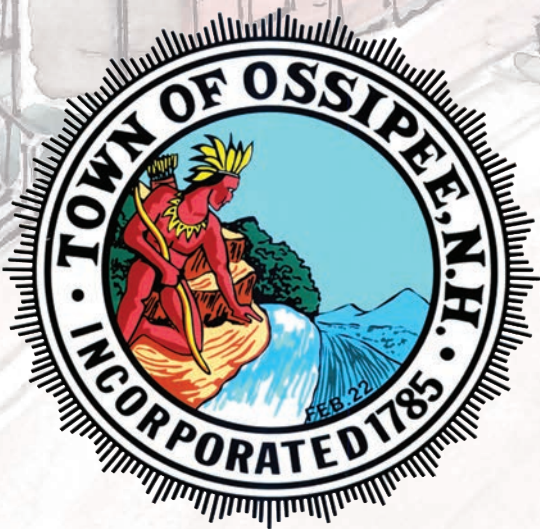


CENTER OSSIPEE DESIGN CHARRETTE

Ossipee, New Hampshire
October 12-13, 2007



PLAN NH
The Foundation For Shaping the Built Environment

CENTER OSS�PEE DESIGN CHARRETTE

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Ossipee Historical Society

Ossipee Highway Safety Committee

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INTRODUCTION

Who is Plan NH?

Plan NH is a professional association for those working in the *built environment*. The organization is made up of engineers, architects, construction managers, planners, historic preservationists, real estate professionals and others whose work is with buildings and communities. It was established to create a forum for bringing together these different professional groups to work as a catalyst for spurring interest in community development. Part of Plan NH's mission is to make a positive contribution to New Hampshire communities. One way in which Plan NH is doing this is through the offer of free design assistance to communities with demonstrated needs.



What is a design charrette?

Simply stated, a design charrette is a brainstorming session in which lots of ideas are brought forth by both professional designers and local citizens, in an attempt to resolve a problem of local interest. Because of the compressed time frame (our design charrettes usually have listening sessions on Friday afternoon and early evening, brainstorming and creative work on Saturday morning with ideas ready to present by early afternoon), the conclusions reached and ideas generated are usually only conceptual. For example, the ideas may talk about how different plan elements relate to each other, as opposed to the details of how a particular building would be constructed.

At their best, design charrettes blend the broad experience of relevant professionals with local citizens' knowledge of their community to produce a plan of action that deals with a particular issue of concern to that community. The design charrette provides an overall framework within which final solutions can be developed. It sets a tone and gives a direction against which future decisions may be measured.

Plan NH is interested in providing design assistance to communities that seem ready to move forward with a project, where there appears to be the organizational expertise and where there is the ability to move forward with recommendations that surface in the course of the weekend event.

In early 2007, the Ossipee Main Street program submitted an application to Plan NH for design charrette assistance for the Center Ossipee Village. Of twelve applications submitted, Ossipee's was one of three selected for participation.

In their application, the town said its "aim is to create an integrated, affordable plan that will attract people and new businesses to [the Center Ossipee village center]." Specifically, the application asked we look at

- Options for a village park design
- Development of pedestrian ways
- Development of an old railroad corridor
- Development of new green space and recreational areas
- Street lighting and façade improvement
- Restoration and integration of the historic grain elevator
- Signage
- Options for additional parking
- Streetscape/façade improvement, including the white building at the edge of the future park that will become the Ossipee Main Street program headquarters.



The target area was comprised of "approximately 1600 feet of frontage along Main Street/ Moultonville Road, 500 feet on Dorr Street and 400 feet on both Huckins Street and Folsom Road in the Center Ossipee Village area." (*from application.*) The target area includes "residences, Town government, the central elementary school, the public library, a future village park area, a senior-citizens' center, the University of New Hampshire Cooperative Extension office for Carroll County, a day-care center, two restaurants, small businesses and vacant commercial space."

The Charrette Process in Center Ossipee

Late on a very rainy Friday morning, under the leadership of Sarah Millette, Director of the Ossipee Main Street Program, key Ossipee officials, Plan NH design professionals and other interested people gathered in the fellowship hall of St. Joseph's Church in Center Ossipee, right on the edge of the target area.

After we made our introductions, Plan NH listened and learned and was introduced to Center Ossipee – its history and significance, both past and present.

We learned that Center Ossipee is the center to five Ossipees, known collectively as, simply, Ossipee. We learned that Center Ossipee was never about farming, but instead, small cottage industries. Center Ossipee, during the latter part of the 19th century and into the early 1960's was also a significant train stop for summer visitors. When the train stopped running, the town center started to decline, and this was further exacerbated by Route 16's development.

We learned that people come to the village center already – to the post office, library, school and town hall, but that there is nothing to keep them in this part of town. Sidewalks are non-existent, there is little or no lighting for evening, and there is no place to congregate. The Iron Kettle and the Mountain View are two restaurants in town that further bring people, but again, there is no shopping or interesting streetscape on the street from the town hall, down around and over the old railroad tracks, and out towards St. Joseph's Church.

Information, Ideas and concepts that came out of our discussions with townspeople included:

The Center sets the tone for the community

Many said that no one comes to the center anymore, but it was also noted that a lot do, whether to town hall, post office or library

Downtown is not what it used to be but restaurant (old train station) has made a big difference

There is a desire to focus on historically important elements, such as

- Town Hall
- Library
- Homes
- The grain elevator
- The idea that the snowmobile was first introduced in Ossipee

Several buildings are presently for sale

General area still a vacation destination

General area expected to become a bedroom community to Seacoast within next decade or two

There are space restraints for some groups that are now in the village center, notably

- Senior center
- Day Care



Getting around:

Public transportation needed for those who do not drive
Dr appointments
Shopping

Needs to be walkable

Safety issues
Sidewalks
Lighting
Traffic flow (ie into Dorr Street)



Signage needed

Announcing Center Ossipee

16B from both directions
Route 25
Route 28?

Streetscape

Trees along the roads would be visually appealing
Route power lines behind buildings

Parking

Parking not defined. Sea of asphalt – people park where they want to
Need defined parking areas
On street
Lots
Need pedestrian links to lots



The Park

Suggested uses/features

Location for moving Vietnam Veterans Wall?

Stage area with seating

Place to show movies

Maximize green, minimal parking spaces, if any

Grain elevator

Symbol for town

Suggested uses:

Snowmobile museum

Tourist info

Snowmobile stop (trail right there)

Lookout from top

Rail bed

Trails

Walking

Biking

Snowmobiling

Fitness trails

Need to connect

To other trails

Downtown to Rec Area

To help when visitors and others are in town:

Walking tour of town, pointing out key areas of interest

Sign markers of key areas, with brief history and old photographs

Wish list:/suggestions:

Drug store

Grocery store

Dr. office/medical services

Teen center

Multi-generational social gathering place

Movie house

Green space gathering area

Skateboard park

Make young people part of process for change

Keep PO in town

ATM machine

Coffee Shop

Gift shop

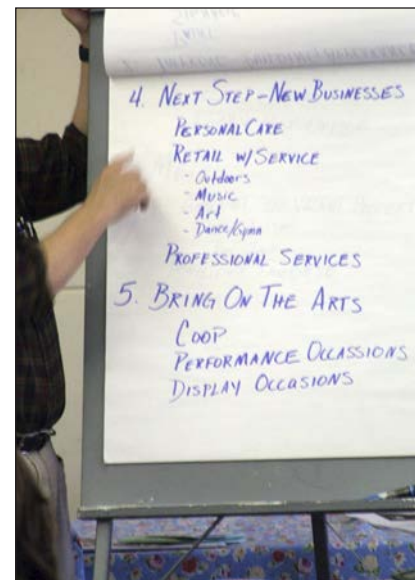
Basic supplies – ie paper clips, paper, thread

Arts and crafts

Free wi-fi

Art activity limited – needs a home

Dog park



Once the Ossipee Charrette design team heard from the townspeople, and looked at the site/sites, we organized the project into what we saw as major/broad areas of concern:

- Signage on the Route 16 corridor to indicate where the village center is
- The town center itself, and the components of trails, parking, businesses and sidewalks, including
 - Huckins Street
 - Folsom Street
 - Dorr Street to Police and Water buildings
- The Park and its details, including the white building at the edge of it, to be the home of Ossipee Main Street program
- Streetscape issues, such as trees and lighting, sidewalks and curbing
- The town hall lot – we saw that having the public works garage adjacent is a serious issue
- The historic grain elevator building
- Parking, drop-off and access issues at the school
- Buildings: what services or other utilizations might be viable?

On Saturday morning, the team started brainstorming. The following pages contain concepts, thoughts and observations around the areas listed above.

