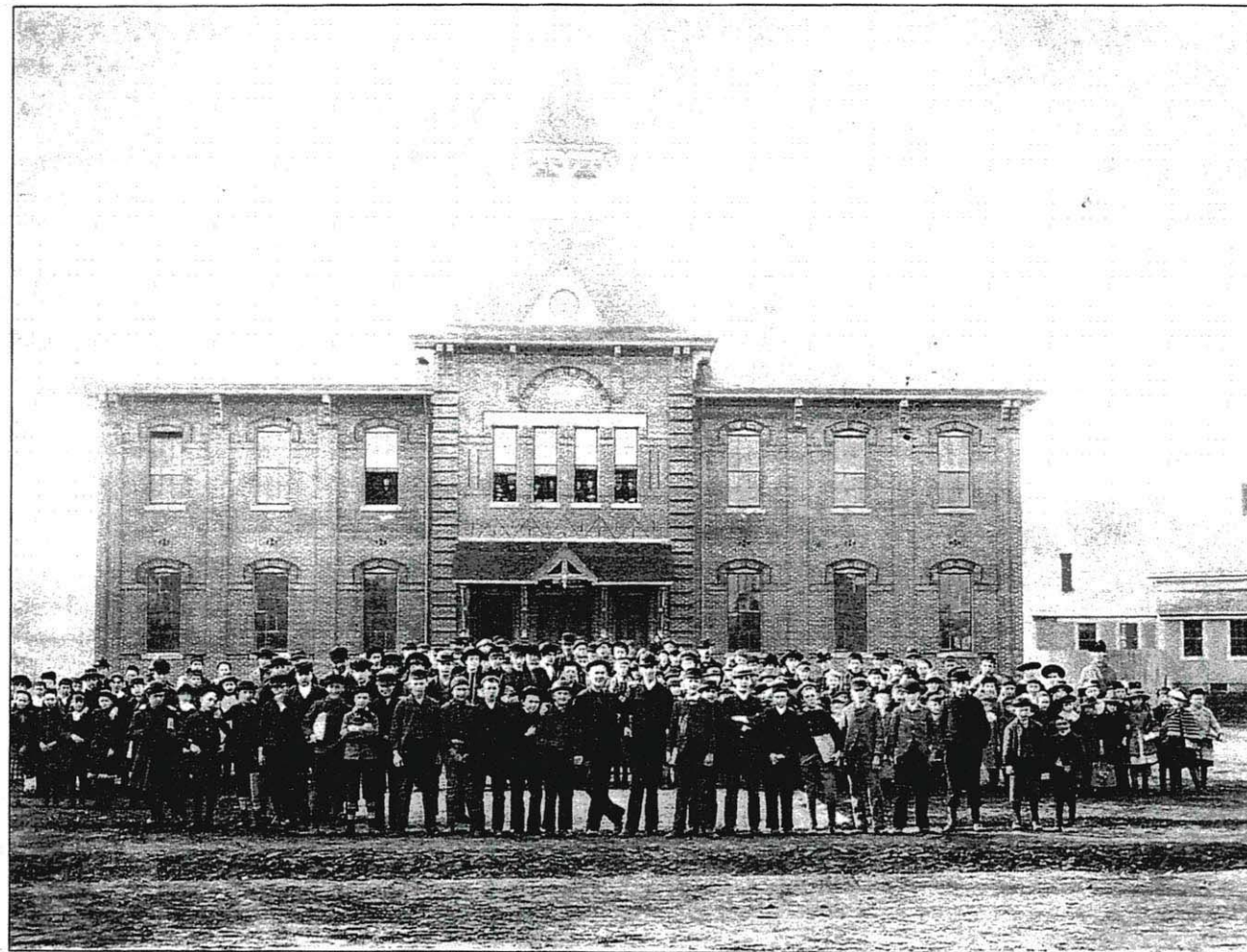


FARMINGTON, N.H. DESIGN CHARRETTE



FARMINGTON
TOWN HALL
NOVEMBER 13 & 14, 1998

PLAN NH

• The Foundation for Shaping the Built Environment •

CREDITS

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... and to all the others who attended and helped with the charrette, but whose name we may have missed,

Thank You!

Farmington, NH Design Charrette

November 13 and 14, 1998



The student body of Farmington High School poses for a picture in 1891.



*Sponsored by:
Plan New Hampshire, and the
Citizens and Town of Farmington*

Farmington, New Hampshire

Design Charrette

November 13-14, 1998

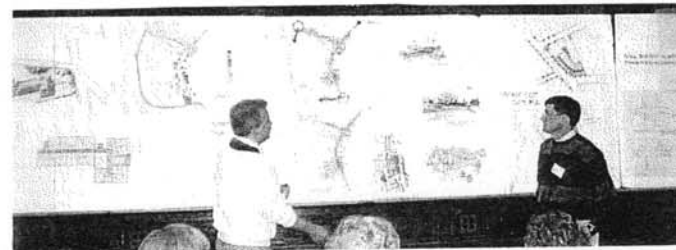
Who is *Plan NH*?

Plan NH is a professional association for those working in the *built environment*. It is composed of architects, planners, engineers, bankers, contractors, historic preservationists, and many others who share a professional or personal interest in their surroundings. It was established to create a forum for bringing together these different professional groups and 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* accomplishes this is by offering free design assistance to communities with demonstrated needs. This assistance is often the catalyst which helps a community visualize its potential and begin to get things done.

So What is a *Design Charrette*, anyway?

Simply stated, a design charrette is a brainstorming session where 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, the conclusions reached are usually conceptual. They discuss how different plan elements should relate to each other, as opposed to the details of how a particular building would actually be constructed.

char·rette (shəret'), *n.* a final, intensive effort to finish a project, esp. an architectural design project, before a deadline. Also, **charette**. [**<** F: cart, OF, equiv. to *char* chariot, wagon (see **CAR**) + **-ette** -ETTE, from the idea of speed of wheels]



Randy

Fred

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

How did the *Plan NH Charrette* come to Farmington?

Each year *Plan NH* invites communities to enter proposals into a competition for a weekend of donated design services to be used in solving a problem of local interest. *Plan NH* looks for projects that are important to the host community, that present an interesting design problem, and which seem to have a high probability of actually being implemented. A community that is organized and has done some early work on a project scores well. Typically two charrettes are performed each year.

The Proposal

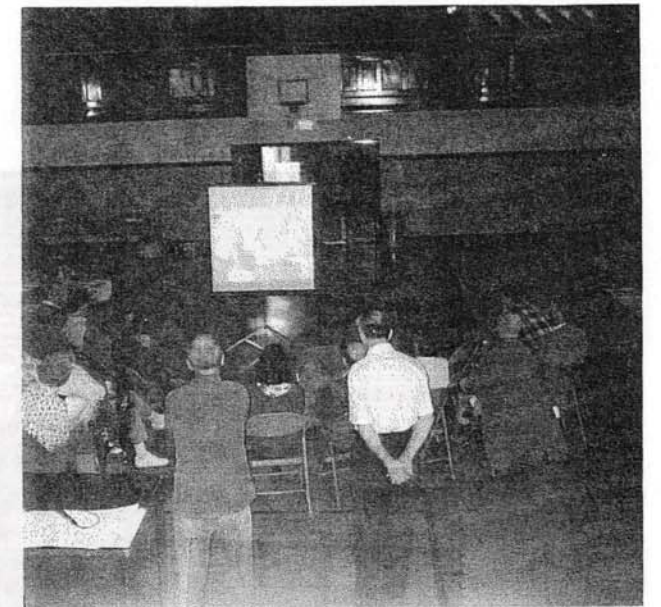
In early 1998 Farmington submitted a proposal seeking advice on the improvement of properties near the southern approach to the center of town. People were concerned that a recently vacated building of historical significance, the Main Street School, would not be preserved if left unused. The proposal also included a vacant, private lot across the street from the School, owned by an individual sympathetic to the good of the greater community. The use and development of the private lot, they wrote, should be compatible with the development of the school property. An appropriate design may stimulate development of that portion of Main Street, possibly even define a "gateway" to Farmington.

The proposal had some very intriguing elements: public ownership of a substantial portion of property in good condition, willingness of a private developer to work in harmony with the interests of the public sector, and strong community support for preserving an historic building. Moreover, the proposal emphasized the potential of enhanced economic development within the town by executing this project. It represented a significant step in realizing the Town's Master Plan.

Farmington was one of two proposals selected that year out of twenty-seven applications from across New Hampshire.

The Process

A typical charrette brings together a dozen professionals who have experience and training in the areas that seem appropriate for the type of problem that the town has identified. In Farmington's case that included architects, planners, engineers, landscape architects, and real estate developers and managers. In addition, because the proposal identified an existing building as an important element, the professional team included builders and a structural engineer.



Ewel

Roger

The professional expertise of this group was extensive, and, as we explained to the Town of Farmington, it was also lacking in one important area: we didn't know Farmington, and couldn't hope to know Farmington in the way that local citizens do. And, that knowledge of the local community is critical to making the charrette work. So we asked the experts from Farmington to talk to us about their community. What a response we received!

We "outside experts" were treated to an oral history of Farmington by Roger Belanger and a cinematic montage by Ewel Gardner. These two gentlemen conveyed much more than just a factual chronology of events – they, and the attending townsfolk, demonstrated that this is a community with an enormous pride in its past. Their presentations rounded out our physical impressions of the site, the school, and village center to give us a flesh-and-bones feel for the community.

