



Lewis Hall (Left)
Former site of Lewis Mansion

Daniel Smith Tavern (Center)

Community Church (Right)

NEW HAMPTON DESIGN CHARRETTE 22&23 AUGUST, 2003



PLAN NH

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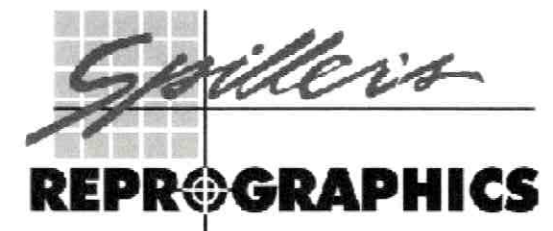
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Plan NH would also like to thank the New Hampton Community School, The Ruth Doits Scholarship Foundation, and the New Hampton Police Association for hosting and partaking in the charrette.

Special thanks to Spiller's Reprographics in Manchester, NH for scanning all of the large charrette drawings and images so they could be incorporated in this report!



New Hampton Design Charrette



August 22 & 23, 2003

Sponsored by:

The Town of New Hampton, New Hampshire, and
The Future Space Needs Committee



Plan New Hampshire Visits New Hampton

August 22&23, 2003

Who is Plan NH?

Plan NH is a professional association for those working in the built environment. It includes architects, planners, engineers, bankers, contractors, historic preservationists, and others who concern themselves with buildings and communities. It was established to create a forum for bringing together these different professional groups, and as a catalyst to spur 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 is doing this is by offering, on a regular basis, free design assistance to communities with demonstrated needs.

What Does Charrette Mean?

In the late 1800s architecture students in Paris typically worked on design projects in their apartments. Periodically, they would take their drawings and drawing boards to the quarters of their instructors for review and critique. To transport them to their advisors, the students hired horse drawn carts, called *charrettes*.

In many ways students a hundred years ago were not much different than students (or most of the rest of us!) today: they tended to procrastinate! Frequently they would still be working on their projects, standing in the carts, as they were being transported to the masters quarters. Among architects and designers, this became known as working *en charrette*.

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. Conclusions present the relationship of different plan elements, as opposed to the details of how a particular building would actually be constructed.

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 against which future decisions can be measured.

Why did Plan NH come to New Hampton?

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, projects that present an interesting design problem, and projects 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. A proposal from a community that has not thought out its needs or how it would implement the recommendations from the charrette does not fair as well.

New Hampton has applied to Plan NH three times in the past each time the project proposed was not large enough and Plan NH felt that New Hampton was missing out on an opportunity. The current town facilities are no longer capable of handling the town's need and it has become necessary for the town to literally relocate the facilities in order to handle the town's current business as well as be able to expand to meet future needs. New Hampton's town center has also been disappearing because of the expansion of the New Hampton School. Plan NH felt that New Hampton was

Current Main Street



Design Team Wandering the 97 Acres

street, and the 97 acres which the town wants to turn in to the new town center.

missing an opportunity to create an entirely new town center on the 97 acres that it purchased. After being turned down by Plan NH the first two times, New Hampton came to Plan NH with a request for design ideas for a new town center located on the 97 acres located directly behind the existing fire station.

The Process

On Friday and Saturday August 22 and 23, 11 design members, town officials, and numerous community members met at the New Hampton Community School to brainstorm ideas for the 97 acres the town is interested in developing. Upon arrival the team discussed what the town had asked for: new municipal buildings that are capable of handling the amount of business that town has. Lead by representatives from the town the team was then taken on a tour of the current facilities, main

What We Saw/Heard

The design team then listened at two listening sessions as the town members came up with an additional list of things that they would like to see happen on the land. The listening session focused mostly around the towns municipal needs: more space, more storage, and room to expand as the town grows, but other concerns were brought up as well.