SIGNAGE

Image and Identification:

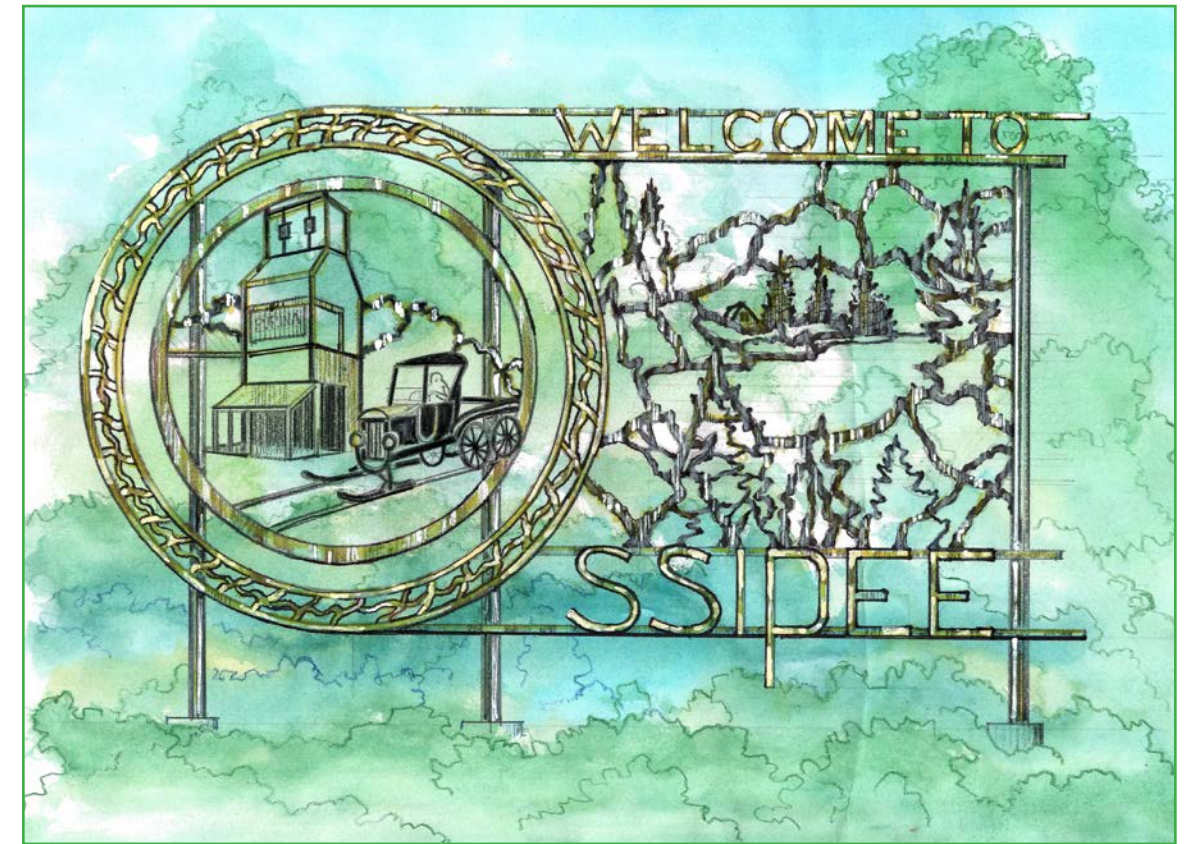
We recommend that Ossipee develop and implement town identification signage that defines both the entrances into the corporate limits of the Town and clarifies that there are three village centers.

The signs should be made of durable, natural materials that are consistent with the image the town desires to project. The signs should be set on a base made from natural materials and surrounded with attractive native plantings.

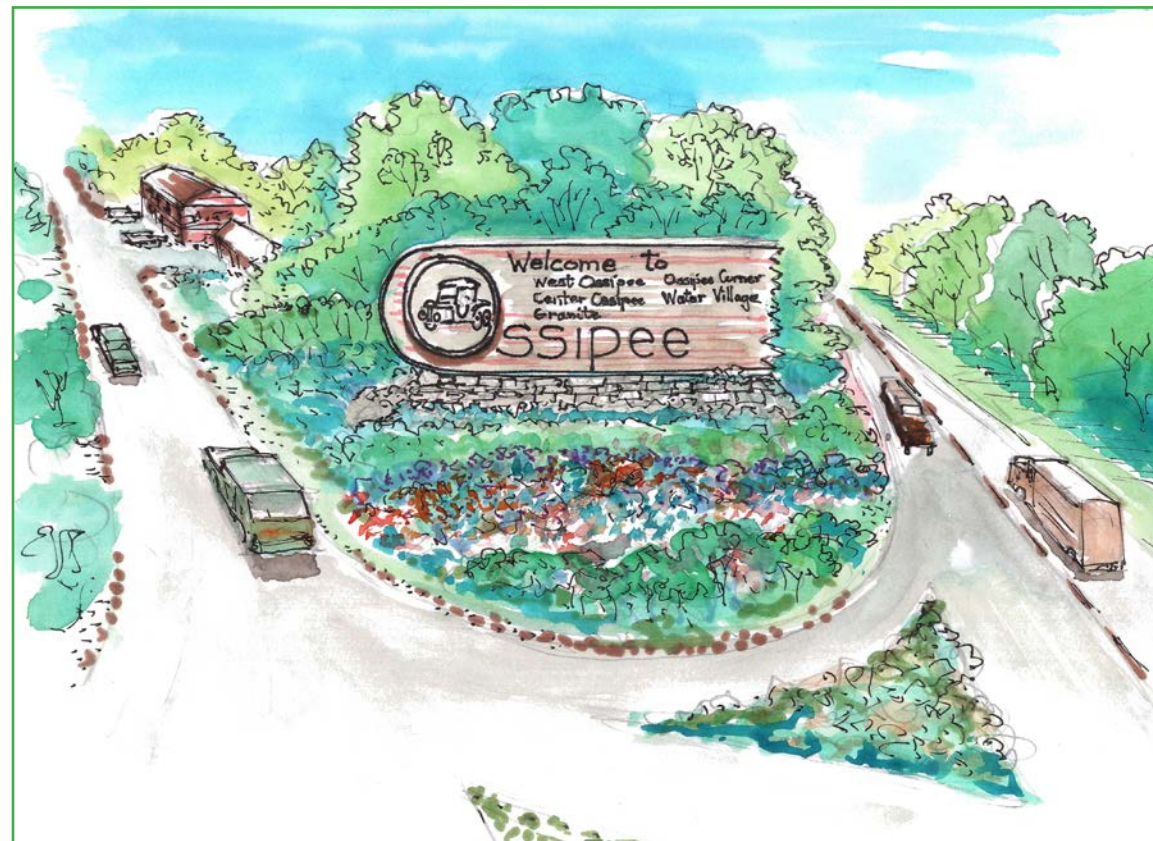
We recommend there be two large signs on Route 16 at the north and south exits to 16B. The signs should be large enough to be easily read without being overpowering.

Care needs to be given to make signs legible and readable by limiting the amount of wording and presenting a clean, uncluttered appearance.

Tim Sappington developed two different concepts for signage:



"This concept substitutes a sculptural style in place of the traditional "billboard." It depicts a graphic composed on intricately cut metal plates ... to create a highly ornamental filigree look which is reminiscent of wrought iron. The open spaces allow the natural background scenery to show through ... definitely more eye-catching than the typical sign ..., creating a more sophisticated tone that would add dignity ... and dramatically convey to tens of thousands of passers by every day a progressive community interested in culture, creativity and excitement."

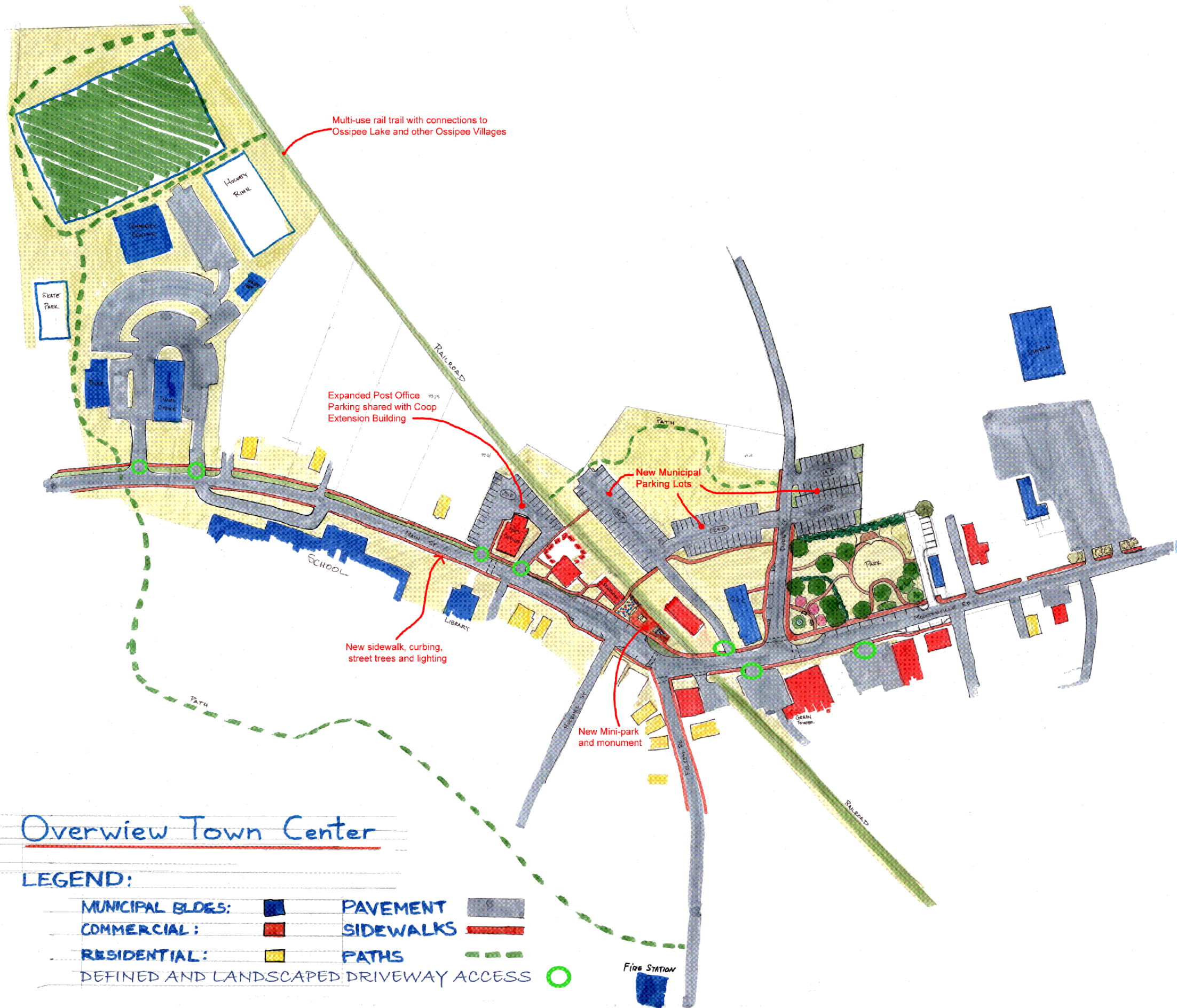


Wayfinding:

