3.0 TOWN CENTER CONCEPT PLAN

3.1 Background

The previous sections of this report provide the foundation for the Barrington Town Center Concept Plan. The concept plan is based on the findings of the public visioning process, existing conditions evaluations, meetings with the Planning Board, and interviews with property owners, business owners, and other stakeholders. The capabilities of those individuals, businesses, and organizations that will be implementing the plan were also taken into consideration.

The Village District has good potential for a variety of future development opportunities including residential, commercial, light industrial, service, and civic uses. The general areas and types of development potential throughout this district are illustrated on Map 3.1 below.

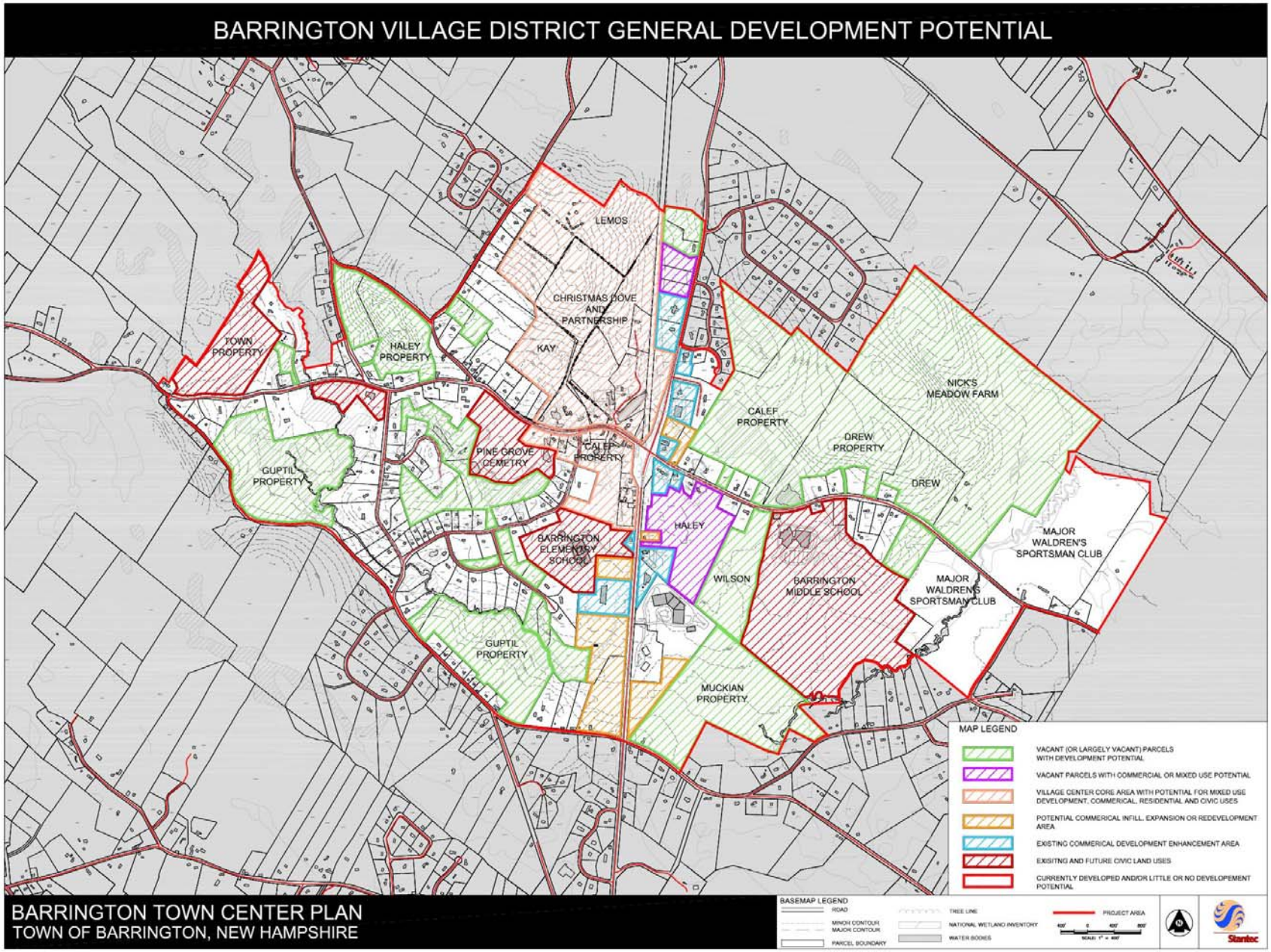
However, the Village District is too large to support a traditional Town Center for a town the size of Barrington. To facilitate the establishment and development of a new Town Center as desired by the community, the Town Center Concept Plan focuses on a portion of the Village District that has the greatest potential to serve as the civic and commercial center of Barrington. This area has been determined through the public involvement process to be the area around the Route 9 and 125 intersection with a particular focus on the west side of the Route 125 corridor.

To supplement the Town Center Concept Plan, selected photographs, visual simulations, roadway cross sections, examples of gateway and streetscape treatments, and perspective drawings are included in this section of the report. Additionally, Appendix D lays out general design guidelines and standards that apply specifically to the Town Center and can be used for the purposes of development review by the Planning Board.

3.2 Design Principals for the Town Center

Rural Town Centers are characterized by compact mixed-use settlement patterns, a community focus (such as a town common), traditional architectural design, and pedestrian (as opposed to auto) orientation. They offer basic employment, services, and shopping for their residents as well as for those living in the surrounding lower-density rural areas.

Rural Town Centers also provide civic facilities and activities for social interactions. All of these village characteristics should be provided for within about a quarter-mile of the “main street” (or commercial mixed-use spine) of the center. These characteristics indicate that traditional Town Centers are strongly supported by surrounding neighborhoods, local employment opportunities, and civic uses.


BARRINGTON VILLAGE DISTRICT GENERAL DEVELOPMENT POTENTIAL
LEMOS
CHRISTMAS DOVE AND PARTNERSHIP
KAY
TOWN PROPERTY
HALEY PROPERTY
GUPTIL PROPERTY
PINE GROVE CEMETRY
CALEF PROPERTY
CALEF PROPERTY
NICK'S MEADOW FARM
DREW PROPERTY
DREW
HALEY
BARRINGTON ELEMENTRY SCHOOL
WILSON
BARRINGTON MIDDLE SCHOOL
MAJOR WALDREN'S SPORTSMAN CLUB
MAJOR WALDREN'S SPORTSMAN CLUB
GUPTIL PROPERTY
MUCKIAN PROPERTY
MAP LEGEND
VACANT (OR LARGELY VACANT) PARCELS WITH DEVELOPMENT POTENTIAL
VACANT PARCELS WITH COMMERCIAL OR MIXED USE POTENTIAL
VILLAGE CENTER CORE AREA WITH POTENTIAL FOR MIXED USE DEVELOPMENT, COMMERICAL, RESIDENTIAL AND CIVIC USES
POTENTIAL COMMERICAL INFILL, EXPANSION OR REDEVELOPMENT AREA
EXISITNG COMMERICAL DEVELOPMENT ENHANCEMENT AREA
EXISITNG AND FUTURE CIVIC LAND USES
CURRENTLY DEVELOPED AND/OR LITTLE OR NO DEVELOPEMENT POTENTIAL
BARRINGTON TOWN CENTER PLAN
TOWN OF BARRINGTON, NEW HAMPSHIRE
BASEMAP LEGEND
ROAD
MINOR CONTOUR
MAJOR CONTOUR
PARCEL BOUNDARY
TREE LINE
NATIONAL WETLAND INVENTORY
WATER BODIES
PROJECT AREA
Stantec

