

Town of Plaistow, New Hampshire

Community Design Charrette

Historic Village District

October 21 and 22, 2011



PLAN NH
Visioning *for* Sustainable Communities

Plaistow Design Charrette Mission Statement

PNH · PLAISTOW 10.21/22.11

Mission Statement

"To provide recommendations for Plaistow's historic village center in order to preserve and enhance its identity as the heart of the community."

Goal: "To improve the pedestrian-friendly quality of the area: enhancing its walkability and pedestrian safety."

Plaistow Community Design Charrette Acknowledgements

Sincere thanks go to those individuals who donated their professional and personal time to make this charrette a success. Also, many thanks to the citizens, businesses and town officials who shared their time, services, thoughts and knowledge with us.

The Plan NH Charrette Team

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The Plaistow Team

Without the support and participation of all of the following individuals, organizations and businesses this charrette would not have been possible:

Application

Tim Moore, *Chairman of the Plaistow Planning Board*
Leigh Komornick, *Planner, Town of Plaistow*
Sean Fitzgerald, *Town Manager, Town of Plaistow*

Logistics

Tim Moore, Leigh Komornick, J. Senter, C. Marlette, K. Cornell

Sign

Grand Rental Station

Lodging

Haverhill Comfort Inn, *courtesy of the Town of Plaistow*

Meals

Casey's Diner - *Friday Dinner and Saturday Breakfast*
Scovotti's Cookies and Confections—*Saturday Lunch*

Seasonal Decorations

Leigh Komornick

Also:

John Sherman, *Plaistow Board of Selectmen*

Plan NH is grateful for the special support of these members:



Plan NH Comes to Plaistow, NH

October 21 & 22, 2011

Who is Plan NH?

Plan New Hampshire, The Foundation for Shaping the Built Environment (Plan NH), is a 501(c)3 non-profit organization formed in 1989.

Plan NH has a *Vision* of a New Hampshire that is vibrant and healthy for its people, its economies and the environment.

Plan NH's *role, or Mission*, in achieving that Vision is to encourage good planning and design and development because, we believe, that *what* we build, and *where* and *how* we build it has a significant impact on that vibrancy and health.

Plan NH *champions principles and ideas* that balance building projects - and this would include anything built in the public realm, such as buildings, roads, bridges, memorials, public sculpture - with

- The needs of people - where they live, how they get about, what services are necessary, what they value
- maintaining the "sense of place" of our towns, cities and villages that make them unique –
 - including preserving historic assets, open spaces, agriculture and farming
- protecting our air, water, flora and fauna

Among our signature programs is the *design charrette*, an exercise that brings professionals from our membership together with our communities to explore design ideas, usually around a town center or other significant neighborhood. Through recommendations made, Plan NH can demonstrate the role and importance of the principles and ideas noted above in concrete, real examples.

What is a Design Charrette?

Simply stated, a Charrette is a brief, yet intense, brainstorming session in which information and many ideas are brought together for the purpose of defining potential planning recommendations and possible design solutions for an identified need. For Plan NH, this is usually related to a town center or other significant neighborhood in a community.

The charrette is typically of a short duration – for Plan NH, 8 hours on a Friday for listening and then another 8 hours the next day for brainstorming, crafting recommended solutions, and presenting thoughts to the town.



The Charrette Process:

- Identify the need or opportunity
 - Collect information from the community itself to understand more deeply and broadly the situation
 - Analyze and evaluate what is seen and heard
- Develop conclusions and recommendation for meeting the need or addressing the challenge

Most importantly, the process engages planning and design professionals (and/or others with related areas of expertise) in direct dialog and conversation with local residents and community representatives (or *stakeholders*) to collect information needed in order to develop good and relevant recommendations about how to address a particular challenge. Plan NH sees this part of the process as a period of *discovery*: discovering who the community is, what they value, what they really want, dream and hope for. This community input is essential and critical to the value of the outcomes.

The results of a Plan NH charrette are general and overarching planning and design *recommendations*, rather than specific, "how to" construction directions. Plan NH does not dictate, but suggests.

Why did Plan NH come to Plaistow?

In early 2010, the town of Plaistow submitted an application for a Plan NH Community Design Charrette. The town was seeking assistance in

“taking back its town center” - returning it to a safely walkable, inviting part of town.

Plan NH representatives reviewed the application, interviewed the town, and chose Plaistow to be one of five towns in which to hold a charrette in 2011.

The application met three essential criteria:

1. The completed application identified a specific area of need and interest within the community, and the community was eager and ready to address it
2. The application’s description of existing conditions in the community demonstrated that there was organized and committed community support already present in Hebron.
3. Plaistow was recognized as a community that takes initiative and was ready and willing to follow through.



The Charrette Process & Overview

Plaistow Town Officials and residents gathered with the **Plan NH** Charrette team on Friday, October 21, 2011 in the Town Hall to discuss the details of the town's proposal with the Plan NH team. Design professionals on the team included an architect, three landscape architects, four engineers, and a Plan NH facilitator. The critical piece that the Charrette Team lacked, which only the local residents could provide, was the intimate knowledge of the Town of Plaistow and the vision for its future. The Charrette team was also briefed on the Community Brainstorming Sessions conducted in September 2011 by the Library and the Main Street Traffic Calming Plan of April 2011..

Local residents are the experts on the community — what makes sense, what history has brought forth, what will pass at the local board meetings — the design team relies on resident input and knowledge to develop viable suggestions and proposals.

The initial application by Plaistow requested that Plan NH consider two very different and physically separate areas: the Historic Village Center and the area which surrounds a potential passenger rail station. For reasons of scale, Plan NH accepted the application with the codicil that these two areas be treated as two parts of a whole vision for the Plaistow Community in two separate Charrettes. Inasmuch as the prospect of a train station being built in Plaistow is currently uncertain, the Village Center was identified as the area of study.

An introductory meeting was held with key community stakeholders, town and elected officials, and community leaders to inform the Plan NH team about the significant issues facing the study area.

Plaistow is a vibrant community with a number of planned activities and events which bring the community together. Plaistow is also a southern-tier border community with an active retail sector located on the NH Route 125 Corridor. Through-traffic volumes are quite high given its location. While the Route 125 corridor was developed as a by-pass, highway construction, retail and traffic volume have brought a substantial amount of through-traffic into the traditional town center. Consequently, there is a too much vehicular traffic, which moves too fast through the traditional core. Conflicts among community events, pedestrians, bicycles and vehicles are common. In the current configuration of the historic village center, vehicles are winning.

After the introductory meeting, the team took a walking tour of the project area. Given time constraints and the scale of the study area, the group divided into two subgroups. The first group reviewed the area north of the Town Hall, encompassing Main Street, the Smith Farm Site and the Pen Box/Chart Property, which runs along the north side of the railroad tracks. Additionally, the first group reviewed the area of Elm Street running from Main Street to the Public Safety Building. The second group reviewed the Main Street corridor from the Town Hall south, including the Pollard School, Historic Society, and the Westville Road Convenience Store to the Town Library. Both groups observed the physical layout and setting of the town, its traffic, parking, land uses and buildings.

Two public "listening sessions" were held on Friday afternoon and evening. The purpose of these sessions was to explain the challenge that the town had set out for the charrette team and to gather input from the community regarding issues and concerns that they have about the Historic Village Center. The public comments are presented on pages 10 and 11 of this report serve as an important foundation for the concepts and designs that the charrette team completed on Saturday. The charrette team's observations and findings are included on page 12. The remainder of the report presents the team's detailed recommendations. The report concludes with sections on implementation and resources that may be useful to Plaistow in achieving their long term objectives.

