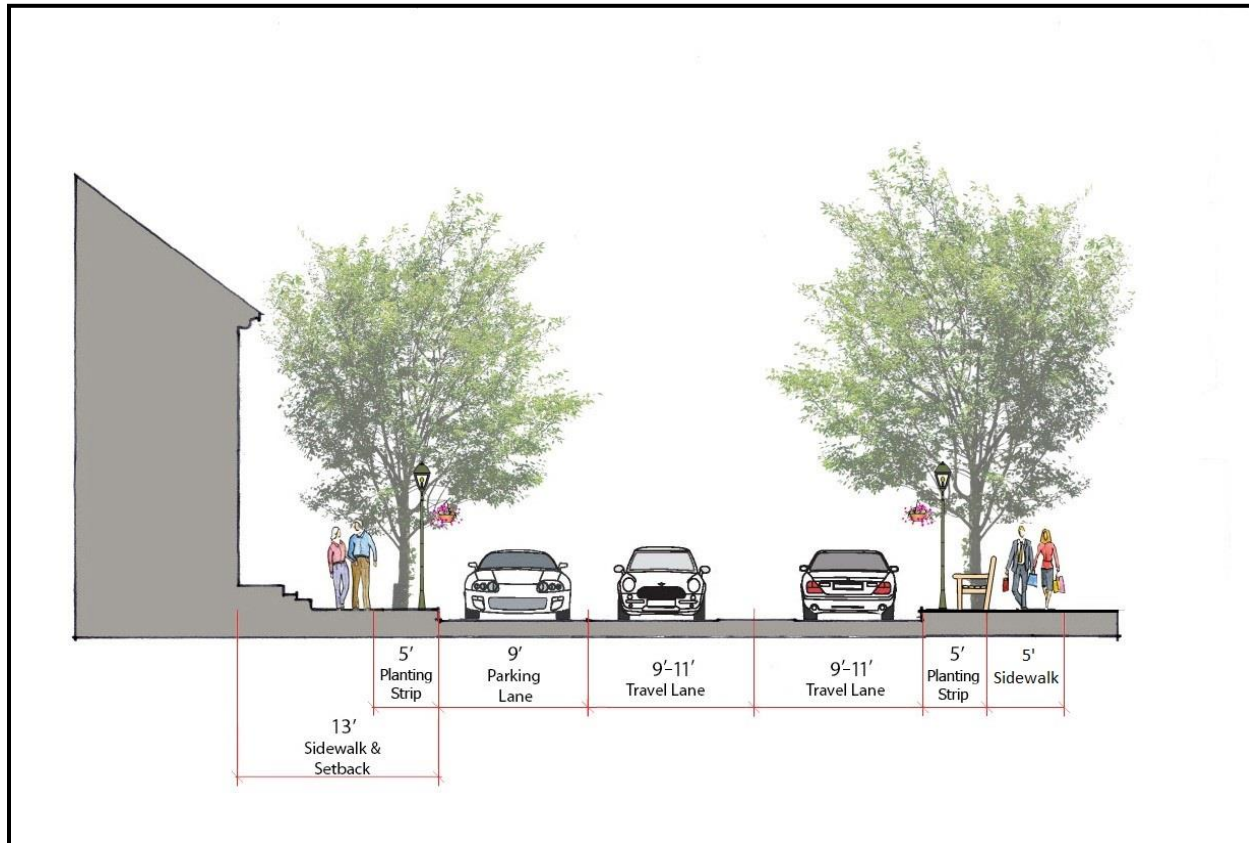
Route 33 Legacy District Streetscape Standards		
<i>Roadway Type</i>	<i>Right of Way Width</i>	<i>Description</i>
Street (proposed local)	50 feet minimum 54 feet maximum	Two-way traffic flow is required; sidewalks required on one side of street.
Street (proposed local)	36 feet minimum 38 feet maximum	One-way traffic flow is required; sidewalks required on one side of street.
Alley	12 feet maximum	One-way traffic flow is required.