Some general design characteristics for a traditional rural Town Center are as follows:

General Design Characteristics for Rural Town Centers[1]	
Characteristic	**Guideline**
Gross land area	100 to 500 acres
Dwelling units (DU)	100 to 600 DU
Net DU/acre	1 to 8 (or 5,445 to 43,560 sf/DU)
Population	200 to 1,800 residents
Jobs: housing ratio (at 200-350 sf per job)	0.75:1 to 1.75:1
Percentage of overall open space	45% to 70% district-wide
Percentage of public open space	3% to 8% district-wide
Local retail space	26 to 52 sf/DU
Civic space	300 sf/DU minimum
Town common or green space	200 sf/DU minimum
Water treatment	Community or public wells
Sewage	Community or public wastewater treatment system

Pedestrian Orientation

A key characteristic is that they are pedestrian-oriented and that a reasonable number of homes (representing the primary users) must be within walking district of the center for it to be successful. Map 3.2 below illustrates the pedestrian precincts (walking distances) for the proposed Barrington Town Center.

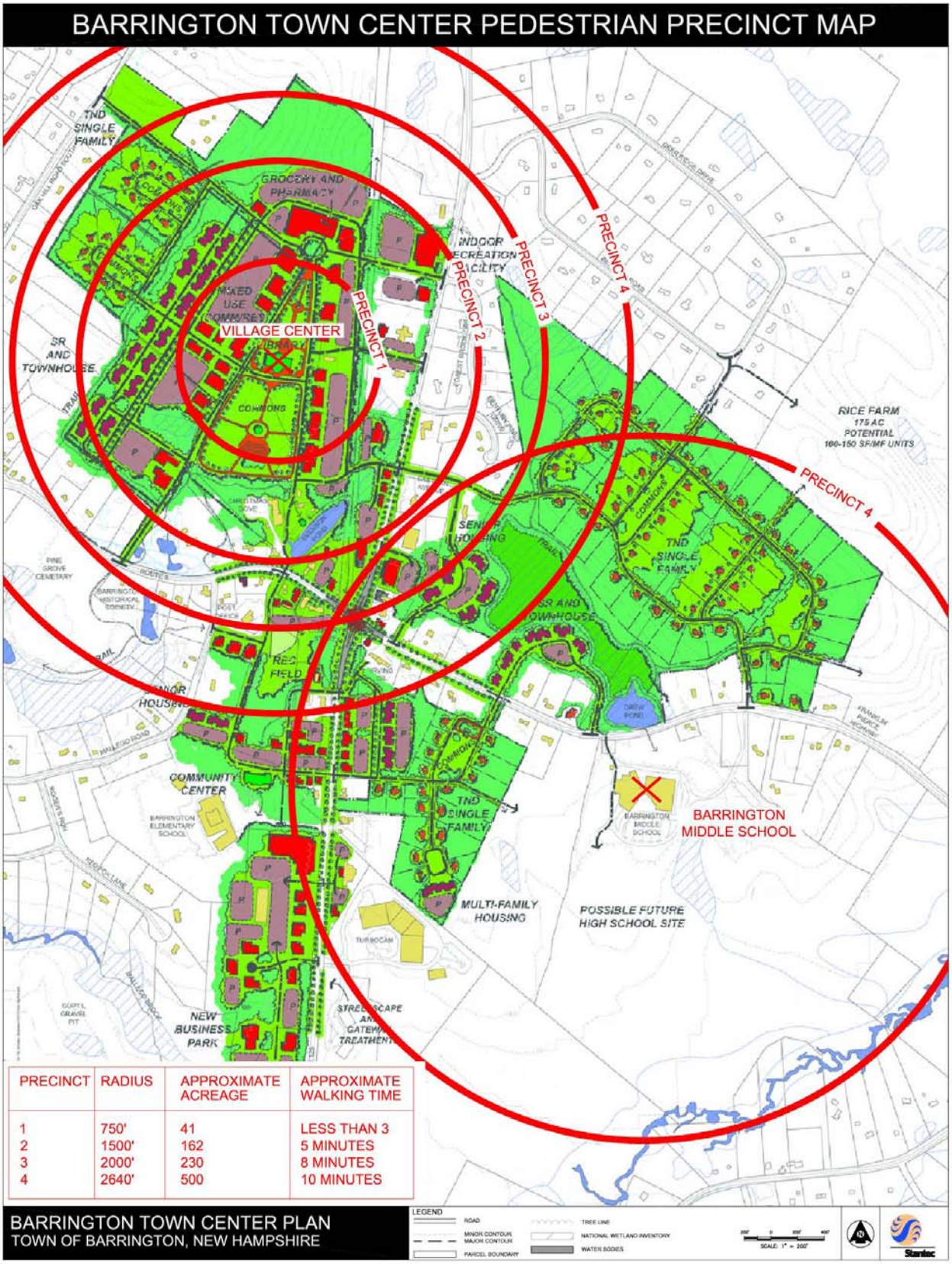
Town Center Pedestrian Precincts			
Precinct	**Radius (in Feet)**	**Approx. Acres**	**Approx Walking Time (Min.)**
1	750	41	Under 3
2	1,500	162	5
3	2,000	230	8
4	2,640	500	10

The maximum distance that most people would be willing to walk is half a mile, which takes about 10 minutes on average (Pedestrian Precinct 4). The Barrington Town Center Pedestrian Precinct map indicates that the core area would be within half a mile of several existing and potential new homes in the area as well as most of the existing commercial properties along Routes 9 and 125. However, it would not include the public schools and other neighborhoods in the surrounding Village District. This map illustrates how important residential development is to a Town Center as well as civic and commercial uses that can draw area residents that are not within walking distance.

Mixed Uses

The long-term viability of the Town Center is dependent on the expansion and flexibility of commercial, professional, and residential uses. A combination of uses including retail, food and entertainment, professional services (particularly medical), light industrial, recreational, cultural, and governmental must be permitted if the Town Center is to become a place of necessity for residents and an attraction for visitors and prospective investors. Well placed professional offices and residential uses (optimally on upper floors and side streets) fill vacant/underutilized spaces, create investment, establish year-round economy, provide built-in security, and reduce traffic (i.e., you can live, work, shop, and eat all within walking distance). Only truly incompatible uses should be separated in a Town Center district.

[1] From *Visions for a New American Dream*, Anton Clarence Nelessen, 1993.