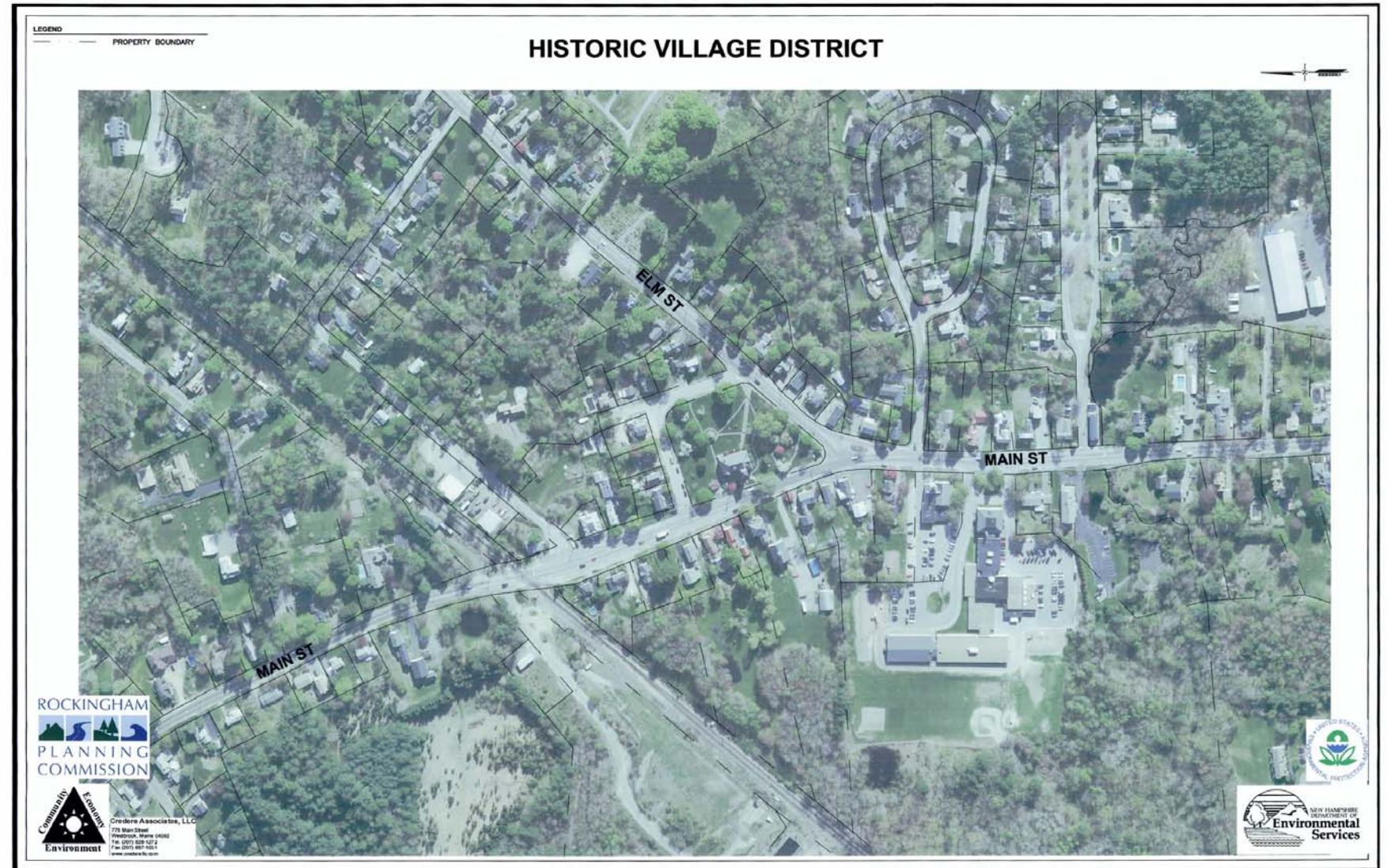
Saturday was "roll up the sleeve day", when the charrette team reconvened, recapped, and prepared recommendations and supporting graphics for presentation to the Community in the afternoon.

As indicated in the stakeholder meeting, significant themes of traffic, parking, pedestrian and bicycle use appeared and a rallying cry of "Take Back Main Street" was born. Most residents like the character and scale of existing buildings along Main Street and would like to see a pedestrian centered community.

Plaistow's Proposal and Challenge to Plan NH

In its application, Plaistow indicated that it sought assistance creating a “vibrant, citizen-based vision for the Village Center Overlay District and surrounding parcels.” The study area includes the Library, Pollard School and the Town Hall, along with a mix of residential and business uses. Several Town Boards, including the recently formed Plaistow First Committee, The Zoning Board and the Board of Selectmen, had expressed a commitment to a sustainable vision for their village center. Significantly, the western sector of the study area abuts a potential passenger rail station for the MBTA, which if realized would also include a locomotive layover area. Since there is some uncertainty about the railroad development and since the village center is a substantial area of study in its own right, Plan NH determined that the application should be treated as two separate, yet mutually informed studies. Accordingly, the historic village center became the focus of the first Plaistow charrette.

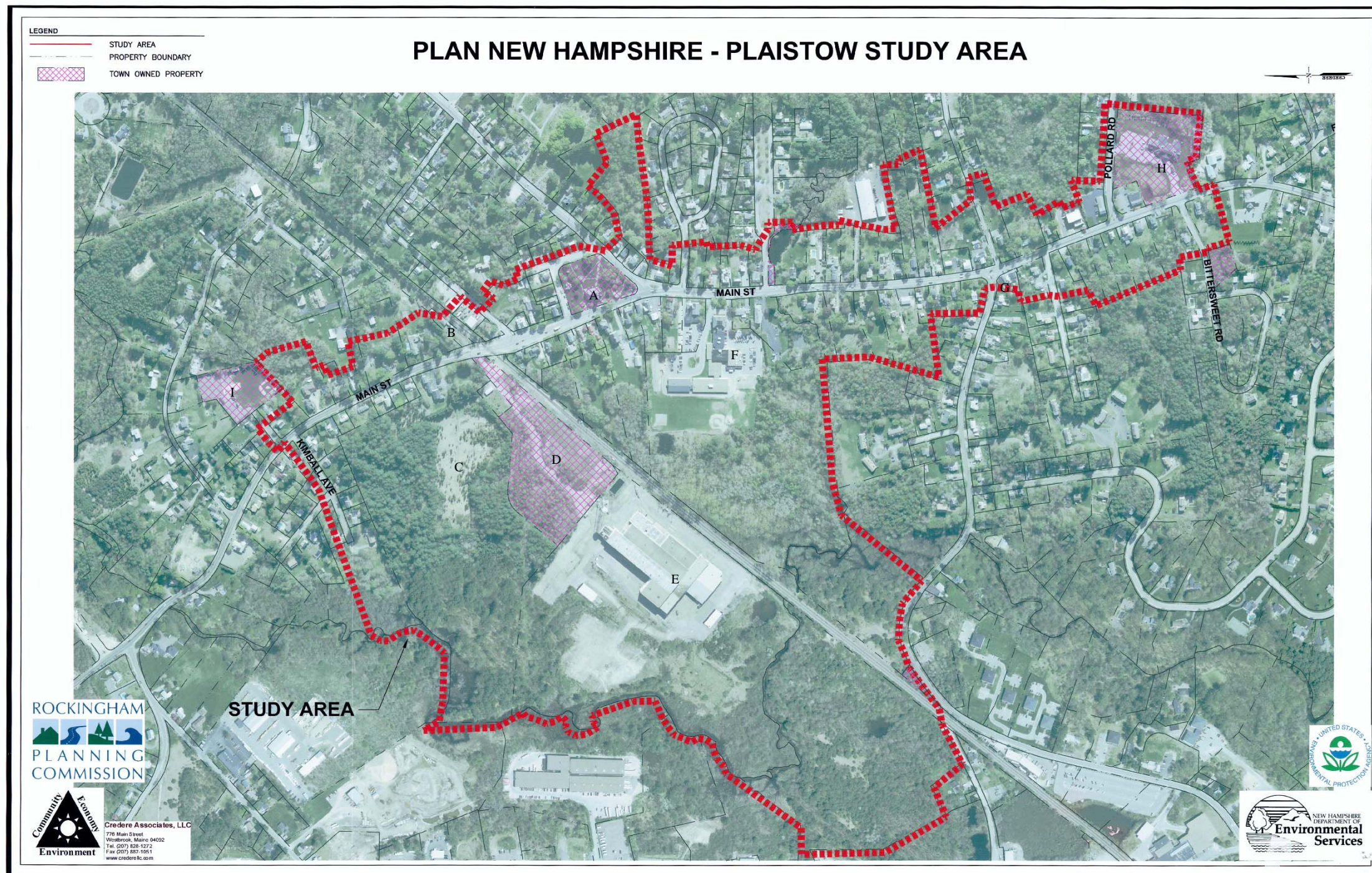
With the growth of the southern tier of New Hampshire, coupled with the development of the Route 125 corridor, including disruptive highway construction, the traditional Main Street of Plaistow has become a favored alternate route through and around Plaistow. Conflicts between pedestrians, cyclists, local and transient drivers abound. In 2009, the Town contracted with the Rockingham County Planning Commission to carry out a traffic calming study for the Main Street (Route 121A) corridor. The study was completed in March of 2011, about the time that Plan NH accepted Plaistow's charrette application.