**TABLE 6.**

Public and Open Space Standards	
Public Space	Developments shall include a minimum of <b>20</b> percent of the total area dedicated to public spaces. Public space calculations shall not include lands within required thoroughfare cross-sections and other proposed streets. Public space shall include facilities and landscapes that promote outdoor activities and enjoyment.

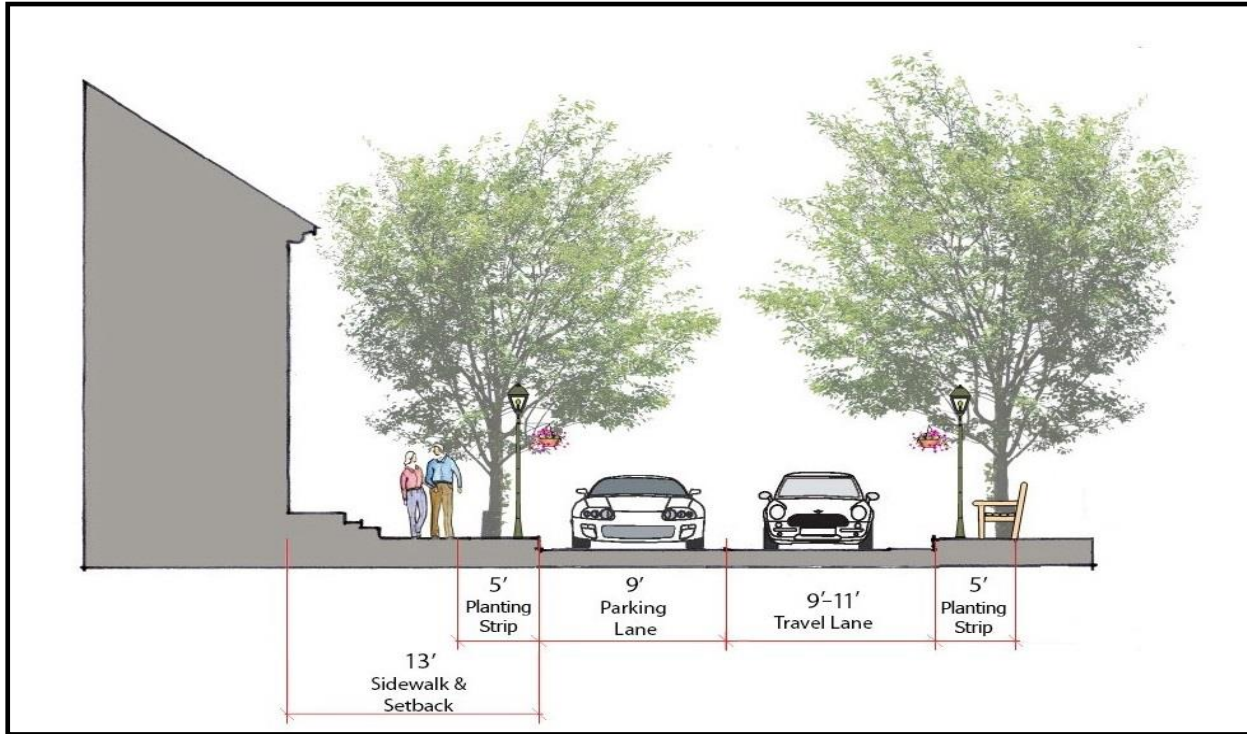
Open Space	<p>Developments of .49 acre or less shall include a minimum of 10 percent of the total area dedicated to open space. Developments of .5 acre or greater shall include a minimum of 15 percent of the total area dedicated to open space. Open space shall be contiguous and not include lands within required thoroughfare cross-sections and other proposed streets. Open space requirement can be transferred elsewhere within the Route 33 Legacy District by designating the minimum open space requirement on another property.</p> <p>Open Space may include septic reserve areas, well protection areas, and LID storm water management features (i.e. natural areas such as bio retention areas, vegetated buffers and rain gardens). Open space shall consist of natural areas, or created natural areas such as gardens, landscaped areas and parks, where the public may gather, recreate and enjoy scenic and/or historic views.</p>
Greenway Trail (optional)	<p>Developments may provide a Greenway Trail through the property with connections provided to trails on adjacent properties or open space areas. Greenway Trails shall be a minimum of 8 feet in width and surfaced to provide universal access.</p>