PRECINCT	RADIUS	APPROXIMATE ACREAGE	APPROXIMATE WALKING TIME
1	750'	41	LESS THAN 3
2	1500'	162	5 MINUTES
3	2000'	230	8 MINUTES
4	2640'	500	10 MINUTES

BARRINGTON TOWN CENTER PLAN
TOWN OF BARRINGTON, NEW HAMPSHIRE

Historic Development Patterns

The proposed Town Center's scale and layout should be distinct from all other commercial districts in the community. New development is built with pedestrians in mind (close or up to the sidewalk and adjacent buildings), no parking is located within the front-yard setback but rather behind or on the side of the building. Landscaping and streetscape amenities are provided (benches, ornamental lighting, hard surfaces, street trees, etc). Sufficient height (two stories at a minimum) is necessary to allow for a mix of uses to create a year-round economy and reduce travel needs.

Outdoor Uses

Outdoor uses are very important to attracting residents and visitors to the Town Center. This may include formal areas such as recreational fields and commons but should also include accessory uses such as limited outdoor retail displays, outdoor dining, vendors, entertainment, farmers' markets, and other attractive uses along the main street. Sidewalk cafés can generate new business and encourage additional pedestrian traffic, discourage street crime, give identity and vitality to the Town Center, serve as a special attraction, and enhance the aesthetic value of community life.

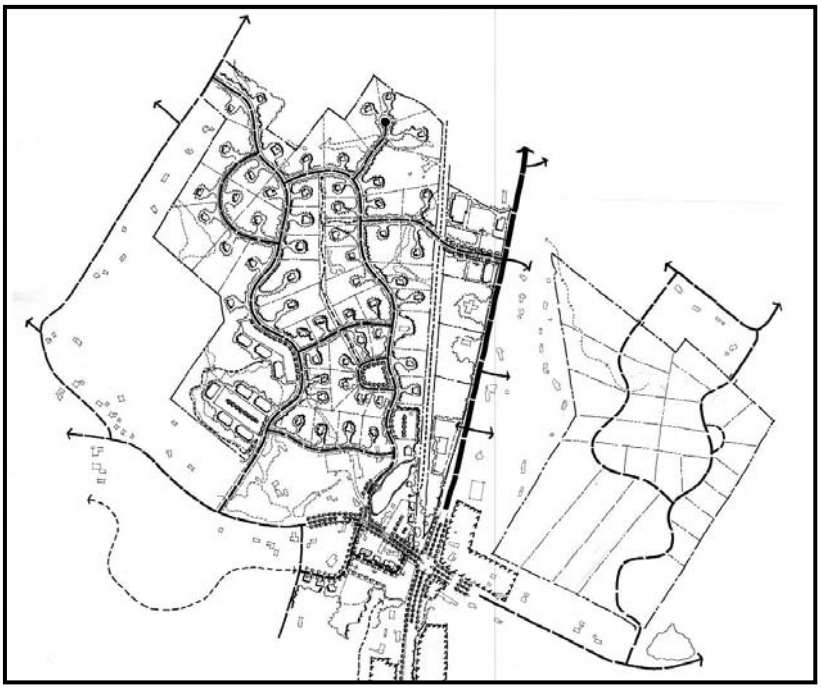
Smart Growth Principles

The philosophy behind Smart Growth is to protect open spaces, efficiently utilize local infrastructure and services, and invigorate existing employment centers and neighborhoods. As applied to the Town Center, it means providing for a higher density of job and housing opportunities because of the established mix of uses, availability of public transportation and utilities, and other public and private amenities important to existing and prospective residents.

3.3 Overall Concept Plan for the Town Center

Fulfilling the Public Vision

Based on the information gathered, several variations of a Town Center concept plan were created. The initial concept plans were based primarily on the input of key stakeholders such as property owners, business owners, and civic organizations. The property owners in particular had thought of the area around the Route 9 and 125 intersection as having mostly residential potential given the current zoning regulations and past trends in this type of development throughout the community. The figure below is an early concept plan illustrating mostly residential development in the proposed Town Center.



Preliminary concept plan of the Town Center with mostly conventional single-family subdivisions

This preliminary concept was not well received by the Planning Board. The board suggested more commercial and mixed-use development in the Town Center, which was also supported by the public in the visioning sessions. Many of the key property owners also supported a traditional mixed-use center but were not aware of the most recent zoning changes in the Village District that would allow for this and of the possibility

of additional zoning changes that would further enhance mixed uses in the core area of the district.

The final Barrington Town Center Concept Plan (Figure 3.3 below) illustrates a balanced mix of commercial, residential, and civic buildings and open space as suggested by the public and the Planning Board. To support the public and private development within the Town Center, several other key improvements are depicted on the concept plan including:

- Parking and loading areas
- Pedestrian circulation and safety
- Traffic circulation and calming
- New land development, infill, and redevelopment
- Building rehabilitation, redevelopment, and reuse
- Streetscape and open space improvements

These components of the Barrington Town Center Concept Plan are described in detail below.

The goal of the Barrington Town Center Concept Plan is to establish the core of the community with key civic, residential, and commercial uses. It should incorporate the essential elements of traditional village character: historic architectural styles, buildings close to the street, parking on the street and behind the buildings, an attractive streetscape, an intimate pedestrian atmosphere, and a mixed-use environment. It should be a place where folks can comfortably grab a bite to eat, make a variety of stops for business and pleasure, and converse with friends and acquaintances. However, as development pressures have increased over the past 25 years, artificial restrictions through zoning and other regulatory methods can work against the concept plan by separating uses, pushing buildings back, and allowing site design to accommodate auto travel rather than pedestrians. Local regulations and policies must be geared to facilitating the unique characteristics of a traditional New England Town Center.

Development Themes

"Place of Necessity" – If the Town Center is to compete with other commercial districts locally or regionally, we must focus on creating a mixed-use, year-round district. We must have flexibility to attract new investments, which provides for a mix of uses and opportunities that serve all residents and visitors, enhances the Town Center's traditional civic and historic character, and reinforces it as a "place of necessity" in the community.

"Civic Core" – The "civic core" theme is based on existing and proposed public facilities and uses in the proposed Town Center. Currently, civic uses include the Barrington Historical Society, Barrington Post Office, Barrington Elementary School, and Barrington Middle School. Potential future civic uses that are illustrated in the concept plan are the public library, town common, community center, community recreation and events field, and the future high school. Public facilities and open spaces should provide forums for public gatherings and civic activities. They should be linked together by streetscape improvements including sidewalks, trails, street trees, furnishings, and civic art. These enhancements should create an element of formality to the space and acknowledgement of civic values.

Medical Arts Health & Wellness Center – Building off existing medical facilities in the Town Center such as Barrington Family Practice and Urgent Care, Animal Hospital of Barrington, and Barrington Health Center, the concept plan illustrates medical office building expansion as an important attribute in the district and service to the community. Health and wellness as a primary employer and service provider is a critical asset to the Town Center and should be supported in plans for growth and expansion. Walking connections to shops, restaurants, and other services within the Town Center should be provided and encouraged.

Historic Center/Arts & Entertainment District – The Town Center should be recognized as a high-quality district for the arts, entertainment, and history that becomes the hub for local cultural activities. The district theme should build upon Barrington's culture and historic fabric. The Town Center should become the site of mixed venues and support services for art exhibits, shows, entertainment, dining, and shopping.

An Employment Center – The Town Center should serve as Barrington's primary employment center with retail, service, medical, public, and light industrial jobs. The concept plan illustrates new development in each of these sectors.