The study area encompasses approximately 20 acres, with a primary focus centered on the historic village center, the center of which is shown here. The area of study is roughly defined as the main Street corridor from Kimball Avenue south to the Town Library. The remaining Chart Site and Smith Farm represent significant land assets, with recreational and other potentially beneficial uses for the community.

“We can begin by doing things at the local level, like planting community gardens or looking out for our neighbors. That is how change takes place in living systems, not from above but from within, from many local actions occurring simultaneously.”

Grace Lee Boggs



This view identifies the overall area of study. Town-owned assets are identified by cross hatching. Other points of significance are identified by key.

While the entire area is considered, the primary focus of this charrette looked at the Main Street corridor and associated community features and benefits that spring from a pedestrian-centered Main Street.

A—Town Hall

B—Old RR Passenger Station (Privately Owned)

C—Smith Farm (Privately Owned, Under Study for Town Purchase)

D—Town Owned Open Space

E—Chart Site (Privately Owned Brownfield Study)

F—Pollard Elementary School

G—Westville Rd Intersection and Store

H—Town Library

I—Town Recreation Center (Not in Study)

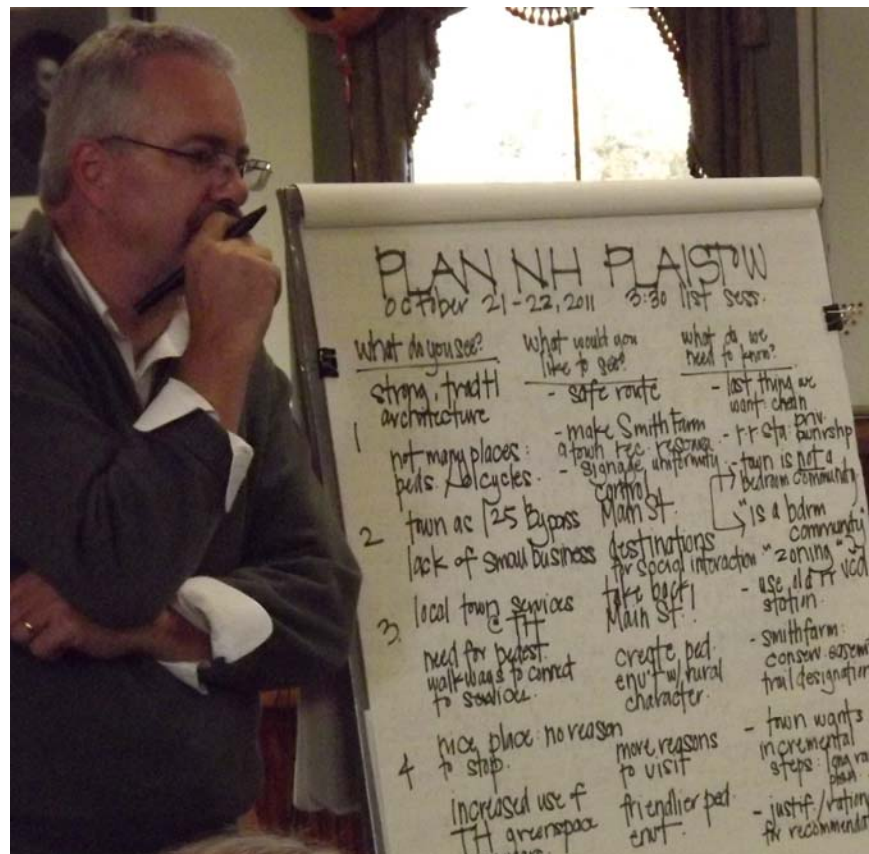
What the Town Residents Told Us

Two public listening sessions were held during the afternoon and evening of October 21. The purpose of the sessions was for the public to share their ideas with the charrette team about what they see and what they would like to see in the historic village center.

Residents were also asked to let the Plan NH team know what may not be known by the team about the study area and the community.

What Do You See?

- Strong Traditional Architecture
- Not Many Places for Pedestrians and/or bicycles
- The Town is a 125 By-Pass
- Lack of Small Business (Retail)
- Nice place, with no reason to stop



- Town Hall
 - A lot of Local Town Services
 - The Town Hall Green is the Epi-Center of the Community
- Too Much Traffic
 - Too Much
 - Too Loud
 - Too Fast
- Traffic Accidents at Westville Road
- Parking
 - Day to day issues of organization
 - Big Issue During Community Events
- A Lot of History

What Do You Want To See?

- "Take Back Main Street!"
- Walkability
- Make Smith Farm a Town Recreational Resource
- Uniform Signage
- Control Main Street
- Create Pedestrian Friendly Environment
 - Rural Character
- More Reasons to Visit
- More Program Activities
- Recreation Center
- Better Aesthetics
- Roundabout and Crosswalks with Good Visibility
- Connections between key points
- Café Bakery
- A Way to know You're Entering Town (Gateway)
- Incentives for Business Owners
- Police Enforcement of Speed Limits



What Does PlanNH Need to Know?

- There are Trails on Smith Farm
- Do not want a chain business in the village.
- Original RR Station Building is privately owned.
- Town is a Bedroom Community
- Town is Not a Bedroom Community
- Town wants Incremental Steps to a Long Range Plan
- History is slipping away
- Although not permitted, south-bound trucks leaving the Chart/Pen Box Site use 121A.

Other Items

- There is no public water/sewer in town.
- Sidewalks are not plowed in the winter.
- Main Street is a State Road—DOT has to approve any changes



Smith Farm House—Potential Community Use Structure



Main Street/NH Route 121A



Privately Owned Railroad Station Building—Potential trail head/visitors building or farmers market.



Plaistow Town Library—Note Absence of Pedestrian Access fro Main Street



Elm Street Intersection—No Pedestrian Pathway, High Speed Shortcut

Charrette Team Observations and Recommendations

We heard the opinions and concerns of the residents. We walked, studied, and observed the physical character and working dynamics of the town center and have observed the conditions that need to be addressed with a comprehensive proposal. While the entire study area was considered, the team chose to focus on a series of “vignette” solutions. Each recommendation can be treated as an incremental step toward realizing the overall vision of the community. Each step taken is forward progress and each step will build momentum for continued improvement.

What We Saw or Heard

Recommendations

Overall View of Village Center:



Based on site walks, citizen and Town Official input, the Charrette Team has developed an overlay view of the study area. The areas are:

- The Village, which is primarily from the Town Hall south and is characterized as a mix of commercial and residential uses.
- The Village Core, including the Town Hall and Green north along Main Street to the railroad tracks. This was historically the “commercial” core of Plaistow in years past and is characterized as a commercial/mixed use area.
- Open Recreation, which includes the Smith Farm, Pen Box and Chart sites. Not in the study area, yet proximate to this area is the current Town Recreation Area.
- Civic, which includes the Police and Fire Center, the Courthouse, Pollard School and the Library.