**FIGURE 1. Route 33 Legacy Highway District Roadway Cross-Sections**



*Street – Two Way Travel (required per Regulating Plan; Minimum width 51 feet; maximum width 55 feet).*





*Street – One Way Travel (required per Regulating Plan; Minimum width 36 feet; maximum width 38 feet).*

### 3.10.9 Architectural and Site Design Standards

#### a. Building Exterior Features:

- i. Building facades shall be compatible in scale, mass, and form with adjacent structures and the development pattern of the surrounding area (assuming the adjacent structures are generally in compliance with these design standards).
- ii. Exterior building design and detail on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.
- iii. Paint colors, excluding signage and awnings, shall be limited to a reasonable number and range of palette to achieve consistency of style and character historically significant structures and with adjacent development

- iv. Where appropriate, architectural details and richly detailed designs are encouraged to provide variation and creative designs. All features and details should be of a style consistent with the overall design scheme and in proportion with the building and historically significant structures.
- v. Rear and side building walls, if visible from public streets and spaces or neighboring properties, shall be designed with similar detailing and materials and be compatible with the principal facade(s) of the building. All elevations and cross-sections of a building shall be shown on a site plan.
- vi. To avoid long unbroken or unadorned wall planes, building facades and walls should not extend beyond 50 feet without including changes of wall plane that provide strong shadow or visual interest.
- vii. Exterior materials shall be durable and of high quality. Excessively vibrant colors, sharply contrasting colors, and highly reflective materials are not compatible with the traditional New England character. Architectural elements visible to the public, but not detailed on the plans shall be finished in a material compatible with other exterior colors and materials.
- viii. Pedestrian level storefronts shall employ non-reflective glass or light gray tinted glass to enhance the visibility of the displayed merchandise from the outside.
- ix. Window and door openings on the front façade shall occupy a total of no less than 20% and no more than 70% of the gross square footage of that facade. The size and placement of windows should be commensurate with architectural style of the buildings and landscape elements in the development.
- x. All windows and doorways shall be encased with wood or simulated wood trim; decorative trim is preferred. Aluminum windows shall be finished to match the proposed trim color of the building.
- xi. True divided light windows and shutters are encouraged. Shutters shall be sized such that when closed they cover the window.
- xii. All vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent building surface, unless being used expressly as trim or accent element.
- xiii. Material or color changes generally should occur at a change of plane. Piecemeal embellishment and frequent changes in color or material should be avoided.
- xiv. The visibility of rooftop equipment shall be minimized by grouping all plumbing vents, ducts, and rooftop mechanical equipment away and screened from public view at ground level. Wall or ground mounted equipment shall be screened fully from public view with walls, fences or vegetation. No air conditioning, ventilating, or other mechanical or electrical equipment, except for lighting fixtures, may project more than four (4) inches beyond the face of a wall facing a public street or space.