Traditional Neighborhoods – The Town Center Concept Plan, together with adjacent properties, incorporates a series of new neighborhoods that are laid out in a traditional development pattern (vs. conventional residential subdivisions). This development includes a variety of housing types to meet the income and age demands of the community today and in the future. Traditional neighborhoods are characterized by smaller house lots with the homes placed closer to the street, sidewalks, narrow tree-lined streets, and common open space. The concept plan integrates these neighborhoods into the core area through roadway, sidewalk, and trail connections. The "village neighborhoods" serve as the primary market for the Town Center.

3.4 Private Development and Redevelopment

The Barrington Town Center Concept Plan is guided by a private development framework that includes the following objectives:

- Further develop the Town Center as a mixed-use district.
- Encourage development of housing types for various income and age groups.
- Encourage rehabilitation of important and historic buildings.
- Encourage an appropriate vertical mix of uses such as retail and restaurants on the first floor and office and residential uses above.

- Provide opportunities for new business development that supports local entrepreneurship and creates high-quality and high-paying jobs

- Allow for specific larger commercial operations desired by the community and built under strict design standards.

- Incorporate key civic facilities and open spaces into the Town Center as an important component in terms of size and location.

Rehabilitation of Existing Buildings

The rehabilitation and reuse of existing buildings is key to the Town Center Concept Plan. None of the existing buildings in the district are removed in the concept plan, but several are expanded or rehabilitated for existing or new uses. Reconfigured parking, access, and landscaping is also shown on these properties in the concept plan. Detailed rehabilitation strategies for existing properties in the Town Center are described in *Section 2: Existing Trends, Conditions, Issues, and Opportunities*.

New Infill Development and Redevelopment

Northwest Quadrant – This is the core area of the Barrington Town Center Concept Plan. The proposed development is centered on a new **Town Common** which includes a new town library, public gardens, and an outdoor amphitheater. Two primary streets parallel the common, lined with trees, sidewalks on both sides, and **on-street parking**. These streets provide access to Route 125 to the east and residential development and Oak Hill Road to the west. They also access Route 9 at two points to the south and merge to the north at the top of the common into a roundabout, which is bordered by a moderately size **grocery store and pharmacy**.

A series of **small to medium-sized mixed-use buildings** (2,000 to 8,000 square feet) line the common. These buildings are envisioned to be 1½ to 2½ stories with commercial uses on the ground floor and residential and office uses on the upper floors. The concept plan illustrates a traditional layout with the buildings located at or near the front property line and **parking located to the side and rear**. Architectural designs and patterns should follow the traditional styles and materials used in the region.

Examples of Attractive Public Open Spaces

To the west of the commons are **new village neighborhoods**. The first includes a series of townhouse or apartment type buildings lined by a boulevard that separates the neighborhood from the mixed-use buildings. These townhouses are intended to provide senior as well as moderate-income housing opportunities for local residents. The concept plan illustrates approximately 52 of these units in a traditional design and layout. Further west of the commons are two small, single-family neighborhoods. These traditional neighborhood developments include single-family with or without in-law apartments and duplex units surrounded by a small common. The homes would use traditional architecture and layout with the building set at 20 to 30 feet from the roadway and garages off-set to the side or behind the residence. The roads would be narrow (18 to 20 feet), tree-lined, and with a sidewalk on the residential side.

Existing buildings such as the Christmas Dove and older homes along Route 9 are integrated into the Town Center plan. Selective thinning is shown on the concept plan at the northwest intersection of Route 9 and 125 to create views across the pond and up the hill to the new common, library, and surrounding buildings. A series of **infill buildings** are located along Route 125, which would include professional and medical office buildings, limited retail/restaurant uses, and potentially an indoor recreation facility.

Southwest Quadrant – The concept plan illustrates the **enhancement of the Calef field** as a public recreation and events facility. This may include expansion of the ballfields and a new community center on the southern end of the elementary school site. **Infill development** is also included on the concept plan along Route 9, along Route 125, and behind Calef's General Store facing the fields. These buildings are intended to be commercial and designed in a traditional New England architectural style and development pattern. **Senior housing** is planned for the portion of the Calef field that fronts on Mallego Road. In total, 14 units are shown on the concept plan.

The concept plan illustrates enhancements to **existing buildings and businesses** in this portion of the Town Center such as Calef's General Store, the Knight properties, and Barrington Station. These enhancements are described in greater detail in *Section 2: Existing Trends, Conditions, Issues, and Opportunities*.

A **new business park** is proposed on the Barrington Station and Autos in the Orchard properties. This park would utilize open lands on these properties and include access from Route 125 and Province Road. The concept plan illustrates a series of small to moderate-size buildings (4,000 to 8,000 square feet) that would be used for light industrial and limited commercial office uses. The business park would primarily serve as a business incubator for local entrepreneurs and clean industries that want to be located in Barrington and will add to the tax base and create employment opportunities for local residents. The park would be well screened from Route 125 by the existing tree line on the west side of the highway.

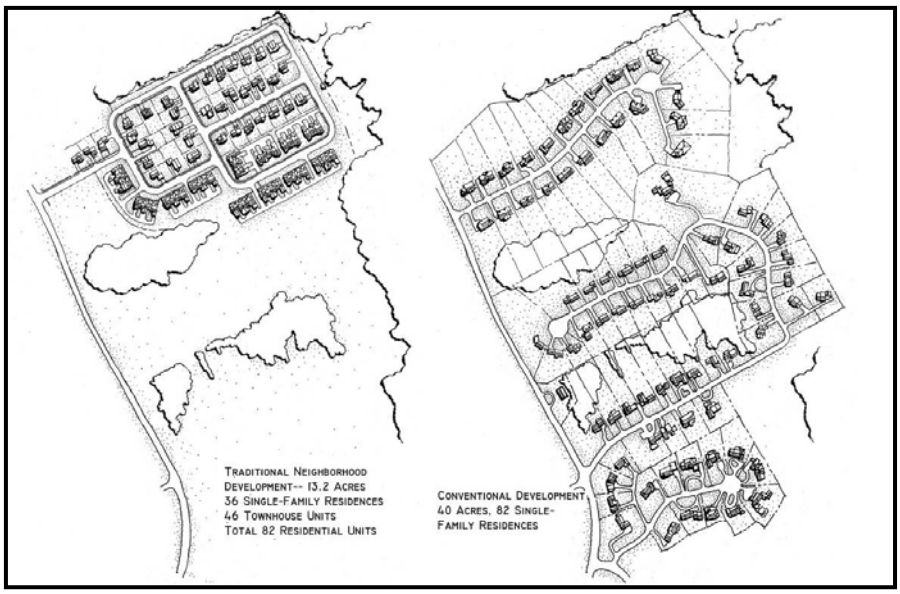
Southeast Quadrant – The concept plan for this portion of the Town Center illustrates **enhancements to existing buildings and businesses** and **new infill commercial** development along the Route 125 corridor as well as mixed housing types in the interior portion. Currently, this segment of the Route 125 corridor includes scattered strip commercial development. In order to avoid further weakening of Town Center core area and underutilization of properties, new development should include a mix of uses that may not be appropriate due to scale or highway orientation in a traditional village setting. The concept plan illustrates the following features:

- High-quality development that primarily serves town and village residents as well as those traveling on the corridor.
- Encouragement of the development of professional office space, accommodations, vehicle-oriented uses, and moderate-scale commercial uses.
- Connections to new village neighborhoods and Route 9.