1. *Pedestrian Pathways: “Take back Main Street” - Reverse the current hierarchy of vehicular dominance and make pedestrians first. Adopt a view of Main Street as the “front yard”, both in terms of the Plaistow Community as well as the homes and businesses that front Main Street.*

Increase the number of clearly marked crosswalks. Create vehicle and pedestrian zones or separation to limit conflict. Establish walkways for the entire length of the study area on both sides of the street, which are maintained year round, to bind together the village elements.

3. *Recreational Zone: Enhance the Pen Box, Chart, Smith Farm site to reinforce it’s value as a recreational and civic resource for the community.*

Provide clear delineation of current and future trails within the Smith Farm Conservation Easement. Consider repurposing the Historic Train Station as a visitor center, or other community use. Consider the Smith Farm House as a potential community asset.

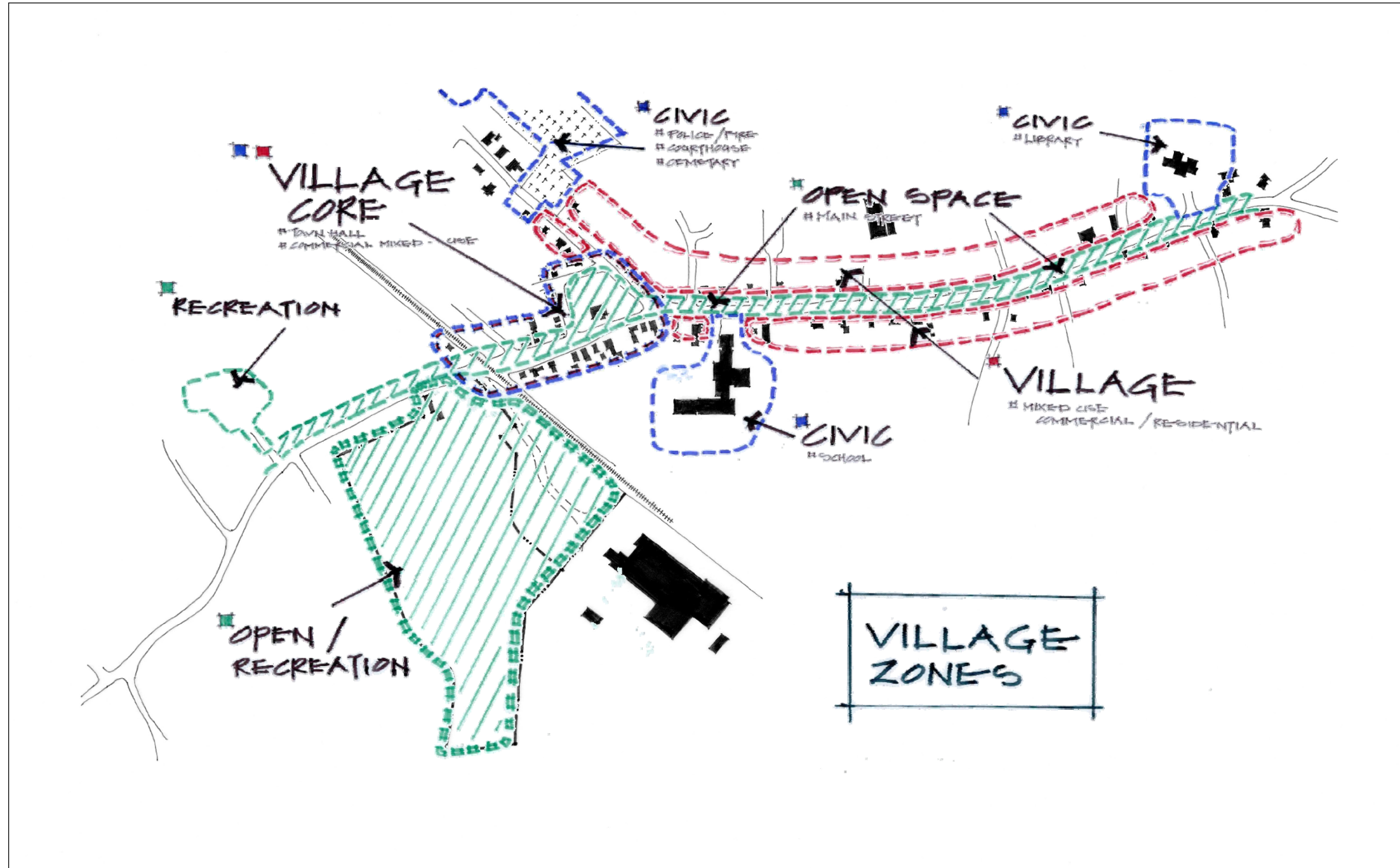
4. *Gateways: Create a clear sense of arrival to the village district. Plaistow should have a strong sense of place*

Create Gateways at either end of Main Street and at Elm Street to distinguish the center of the community from the rest of the area. Within the gateways, traffic calming, clear streetscaping and walkways will be present.

5. *Parking is an issue.*

Although parking has been described as problematic, the Charrette team believes that the issue is not one of adequacy, rather it is more an issue of better defined parking within the Village District.

The Village Zones



As the charrette team considered the overall Village District, a pattern of existing and proposed uses became apparent. The diagram on the left shows how the various zones relate to one another.

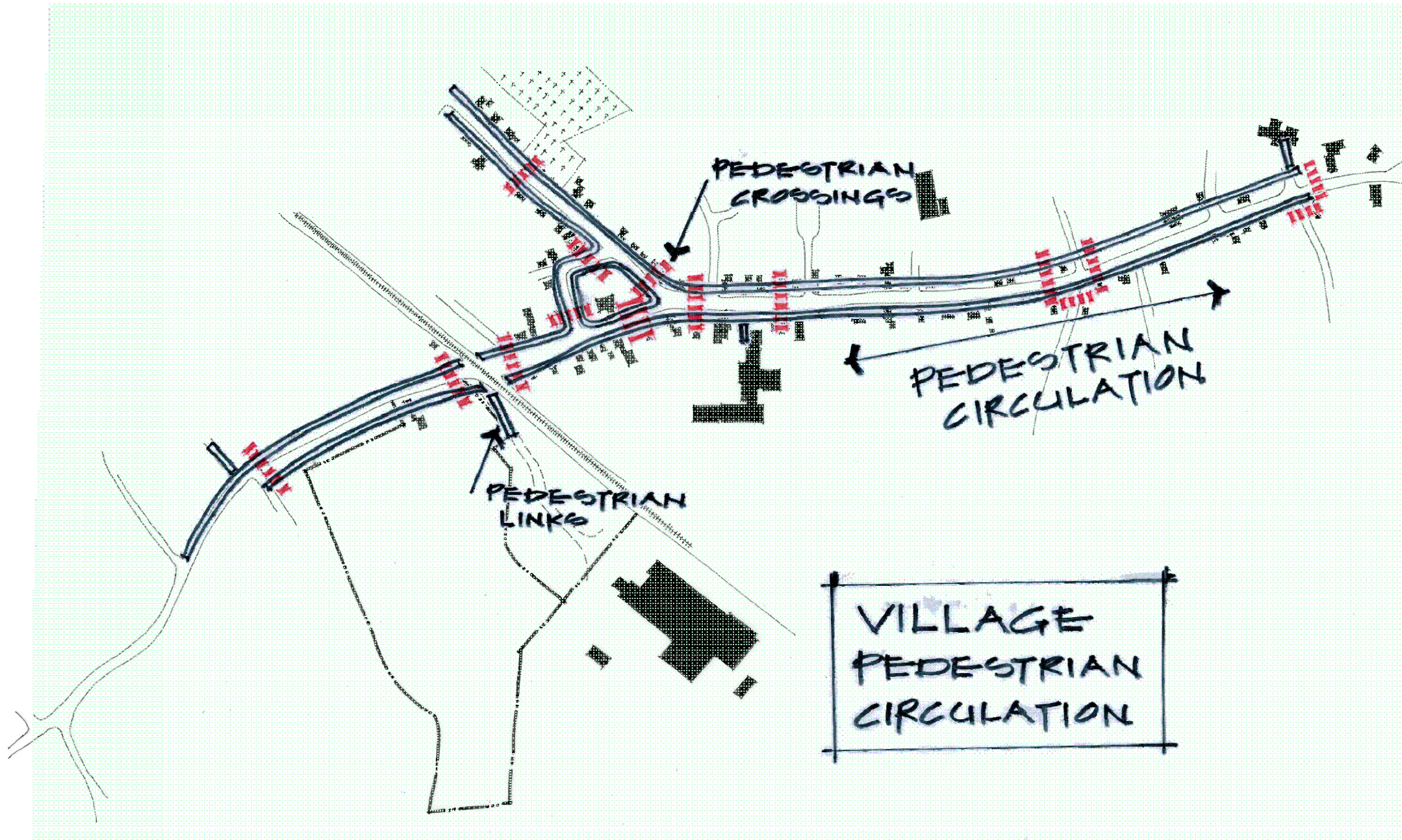
Noteworthy in the diagram is that, while the Pen Box/Chart, Smith Farm and Town Hall Green are obvious areas of open space, so is the entire Main Street Corridor. The team views the Main Street corridor as the town's front yard, a welcoming, pedestrian promenade.