The Community Speaks...

The Friday sessions were devoted to understanding the concerns of the residents as well as learning the town's history. What townspeople said was:

- That Farmington is very proud of the Main Street School; any proposal must respect the structure and preserve its identity;
- That Farmington has a growing small-town economy; people are concerned about doing all they can to spur the development of small businesses along Main Street;
- That the closing of the school and the demolition of the old shoe factory had created a "hole" along Main Street; this particular entrance to the town was too empty and too weak;
- That, although many people have migrated away, some people have come to Farmington for business opportunities. Many wish that there were more of these opportunities in town; and
- That Farmington is a good community with a frugal-Yankee sense of economy, where public expenditures are vigorously debated, hard won, and must be as practical as possible; "If at all possible, put the school building on the tax rolls" was what we heard.

The "Outsider's" Perspective

What the professional "outsiders" brought to the discussion was a broader, more regional perspective. They showed that:

- 56% of Farmington workers were blue collar, whereas 31% of Strafford County were;
- 41% of Farmington workers were white collar, whereas 59% of the county were;
- 31.5% of Farmington adults had less than a high school education;
- 8.7% of Farmington adults had a college education or better;
- in 1980, 58% of residents commuted to work; in 1990, 73% did;
- of those who commuted, most traveled southward toward the seacoast;
- the population of Farmington has nearly doubled since 1960;
- the strong growth experienced during the '80's and '90's was slowing;
- the population of Farmington was aging; 18% were over 55;
- the traffic volume on Route 11 is significant and close by the center of town.

Observations

On Friday, everyone had an opportunity to tour the Main Street School, and walk the vacant parcel across the street in order to assess the potential of the two properties comprising our combined site. The group then strolled the length of Main Street to understand the relationship of the two sites to the rest of the Town. Most participants agreed on the following:

- the school is structurally sound with several large spaces (900 s.f. classrooms);
- school property is adequate in the front yard for some parking and possibly a drop-off;
- municipal parking is not far away, adjacent to the Fire Station;
- the school's side yards are narrow, and rear yard is small and inaccessible;
- the cupola of the school is visible from the south, beyond the Cocheco River;

- the combined site is (barely) within walking distance of the heart of downtown;
- although near town center, the site is not ideal to define a "gateway" to the town;
- the sidewalk is in pretty tough shape;

A Village in Transition

Farmington knows that in this era of the global economy, no community, large or small, exists independently. It needs to attract new people to town, to live as well as to shop. It wishes that Route 11 were closer, so more people would take a shorter detour into downtown. And while the downtown offers many amenities, it does not have everything that people are looking for in their busy lives: entertainment, a variety of dining establishments, convenient food and hard goods shopping with the selections we have come to expect from the mass merchants. Farmington also knows that some things can change while others cannot.

Like many small New Hampshire towns, Farmington is no longer a manufacturing center. We are now a mobile society. We drive long distances to work. We shop by mail, or over the phone, or over the Internet. Our shoes used to be made here, but now come from overseas. Our produce comes from California. Our clothes come from great distances, and sometimes we feel we have to go just as far to buy them. Our automobiles and our fuel frequently come from different continents.

The shoe factory used to be an important part of the life of downtown. Although it has been gone for some time, its vacancy is obviously felt not just on the tax rolls, but in the spirit of the community. Even more heartfelt is the relocation of the teachers and students to a new facility beyond walking distance of downtown. We need to look for realistic ways to replace this downtown activity.

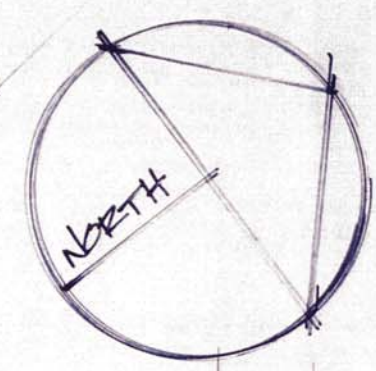
Outside Influences

So what are the forces operating on Farmington? Clearly it is a commuting community, with major employment centers lying a few miles to the south.

Much of the traffic between the Lakes Region and the seacoast passes near Farmington along Route 11, just like the railroad! The primary connection between the coast and the Mountains, Route 16 is also not far away. The two key elements of Farmington's economic development strategy, especially for its downtown center are, first, to keep as many Farmington retail dollars in town as possible, and, second, to attract as many patrons from Routes 11 and 16 off of the highway as possible.

Route 11 is the closer of the two traffic corridors to downtown Farmington. The intersection south of downtown is the one closer to the greater number of people. It's closer to the coast! It is the welcome mat to Farmington. It needs to be clean, attractive, and informative. It sets the tone for downtown Farmington. It needs to entice people off the highway and into the downtown area. This is where some initial modest investment could yield substantial returns.





- SERVICE
- MUNICIPAL
- VACANT
- RESIDENTIAL
- INSTITUTIONAL
- INDUSTRIAL
- RETAIL

EXISTING LAND USE PLAN
FARMINGTON, N.H.

SCALE: 1" = 100' NOVEMBER 1998



Farmington Downtown – What do we have to work with?

The downtowns of small towns are interesting areas. They perform many functions. They are the commercial and social gathering place in a community. To an outsider, they are frequently the community's identity. When people think of the town, they often think of the view of Main Street. Successful downtowns frequently represent a unity of scale, an intensity of development, and sometimes a consistency of design. To function well, they need to accommodate a variety of often conflicting uses in close proximity to each other: pedestrians and vehicles, businesses and homes, public and private spaces. When they work well, there is balance between these uses. Our tour of downtown made us more familiar with Farmington, but raised some questions as well.

The *Streetscape* of Farmington's downtown varies. Within a few hundred feet of the intersection of Central Street and North Main Street, in all directions, the buildings are two and three story and close to the street. Nearly all the buildings are civic or commercial. There is no question that we are in an "urban and compact" area: the heart of downtown. Our site is another few hundred feet south of this well-defined and consistent area. There is a noticeable change in density of buildings, more open spaces, less compact-ness. And furthermore, the street curves. There is no direct line of sight between our site and the heart of downtown. The sidewalk begins to deteriorate. Although converted to professional offices, the few residential buildings along this way lend a very different character than the commercial buildings near Central Street. They maintain some definition of a line of buildings fronting a street, but much looser. The considerable setback of the school on its site, and the openness of the vacant lot, however cause that line to disappear altogether. It vaguely reappears further south along some commercial property before reaching the bridge over the Cocheco River.

Should we reinforce the building edge along Main Street, or exploit the openness at this site?

Sidewalks are important to the success of this site, as are street lighting and plantings. The section of sidewalk in disrepair should be replaced. Any planting or lighting improvements will only help to reinforce the strength of downtown and the proximity of this site to it. The potential to utilize the municipal parking area adjacent to the Fire Station is excellent. Whatever pedestrian and vehicular amenities can reinforce this feature are welcome: directing signage, crosswalks, illuminated safe walkways, etc.

Gateway was a term that came up frequently in the proposal and discussions during the charrette. We struggled with the term and discussed whether it is applicable to our site, as setback and open as it was on both sides of the street. Almost everyone agreed that the bridge over the Cocheco presented a more "natural" gateway to downtown from South Main Street, but that the appearance of properties there was weak and in disrepair. A gateway should immediately announce a strong presence: "You are now entering downtown Farmington!" Our collective opinion was that our school and vacant lot site did not lend itself to a proper definition of gateway, but that it could become an important *focus* for downtown. The bridge was the logical place to consider as the symbolic gateway to the town, but the condition of commercial property there did not lend itself to that kind of symbolism. At least not yet. As the town grows, and the commercial interests in downtown expand, the bridge would become a perfect place to define a gateway – an entrance into what will then be the heart of larger downtown Farmington.

Main Street School is a handsome structure in good condition for its age. (Please see the structural report on this building further on.) Townspeople are proud of it and should be. Time and again they

told us we must *respect its identity*. What does that mean? It looks like a schoolhouse and should continue to look like a schoolhouse even if it experiences a change of use. If a proposed use required a significant alteration of its appearance, especially to its façade along Main Street, that use would not respect the identity of the building. Its identity is also tied to the fact that it has been a public building for over a century. Private ownership would likely limit public access to the building and may leave people wondering if it will continue to look like their familiar landmark for very long. Its identity may be at risk if it becomes a commercial building. Its classroom-sized spaces lend themselves to a variety of public or private uses. Many issues would need to be addressed: compliance with ADA handicap requirements (elevator, toilets, etc.), protected means of egress, fire protection, the likely requirement to sprinkler the building, etc. Parking would have to be accommodated in the front. There may even be enough front yard depth for a covered drop-off area at the entrance. What uses do the people of Farmington see as appropriate? They listed:

Community Center
Elderly Housing
Office Space (Professional)
Social Service Center
Training Center
Historical Museum
Small Business Incubator

The vacant lot across the street seemed to lend itself to two primary purposes. It could logically become good commercial property or it could remain open space, although we were reminded that it was desirable to put it on the tax rolls.