In addition to commercial development, the concept plan illustrates a new village neighborhood in this quadrant that would provide for **senior and moderate-income housing** and a limited number of single-family homes in a traditional neighborhood setting. The concept plan illustrates future roadway and trail connections of these new neighborhoods to potential future development further east such as the new high school site on the middle school property.

Northeast Quadrant – This portion of the concept plan includes primarily **new village neighborhoods** with a mix of senior housing, moderate-income apartments and condominiums, and single-family homes. These neighborhoods are laid out in a traditional development pattern with common open space, narrow tree-lined streets, and regional architectural styles. Roadway connections are illustrated on the concept plan between these new neighborhoods and the Deer Ridge neighborhood and potential future development further east of the Town Center.

Enhancements to existing buildings and **infill development** are also illustrated on the concept plan for those properties fronting on Route 9 and Route 125. These enhancements are described in detail in *Section 2: Existing Trends, Conditions, Issues, and* Opportunities.



Comparison of Traditional Neighborhood Development and Conventional Subdivision

3.5 Public Improvement Projects

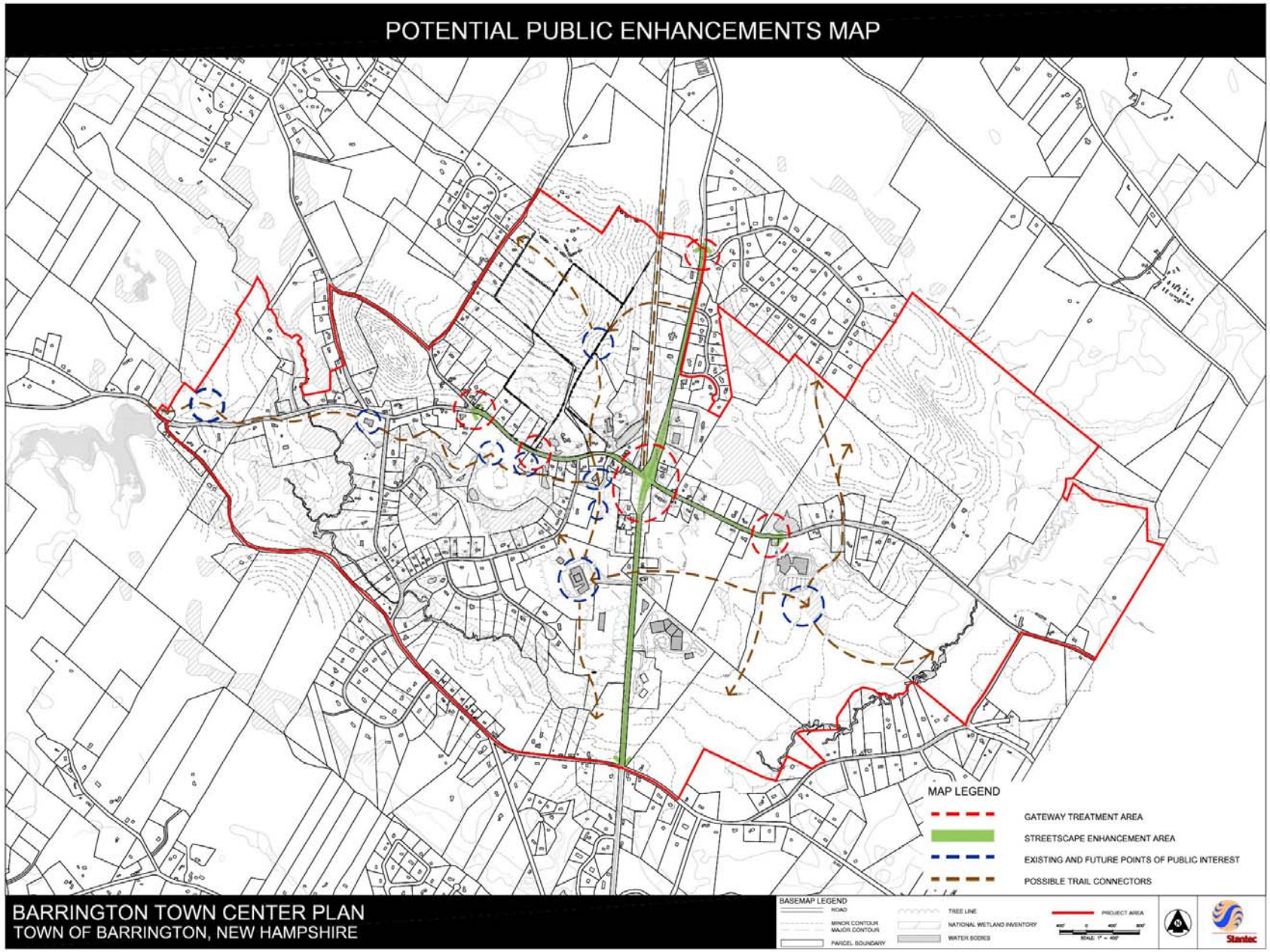
Public improvement projects in the Town Center are predominately confined to those areas within the land and rights-of-way owned or controlled by the municipality or state. These improvements will benefit the general public, creating barrier-free, pedestrian-friendly access to public spaces and the Town Center core area. Public improvements are intended to create a positive environment for private investment. The following series of public improvements focus on improving access to and awareness of the Town Center and the goods and services provided within.

Traffic and Circulation Improvements

The concept plan illustrates a network of new roadways, internal connectors, and consolidated curb cuts throughout the Barrington Town Center project area. The purpose of these roadway improvements is to ensure that vehicles are well distributed, reduce the congestion at the Route 9 and 125 intersection, and enhance pedestrian safety throughout the Town Center. Some of the key circulation enhancements planned for the district include:

Northwest Quadrant – Three new access roads from Route 125 north of the intersection connect the proposed town common and mixed-use area of the northwest quadrant. These connections also serve as access to existing properties along the west side of Route 9 and allow for the reduction in curb cuts. Two new roadway connections from Route 9 into the proposed town common area to the north provide better distribution of traffic along the corridor away from the intersection. This internal roadway network reduces the number of vehicles approaching the intersection from the north.