Further, we recommend using the same signage in a smaller format to clearly identify each of the villages and guide visitors from major state roads into the village centers. Care needs to be taken to install enough directional signage at critical road junctions without going creating excessive visual clutter.

A traditional but low key "park service" style piece utilizing natural materials; ie, wood pieced and cut with irregular edges and incorporating the circular graphic of the Main Street logo plus the names of the towns. Natural stains as opposed to slick painted graphics would be used. The sign would be located atop a stone wall base and be surrounded by natural landscaping featuring flowering shrubs such as azaleas, lilacs etc. The illumination would come from low key black metal stanchion (s) set just above the average snow line and concealed in the shrubs.

The intention of this signage is to convey a cultural interest destination like a park rather than a commercial product. Costs of course vary depending on the artist or sign maker.



Multi-use rail trail with connections to
Ossipee Lake and other Ossipee Villages

Expanded Post Office
Parking shared with Coop
Extension Building

New Municipal
Parking Lots

New sidewalk, curbing,
street trees and lighting

New Mini-park
and monument

Overview Town Center

LEGEND:

- | | | | |
|------------------------|---|-----------------|--|
| MUNICIPAL BLDGS: | | PAVEMENT | |
| COMMERCIAL: | | SIDEWALKS | |
| RESIDENTIAL: | | PATHS | |
| DEFINED AND LANDSCAPED | | DRIVEWAY ACCESS | |

Fire Station

VILLAGE CENTER STREETScape

Overall, Center Ossipee has an attractive village center with considerable historic charm and character. Unfortunately, that charm has been eroded over the years by a poorly defined street edge, inadequate street tree plantings, lack of sidewalks and the presence of too many parking lots that are not separated from Main Street or Moultonville Road. These factors contribute to concerns for both pedestrian and vehicular safety. In combination, these factors interrupt the continuity of building walls that line the core of the village center. The quality of the historic architecture is very evident but in need of some appropriate renovations and freshening up.

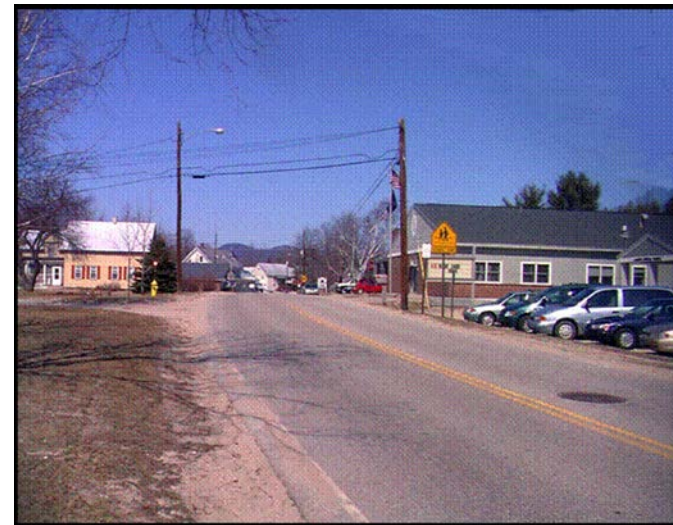
Pedestrian Safety & Circulation

While the village center provides excellent opportunities for walking between the Town Hall, Elementary School, Library, Post Office, restaurants and retail shops, the lack of sidewalks and pathways does not encourage it.



We propose **granite curbing and concrete sidewalks** along both sides of the street between Town Hall on Main Street, across the railroad tracks, past the new town park and ending at the Catholic Church on Moultonville Road. This will **provide the core pedestrian and bicycle circulation spine** to link all of the land uses in the village center.

Granite curbing and concrete sidewalks, with appropriate design, would achieve a **second objective**: to **narrow down and define the entrances into and out of the many parking lots** along the street. This would include those at Town Hall, the elementary school, the Post Office, the Coop Extension building, and the business uses west of the railroad tracks.



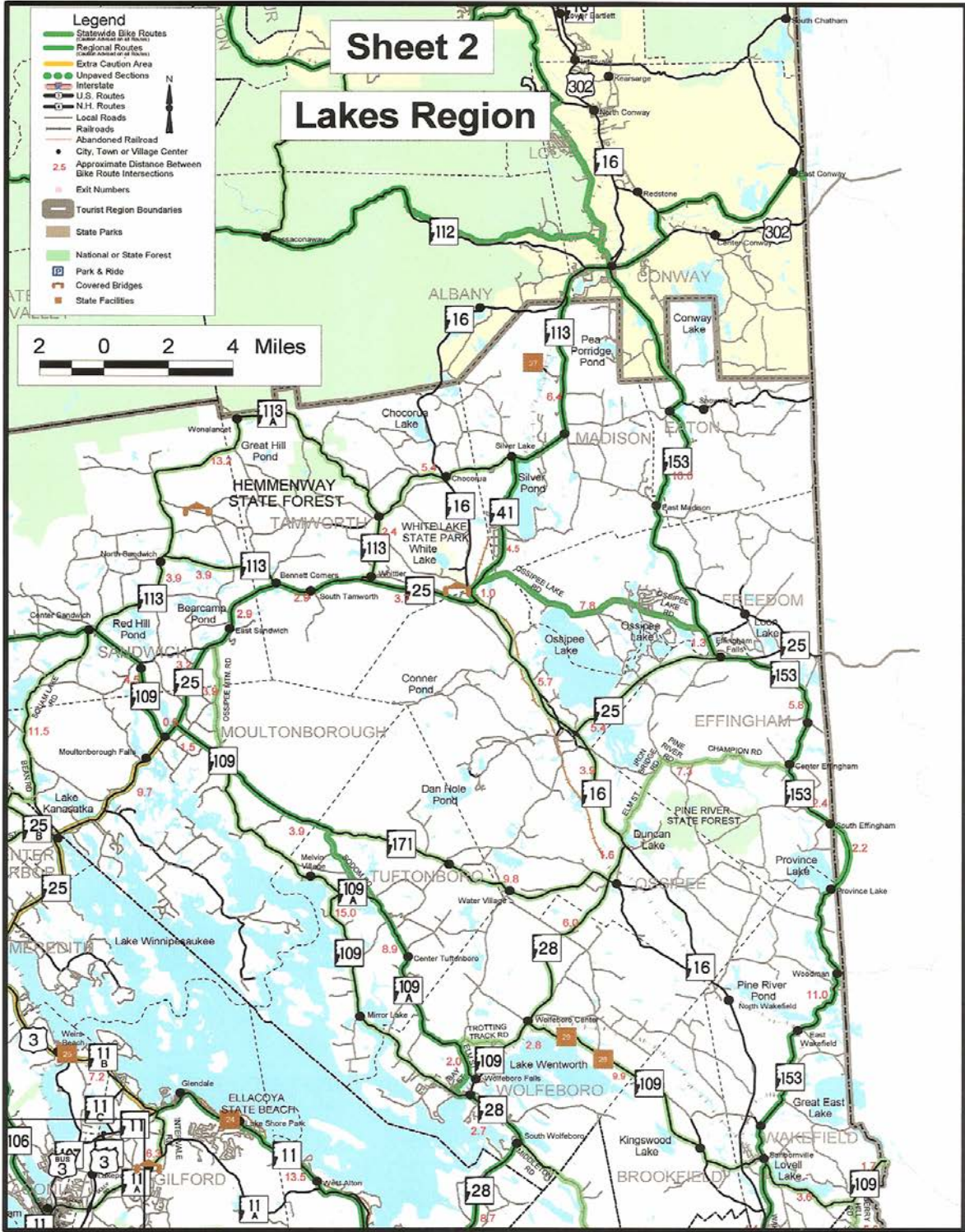
We also recommend that the NH Department of Transportation be petitioned to **allow use of the former B & M Railroad tracks as a pedestrian, bicycle and cross country ski trail**. The rail bed is currently well used by snowmobiles in the winter. Joint use of the rail corridor offers important non-motorized recreational and circulation opportunities to serve as the backbone of a **trail network** connecting the entirety of Center Ossipee village. The Plan NH Charrette team also proposes a pedestrian/bike link from the rail trail to Main Street through the current Town Hall property. This trail could then be extended, via a Main Street crosswalk, to the Elementary School and continue around the back of the school property with a link to Huckins Street.