- xv. Awning covers designed for shade and for entryways shall be made of fabric or simulated fabric-like material that match or complement paint colors used on the building. Brightly illuminated and franchise type awnings are not acceptable.
  - xvi. Franchise or corporate style architecture and/or highly contrasting color schemes are strongly discouraged. If used, such buildings shall be designed to create a project that is consistent with traditional New England character.
  - xvii. Fences in the traditional historic New England Village style and materials (i.e. picket, split rail, wrought iron, brick, stone) shall be used. Chain link security fences may be allowed only where necessary for safety or security, but their use is otherwise not permitted.
  - xviii. The following building materials shall be used and combined to create a consistent, attractive, and cohesive building design:
    - 1. Natural wood and/or cement-based artificial wood siding.
    - 2. Glass.
    - 3. Natural Brick (painted brick is not recommended, as it tends to require frequent maintenance).
    - 4. Natural Stone (such as, but not limited to, fieldstone, granite, limestone and marble).
- b. Roof Lines, Styles and Materials:
- i. Sloped roofs are required. Gabled and hipped roofs should have a slope of greater than 4/12 (18°), but less than 14/12 (49°).
  - ii. Gambrel and Mansard roofs are acceptable for appropriately sized structures and access streets.
  - iii. Standing seam, copper roofing, asphalt, and slate shingles are preferred. Photovoltaic (PV) panel roof materials, which “simulate” traditional roofing materials, are acceptable. Metal roofs that face the street are discouraged, unless architecturally blended with the façade.
  - iv. Flat roofs are discouraged and if used should not be visible from adjacent properties particularly where roof mounted mechanical equipment or similar is visible to adjacent properties.
- c. Site Design:
- i. Traditional agrarian New England planning principles (“Traditional Neighborhood Design”) are used to create a District consisting of mixed uses that border residential/agricultural neighborhoods.
  - ii. All roadways shall provide a pedestrian and bicycle friendly layout and incorporate landscaping and lighting elements.

- d. Landscaping:
  - i. Landscaping shall be an integral component of site design to provide visual interest, scenic and aesthetic beauty, maintain natural vegetation and landscape features, and maintain or create greenways and viewsheds throughout the District.
  - ii. Traditional New England landscaping shall include street trees, large shade trees, groups of plantings, and flower gardens. Low shrubs and flowering plants soften lines of buildings and help screen parking areas and utilities.
  - iii. Landscaping shall be integrated with low impact development (LID) practices, general storm water management, and parking lot and roadway designs.
  - iv. Landscaping should consider use of native species of trees, shrubs, ground cover and flowering plants. For all development within the Route 33 Legacy District, a Landscaping Plan shall be prepared and submitted following the requirements of this ordinance and Section V-5.2.N of the Site Plan Regulations.
- e. Transportation Network and Access:
  - iii. New roads and streets shall connect to the existing transportation network within the District and adjacent zoning districts to provide efficient traffic patterns and site access, and provide for public safety. Development shall provide potential future connections to adjacent properties and not prevent or preclude these connections.
- f. Open Space and Recreation:
  - i. All development in the District is required to provide a percentage of open space; the percentage shall be determined by the Planning Board during Site Plan Review. These open spaces shall be located to provide connections between existing open spaces (both within and outside the District), visual interest, scenic vistas and view sheds, diversity in the developed landscape, preserve natural resources and features.
  - ii. Existing conservation lands within the District and beyond its periphery provide natural areas for passive recreation by residents, visitors and the public, and provide extensions of the required open space areas within the District.

### **3.10.10 Definitions of Terms**

Please refer to Section 3.8.10 for definitions and terms in this Section.

USES:		ZONING DISTRICT								
A. <u>RESIDENTIAL USES:</u>	R/A	MAH	PRE	TC	G CBD CZ	G CBD OZ	SC	CLIO	IND	33HWY
1. Single-Family Dwelling.	P	P	P	P	X	P	X	X	X	P
2. Two-Family Dwelling.	P	P	P	P	X	P	S/C	X	X	P
3. Multi-Family Dwelling in accordance with Section 5.8 of this Ordinance.	X	X	C	P	C	P	C	C	X	C
4. Cluster Developments by conditional use permit in accordance with Section VIII of this Ordinance. (Rev. 3/99) Also Senior Housing as set forth in Section 5.7 (3/05)	C	X	C	P	C	P	C	X	X	C
5. Workforce and Elderly Affordable Housing in accordance with Section 5.8 of this Ordinance.	C	X	C	P	C	P	C	C	X	C
6. Manufactured Housing;	P	P	X	P	C	P	X	X	X	X
7. Mobile Homes; in accordance with Section IX of this Ordinance.	X	P	X	X	X	X	X	X	X	X
8. Home Occupations in accordance with Sections 2.1.27, 5.13 (3/10)	S/C	S/C	S/C	P	C	P	X	X	X	S/C
9. Accessory Dwelling Units in accordance with Section 5.4. (Rev. 3/90 & 3/05)	P	P	P	P	X	P	X	X	X	P