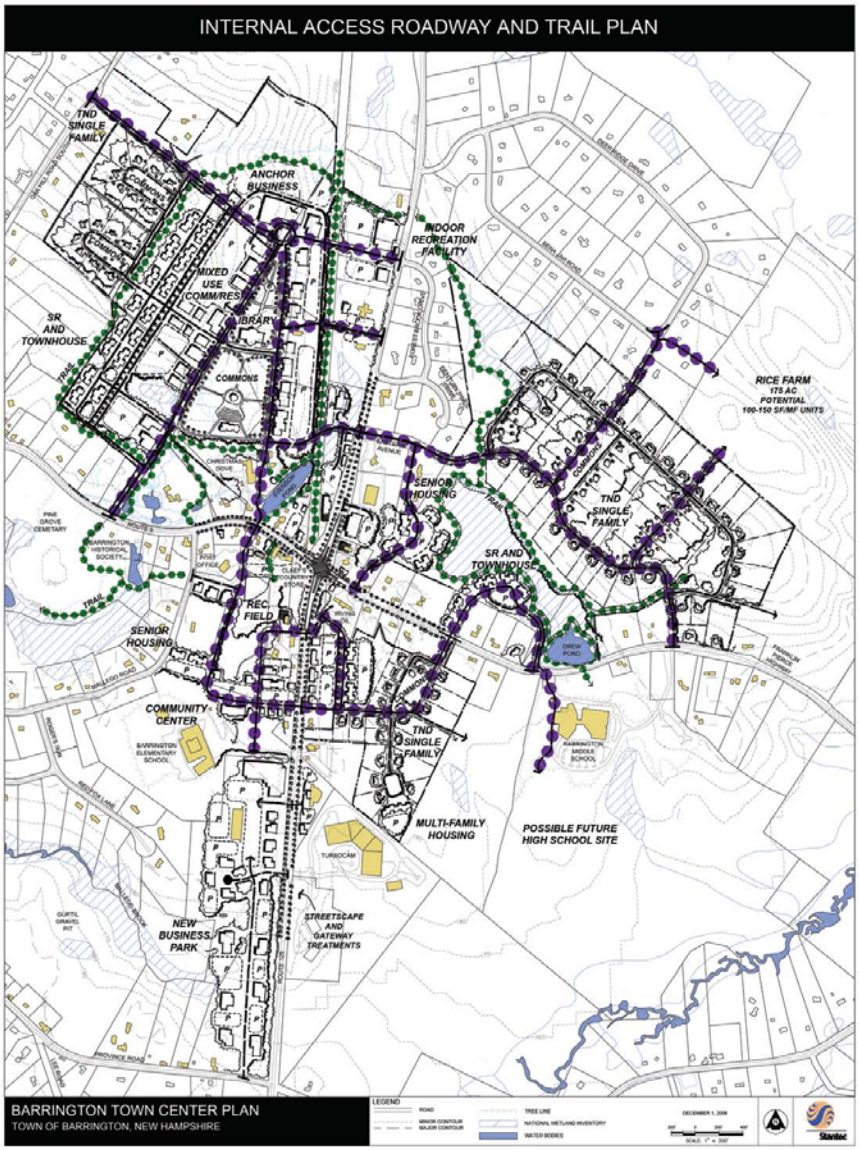
Southwest Quadrant – An internal roadway network is planned for the area between Route 9 west and Route 125 south. These new roadways will service the post office, Calef's, and the proposed recreational fields as well as properties along Route 125. It will provide an opportunity to distribute travelers on Route 9 heading east to avoid the intersection if turning south onto Route 125. It will also provide a superior alternative to using Mallego Road and Province Road as a short cut as many people do today.


POTENTIAL PUBLIC ENHANCEMENTS MAP
MAP LEGEND
GATEWAY TREATMENT AREA
STREETSCAPE ENHANCEMENT AREA
EXISTING AND FUTURE POINTS OF PUBLIC INTEREST
POSSIBLE TRAIL CONNECTORS
BARRINGTON TOWN CENTER PLAN
TOWN OF BARRINGTON, NEW HAMPSHIRE
BASEMAP LEGEND
ROAD
MINOR CONTOUR
MAJOR CONTOUR
PARCEL BOUNDARY
TREE LINE
NATIONAL WETLAND INVENTORY
WATER BODIES
PROJECT AREA
Stantec

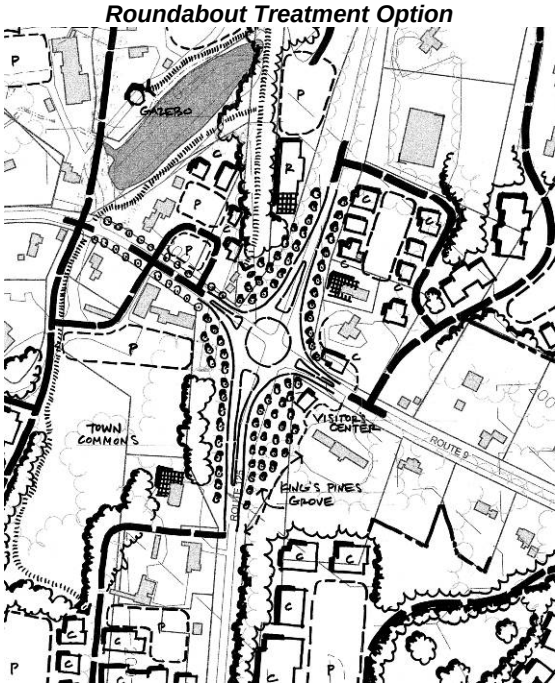
Northeast Quadrant – Under the concept plan, two new access roads on the west side of Route 125 north of the intersection would line up with Forest Brook Drive and Eastern Avenue creating a safe alignment with existing roadways, and the potential for future signalization is warranted in the future. Eastern Avenue is also extended to the east accessing potential future development on the Calef property and to the south connecting to Route 9. These improvements allow for traffic heading west on Route 9 and turning north on Route 125 to be redirected around the intersection. It also provides internal circulation for existing and future development without having to use Route 9 or 125. The concept plan also shows potential future development on the Calef and Drew properties connecting to Route 9 as well as the Deer Ridge neighborhood and potential future development on Rice Farm.

Southeast Quadrant – The internal roadway network on the concept plan shows access to potential new development also connecting to Route 125 at two locations and to Route 9, allowing for travelers heading north on Route 125 and turning east on Route 9 to avoid the intersection. The two proposed access roads onto Route 125 also align with proposed access roads on the west side of the corridor providing for safer intersections and potential future signalization if warranted. This proposed internal roadway network could also be extended to the potential future high school site (behind the middle school) and extended south to Province Road as future development occurs.

Route 9 and 125 Intersection – The concept plan illustrates variation in materials to calm the traffic and improve pedestrian safety at the intersection. In the short term, this intersection should be carefully evaluated for proper signal timing as traffic builds up, particularly on the Route 9 legs during peak morning and evening hours. In the mid term, extension of the left and right turn lanes on Route 9 should be considered on the Route 9 approaches. In the long term, a two-lane roundabout should be considered at the intersection, which would facilitate slow and steady travel speeds (traffic calming) as vehicles approach the intersection. A roundabout would also provide efficient non-peak-hour levels of service as well as an attractive gateway treatment to the Town Center.



Roundabout Treatment Option



Improved Signalized Option

Parking Improvements

The concept plan illustrates well distributed public and private parking areas throughout the Barrington Town Center project area. Under this concept the **old state commuter parking lot** at the southwest corner of the Route 9 and 125 intersection would be upgraded and expanded to the west. This would serve commuters as well as the potential recreation fields, post office, Calef's Corner, and other existing and potential uses on the site. The **new state commuter lot** on the north side of Route 9 would be upgraded as well with new lighting, sidewalks, and curb cuts.