Options:

After considerable debate, everybody seemed to be in agreement that it was not prudent to pursue developing a "gateway" project as originally envisioned and that there were two significant directions this combined site could take:

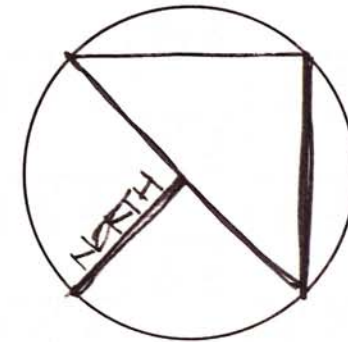
1. Develop the school building as housing – senior assisted living, for example. Study whether the size of the building is adequate to support such a project or if it needs an addition. Develop the vacant lot across the street for commercial, retail purposes.
2. Develop the school building as a public resource – for example: Community Center, Social Service Center, or Museum. Consider an Alternate for developing the second floor as a Small Business Incubator. The vacant lot could be developed as commercial retail property or as a "monumental" focal point for downtown Farmington.

ASSISTED LIVING SITE PLAN

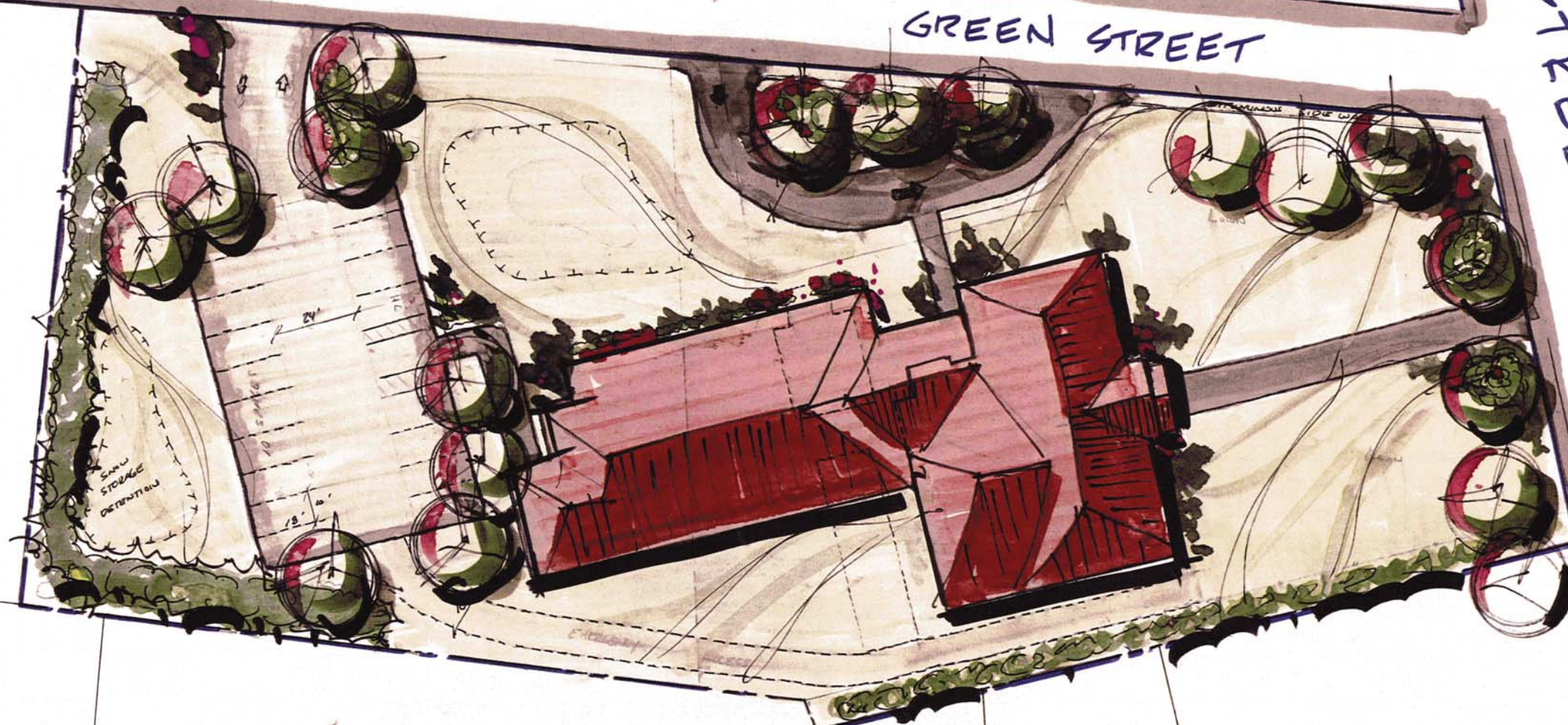
SCALE 0 10' 20' 40' 80'