B. <u>TEMPORARY RESIDENTIAL USES</u>					-	-								
1. Overnight and Day Camps, Cottage Colonies, Vacation Resorts, and similar Recreational Facilities.					S/C	S/C	X	X	C	P	X	X	X	C
2. Bed and Breakfast Inns.					S/C	S/C	S/C	P	C	P	P	P	X	C
3. Hotels, Motels, and Hostels. (Rev. 3/98)					X	X	X	P	C	P	P	C	X	C

C. <u>OUTDOOR/ RECREATIONAL USES:</u>										
1. Forestry, Wildlife, Timber Preserves, Reservoirs, and Nature Study areas.	P	P	P	P	C	P	P	P	P	P
2. Public Parks and Playgrounds.	P	P	P	P	C	P	P	S/C	S/C	P
3. Commercial Riding Stables and Riding Trails.	S/C	S/C	X	X	X	P	X	X	X	C
4. Historic Building or Site open to public.	P	P	P	P	C	P	P	P	P	P
5. Recreational Camping Parks, Recreational Areas, Residential Tenting and Recreational Vehicles.	S/C	S/C	X	X	C	P	X	X	X	C

D. <u>AGRICULTURAL / FORESTRY USES:</u>
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1. Farming including Dairying, Livestock, Animal and Poultry Raising, Tilling of Soil, Horticulture, Crop Production, including customary accessory uses. 2. Tree Farming, Commercial Timbering, Non-commercial Harvesting of Forest Products.	P	P	P	P <sup>1</sup>	C	P	P	P	P	P
	P	P	X	P <sup>1</sup>	C	P	P	P	S/C	P

USES:	ZONING DIS/CTRICK									
E. <u>INSTITUTIONAL USES:</u>	R/A	MAH	PRE	TC	G CBD CZ	G CBD OZ	SC	CLIO	IND	33HWY
1. Private Schools, Nursery through College.	S/C	S/C	X	P	C	P	S/C	S/C	S/C	P
2. Day-Care Facilities. (Rev. 3/95)	S/C	S/C	S/C	P	C	P	S/C	C	S/C	P
3. Senior Citizen Centers.	S/C	S/C	S/C	P	C	P	X	C	X	P
4. Non-profit Lodges and Fraternal Organizations.	S/C	S/C	X	P	C	P	X	X	S/C	P
5. Hospitals, Clinics, Nursing Homes and Rehabilitation Centers.	X	X	X	P	C	P	S/C	S/C	S/C	P
6. Funeral Home or Parlor.	X	X	X	P	C	P	S/C	S/C	X	P
7. Place of worship plus customary ancillary facilities. (Rev. 3/89)	S/C	S/C	P	P	C	P	X	X	C <sup>9</sup>	P
8. Cemetery.	P	P	P	P	C	P	X	X	X	P
9. Public Utilities.	S/C	S/C	S/C	P	C	P	S/C	S/C	S/C	P
10. Municipal Buildings.	P	P	P	P	C	P	P	P	P	P