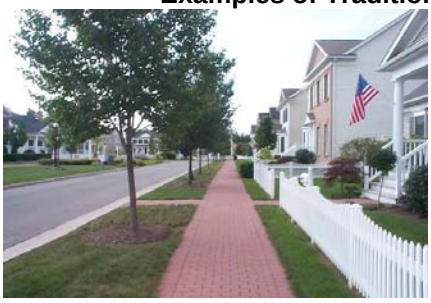
The concept plan also shows new **on-street parking** on the primary streets in the northwest quadrant where a new town common is proposed. This parking would provide convenient spaces to shoppers as well as users of the civic buildings and open spaces. Throughout the concept plan, **new private parking lots** are distributed to the side and behind new residential and commercial buildings. Connections between parking lots (both public and private) are also shown, where possible, to improve internal circulation and maximize parking opportunities. This practice is in keeping with traditional Town Center development patterns.

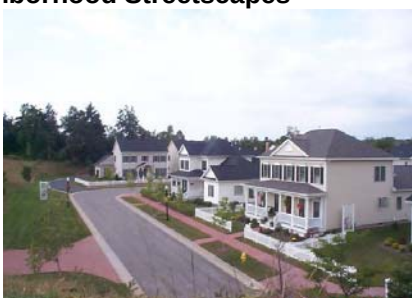
Streetscape Enhancements

Plans for streetscape improvements should be developed for Route 125, Route 9, and new streets in the Barrington Town Center project area. Streetscape improvements should be designed to improve crosswalk visibility and aesthetic value, provide barrier-free access, calm traffic, and accommodate alternative transportation such as bicycles and public transit. Elements should include uniform pedestrian-level ornamental lighting, new sidewalks where needed, new street trees, benches, trash receptacles, planters, and signage. Streetscape improvements should also enhance access to parking lots, residential areas, and other points of public interes

Example of Town Center Streetscape Treatment

Examples of Traditional Village Neighborhood Streetscapes





The Barrington Town Center Concept Plan identifies key streetscape improvements at the following locations:

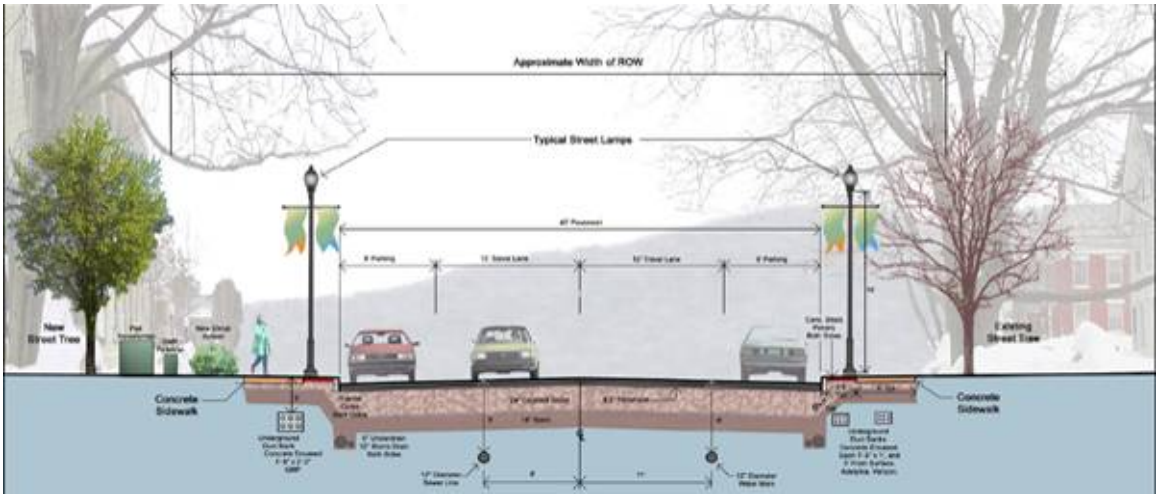
Route 125 Corridor – Between TurboCam Phase II parcel/South property boundary of Barrington Station on the south end to Century Pines on the north end. Improvements would include selective tree thinning, sidewalks on both sides, ornamental street lighting, and street tree plantings. These improvements would span approximately 4,200 linear feet of roadway.

Example of Boulevard Treatment

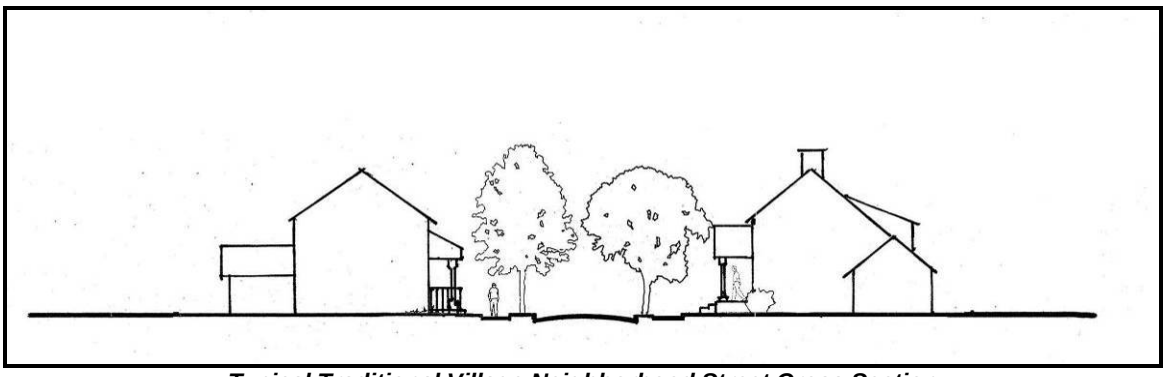
Route 9 Corridor – Between Mallego Road on the west side and the Calef parcel on the east side, improvements would include selective tree thinning, sidewalks on both sides, ornamental street lighting, and street tree plantings. These improvements would span approximately 2,000 linear feet of roadway.

Routes 9 and 125 Intersection Area – As with the rest of the corridors, improvements would include selective tree thinning, sidewalks on both sides of the street, ornamental lighting, and street tree plantings. Additionally, boulevard treatments (center islands) should be installed along both corridors to create a more attractive entrance into the core area as well as serving as a traffic-calming device and improving pedestrian safety at the crosswalks. The boulevard treatment would extend away from the signal along Route 125 approximately 400 linear feet in each direction (north and south) and along Route 9 approximately 150 feet in both directions (east and west).

New Public Streets in the Project Area – New streets developed as part of public or private development plans would also have to follow appropriate design standards including streetscape improvements. Currently, Figure 15-C of the subdivision regulations provides design standards for new streets. However, these may be adjusted to specifically address new major streets and small neighborhood streets within the proposed Town Center. Examples of potential Town Center street cross sections are illustrated below.