The Village Zone is characterized as mixed use/residential.

The Civic zones are significant public buildings and assets.

The Village Core is in and of itself a blend of all of the above and is seen as wanting to return to its historic roots as the hub of the community.

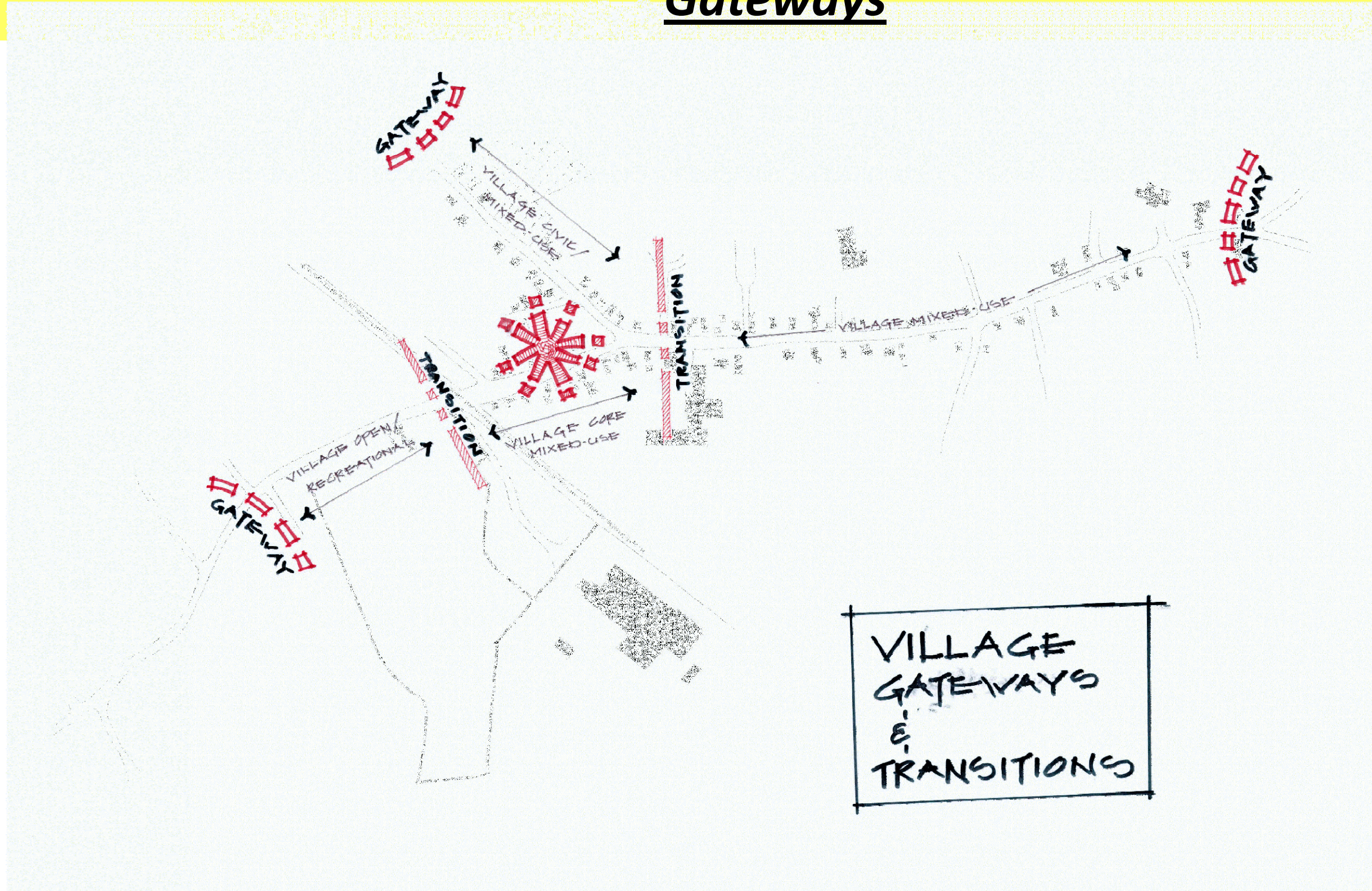
“Pedestrians First” Circulation



Pedestrian pathways should be on both sides of Main Street, with numerous cross walks at significant intersections and buildings. Pathways should extend to connect the village center with recreational facilities, the Library and the Courthouse and Public Safety Center.

While the RCPC Traffic Study proposed either a roundabout or island at the intersection of Main and Elm Street, the Charrette Team determined, for reasons of pedestrian hierarchy and enhanced sightlines, to recommend a controlled intersection at that point. The “on ramp” effect created by what was historically a trolley rail bed from Main to Elm would be replaced by a sharper intersection, which would require travelling vehicles to slow down in order to navigate that corner.