Trail materials should be chosen based on the amount of use that they would receive. Heavily used portions may need to be paved or surfaced with stone dust. Less heavily used sections might be cleared and left as a natural ground surface and/or mowed on a regular basis.

In the longer term, we recommend the town develop a plan for and pursue expansion of the rail corridor trail to link between all the Ossipee villages as well as Ossipee Lake.



BIKE PATH PLAN



With so many retail and institutional destinations in the village center, several **pedestrian crosswalks** also need to be considered. At a minimum, we strongly advise that **high-visibility crosswalks** be installed between Town Hall and the Elementary School, the Library and Post Office, two crossings at the Folsom-Main intersection, and two at the Dore-Moultonville Road intersection, at the corner near the new town park.

Consideration should be given to requiring **additional stop signs** at these intersections to improve pedestrian safety.

Because the Town Hall and Library locations would both be mid-block crosswalks, additional safety measures need to be explored. In addition to advance warning signs, **street lighting and pedestrian kiosk crosswalk signage** should be considered, and we suggest the NH Department of Transportation (NHDOT) be contacted to discuss signage options.

As a further safety measure, the town might want to consider raised pedestrian crosswalks (sometimes referred to as speed tables) to force vehicles to slow down at these mid block locations. Speed tables are very effective at reducing vehicular speeds without impairing snow plowing and other street maintenance operations. A speed table typically has a ten foot wide plateau that is raised 5-6 inches and is connected to the adjacent road surface with sloped ramps. The ramp slopes need to be specifically engineered for the desired speed at each location.



Lighting

The town should continue with its efforts to replace all of the existing “cobra head” street lighting in the village center with lighting that ensures adequate visibility for pedestrians on sidewalks and at all crosswalks and intersections. There is a wide variety of lighting fixtures available (such as LSI Architectural Lighting, Greenlee Lifestyle Series; USA architectural Lighting, DSC Series). We recommend that suitable contemporary designs be considered that provide full cutoff shades to direct the light toward the pavement, and add appropriate visual character to the village center.

Parking and Vehicular Circulation

The Plan NH team proposes that all of the on-street parking be re-evaluated and formalized with **pavement striping and curbing**.

Of particular concern is the serious safety hazard caused by road shoulder parking on both sides of Main Street in front of the **elementary school**. Installation of **vertical granite curbing** along both sides of the street is necessary, running the entire length of the school's street frontage. **Posting of no parking signs** should also be undertaken to further discourage parking in this area.

We advise that discussions with the school be started **immediately** to better manage student drop-off and pick-up so that these activities do not occur on Main Street. Because of time constraints, the Plan NH team could not give this area the attention we believe it deserves, but believe that both the parking area adjacent to the front door and a re-arranged parking and circulation pattern to the rear should be explored.

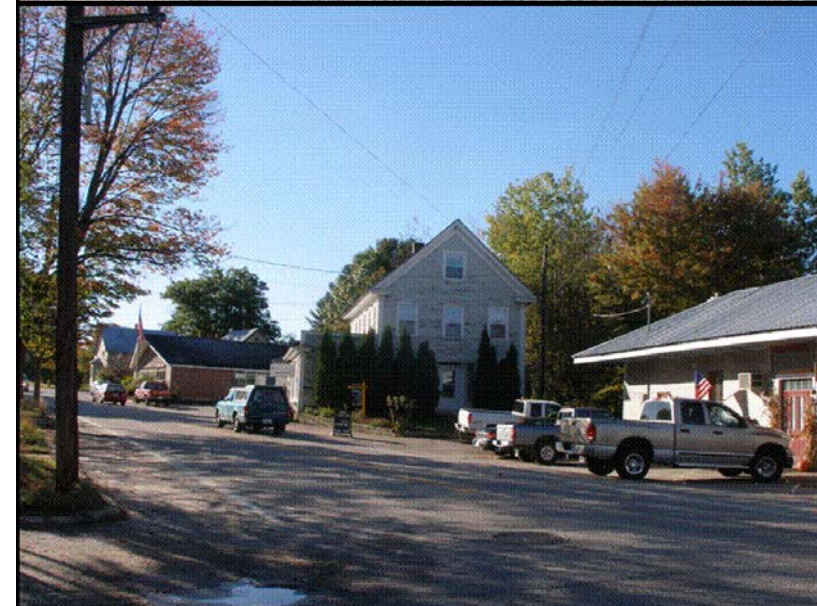
Head-in parking is currently permitted at a number of locations along the street. With increasing traffic, head-in spaces will create a growing safety problem. The proposed plan would replace head-in parking in the project area with a combination of parallel on-street parking and new or reconfigured off-street parking.

In the vicinity of the Post Office and the old railroad depot, we propose that **head-in spaces be removed and parallel spaces be installed** in front of the railroad depot and across the street.

We suggest that the head-in parking at the building currently occupied by the Cooperative Extension Service be eliminated and consideration given to creating a **shared, one-way loop parking area between that property and the Post Office**. This would provide for additional parking at the Post Office as well as for future occupants of the Extension building. To accomplish this, the **garage portion of the Coop Extension building needs to be removed** to make room for the installation of the parking area and connecting drive. During the charrette, the owner of the building indicated that the garage portion of the building is structurally deficient and will likely need to be taken down anyway. To allow for increased economic viability, the proposed plan offers an opportunity to construct a new addition to the left rear of the original colonial structure.

The retail building on the northerly corner of Folsom and Main should have the on-street parking removed, a wider sidewalk constructed, with landscaping, and a small parking lot installed between the building and the railroad tracks.

In a similar fashion, the parking in front all of the businesses westerly of the railroad tracks should have formalized off-street parking and/or parallel parking installed. See the streetscape plan for details.



To accommodate the desire for additional parking to meet the needs of existing and future Main Street business activity, the Plan NH team recommends the **acquisition of the former railroad warehouse** (currently Seventh-Day Advent Church parcel). This critical property lies between the OCC building on the corner of Dore Street, the rail tracks and the property where the Police Department currently resides. Acquiring this parcel will enable the town to provide an important long-term parking solution to the entire village center with pedestrian links across the future rail trail to the railroad depot restaurant, Post Office and other Main Street businesses. It would also serve the parking needs for major events at the new town park.

The **Main Street-Folsom Road intersection** is too wide and the travel lanes are poorly defined. To resolve this safety issue, we suggest several elements to narrow and better define the intersection:

As proposed above, the parking in front of the retail building on the north corner should be replaced with a wider sidewalk and street tree plantings.

The parking in front of the retail buildings between Folsom Road and Huckins Street should be modified and more clearly defined.

In the point of land north of the railroad depot restaurant and adjacent to the railroad tracks a public green space could be created, possibly labeled Depot Square, with landscaping and a vertical element such as a monument and bordered with a sidewalk and curbing along the street edge.

In addition to the completion of the new town park at the corner of Dore Street (see section dedicated to the concept), the development of the Depot Square mini-park would serve as an important visual focal point for this important intersection. It would also create a visual foreground for the preservation and adaptive reuse of the grain elevator across the street (see separate write-up about Grain Elevator). To highlight the visual importance of the grain elevator, selective tree clearing and thinning is needed between the building and the railroad tracks. This needs to be tied to installation of grass and ground cover plantings behind the new sidewalks and curbing. The overall effect of this effort will be to highlight the Grain Elevator, railroad tracks and the Folsom Road intersection as the visual centerpoint of the village.

Landscaping

Of paramount importance to the visual quality of the village center is the planting of approximately thirty street trees to establish a tree canopy running the length of the project area. These trees should be a minimum of 3-3 ½ inch caliper so that they can provide an immediate impact on the viewshed running through the village center. In locations where overhead utilities may cause conflicts with taller tree varieties, approximately ten ornamental trees (with lower heights at maturity) will also need to be planted. Installation of curbs and sidewalks offer the opportunity to re-establish lawn & planting areas along the entire length of the street. When granite curbing and concrete sidewalks are installed, all existing off street parking lots should have their entry drives narrowed to a standard driveway width and be clearly delineated with trees and planting beds.