F. <u>COMMERCIAL USES:</u>										
1. Retail Sales. (Rev. 3/13)	X	X	C <sup>2</sup>	P	P	P	P	P	S/C	S/C
2. Personal Services. (Rev. 3/13)	X	X	X	P	P	P	P	P	P	S/C
3. Commercial Services. (Rev. 3/13)	X	X	X	P	P	P	P	P	P	S/C
4. Professional Office. (Rev. 3/13)	X	X	P	P	P	P	P	P	P	S/C
5. Banks & Lending Institutions.	X	X	S/C	P	P	P	P	P	P	S/C
6. Restaurants.	X	X	X	P	P	C	P	P	C <sup>9</sup>	S/C
7. Filling Stations, Service Stations.	X	X	X	X	C	C	X	X	X	X
8. Motor Vehicle Dealerships, Repair Garages, Body Shops, Paint Shops. (Rev. 3/99)	X	X	X	X	C	C	X	X	X	X
9. Veterinary Hospitals.	X	X	X	P	C	C	P	P	X	S/C

10. Kennels, with a minimum lot size of five acres and a structure setback of a minimum of 100 feet from all lot lines.	S/C	X	X	X	C	C	S/C	S/C	X	S/C
11. Airports, Runways, Control Towers, Administration Buildings, Hangars.	X	X	X	X	X	X	X	X	X	X
12. Society for Prevention of Cruelty to Animals. (Rev. 3/97)	S/C	X	P	X	X	X	X	X	X	X

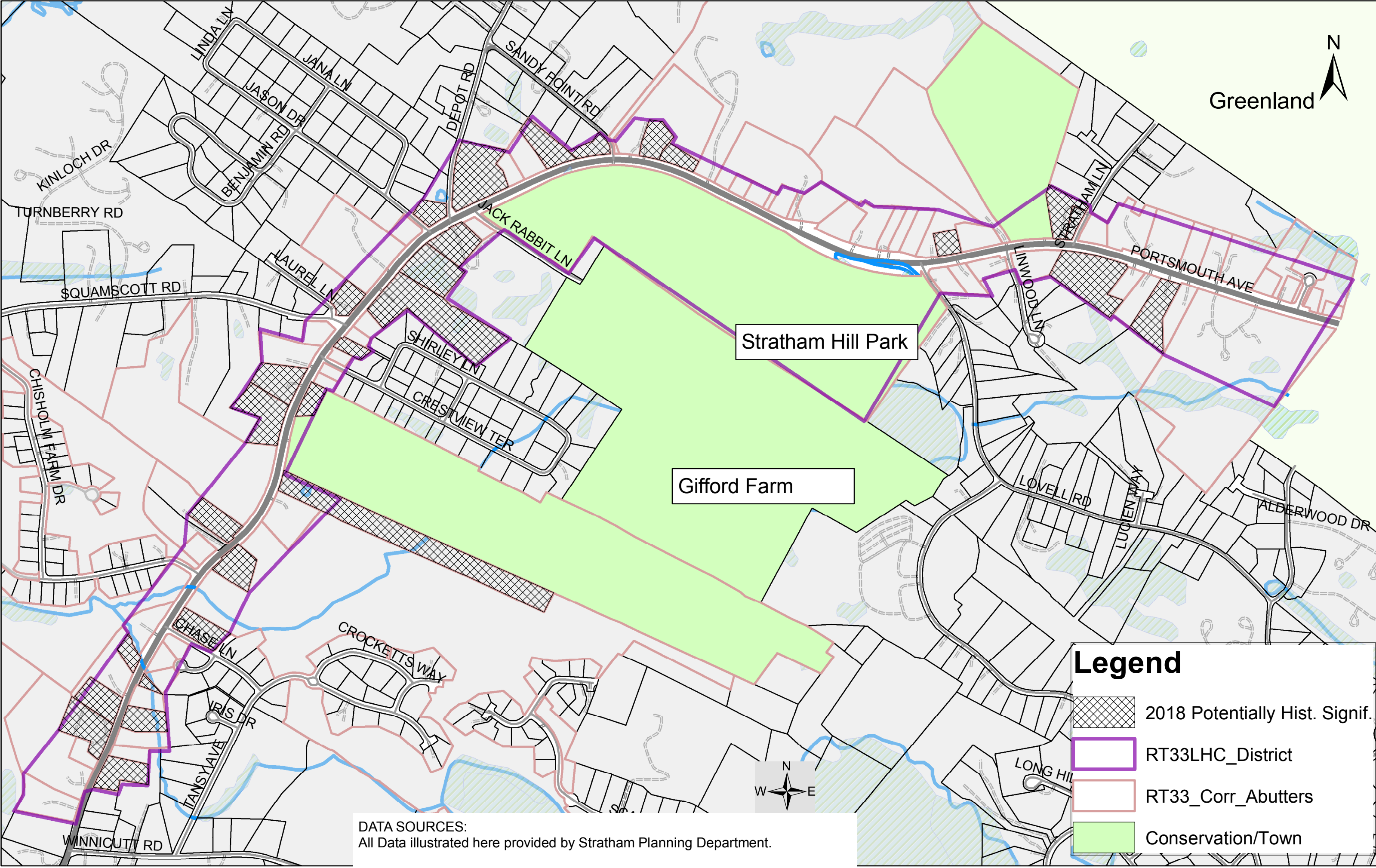
USES:	ZONING DIS/CTRICK									
F. <u>COMMERCIAL USES:</u>	R/A	MAH	PRE	TC	G CBD CZ	G CBD OZ	SC	CLIO	IND	
13. Adult Uses. (Adopted 3/93)	X	X	X	X	S/C <sup>5</sup>	S/C <sup>5</sup>	S/C <sup>5</sup>	X	X	X
14. Special Promotional Sales & Displays <sup>6</sup> . (Adopted 3/96)	X	X	X	P	P	P	P	P	X	X
15. Self Storage or Warehousing. (Adopted 3/99)	X	X	X	X	C <sup>7</sup>	C <sup>7</sup>	C <sup>7</sup>	C <sup>7</sup>	X	X
16. Conference Center. (Adopted 3/09)	X	X	X	P	P	P	P	X	X	S/C
17. Movie Theater, Indoor Entertainment Complex. (Adopted 3/09)	X	X	X	P	P	P	P	X	X	S/C