GARFIELD STREET

SOUTH MAIN STREET



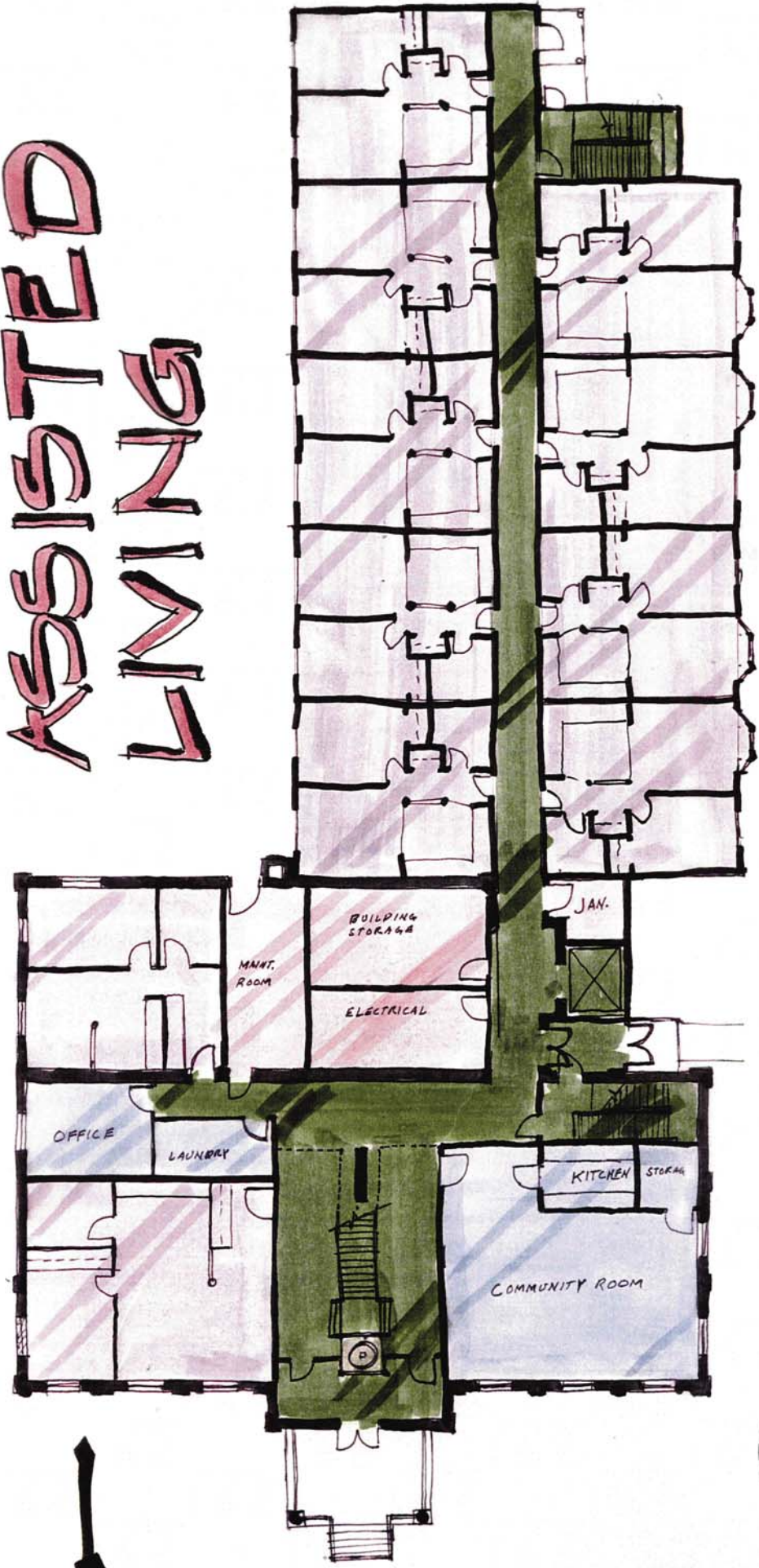
GREEN STREET



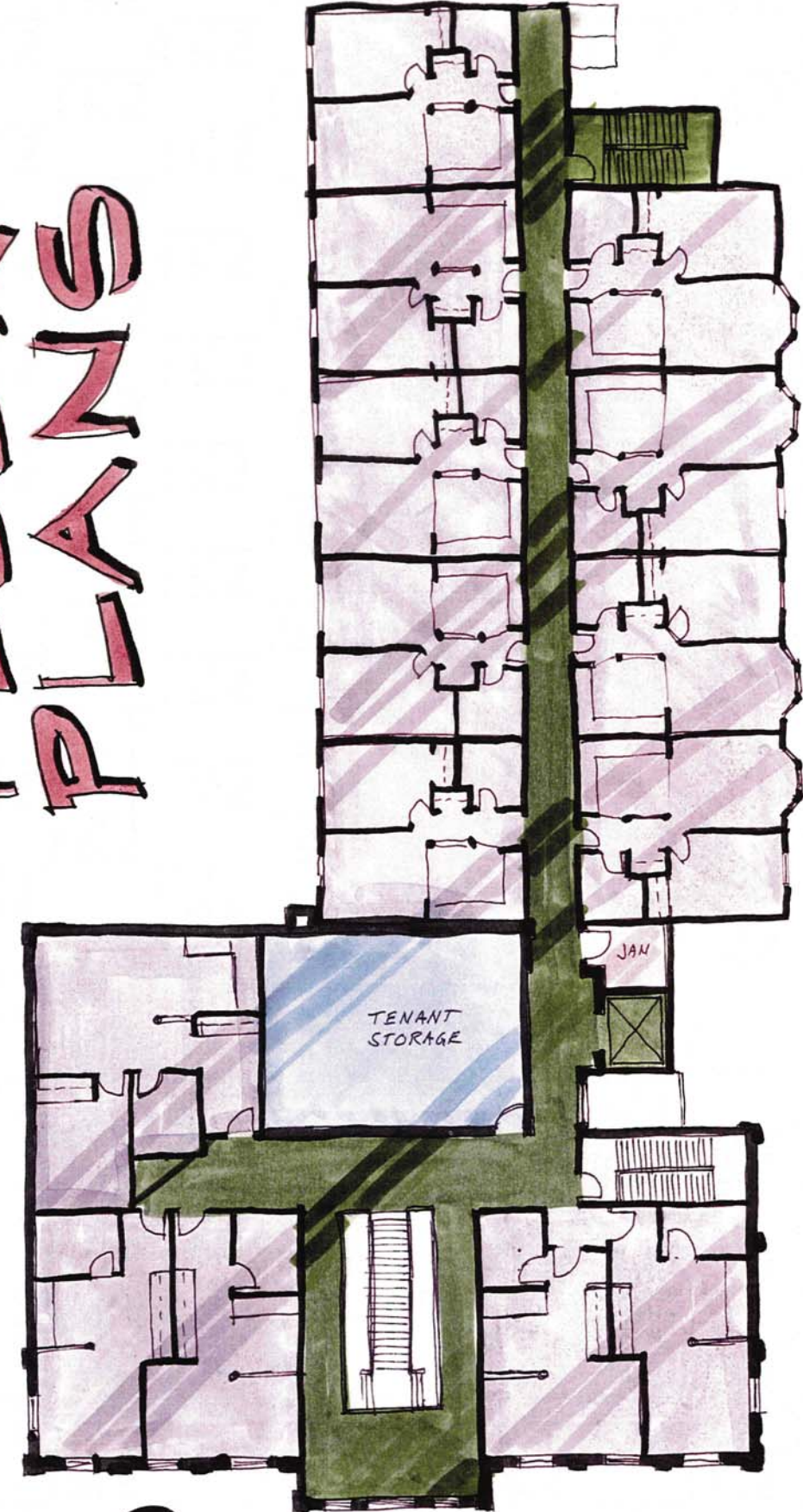
ELM STREET

ASSISTED LIVING

FLOORS PLAN



FIRST FLOOR



SECOND FLOOR

Housing – Senior Assisted Living Units

This option requires the purchase of adjacent property because it was determined that the school building itself did not have enough space to develop a sustainable, managed project. This proposal engendered some positive sentiments in the community: preservation of a local landmark, low impact usage of that building for the future, some potential for limited public contact with it, taxable revenue from commercial development across the street.

Furthermore, there was the feeling that it would serve the local population very directly, for resident use marketed within a short radius of Farmington and for daily use by local active senior. Conversion of school buildings to elderly housing units is done frequently. It is a proven successful strategy. The resources for such development are well known.

Highlights:

- 25 Units are required to attract an on-site professional manager/operator, 7 of which would be in the school;
- a significant addition would require the purchase of lots 105, 106, and 107 currently under private ownership;
- on-site parking is achievable with limited impact on Green Street or South Main Street;
- on-site nurse care is possible;
- a community room / dining room could serve the resident population and also serve the non-resident active senior population;
- likewise an activities room could serve as a link connecting the senior population;
- the facility could be a base for Meals On Wheels;
- funding sources are readily available;
- this project may be eligible for CDBG grant monies;
- housing tax credits are available;
- The NH Housing Finance Authority could assist;
- Private investor / developers like these types of projects.

ENTRY

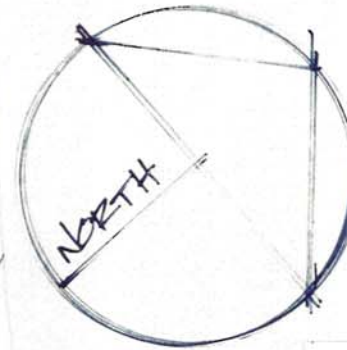
- ADD PLANTERS
- SIGNAGE
- LIGHTING TO CREATE ENTRY POINT TO VILLAGE

RIVERWALK

- CONNECT TO CROSSING @ COACHELO

TOWN HALL / RECREATION CTR.

- MOVE OFFICE SPACE TO EXISTING SCHOOL



Community Use Municipal Use Arts & Science Center

These site plans, and the floor plans on p. 11, illustrate the second alternative the Main Street School could become:
a public resource.

Like the Housing proposal, it would not generate tax revenue. It could however provide a valuable resource to the community for a variety of purposes:

- ☐ Adult education
- ☐ Teen center
- ☐ Computer training
- ☐ Town Offices
- ☐ After-school programs

The classroom spaces of the building are ideally suited to public usage as a computer training lab. And a public use would fit well with the mandate we heard quite frequently:
to respect the identity of the building.

The creation of a "Town Common" would be a major undertaking of public financing. It would however provide a significant focus for spurring growth in the section of Main Street between the current heart of downtown and the bridge.

In the site plan on this page the vacant lot becomes part of the Town Common. On page 10 it contributes to the tax rolls as retail property. It also reinforces the streetscape by hugging the edge of the street and providing parking at the rear.

MUNICIPAL OFFICE COMMUNITY SERVICE

- TOWN OFFICE SPACE AND TEEN CENTER/COMMUNITY SERVICES
- HISTORIC BLDG AT REAR
- SHARED PARKING/RECONFIGURATION
- VISUAL CONNECTION

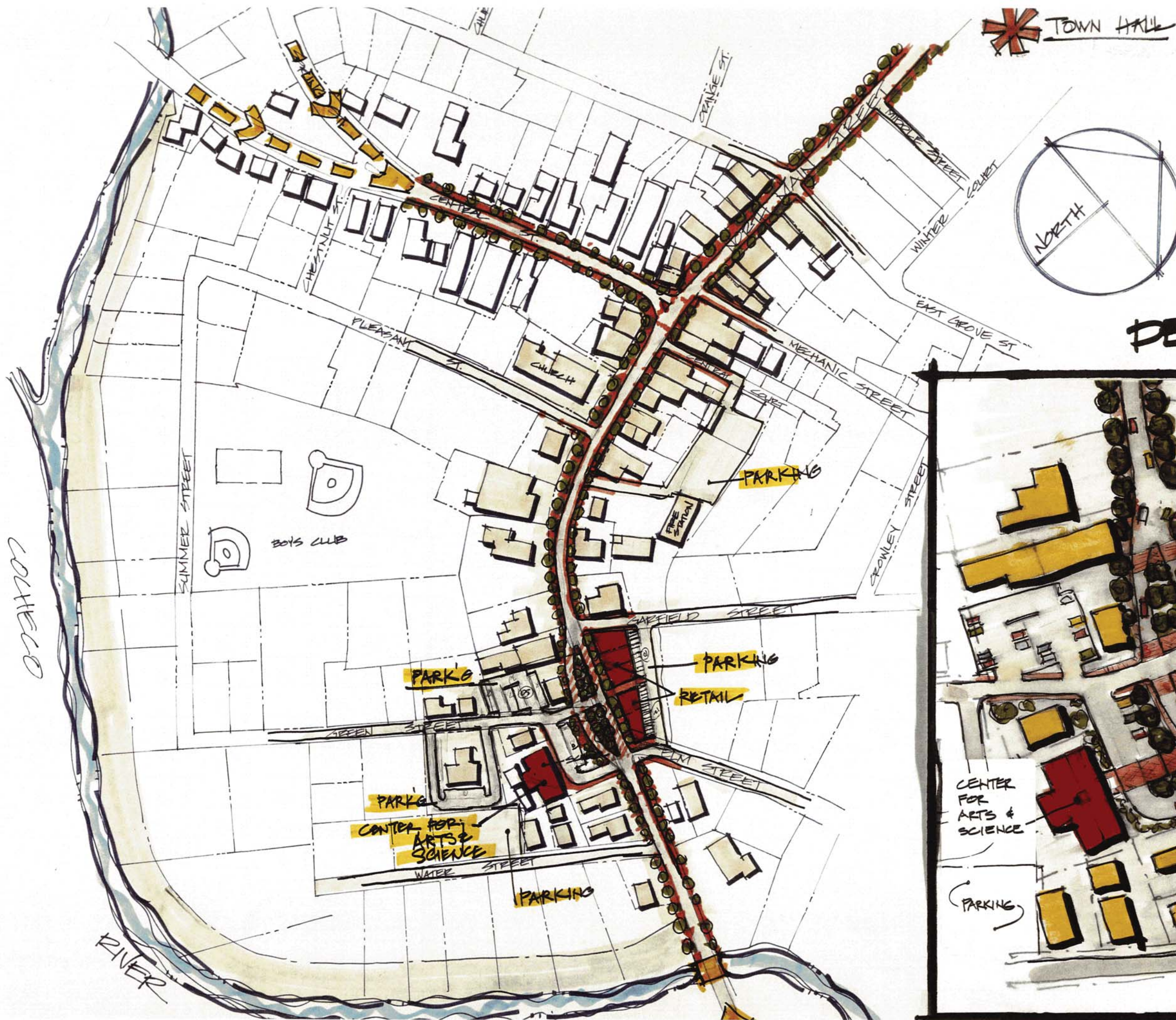
TOWN COMMON

- ELEVATED MEMORIAL WALL AT ENTRANCE FROM SOUTH
- COMMUNITY TREE AT ENTRANCE FROM NORTH
- PASSIVE PARK WITH SEATING
- ONE WAY TRAFFIC FLOW AND PAVEMENT CHANGE AT ENTRY POINTS