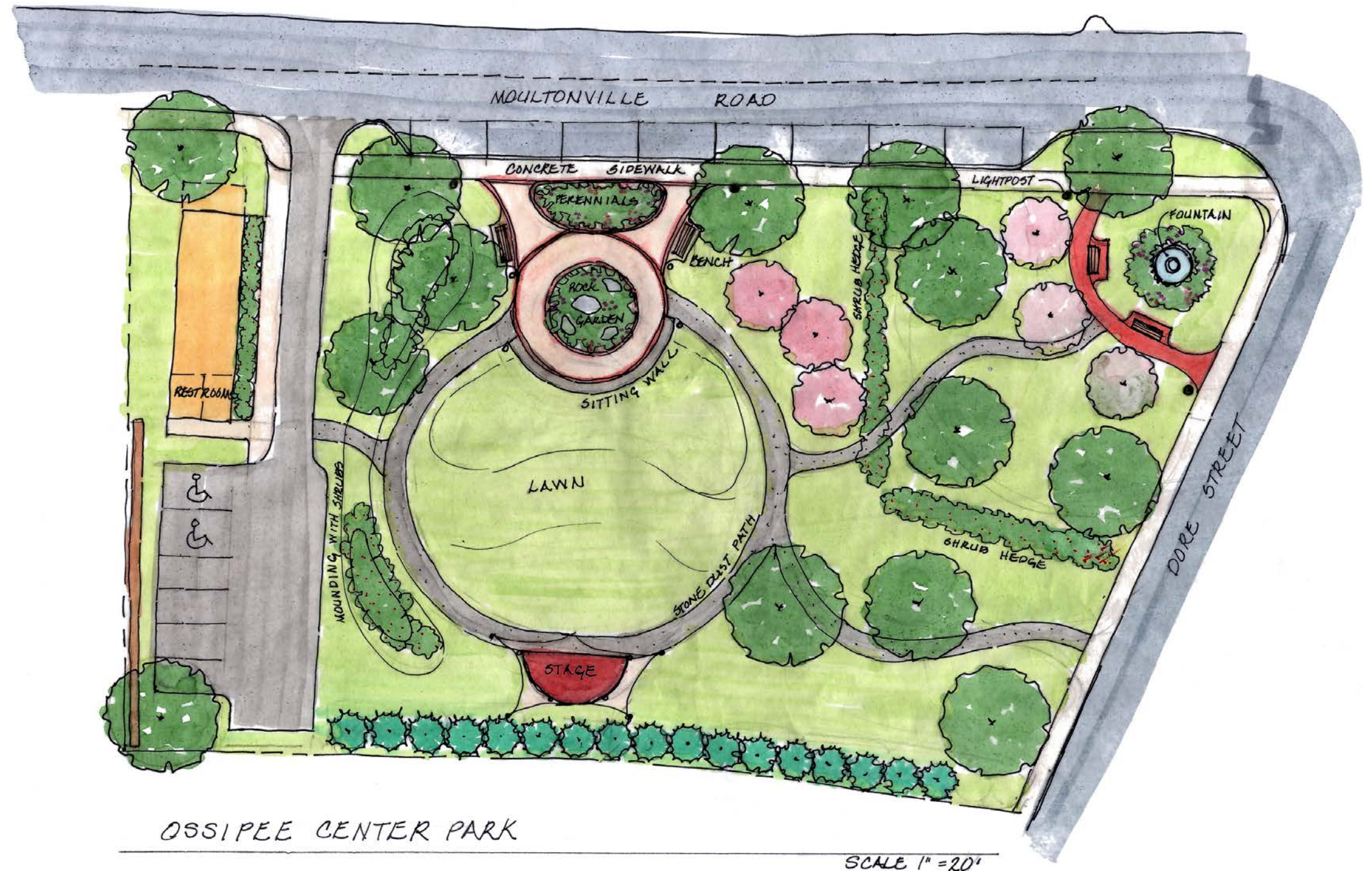
PARK

Ossipee residents authorized the Town selectmen to purchase 0.8 acres in the village center for a community park. The park site is strategically located on Moultonville Road, close to the Ossipee Concerned Citizens Center and the major intersection of Main Street and Moultonville Road known as Town Square. It is anticipated that the park will serve as a focal point in efforts to revitalize the village center. The park will enhance the village center and provide a location for townspeople to meet and interact.

Residents have expressed a desire for a park that incorporates a structure/area for town festivals, small concerts, films, memorial services and other public functions. They would also like a quiet green space with trees and benches. There is also a desire for some off-street parking, but a concern not to take up too much of the park space. The park will also include a renovated building at one end that will house the Ossipee Maine Street Program as well as public restrooms. Currently, the park property includes one section that provides parking for the Ossipee Concerned Citizens Center.

Conceptual Design:

The conceptual design developed for the park in the charrette process envisions a new curb and sidewalk along the frontage with Moultonville Rd. with revised parallel parking to prevent vehicles from intruding into the park space, and attractive new lampposts at strategic points along the sidewalk that are consistent with other new lampposts in the village center. In the area of the park closest to Moultonville Road, a paved sitting area with benches, a low sitting wall and flower gardens are envisioned that would provide an attractive location for residents to meet, visit and greet other visitors to the town center while observing activity in the village. Paving in this area might include brick or other decorative paving to enhance it and distinguish it from town sidewalks. The area behind the sitting wall would be an open lawn area that could be used for community events, informal play or a lawn sitting area for performances. A raised stage is proposed at the back of the park. The stage is envisioned as a wood platform approximately 12 feet by 20 feet in size. The stage could be covered by a membrane tent structure that could be taken down and stored in the off season. The stage should be provided with electrical service for lights and sound. A hedge of large evergreen trees along the property line beyond the stage would buffer the neighboring residential property from the park. Simple stone dust paths would encircle the lawn area and provide connections to parking, restrooms and other pedestrian paths in the village center. Gentle mounding on one side of the open lawn would provide separation from the Main Street Program building and parking. Canopy trees, ornamental trees and both flowering and evergreen shrubs will enhance and shade the sitting area, provide additional buffering around the periphery of the park and add beauty to the setting. A shrub hedge is used to buffer the existing home on the corner of Dorr Street and Moultonville Road from the park.



*This reproduction is not to scale.
Refer to the original for actual dimensions.*

Future Enlargement of the Park:

We recommend that parking for the Ossipee Corner Crossings building, currently housing the Ossipee Concerned Citizens Center, be relocated to the other side of Dorr Street adjacent to the building and that the current parking lot be converted to green space.

Additional parking for the park may be provided at the site of the current Water Department building, when or if that office is relocated to the Town Hall site.

If the residential property at the corner of Dorr Street and Moultonville Road should become available at an affordable price, we recommend that the Town acquire this property and add it to the park land. This parcel would be a desirable site for a fountain or similar decorative feature with benches and gardens at a prominent corner in the village center.

Items to be included in new park:

Stage with electrical service for sound and lights

Comfortable, durable benches

Attractive paving

Sitting wall

Decorative lampposts along Moultonville Road

Low pathway lighting along walking paths

Stone dust paths

Earthwork – mounding, loam for lawn areas and planting beds

Canopy trees, ornamental trees, shrubs and flowers

Revised parking

Curbing

Sidewalk

Street trees

Crosswalks

*See examples of possible street lights included in report – Reference LSI Architectural Lighting, Greenlee Lifestyle Series; USA Architectural Lighting, DSC series

Immediate steps:

Design and construct parking, curb and sidewalk along Moultonville Road frontage. Include decorative lampposts if budget permits. Mark crosswalks for pedestrians

Seed temporary lawn over remainder of park land

Retain park designer to develop final plan and construction drawings for park

Mid term steps (Two to five years):

Solicit bids for park work, select contractor, schedule construction

Note: Park may be constructed in phases over several years. Town residents may assist in portions of the park construction such as the stage and gardens.

Relocate parking outside of current park boundary

Long term steps (Five to ten years):