Typical Town Center Main Street Cross Section



Typical Traditional Village Neighborhood Street Cross Section

Town Center "Gateway" Improvement Projects

Attractive entrances or "gateways" into the Town Center are critical to making a good impression on residents, visitors, and potential customers. Tree-planting programs, street banners, and decorative welcome signs and features should be installed to enhance aesthetic value at the entrances to the Town Center. The gateway improvements as well as a wayfinding system should highlight Barrington Village as a local center for "living, working, and playing." The gateway locations and potential improvements on the concept plan are identified as follows:

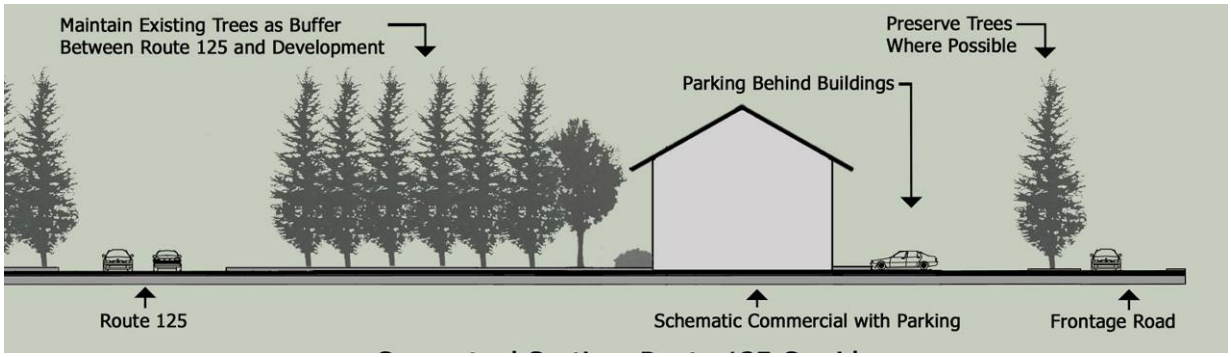
South Gateway – On Route 125 at Province Road. Install a welcome sign and monument in a landscaped bed on the east side of the highway.

North Gateway – On Route 125 at Forest Brook Drive. Install a welcome sign and monument in a landscaped bed on the west side of the highway.

West Gateway – On Route 9 at Barrington Historical Society. Install a welcome sign and monument in a landscaped bed on the south side of the highway.

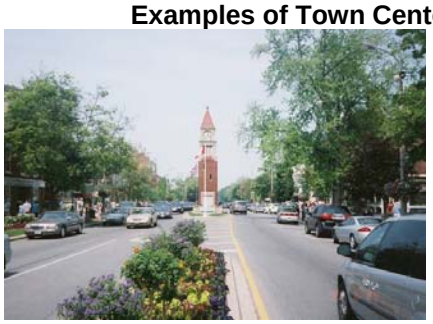
East Gateway – On Route 9 at Barrington Middle School. Install a welcome sign and monument in a landscaped bed on the north side of the highway.

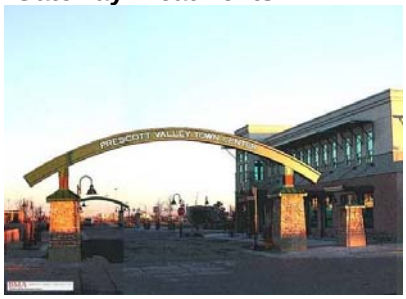
Central Gateway – At the Route 9 and Route 125 intersection. Install a welcome sign and monument in a landscaped bed on the northwest corner of the intersection. (This would replace the current billboard.) An additional gateway treatment might include an archway over Route 9 on the west side of the intersection.



Conceptual Streetscape Transect for the Route 125 Corridor at the North and South Gateways to the Town Center District

Examples of Town Center Gateway Treatments





"Wayfinding" System – Attractive directional signage should be installed to guide visitors and potential customers to public parking locations and other points of interest throughout the Town Center. Business directory maps should be installed in attractive cases and in informational kiosks at strategic locations for customers and visitors to easily identify. The wayfinding system should be implemented in concert with traffic calming and crosswalk improvements at key intersections along Route 125 and Route 9 in the Town Center project area.

Recreational Trails

Alternative transportation corridors, such as bicycle and walking trails, can reduce parking demand and traffic in the proposed Town Center. The concept plan illustrates several new sidewalks for pedestrians on existing and potential future public roadways within the Town Center. Bicycle traffic can be accommodated with new bike lanes on major roadways such as Route 9 and 125 as well as along the shoulders of minor roads and recreational trails. Formal trails are illustrated on the concept plan in the following locations:

- Along the former rail bed parallel to Route 125 and connecting to the proposed town common area.
- Between Route 9 and the elementary school connecting the proposed recreation field behind Calef's Corner.
- Between Mallego Road, the elementary school, and the middle school tying potential future residential and commercial development as well as two key public facilities. This trail could be further extended to Province Road as future development takes place.
- In the northeast quadrant connecting existing and potential future development on the Calef and Drew properties, Deer Ridge neighborhood, Eastern Avenue, Route 9, and the Rice Farm.
- Between Mallego Road, Route 9, Pine Grove Cemetery, and surrounding neighborhoods.

These "linear parks" should be well defined with signage and pavement markings at roadway crossings. They should also be coordinated with other existing and proposed neighborhood trail systems, utilize waterway corridors, and connect with other existing or planned public parks in the community.

Utilities

Overhead Lines – Existing overhead utilities, particularly along Routes 125 and 9 in the Town Center should be buried to improve the aesthetic quality of the two primary arterial streets in the district. However, this would be a very expensive undertaking and probably not possible without the assistance of various state funding sources. All new developments in the Town Center should be required to install utility lines underground.

Public Water System – Communal or small public water supply systems are strongly encouraged in the Town Center. They are a critical step in reaching the mixed-use and moderate-density needed to create a traditional Town Center. Higher-density, mixed-use and residential development should be required to install communal water systems.

Public Sewage System – A communal system or small package treatment plant is also critical to reaching the desired mixed-use and traditional design objectives of the Town Center. As with water supply, communal septic systems should be required for higher-density development in the district. In the long term, a package treatment plant should be strongly considered by the town to service the entire district. One possibility would be to upgrade and expand the system at the elementary school, which is underutilized, particularly in the summer months. The treatment plant and distribution system could be funded through a special services district and/or tax increment financing district.

3.6 Future Development Potential

The Barrington Town Center Concept Plan illustrates a combination of existing building enhancements, reuse and expansions, infill development, and new development of open lands. Proposed development includes a mix of commercial, residential, light industrial, civic, and open spaces. A summary of existing and future development potential is identified in the table below.

Town Center Existing and Potential Development by Quadrant

Development Type		Quadrant				Total
		Northwest	Southwest	Northeast	Southeast	
Residential Units	Existing	7	7	15	6	**35**
	Potential Low	45	3	17	16	**81**
	Potential High	205	75	86	88	**454**
Commercial	Existing	37,225	47,407	13,763	20,008	**118,403**
	Potential Low	22,000	15,000	9,000	5,000	**51,000**
	Potential High	187,000	65,000	27,000	46,500	**325,500**
Industrial	Existing	-	-	-	60,649	**60,649**
	Potential Low	-	10,000	-	-	**10,000**
	Potential High	-	75,000	-	30,000	**105,000**
Institutional	Existing	-	77,392	-	-	**77,392**
	Potential Low	-	-	-	-	**-**
	Potential High	18,000	10,000	-	20,000	**48,000**

Future development potential is further defined on a property-by-property basis in *Appendix B-5: Barrington Town Center Development Potential*.