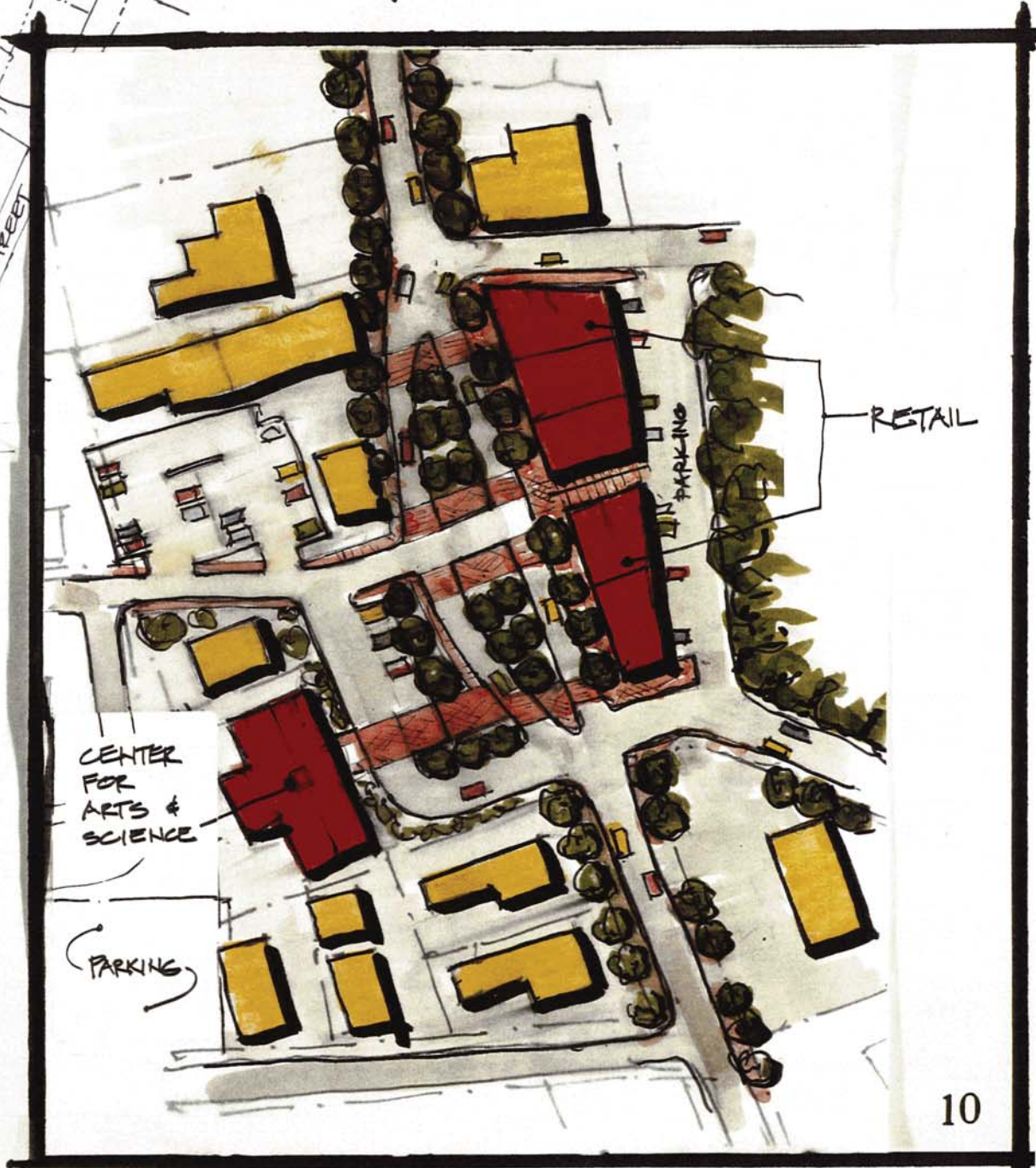
RIVERWALK

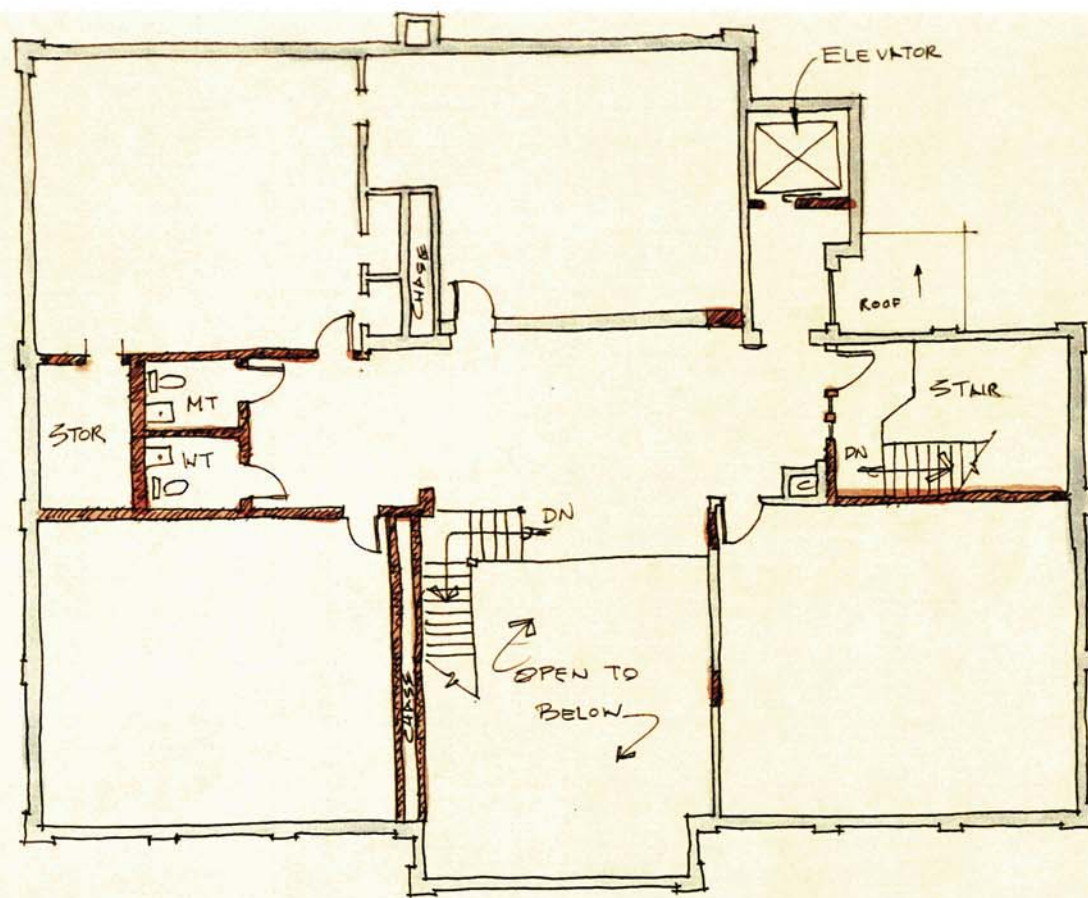
ENTRY

- ADD SIGNAGE
- UPGRADE BRIDGE
- PLANTERS & LIGHTING



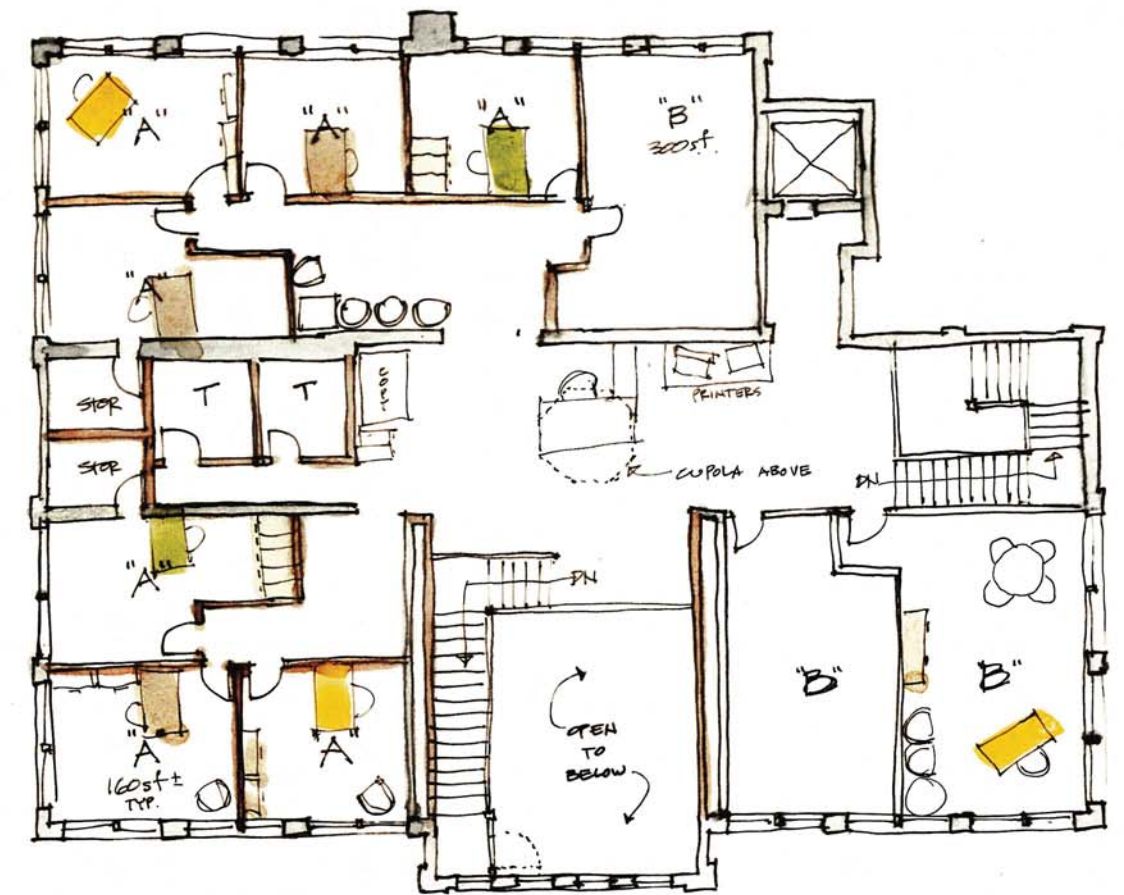
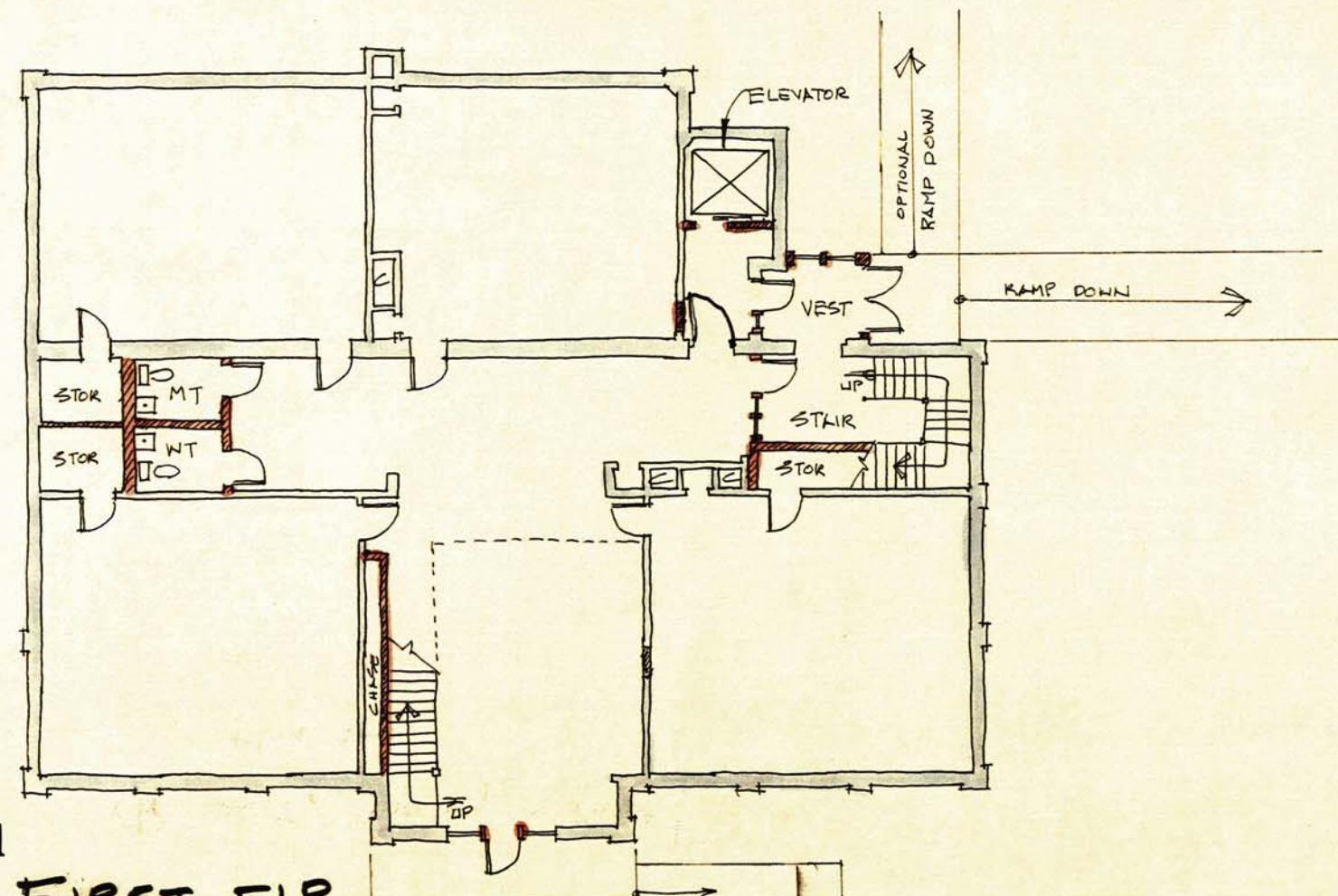
DETAIL:





SECOND FLR

MAIN ST. SCHOOL



MAIN ST. SCHOOL
SECOND FLOOR

BUSINESS INCUBATOR ALTERNATIVE

Small Business Incubator

A Small Business Incubator is an office environment of shared resources for small, start-up businesses. Entrepreneurs rent private office space and share a secretary/receptionist, copier, fax machine, conference room(s), etc. The cost is modest for office space renovated to modern standards for comfort and communication. The lease is limited to a short period. Public money is available to partially fund such projects. The sharing of resources and knowledge between entrepreneurs, and occasionally between entrepreneurs and retirees (SCORE, for example), creates a nurturing environment for small businesses to grow. In many cases, the young business establishes itself in the same community. It also generates some taxable revenue for the town.

The ALTERNATIVE above shows the second floor as offices of 160 to 300 square feet, and a central secretary overlooking the stair and entrance lobby of the first floor. The second floor can be accessed independent of the first floor by stair or elevator off of the rear entrance, thus separating public and private uses of the building. Community or Municipal uses on the first floor retain the identity of the building as a public resource. Public parking in front reinforces the sense of public identity.



**HISTORIC/MEMORIAL PARK
TOWN COMMON**



**ARTS & SCIENCE
CENTER**

RETAIL

Streetscape