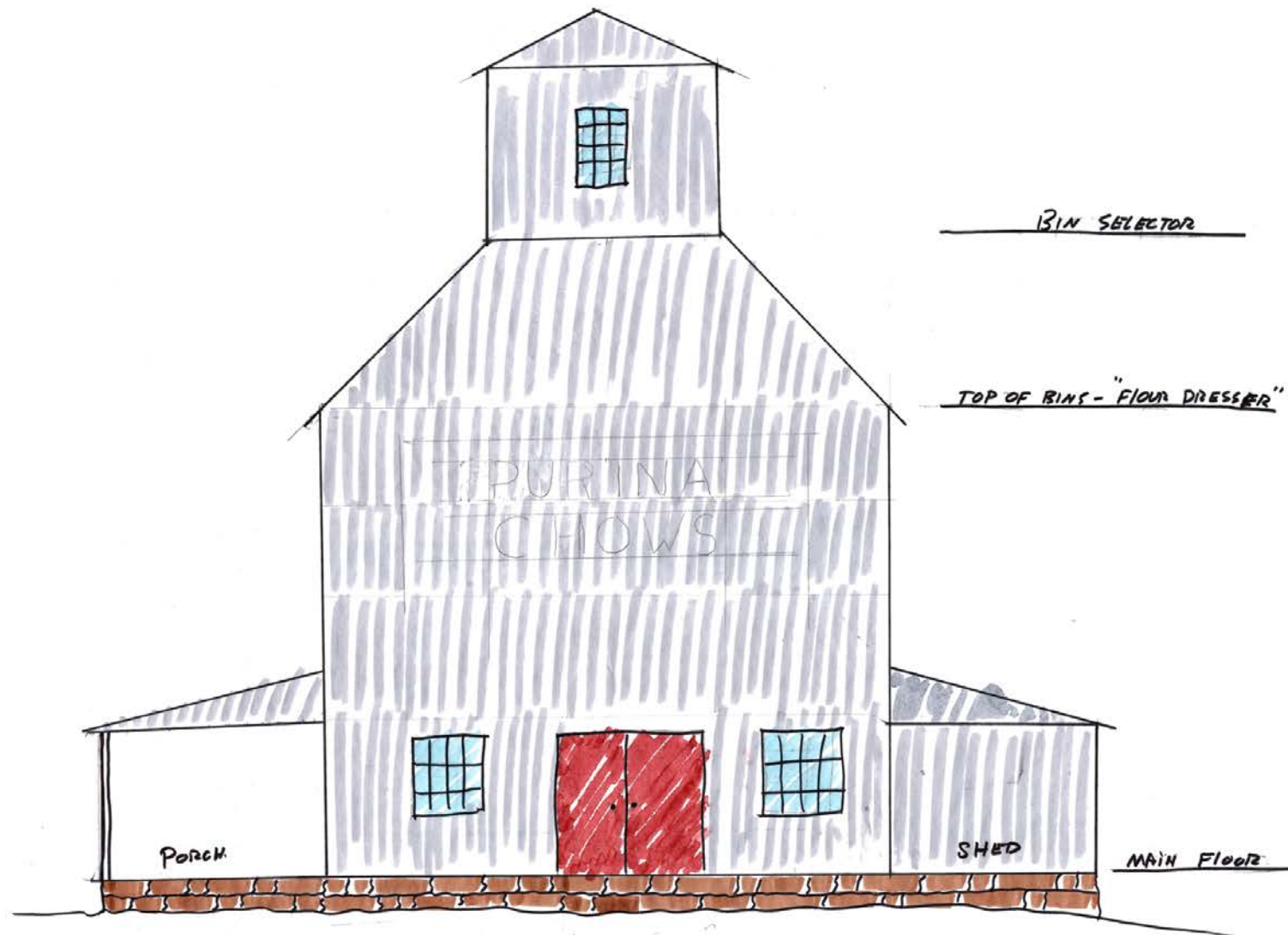
Add corner property to park

Develop with fountain or other ornamental feature, garden and seating



Main Street Program Building

Adjacent to the new park on Moultonville Road is a narrow one story building that is slated to become the new home of the Ossipee Main Street Program. The building needs some immediate work to make it suitable for occupation. It also offers the potential for more improvements that would provide additional uses. Building improvements needed for the Main Street Program use include a (probable) roof, interior and exterior painting, window replacement, electrical and plumbing work, and carpeting/flooring. Additional improvements might include municipal restrooms at the rear of the building that could be open to park users, restoration of the porch across the front of the building and a window for seasonal ice cream sales, allowing utilization of the front space for an ice cream shop. The site will require some improvements as well. It is recommended that there should be a four to five foot wide planting bed and a sidewalk on the left side of the building, next to a driveway that would provide access to six parking spaces in the rear. Two of these spaces should be handicap accessible. A ramped entry walk across the rear of the building will provide handicap accessible access to the public restrooms and building. A retaining wall will be needed at the property line adjacent to the parking spaces, as the grade is much higher on the neighboring property.



GRAIN ELEVATOR

The grain elevator was built in or around 1912, and has some very unique features: the bin design uses a 2x4 nailed laminated construction; there is a rotating “four dresser” on the upper floor; and there is a series of gears, chutes, cables belts and ladders that make the entire building function as a grain elevator and distribution center.

As part of this charrette, a brief, visual inspection of the grain elevator was completed. The main portion of the building is 24 feet wide, 30 feet long and built using post and beam construction. The area under the first floor was not accessible for inspection, however the floor appeared to be in good condition and the stone rubble foundation, at least from the outside, looked intact. The sills on top of the foundation wall should be checked for rot.

The post and beam structural members are connected using pegs. The framing appears to be straight and the members in good condition. The upper floors and roofs have water damage and are rotted in various locations. Portions of these floors and roofs are unsafe and will need to be replaced. There may be locations where the rot has extended into the framing but will not be known until the building is under renovation.

The grain elevator and associated equipment appears to be intact and looks as though it could be made functional—at least for a museum piece. All the main parts are in place and some of the gearing and distribution equipment is movable. Some movable parts, such as the belts, cables and chains will need replacement.

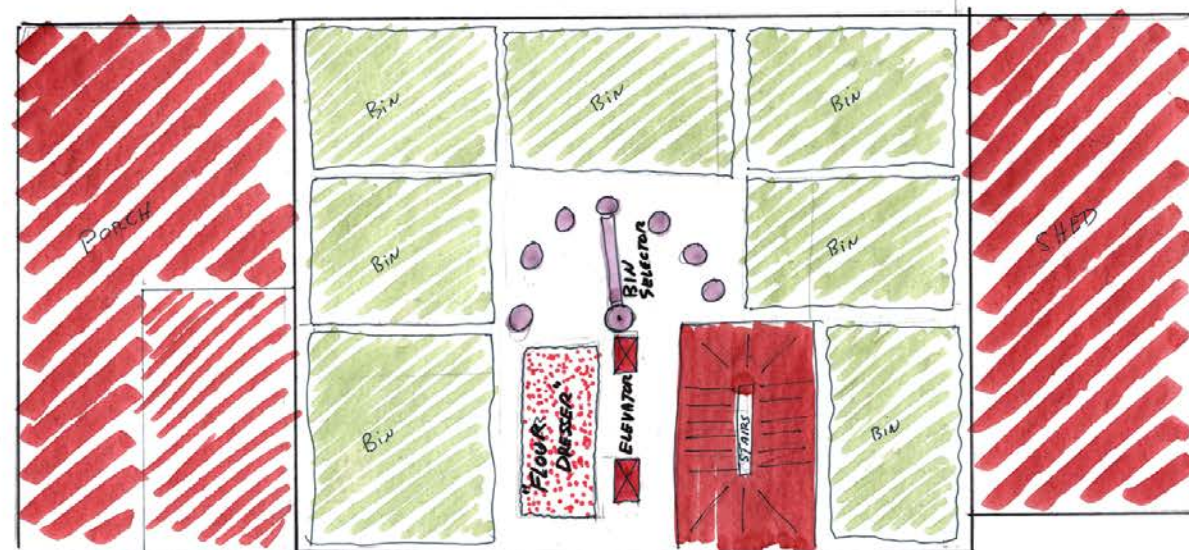
The attached one story 10 foot x 20 foot shed in the rear of the building is in poor condition. This portion should be taken down and/or rebuilt.

A time frame for renovating the building could be developed as follows:

Right now: Make the building weather/rodent tight—repair the roof and siding, and cover the broken windows to keep the rain from entering and causing more rot. Check for rodent and bug damage and address the issues as necessary. Include this building and attachments in the master plan for the town center.

5 years: From the assessment made and the direction recommended in the master plan, raise money, obtain permits, repair the floors, roofs and other structural elements, and replace the windows and doors accordingly. This will make the building structurally sound and ready to receive the utilities and interior finishes.

10 years: By this time there should be a master plan in place with a use identified for the building and its attachments and a tenant identified. Utilities and interior finishes should be in place and an occupancy permit issue.

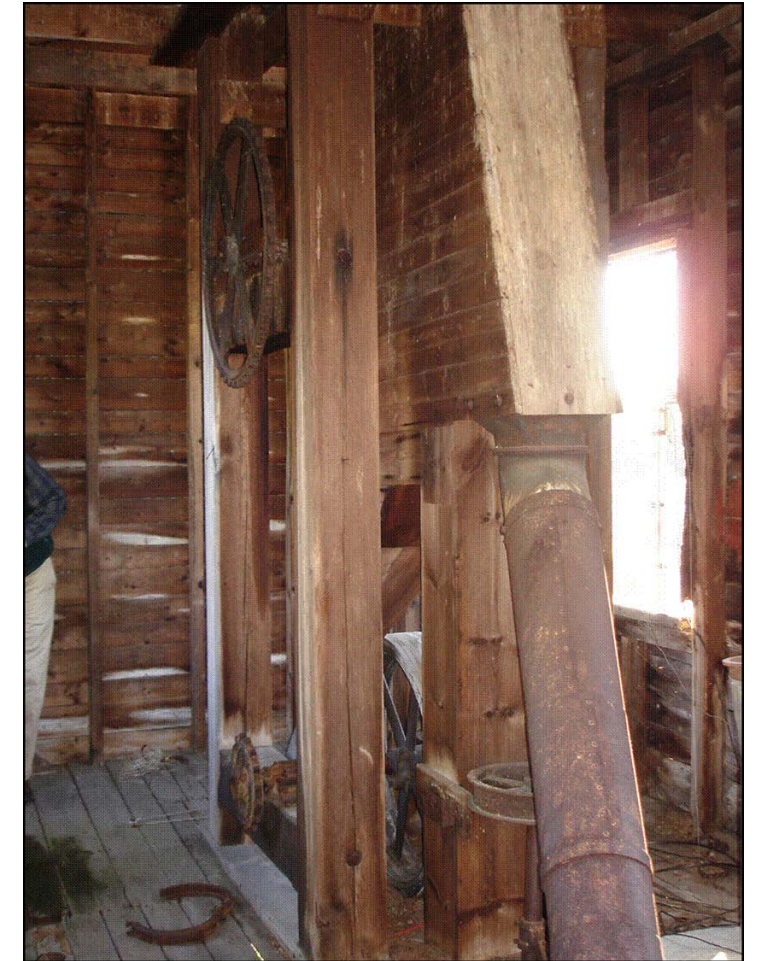




Gears on the flour dresser.



The flour dresser



Top of elevator and chute



Water damage and rot to roof and floor



Post and beam framing on first floor



Worn floor boards at door

TOWN HALL PROPERTY REDEVELOPMENT

As discussed in previous sections of this report, the various recommendations for the center of Town will benefit from the addition of parking and pedestrian ways located adjacent to these facilities. During the planning process, it became evident that the **Police Station and Water & Sewer Department buildings** are located in the areas where additional parking would be ideal.

There appeared to be **room for both at the Town Hall property**. This property is now occupied by the Town Hall, Recreation Department, a hockey rink and the Highway Department. We began exploring the possibility of creating a true, centralized municipal complex to provide a more efficient use of the space. What we discovered was inspiring.