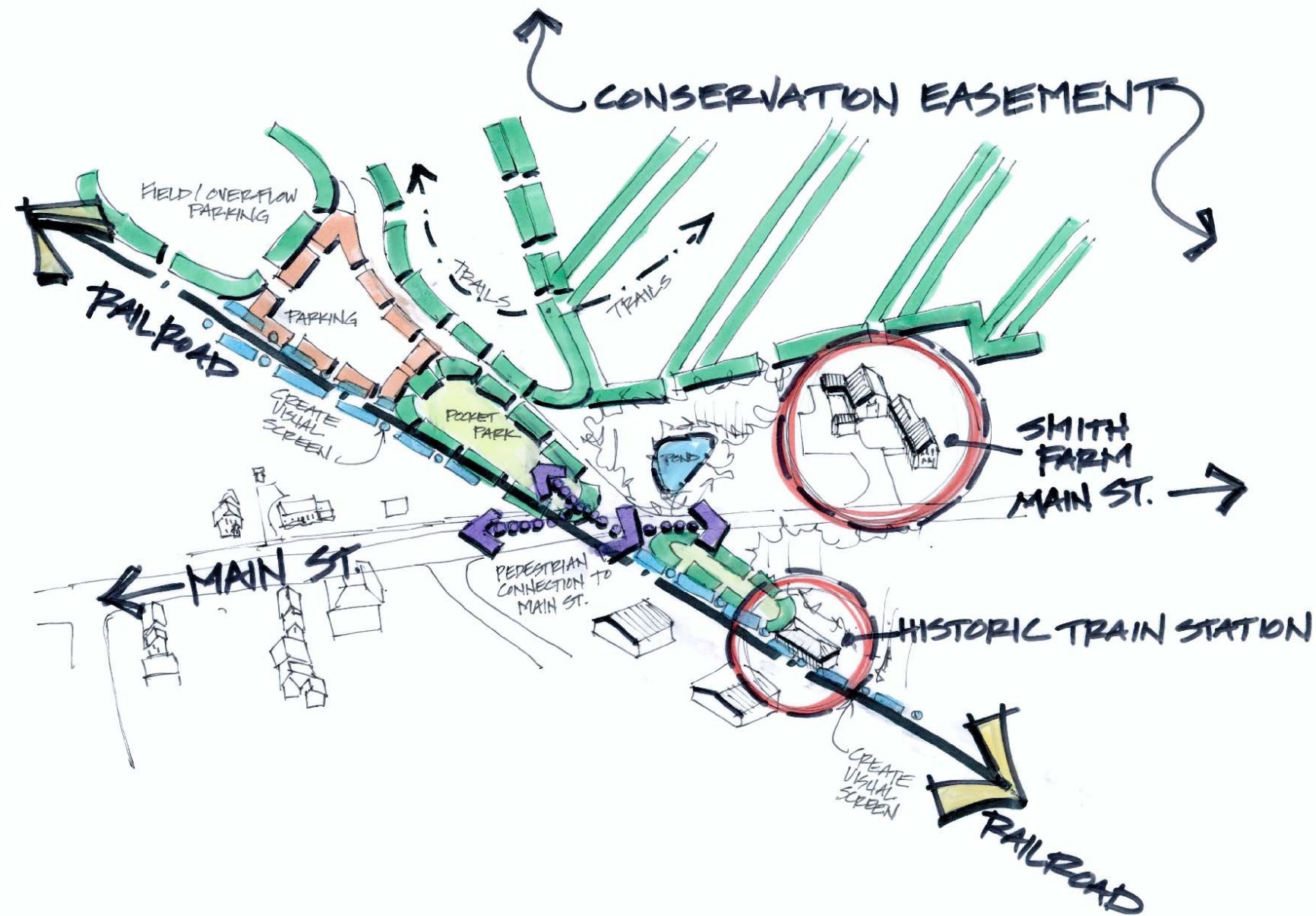
Gateways



It is critical that there is a strong sense of arrival when one enters the Village District. The team recommends a combination of signage, streetscape treatments, roadway modifications, including distinct pathways for pedestrians, bicycles, vehicles and parking.

Between the gateways, the team further recommends a uniform "streetscape vocabulary" be used, which in turn transitions to a more dense treatment at the transition points, which define the Village Core.

Smith Farm and Pen Box Site



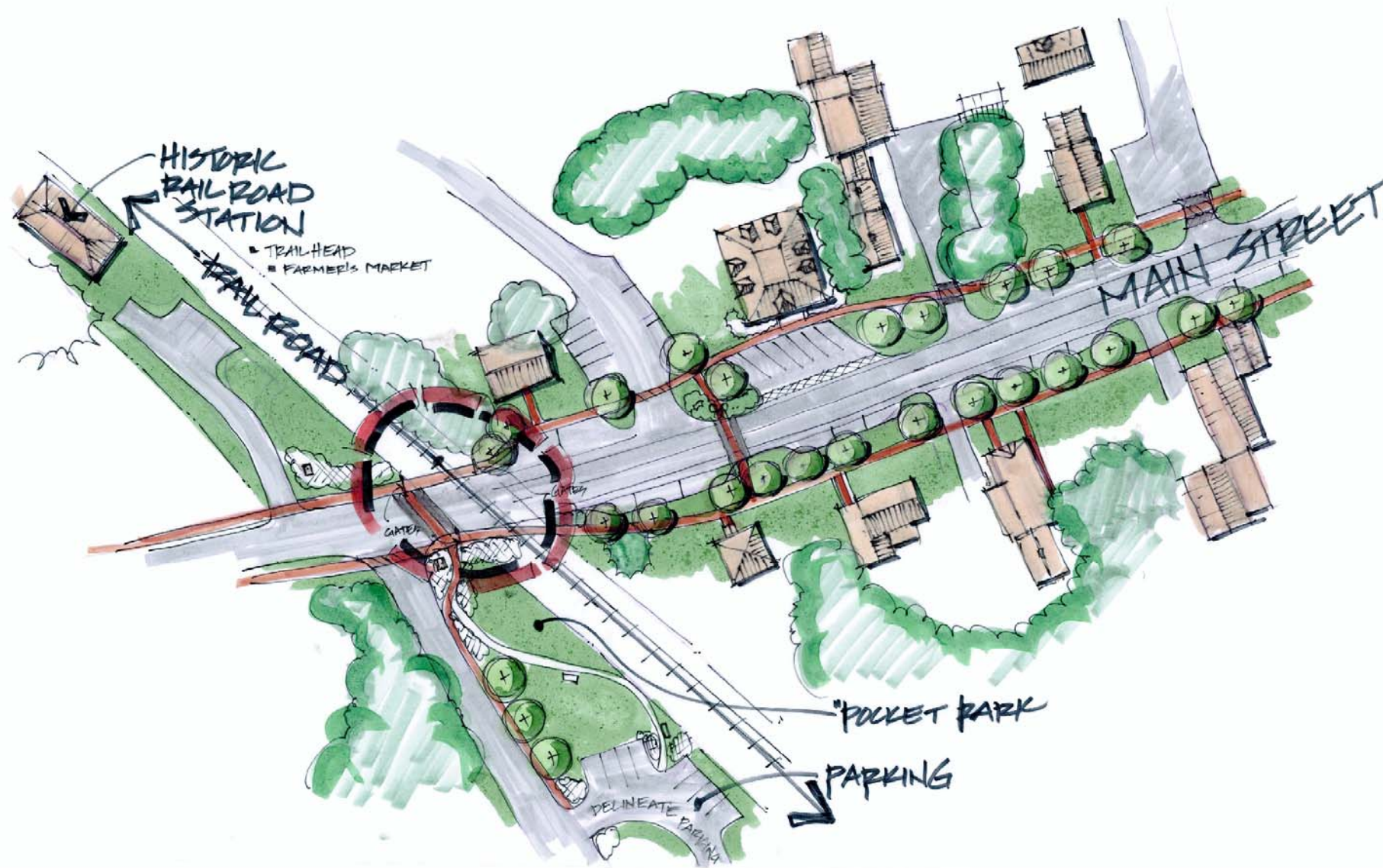
Plaistow is blessed with a significant environmental resource, which frames the north end of the Village District.

The town presently owns the Pen Box site, which could serve a number of different functions. The team proposes a pocket park at this north “gateway”, which could include the historic train station as a public facility. For example, it could be used as a visitor center, trail head or farmers’ market.

For large community events such as the “Old Home” event, paved parking could be provided, which would also serve as parking for access to the Smith Farm trails. Overflow parking can be accommodated in the field which is southwest of the paved parking area.

The town is reviewing the possibility of acquiring the Smith Farm property. The team believes that this asset is significant enough to warrant that purchase for the benefit of the community in perpetuity.

The Village Core North



In prior years, the section of Main Street between the train station and the Town Hall was the commercial center of the town. In this area, the pavement is substantially wider than elsewhere, resulting in a very confusing mix of parking, pedestrian and vehicular uses. On the West side of the street, businesses have encouraged visitors to park off pavement, exacerbating the situation.

The team proposes that clear hierarchy be established by narrowing and defining the vehicular travel lanes, defining angled and parallel parking on either side of the street and clearly defining pedestrian pathways adjacent to the Main Street buildings.