The streetscape of a small downtown area is a subtle influence on the success of a town. It often is taken for granted, or not noticed at all, when it works well. It stands out like a sore thumb when it doesn't work well. What makes a streetscape? All the things you experience walking along the street: the condition and width of the sidewalk, storefronts and overhead canopies, planters, utility poles, building setbacks and appearances, pedestrian amenities at crosswalks, building and directional signage, and more. A pleasant streetscape can do a lot to tie a downtown together. It can also make distant areas of public activity appear to be much closer. Improvement of the Farmington streetscape in downtown would be a nice feature, but near the Main Street School and Cocheco River bridge it is essential. At the very least, the sidewalk needs repair. Plantings and street lighting would benefit the experience a lot. The development of the school property should include some sense of continuation of the building setback line along that side of the street. A low wall at the setback line could serve many purposes: screening some of the parking, identifying the property, and possibly providing some pedestrian amenities like benches.

A monumental "Town Common" may seem extravagant. The principles are the same however as creating a viable streetscape. Those features that produce a spectacular Town Common can be implemented along the street in more modest fashion and still create the strong link to the center of downtown needed to ensure the vitality of the site.

Development of the vacant lot should follow these same principles: consistency of building setback, height, and massing with adjacent properties, and a pleasant pedestrian-oriented appearance along the street. Parking at the rear of the site would help to make a more attractive streetscape.