The Town Hall property, was indeed a very wise investment. This is confirmed by the large amount of land available and the variety of uses and concepts generated. The site is indeed flexible and suitable for most of the Town needs for the foreseeable future as we understand them.

The primary recommendation of this report suggests **the highway department be relocated to a site away from the image core of the Town**. The continuous activities of trucking and maintenance operations through the center of Ossipee, in the image core of the Town, is not desirable for the foreseeable future. There is an exciting opportunity for the Town to relocate this function from the Town Center and put the site to better use.

Ossipee has a most unique opportunity at this time to create a new image core for the Town which will survive for the next 100 years or more. We are particularly focused on the municipal complex concept which is shown in the sketch on the next page. This concept allows for the following:

- Town Hall to remain with the possibility of expansion including additional meeting rooms
- New police station. The concept plan illustrates a 4,000 sf facility with a sally port which we believe will suffice for the foreseeable future.
- New water and sewer department building. The plan illustrates a 2,400 sf building which is approximately twice the size of the existing space.
- New community center. A place for the community to congregate and recreate was identified as a need during the public listening session and the plan includes a 10,000 sf facility. This space would be large enough for a variety of uses (ie basketball, volleyball) and could be used by the elementary school if needed
- New multi-use recreation field area. The plan shows a 360' x 240' which is a regulation size soccer field, the largest of all recreation field areas.
- New skateboard park area. We showed a 140' x 70' area which is the same area as a tennis court.
- New ice hockey rink. The plan illustrates a regulation size rink which is an improvement over the existing rink.

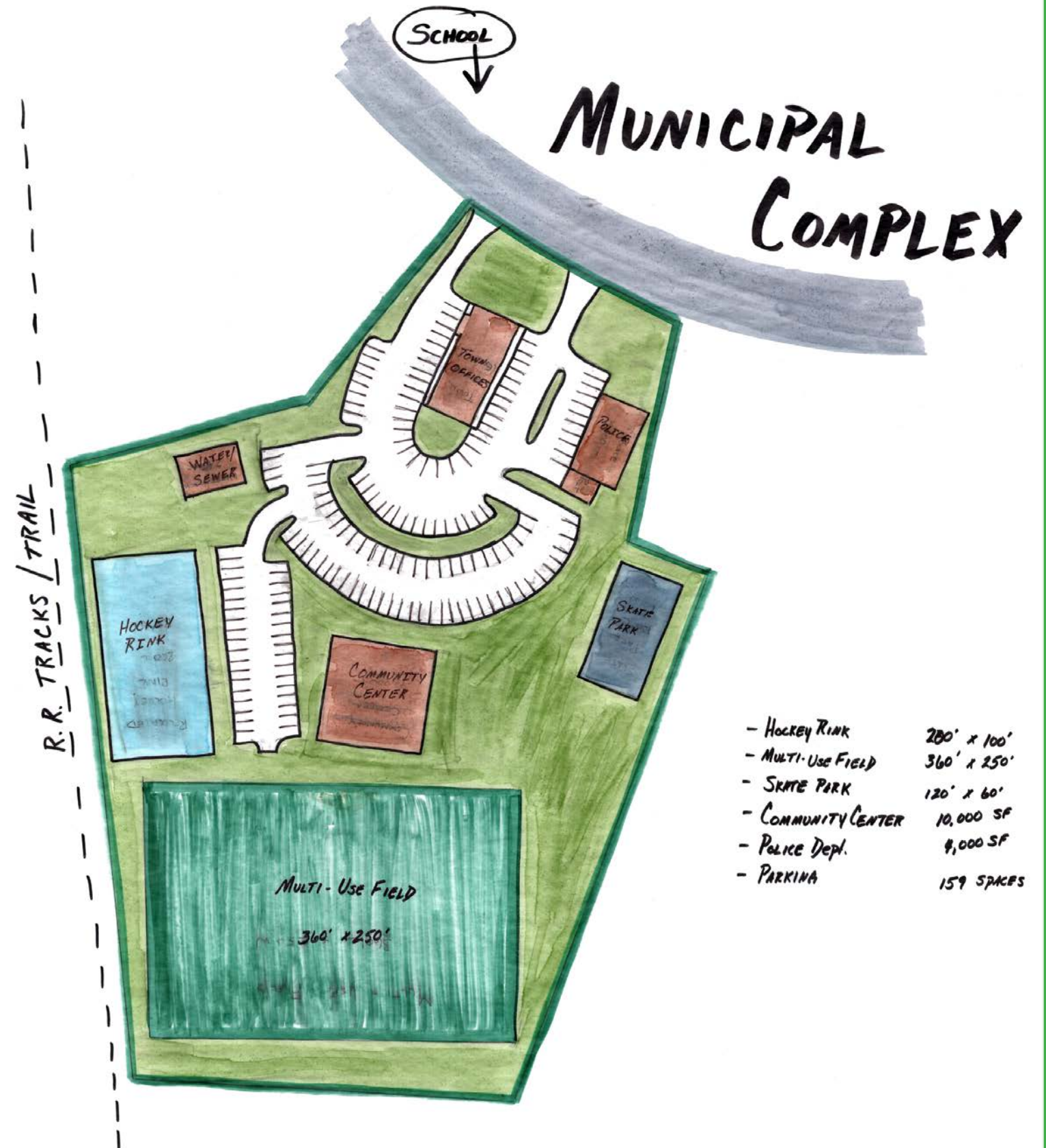
This concept layout provides ample shared parking for all the anticipated uses, it creates a community green space, and provides a focus for the property with the Town Hall & Community Center in the center of the property. The above facilities within close proximity to the elementary school would provide recreation and after-school opportunities in the center of Town for the children of the future in addition to creating a true town municipal center.

Timeframe

Immediately – Begin site search for new DPW

5 yrs – Move DPW to new site

10 yrs – Move police and water works to Town Hall property



Economic Development Recommendations (enhancing the taxbase!)

Keep the Post Office! This is the first and most important goal! The trend is to pull post offices out of town, but when that happens, the effects can be devastating. *We cannot emphasize enough how critically important it is to keep the Post Office downtown.*

The Post Office brings people to town
Contact local and state politicians (ie Representative Carol Shea-Porter)
starting now

Support the local businesses
New businesses are harder to attract
Local businesses provide a solid base for the local economy

Go after easily secured items and services
ATM, can go into an existing store
Dry Goods
Wine and Beer provide good revenue
Ice Cream has great profit margins

Next steps: new businesses
Personal Care (ie hair salon)
Professional Services (ie lawyer, etc.)
Retail with service
Outdoors – clothing, equipment, sports, hiking etc.
Music
Art
Dance/gym

Bring on the Arts!
Arts bring business
Arts provide a great context for business
Arts can be mixed with business

Co-op
Performance occasions
Display occasions



Building Facades

Center Ossipee Village is fortunate to have such a rich collection of intact architecture that provides an important visual quality to the entire center of town. The improvements proposed in the public rights-of-way are intended to generate renewed energy, stimulate more activity in existing retail buildings and potentially foster new retail development on currently vacant or underutilized parcels. The charm and architectural character of the building stock is what defines Center Ossipee and makes it such a special place. The wealth of old photographs depicting the village center of a hundred years ago are excellent guides to help bring buildings back to something close to each of their original architectural characters.

New buildings and building additions should be designed to compliment the height, bulk, materials and general appearance of the existing architecture. Many good examples of design guidelines are available through the Main Street program to assist in this effort.

Building Façade improvements

Renovating in progress should be completed
They improve the general appearance of the downtown
Paint, signage and presentation are all relatively inexpensive



BUDGET ESTIMATES

Below are our estimates for costs of the fundamental components of our recommendations. These are based on construction (and related) costs as of October, 2007.

1. Gateway signage	\$45,000
Stone wall base and foundation	\$2,000
Landscaping (if done by Town)	\$1,000
Lighting	\$1,500
Wood sign materials	\$1,500
Additional miscellaneous materials and hardware	\$1,000
Labor to cut, fabricate and paint sign	\$3,000
Total (wood signage)	\$10,000
2. Water Department Parking (16,800 SF \$3/SF)	\$50,400
New Municipal Parking (26,250 SF \$3/SF)	\$78,750
3. Park	
Base price: (level, retaining wall, seed, irrigation including 7 parking spaces at Park Building)	\$111,000
Alt. for sod	\$104,060
Evergreens, street trees, lighting, sidewalks	\$43,200
Stage	\$12,500
Ornamentals, shrubs, beds, walks, benches	\$29,400
3. Rehabilitation of Park Building	
Paid labor for full functionality	\$45,000
4. Concrete sidewalks	
3000 LF 5' wide 1/2 VGC, 1/2 SGC	\$143,000
ALT: Asphalt sidewalk with curb	\$71,000
Road paving/stripping	\$55,000
5. Street trees	
(30) 3-3 1/2" caliper (Planting 1 every 100')	\$22,500
(16) ornamental trees	\$10,400
6. Recreational paths (2,500 LF)	\$19,200
7. Municipal Site	
Police Station (4,000 SF \$130/SF)	\$520,000
Water & Sewer Building (2,400 SF \$130/SF)	\$312,000
Community Center (10,000 SF \$130/SF)	\$1,300,000
Site work costs	\$500,000

8. D. P W. relocation

Site acquisition	\$150,000
Full heated space, office, break room, storage (60' x 60' \$130/SF)	\$468,000
Sand/salt shed (40' x 80' \$45/SF)	\$144,000
Cold vehicle storage (50' x 150' \$60/SF)	\$450,000
Material storage and sander racks	\$8,500
(+) 15% site costs	\$159,300
Total	\$1,379,800

9. Grain Elevator Building Repair Costs

<u>Make sound</u>	
Foundation	\$15,000
Sills	\$5,000
Floors	\$7,000
Exterior Walls & Siding	\$14,000
Paint	\$50,000
Interior Stairs	\$3,000
Roofs	\$8,000
Windows & Doors	\$6,000
Subtotal	\$108,000
Porch	\$15,000
Shed	\$30,000
Total to make sound:	\$153,000
<u>Make Functional</u>	
Retail space (electrical, plumbing, finishes)	\$50,000
Elevator Repair (materials)	\$10,000
Labor (volunteer)	\$0
Total to make functional:	\$60,000



NEXT STEPS:

2-year plan:

Directional signage

Façade improvement

Post office: if they need to expand, start looking at sites in the center! Keep the PO in the center!