Village Core at Town Hall



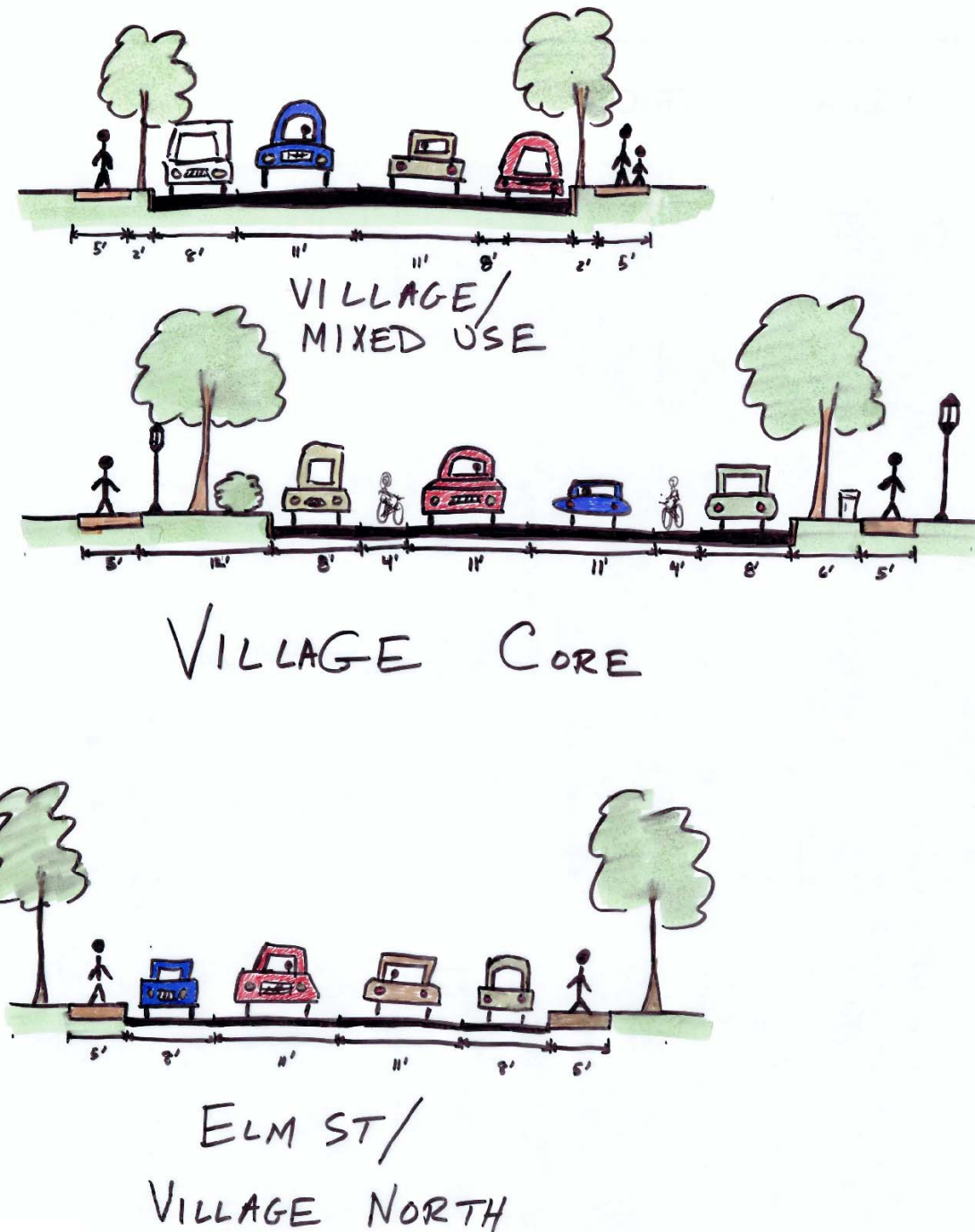
At the Town Hall and Elm Street intersection, as elsewhere, the pedestrian comes first.

The pavement at the Elm Street intersection would be reduced to eliminate the wide, high-speed right-turn onto Elm Street. This would serve as a traffic-calming measure and improve pedestrian safety by reducing the crossing widths and improving driver awareness of pedestrians crossing.

The existing drop-off at Town Hall would be eliminated, along with a large Main Street crossing, celebrating the primary entrance to this important public building.

Parking in this area would be right-sized and clearly marked. Spaces that currently surround the Pollard Park would occupy both sides of the street and be sized according to current standards, resulting in a substantial net gain to parking around the Town Hall.

Main Streetscape & the Front Yard



The team proposed three levels of streetscape treatment between the gateways.

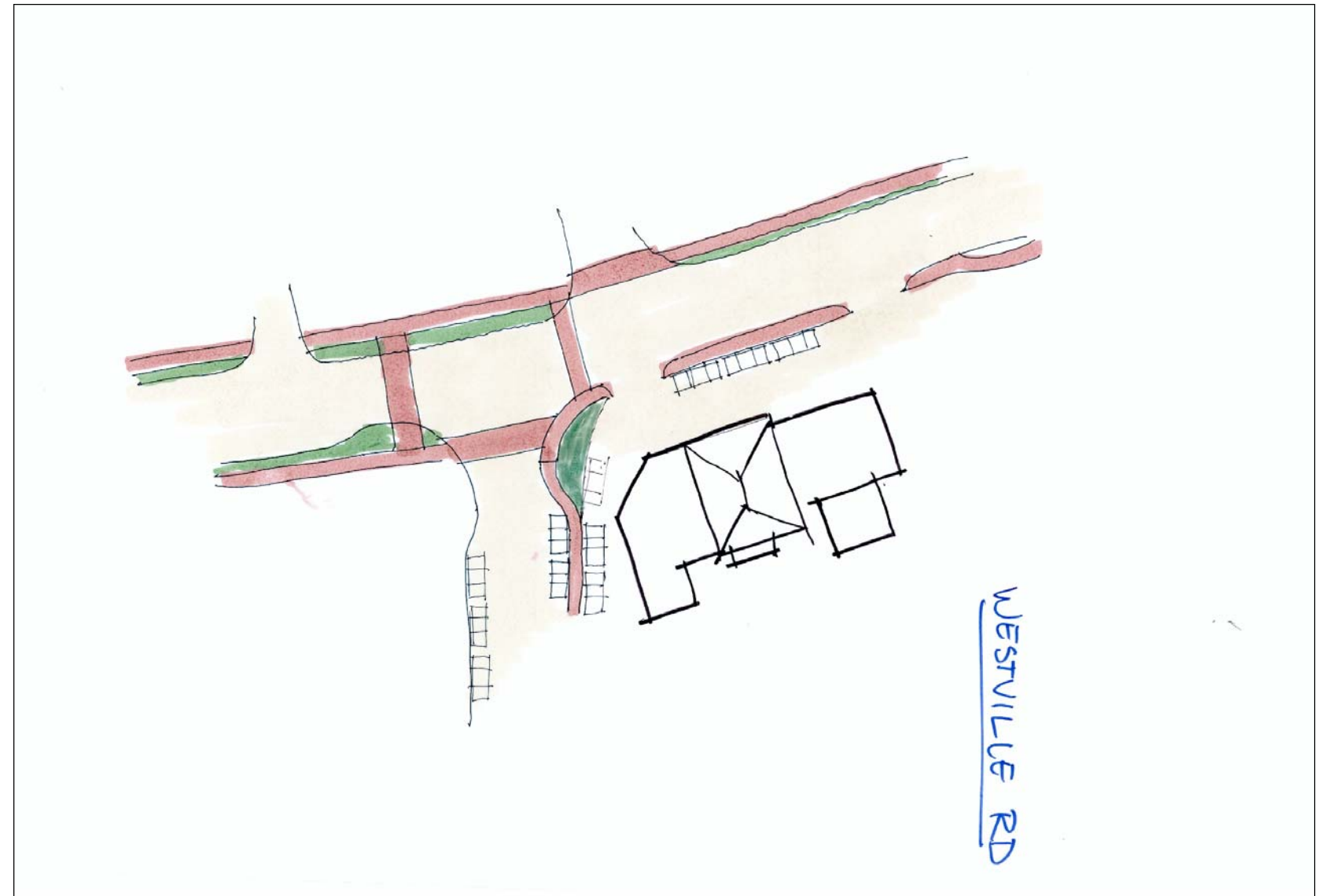
- The “Village” Zone, running from the Library to the “Village Core” transition, adjacent to the Pollard School, would be characterized by separate lanes for parking and travel, a curbed edge and a planting strip between the curb and paved walkway.
- The “Village Core” would add a clear bicycle lane and greater separation between the curb and walkway, which in turn could be utilized for benches and other street furnishings. This area would also have more formal and human scaled street lighting.
- North and east of the “Village Core” transition points would have a narrower treatment, where the paved walkways would abut the curbing.