ENTRY BRIDGE SKETCH

Recommendations

The town of Farmington and its citizens know what will work in its community better than any outsider ever will. *Plan NH* hopes that this Charrette has accelerated the process of cultivating ideas and weeding out weaker alternatives so that Farmington may utilize the Main Street School and put the vacant lot to its highest and best use sooner rather than later. Although the School and lot may appear to be peripheral to the heart of downtown or somehow unconnected with it, in a few years they will be considered an integral part of downtown. That connection can be strengthened and reinforced now to the benefit of the properties themselves, the town, and the properties in between. As Farmington decides what to do, it should keep these guidelines in mind:

- ❑ **Save the Main Street School!**
It has served you well for almost 125 years. It is in good shape. By renovating this structure to modern standards for Code and ADA compliance and creature comfort, it can certainly last another few generations. Its layout is well suited to public uses and can be adapted to other uses without significant problems.
- ❑ **Connect this site to downtown!**
Make this site an anchor to the south end of Main Street. The stronger the connection, the closer this site will appear to be in the heart of downtown. Sidewalks, plantings, street lighting, pedestrian amenities all can play a roll. Improvements can be implemented piecemeal. Even a small improvement shows the community that there is a plan and a commitment to achieve that plan. Improve the usability of the municipal parking lot near the Fire Station. This off-street parking lot is very helpful to strengthening downtown commerce. Consider pedestrian and vehicular signage to better identify it. Make some pedestrian walkway improvements so that people shopping on Main Street use it.
- ❑ **Respect the qualities of the built environment already there.**
Reinforce the characteristics of downtown Farmington. Imagine that downtown Farmington is a house, and the school and vacant lot sites are empty rooms within the house. They need remodeling and they want to be consistent with the rest of the house. Building setbacks from the street, building height and massing should reflect characteristics similar to other two-story buildings along the street. Sidewalk repair, attractive front yards, and pedestrian-friendly amenities along Main Street are like changing the old, worn carpet leading to those remodeled rooms.
- ❑ **Satisfy the needs of the community and attract outsiders into downtown Farmington.**
It would be wonderful if Farmington could find and exploit some feature of itself that would attract the travelling public off Route 11 and bring them into downtown to spend money. Sometimes it is a unique feature or event that does it, sometimes it is simply an attractive downtown. The in-town citizens need to have as many of their needs met in town as possible to encourage them to shop locally.
- ❑ **GET STARTED!**
Even a small improvement gets the ball rolling.

Contacts and Resources

Bill Konrad
Rural Development Administration
223-6045

The Rural Development Administration is a good source of grants and low interest loans for rural communities.

Rita Potter
Economic Development Administration
225-1624

The Economic Development Administration may be able to help with funds for projects that will create jobs.

Steve Pesci
Strafford Regional Planning Commission
742-2523

The regional planning commission is a good source for technical assistance on planning and zoning issues. They may be able to assist with grant preparation.

Denise Roy Palmer
Wentworth Economic Development Corp.
(WEDCO)
569-4216

The regional development council has low interest loans funds, and can help with the preparation of applications for economic development projects.

George Zoukee, Executive Director
Municipal Bond Bank
271-2595

The Municipal Bond Bank packages small town bond issues into aggregate proposals so as to secure lower interest rates.

Christopher Miller
NH Housing Finance Authority
472-8623

The Housing Finance Authority is the source for both planning and development funds for projects that create housing for low income groups and the elderly.

Pat Herlihy
Community Development Block Grant Program
Office of State Planning
271-2155

The Office of State Planning distributes funding for projects which can demonstrate an ability to meet the needs of low and moderate income individuals.

Structural Review of Main Street School, Farmington, New Hampshire

Description of Structure:

The building was constructed in the late 1800's. It is a two-story structure with a partial basement having a boiler room. The remaining basement consists of a crawl space. Much of the basement crawl space is inaccessible; all of it appears to be covered with exposed granular material. The exterior walls are composed of multi-wythe brick. The floors are framed with wood joists. A partially repointed brick masonry foundation runs around the perimeter of the structure and through the center.

Visual observation was limited to the crawl space under two classrooms toward the back of the structure. The diagonal plank subfloor bears on wood joists 2 5/8"x10" approximately 14" on center. Joists span 11'-6" in three simply supported spans from the exterior foundation wall to interior 7 1/2"x10" timber beams. There are two rows of these beams. The beams supporting the first floor joists span approximately 10'-6" between brick piers which appear to have been partially repointed and in good condition. Floor joists and the interior support beams are in very good condition.

In the basement, the structure is divided in half in each direction, by foundation walls composed of brick. These walls run the length of the structure supporting first floor joists, and become walls supporting second floor joists and roof rafters. Only one quarter of the basement crawl space was accessible for inspection. The joists, sub-flooring and beams could not be inspected in the boiler room because this area was covered with what appeared to be gypsum wallboard.

Load Capacity Analysis:

The overall load-carrying capacity of the first floor framing system appears to be limited by the beams to 50 pounds per square foot assuming a dead load of 10 pounds per square foot and a framing species of Spruce-Pine-Fir No.1. First floor joists have a live load capacity of approximately 100 pounds per square foot.

Framing of the roof and second floor was not observed. It is fair to assume that these levels are also wood framed and that the roof may be supported by a truss system because the spans are significantly longer than those of the first floor. Timber and steel rod trusses were common for structures of this type and vintage.

Recommendations:

The exterior façade of the structure should be re-pointed. This is required regular maintenance of a brick structure this old. The roof was not inspected, and is a key element in determining the long-term usefulness of the structure.

Upgrading the beams in the crawl space through additional supports or new foundation would be a small cost relative to the rehabilitation of the entire structure. As unknown elements are exposed, these too may need to be upgraded to meet code-imposed loadings.

There were no signs of fatigue, creep, or insects, observed in any of the wood framing. One important question is the quality of the framing above the boiler room. Framing in this area may be damaged from excessive heat. The hardwood finish floor immediately above the boiler room is buckled and should be replaced, but is not indicative of a structural problem.

The building should be limited to a live load of 50 pounds per square foot, adequate for residential or office use. Higher live loads required for office corridors on the second floor can be accomplished by reinforcing existing framing and carrying those loads down to adequate foundations in the basement. Higher live loads required for corridors, lobbies, and public assembly areas on the first floor can be accomplished by adding support to existing framing members accessible within the basement.

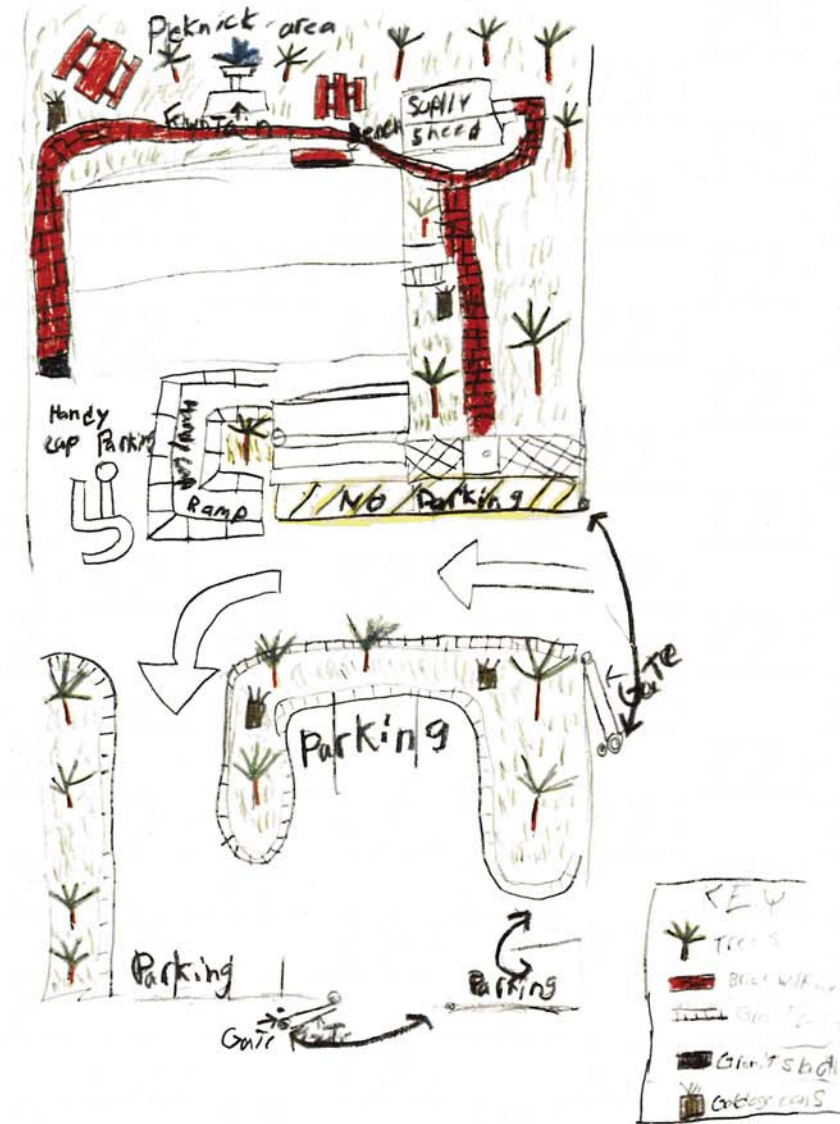
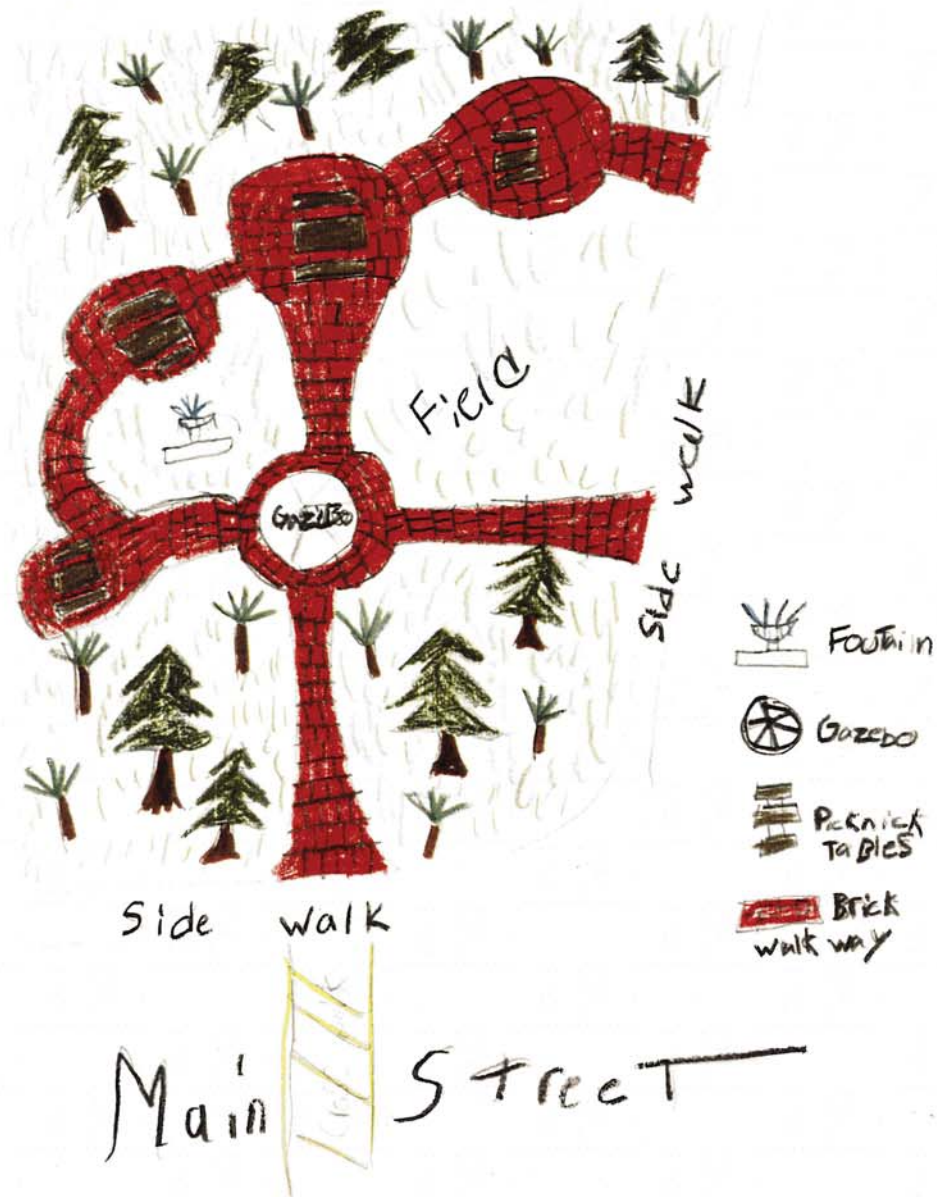
These recommendations address structural issues only. A thorough analysis of all aspects of code compliance must be undertaken when a use for the building has been determined. Likely items will include, but not be limited to fire separation, fire suppression, fire alarm and detection, smoke control, egress, emergency lighting, mechanical, plumbing, and electrical systems. Chapter 34 of the BOCA National Building Code describes a detailed process for evaluating existing structures such as this. Life Safety Code issues will also need to be addressed.