G. <u>INDUSTRIAL USES:</u>										
1. Manufacturing, Assembly, Fabricating Operations.	X	X	X	X	C	C	X	C	P	X
2. Research and Development, Corporate, and Business Offices.	X	X	X	P	C	C	P	P	P	C
3. Warehousing and Wholesaling Operations.	X	X	X	X	C	C	S/C	C	P	X
4. Freight and Trucking Terminals.	X	X	X	X	C	C	S/C	C	S/C	X
5. Bulk Storage and Distribution of Goods, except Fuels.	X	X	X	X	X	X	X	C	P	X
6. Bulk Storage of Fossil Fuels.	X	X	X	X	X	X	X	X	X	X
7. Earth Products Removal subject to the provisions of Section X.	P	P	X	X	C	C	P	P	P	C
8. Commercial Sawmills.	X	X	X	X	X	X	S/C	X	S/C	X
9. Junk Yards, Recycling Centers.	X	X	X	X	X	X	X	X	S/C	X
10. Special Promotional Sales & Displays <sup>6</sup> . (Adopted 3/96)	X	X	X	P	P	P	P	P	X	X
11. Light Industrial. (Adopted 3/98)	X	X	X	X	X	X	P <sup>8</sup>	P	P	X

Footnote Table 3.6:

#9: Applicable only to those properties identified as “*Potentially Historically Significant*” in accordance with the *Town of Stratham 2018 Area Survey of Portsmouth Avenue*, where the historic structure(s) on the property is preserved, restored, or included as part of the project through adaptive reuse.





DATA SOURCES:  
All Data illustrated here provided by Stratham Planning Department.

**Legend**

2018 Potentially Hist. Signif.

RT33LHC\_District

RT33\_Corr\_Abutters

Conservation/Town