Trails

Begin clearing RR

Work with landowners to acquire easements for trails throughout the Town

Parking

Acquire the freight building

Work with the owner of the Cooperative Extension to remove the back end, use that as an area to create a loop in back of the Post Office

Park

Grade the lot

Retaining wall on SW corner (behind building)

Sod

Irrigation

Engineering for sidewalks

Phase I

Safe routes to school

Sidewalks

crosswalks

5-years:

DPW site acquisition

Continue curb, walks. Link in with Safe Walks program

Continue façade improvement

Continue trail work

Work with adjacent communities to link

Municipal lot between freight building site and police station

Stabilize grain elevator

10 years:

Move DPW site

Link trails to in back of Town Offices

New Community /Municipal Center plan

Make grain elevator functional



TOOLS FOR IMPLEMENTATION

In addition to working with the materials presented as part of the Plan NH Charrette, revisit the September 2006 Resource Team Report provided by the NH Main Street Center. It has numerous excellent recommendations that dovetail beautifully with what the Charrette team has outlined and the objectives expressed by the community.

Possibly the most important thing to do in the near term is to **arrange for a facilitator to coordinate implementation**. Facilitation is often the missing piece that prevents viable plans from being realized. The structure and capacity of Ossipee Main Street does not extend to coordinating the implementation of something of this scale and duration, although it is an ideal organization to support and forward it. Good facilitation includes project management and fundraising.

There is a wealth of sources of funding and expertise to explore:

Expertise: NH Office of Environment and Planning
NH Office of Travel and Tourism
Division of Economic Development
Division of Historical Resources
NH Council on the Arts
Rural Development Council
Mt. Washington Valley Economic Council
Wentworth Economic Development Corp.
Small Business Administration
Lakes Region Planning Commission
NH Preservation Alliance

Funding: Community Development Block Grants
Economic Development Administration
NH Department of Transportation
Conservation License Plate Funds
Land and Community Heritage Investment Program
Community Development Finance Authority
Tax Increment Financing
Town Trust Funds
Foundations (such as Walmart, Home Depot, Timberland, Ford Foundation, AllState Foundation, Verizon Foundation, Merck Family Foundation, Madeline G. von Webber Trust, Waste Management Foundation, Enterprise Community Partners)

We also suggest the Town consider enacting RSA 79-E, Community Revitalization Tax Incentive. Signed into law in 2006, this makes it possible for a **property owner wanting to substantially rehabilitate a building** in a downtown or village center, may apply to the local governing body for a **period of temporary tax relief**. (See attached Fact Sheet.)

The community has what it takes to realize its objectives to revitalize and reinvigorate Center Ossipee. Your talent, energy, commitment, and spirit along with your accomplishments to date are an excellent spring board to continue to move forward!

Conclusion:

Center Ossipee has many positive attributes!

There appears to be a sentiment that people do not come to town- but they do!

They come to the library, they come to the post office, they come to the town hall and they come to the school!

They come through town on their way to the lake

They snowmobile in winter

There is an active senior center and day care

Also bringing people in are events such as

Old Home Week

4th of July

School events

Events at the Town Hall (such as the boating course that was being held while we were in town)

A very strong recreation department program

There already are some good viable businesses:

PB & J's

The Mountainview Restaurant

The Iron Kettle

A Laundromat

And there is more retail space available!

There are also strong community organizations and caring, engaged citizens who have a lot of pride in the town, such as the Garden Club, the Main Street Program, and other municipal groups.

And from Tim Sappington, team member:

One does not have to be an architect to have an understanding on the most basic level that some settings work while others don't as places where people want to be. While I sense Center Ossipee currently does not have enough physical elements in place to create the critical mass necessary to encourage the spontaneous growth that would lead to the vibrant community we would all like to see, the potential nevertheless is there. I believe some of those positive pieces which came to my attention are as follows:

- A warm friendly population
- An inherent demand for a town center by the summer population
- A possible future demand for a charming quiet town to retreat to for workers in nearby larger urban centers
- The route 16 bypass, while initially responsible for the decline of all the Ossipee communities, now can be viewed as an asset since it keeps the heavy through traffic at a distance and makes a quiet town both possible and attractive
- Some strong historic traditions and landmarks as evidenced by the grainery and site of the first skimobile invention.
- A potentially spectacular historic story around the Ossipee Mountains and the site of a great volcanic eruption [also the earthquake during WWII?].
- A large land area of over seventy square miles with Ossipee Lake and other parks and natural resources making a network of trails for hiking, biking and snowmobiling practical. In a similar way the several small towns making up Ossipee could work to offer convenient and picturesque destinations or stopovers for users of this system.
- Individual buildings in Center Ossipee of historic significance
- Little negative development; ie extensive commercial strips, inappropriately zoned industrial, sprawling suburban subdivisions.
- A basically pleasant arrangement of the fundamental village elements on a pedestrian scale including a modern school, town hall, police, a few retail and professional businesses, restaurants, library, historical society and the church. A central lot has been set aside for a small park.

The overall goal of any master plan for Center Ossipee is to carefully preserve and build upon these and other critical attributes that may be identified to put in place a strategy that triggers the appropriate private development to create an even more successful and attractive community. The various specialists on the team approached this goal from different perspectives. As an architect I was among those dealing primarily with the physical site, including various juxtapositions and layouts of such diverse amenities as town building relocations and consolidations, walks, parking, parks, landscape elements, visual focal points and lighting.

I for one felt the latter may lead the list in instantly defining the setting and ambiance particularly at night when many people might be using the town recreationally. Effective lighting is a must to not only provide safety but to communicate a fundamental level of civilization. It sets the tone and defines whether this is a town just to pass through or stay awhile. For this reason the lighting fixtures themselves should be attractive to look at and not just be the industrial fixtures Public Service seems so intent on pushing. While the ideal solution is to carefully select the most appropriate fixture and locate them on free standing cast iron light poles throughout the town core, there are some less expensive compromises. North Conway, for instance, has traditional fixtures located on arms attached to all the power poles down both sides of the street.

Next it is important to identify the principal attractions including public buildings, present and future restaurants, retail businesses, parks and other recreational facilities such as the rail to trail railroad bed through the center of town and to connect them with safe and attractive walks so people have a reason to stop, but much more importantly ***so the town will work on a pedestrian level for the residents - especially children and older people.***

Convenient and ample parking is the next consideration, and we proposed some of the town owned land in the core be reassigned for this purpose to create over a hundred parking spaces.

Other items we focused on were unique features – either existing such as the old grainery which could become both a museum and a gift or coffee shop right in the center of town, or newly created such as a small town square with statue or sculpture also proposed for the center of town at the intersection of the railroad bed and Main Street. While these features signal something special which begs passers to stop and take a closer look, the real goal is to assemble all these ingredients to create an appealing village ambiance. We want to create a setting which promises interest, relaxation and perhaps a touch of nostalgia, goals which are achieved in only a very few towns.

I spent time with other members of the team considering some larger issues including the idea of relocating the public works facilities out of the town center to a site along Route 16. This is critical to the town core to remove noisy and disruptive functions. We also felt it would better serve the PWD by locating it along a more accessible road central to the entire town. Signage along Rt. 16 and elsewhere is also very critical to direct people back to both Center Ossipee and the other villages. I prepared an initial watercolor sketch of a billboard like solution at the time of the charrette and am now drawing up a more sculptural solution in cut and welded metal filigree so that the sign would be regarded more like a work of art and hopefully avoid the negative image of a "billboard".

In drawing up our ideas, the team actually pictured Center Ossipee as an ideal rural village. We first created and then attempted to share this vision with all who may care to participate. We realize that in the real world the final product will be the composite of dozens if not hundreds of players including all the property owners and various officials playing a part in the development. If properly directed, this actually can be a good thing in that the results have more spontaneity and variety than is generally possible with just a few planners. Also there will hopefully be room for more depth in the design than can possibly occur in our initial vision conceived as it was in so short a time span. On the other hand we brought to you for a brief period the best and most sincere thoughts of a seasoned and very savvy group of professionals whose combined professional experience no doubt totals well over a hundred years. We hope some of the data we are providing you in this report will help you with both the visionary and practical considerations such as budgeting and sources of grants and other funding. Finally we hope our vision may serve not only as a starting point but will help in some way to lend some perspective and guide you through all the disparate ideas, needs and considerations you will no doubt encounter as you work to recreate your town.

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