Prepared by David K. Konieczny, P.E., PYRAMID ENGINEERING, P.C.

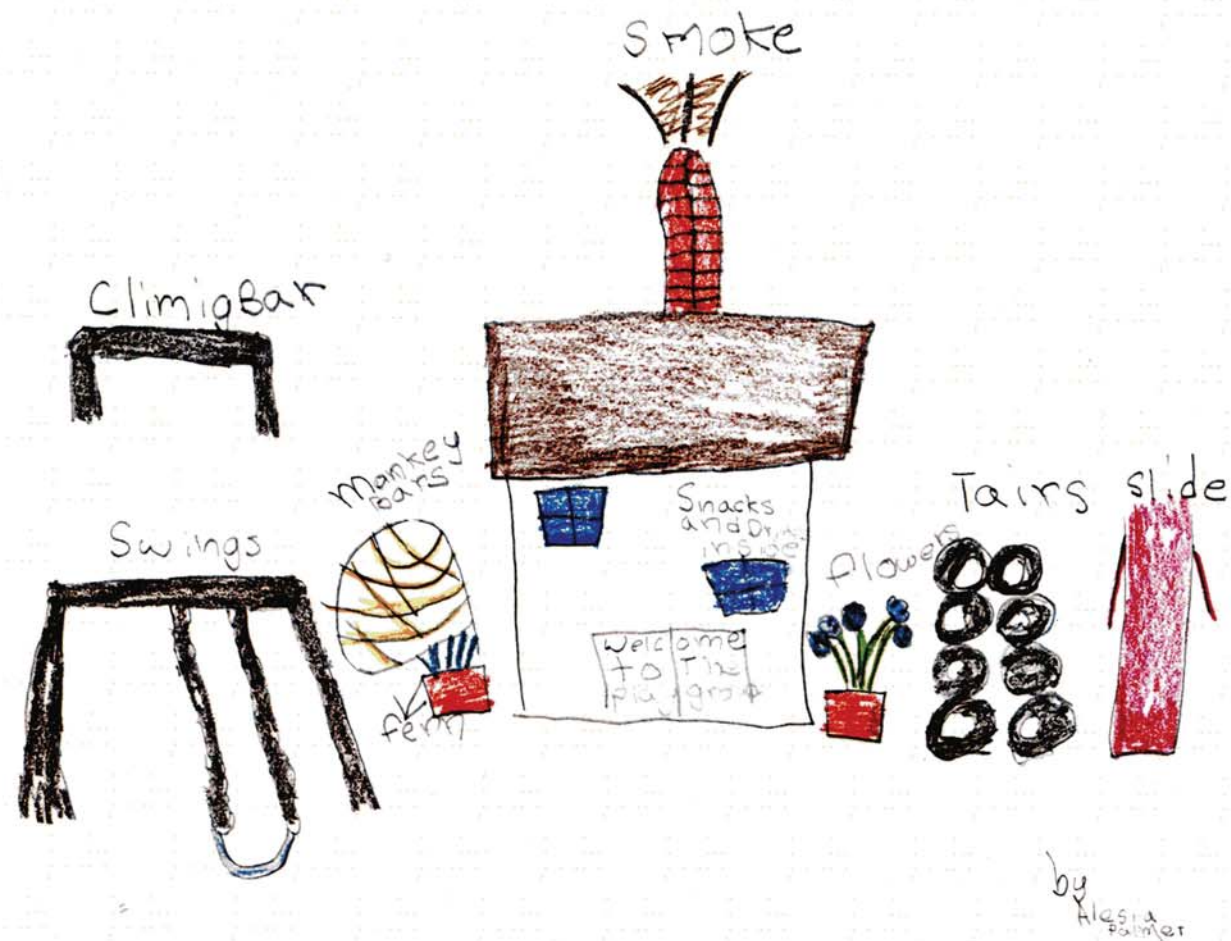
Approximate Costs

1.	<u>Housing (25 units)</u>			
	Existing Building Rehab	\$1,100,000.		
	Addition	\$900,000.		
	Elevator/Stair	\$50,000.		
	Site Improvements/Landscaping	\$150,000.		
	Subtotal Construction	\$2,200,000.		
	Purchase Lots #106 & #107	\$250,000.		
	Grand Total	\$2,450,000.	say	\$2,500,000.
2.	<u>Community Use, etc.</u>			
	Existing Building Rehab	\$1,250,000.		
	Elevator/Stair Addition	\$75,000.		
	Site Improvements (existing lot only)	\$75,000.		
	Subtotal	\$1,400,000.	say	\$1,500,000.
	ALTERNATE: Small Bus. Incubator	\$135,000.		
	Grand Total	\$1,535,000.	say	\$1,600,000.
3.	<u>Town Common, Park, Memorial Square</u>			
	Road Realignment	\$350,000.		
	Landscaping	\$50,000.		
	Lighting	\$35,000.		
	Total	\$435,000.	say	\$500,000.
4.	<u>Commercial Facility on Vacant Lot</u>			
	2 Story Building	\$1,300,000.		
	Site Improvements/Landscaping	\$25,000.		
	Parking	\$25,000.		
	Total	\$1,350,000.	say	\$1,500,000.

MAIN STREET School Plan



Main Street School Plan



JUNE

CLASSROOM CALENDAR



1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
						1	
2	3	4	5	6	7	8	
9	10	PEPSI				14	15
			GEORGE H.W. BUSH'S BIRTHDAY		FLAG DAY		
16	17	18	19	20	21	22	
FATHER'S DAY		WAR OF 1812 DECLARED		FIRST DAY OF SUMMER	Last Day of School		
23	24	25	26	27	28	29	
		CUSTER'S LAST STAND, 1876		HELEN KELLER'S BIRTHDAY			
30		MAY			JULY		
		SUN MON TUE WED THUR FRI SAT	SUN MON TUE WED THUR FRI SAT				
		1 2 3 4	1 2 3 4 5 6				
		5 6 7 8 9 10 11	7 8 9 10 11 12 13				
		12 13 14 15 16 17 18	14 15 16 17 18 19 20				
		19 20 21 22 23 24 25	21 22 23 24 25 26 27				
		26 27 28 29 30 31	28 29 30 31				
DIET PEPSI							

JEFFERSON DAVIS' BIRTHDAY

GEORGE H.W. BUSH'S BIRTHDAY

FLAG DAY

FATHER'S DAY

WAR OF 1812 DECLARED

FIRST DAY OF SUMMER

Last Day of School

CUSTER'S LAST STAND, 1876

HELEN KELLER'S BIRTHDAY