- The town wants to have a village feel no matter where the town's center ends up while keeping the current downtown style.
- New Hampton has a parking issue.
- Most people would like to be able to walk to the village center.
- New Hampton would like to keep people in their community rather than see them travel outside for services.

New Hampton is slowly becoming a bedroom community. Most people travel to surrounding communities for services that they should be able to get in their own community. Ideas for the new town center are to bring in new residential areas both for seniors and families. The addition of commercial areas with in the town center will allow for businesses to located within the town. Villages need people by creating areas for people to be located in the center of town, not only do we create a community but you also lower the risk of crime. By creating a recreational area, such as a sports field, will allow New Hampton to host some of it school's sporting events where previously it has always had to travel to other schools, not only will this keep town's people with it their community, but it will also bring in members of other communities.



Friday Afternoon's Listening Session



Saturday's Listening Session



The Town House

The town also lacks a place for town meetings and gatherings. The current location, “the Town House,” while a beautiful old building, has no heat, poor restroom facilities, not enough parking, and no handicap accessibility.

The Needs:

Prior to the arrival of the Plan NH design team the town of new Hampton delegated a committee to assess the municipalities for the town. Once decided that the town was currently out of room and had no way of expanding the current facilities, New Hampton began to explore locations for reconstructing new municipalities which would not only meet the towns current needs but allow for future expansion should the towns needs continue to increase. Upon acquiring the Treitman trust land, a 97 acre parcel located behind the existing fire station the town applied to plan NH in order to gain ideas for the development of the land.

The Future Space Needs Committee found that the town was in need of:

Town offices

- Additional storage space for town documents that are to be stored in the vault which is currently overflowing putting important documents in unlocked and hazardous places.
- Sufficient meeting space for the selectmen, employees, and the town.
- Large office space for employees of the town.
- More parking then the current facility offers.
- A large front porch for the town hall with large bulletin boards on which notices and flyers can be posted.



Police Station

- Separate offices for the officers
- Space for adult and juveniles to be interrogated separately as required.
- Room for expansion as the needs of the town increase.
- Drive-in sally round
- Impound area

Fire Station

- More Storage
- Living quarters for the officers on 24 hour duty.
- Living room area that is up to building and fire code.
- Ability to expand with the towns needs
- Possible addition of substations should the need arise in the future.
- Garage space for more trucks as needed.



The Wants:

The town would also like to see:

Community facilities

Gym	Exam rooms	Clinic
Fields	Pavilion	Band stand
Pool	Support groups	YMCA
H/C accessible	Playground	NANA/LRGH
Senior and/or Youth center	Day care	Historical Society Building

Meeting rooms

Parking	Room for 150 to 300 people
With a kitchen	Possibly dividable
Possible to rent to public	Conference center
H/C accessible	Support Groups

Other

Cemetery	Family and senior housing	Forrest service offices
Commercial Sites	Performing center	River\Beach Access
Recreational Trails	Conservation Areas	Community Common
Post Office (Retail and Whole Sale)		

New Hampton

The Town of New Hampton was originally called Moultonborough, after Colonel Jonathan Moulton. Moulton renamed the town New Hampton after his home of Hampton, New Hampshire in 1777. The population of New Hampton in 2000 was 1,950 an increase of 21.4% from the 1990 population.

New Hampton is also the home of New Hampton School, a secondary education facility established in 1821, that houses its students on campus. The school employs around 135 people.

The average household income for New Hampton is \$47,583. Only 2.7% of the population is below poverty. As of April, 2000, there were 939 housing units in New Hampton of which 539 were households. In 2002, there were 37 new homes plus more building permits were issued. The mean monthly rent in New Hampton is \$608.00.



New Hampton has an average property tax relative to the surrounding area. The current tax rate for New Hampton is \$23.35 per \$1000 of assessed value, compared to \$21.83 in Bristol, \$20.73 in Meredith, and \$23.09 in Holderness.