Visually, the entire zone between building fronts along Main Street and Elm would be viewed as a significant open space asset, or the “Front Yard”.

Key Pedestrian Enhancements—Village



A key element of enhanced walkability is to extend a walkway from Main Street to the front door of the Library. Coinciding with the South Gateway, the roadway narrows at the intersection to slow traffic and clearly delineate the pedestrian crossing. Street parking is clearly delineated from the travelled way, which in turn visually narrows the roadway.



Both the intersection and convenience store at Westville Road are poorly defined. Presently, head-in parking forces customers to back out onto Main Street. The current sidewalk simply ends on the north side of the intersection leaving pedestrians at odds with turning traffic and convenience store customers.

This proposal recommends creating a zone of parallel parking and clear walkways to enhance both pedestrian and vehicular safety at this intersection.

What is a Vibrant, Livable Village?

In many of Plan NH's charrette communities, citizens struggle with the gap between their present circumstances and their future vision. What is unique about Plaistow, is that the essential ingredients of a truly vibrant community are already in place. That foundation is built by the commitment of a large number of community members who already believe in Plaistow and who are willing to do what it takes to realize the vision a people-first community. The "Report Card" below can be used to assess where Plaistow is and can be following the roadmap of readily achievable objectives.

The "Ideal" Village

Plaistow, NH

Engagement: Identity/Pride

Citizen Engagement is high

Identifiable Center

Village Center can be readily enhanced

Aesthetics of Human Scale

Buildings and landscapes fit

Social Capital

Active Community programs with good facilities

Economic Vitality

Village Center could use more business.
A local Café would be a plus.

Mixed Uses

Existing Center enjoys a mix of uses

Walkability

Will be enhanced by streetscape program

Environmental Resources

Close access to outdoor recreation space.

Transportation

Bike paths will enhance alternatives.



Recommendations

“Take Back Main Street!”

- Make Plaistow a destination.
- Build on Plaistow’s Historic Village Center
- Make Pedestrians Number 1
- Create a Main Street that is part of Plaistow’s Open Space.
 - Main Street is the front yard for each owner
 - Main Street is the front yard for Plaistow.



Concluding Thoughts

The Village District of Plaistow enjoys a number of significant attributes that are seen in vibrant villages. As the commercial core along Route 125 and the southern tier of New Hampshire grows, through traffic pressures have impacted the peaceful enjoyment of the community's assets. Notwithstanding those pressures, the essential character and scale of the village remain. Town planners have been careful to treat the village center as the cultural center of the community. The new Library was built in the core, town events center around the Pollard Green and small businesses appear to coexist comfortably with residences.

In one of the listening sessions, there was a concern expressed that the town's history is "slipping away". We believe that concern can be addressed by returning the pedestrian to prominence in the Village Center, by building on the current activities that bring people to the village, and by connecting the outdoor recreation activity area to the Village Center.

Another statement heard in the listening sessions is that there is "great potential" for the Village and for the Town of Plaistow. We cannot agree more!

In the end, it will be up to the people of Plaistow to make this vision a reality. It may seem daunting at first; but it is very possible. We encourage the community to approach these recommendations on an incremental basis, and to celebrate each step taken. Positive momentum will come and citizen engagement will continue to grow.

At the end of this report is a list of various groups that may be able to help Plaistow turn its vision to reality.



Thank you for letting us be part of your community!

Resources

Possible Funding Sources

Wal-Mart Good Works – www.walmartfoundation.org

The Home Depot – Community Impact Grants, corporate.homedepot.com/wps/portal/!ut/p/.cmd/cs/.ce/70A/s/70121/s.70A/70121

The Timberland Company – Community Involvement Program, www.timberland.com/corp/index.jsp?page=communityInvolvement

PSNH – Community Giving program, www.psnh.com/Community/Support/corp_giving.asp

The Madeline G. von Weber Trust - Funds projects in community development, neighborhood development, human services and the performing arts. Contact: Madeline G. von Weber Trust, c/o James D. Dow, 95 Market St., Manchester, NH 03101.

Waste Management Charitable Giving Program - Support for Environment, Education, and Community Impact Programs - www.wm.com/WM/community/Giving.asp

Enterprise Community Partners - www.enterprisecommunity.org/

Orton Family Foundation, www.orton.org **Heart & Soul Community Planning**

The New Hampshire Preservation Alliance, www.nhpreservation.org

Other Public Resources

NH Department of Transportation NH Department of Transportation

New Hampshire Department of Transportation is a source of public funding for state road improvements, as well as safety and sidewalk improvements.

Transportation Enhancement Act Program - Project categories include: facilities for bicyclists and pedestrians; safety and educational activities for bicyclists and pedestrians; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation to address water pollution due to highways or vehicles; and establishing transportation museums.— <http://www.nh.gov/dot/municipalhighways/tecmaq/index.htm>

Safe Routes to School is a 100% federally-funded program to support efforts to improve the safety of students walking and biking to school. In New Hampshire, this program is managed by the NH DOT. Funds may be used to construct pedestrian and bicycle infrastructure (such as sidewalks, marking bike lanes) along routes to schools serving grades K-8. John Corrigan, SRTS Coordinator, NHDOT, Hazen Drive, Concord, NH 03301.

Rural Development Administration provides low interest loans and grants for municipal projects as well as financing for some private development.

NH Division of Historic Resources may be used as a source for historic property advice and expertise, any use of historic tax credits must be approved by this agency.

NH Business Finance Authority is a source for tax-exempt bonding and other subsidies for private and non-profit investment.

NH Community Development Finance Authority is a source for tax credits for publicly supported projects and Community Development Block Grant funds .

NH Municipal Bond Bank provides low interest funds for publicly bonded projects.

We also suggest the town consider enacting RSA 79-E, Community Revitalization Tax Incentives as part of the village center initiatives. Signed into law in 2006, this statute makes it possible for property owners wanting to substantially rehabilitate buildings in a downtown or village center to apply to the local governing body for a period of temporary tax relief.

And finally

Tools for Implementation

There is a wealth of sources of funding and expertise to explore. When applying for grants and foundation monies, many of the funders require plans or a detailed program to be in place as an assurance that projects will be completed in order to qualify for funds. This charrette plan is an important document that can be used to advance Plaistow's plans and funding.

Expertise:

- NH Office of Energy and Planning (OEP)
- NH Office of Travel & Tourism
- Division of Economic Development (within DRED)
- NH Department of Environmental Services (DES)
- NH Division of Historical Resources
- NH Council on the Arts
- U.S. Small Business Administration (SBA)
- NH Preservation Alliance
- NH Department of Transportation (NHDOT)
- Rockingham Regional Planning Commission
- USDA Rural Development

Funding

- Community Development Block Grants (CDBG)
- Economic Development Administration
- NH Department of Transportation (NHDOT)
- Community Revitalization Tax Relief Incentive (RSA 79-E)
- Conservation License Plate Funds
- Land and Community Heritage Investment Program (LCHIP)
- Community Development Finance Authority (CDFA)
- Tax Increment Financing (TIF)
- Special Assessment Districts
- Town Trust Funds