New Hampton is becoming more of a bedroom community with a mean time of travel to work of 28.9 minutes. There is little to no commercial development in the towns center, most of the businesses are located on the other side of the I-93 on-ramps and exits. Bringing commercial sites to the Treitman Trust land would remove the label of bedroom community, move the businesses into the community and add vitality.

New Hampton is also lacking in recreational facilities currently the town has youth organizations, such as Scouts and 4-H, but no youth sports. Residents of the town must seek these programs elsewhere. The town also has areas for hunting, fishing and camping, but would like walking trails and bike paths.



Land Use in New Hampton

New Hampton is divided in half by Interstate 93 and is again bisected by route 104. On either side of I-93 there are area of dense development providing services to motorist traveling on the highway, which route 104 also runs directly through. There are also two defined areas of rural development on either side of I-93. The Treitman land is located on the edge of one of the current densely developed areas.

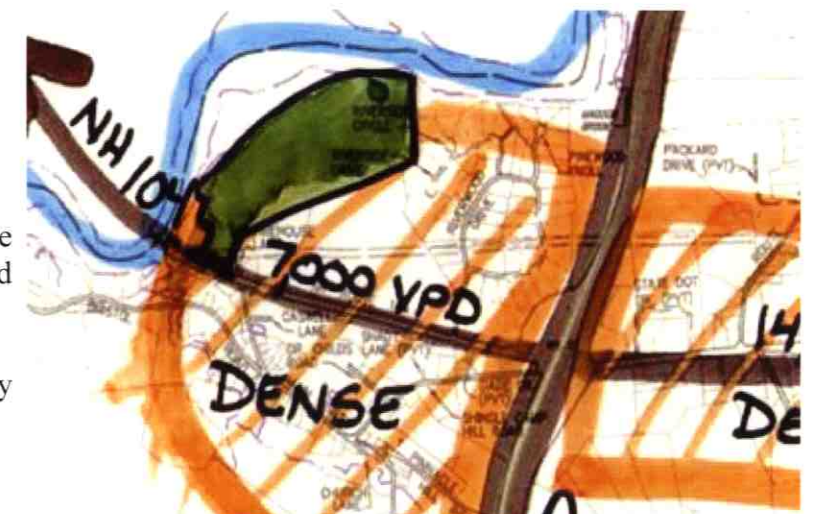


The municipal master plan speaks of the need to preserve the rural character. In many New Hampshire communities development is spread across one landscape in a manner that achieves the exact opposite: large lot development actually consumes the rural landscape. By seeking to create a new village center and concentrating development in and around the intersection of Routes 104 and 132, New Hampton is attempting to reverse this state wide trend.

New Hampton will be receiving increasing growth pressure. It is an easy thirty minute commute to Concord and approximately an hour to Manchester. As growth moves north in the Interstate 93 corridor, it is inevitable that New Hampton will feel its effects. By seeking to concentrate growth in a central location, New Hampton will be diminishing growth pressure to some degree on the remainder of the community. Plan New Hampshire applauds New Hampton for its efforts.

The Treitman Trust Land

The Treitman Trust land A.K.A. The 97 acres, also know as the Treitman trust land, was purchased by New Hampton in March 2002 with the plan that the new town facilities would be moved to this location. The land is located directly behind the existing fire station, extends out to the Pemigewasset River and abuts a parcel owned by PSNH.



NOTES

1) THIS MAP IS BASED ON THE TOWN OF NEW HAMPTON PROPERTY MAPS AND IS INTENDED FOR REFERENCE AND PLANNING PURPOSES ONLY.

2) SOURCE DATA: TOWN OF NEW HAMPTON PROPERTY MAPS, PREPARED IN 1977 BY JOHN E. CONNELL & ASSOCIATES, INC. DIGITIZED IN 1996 BY CARTOGRAPHIC ASSOCIATES, INC.

3) U.S. GEOLOGICAL SURVEY MAPS - 1987

LEGEND

PROPERTY LINE

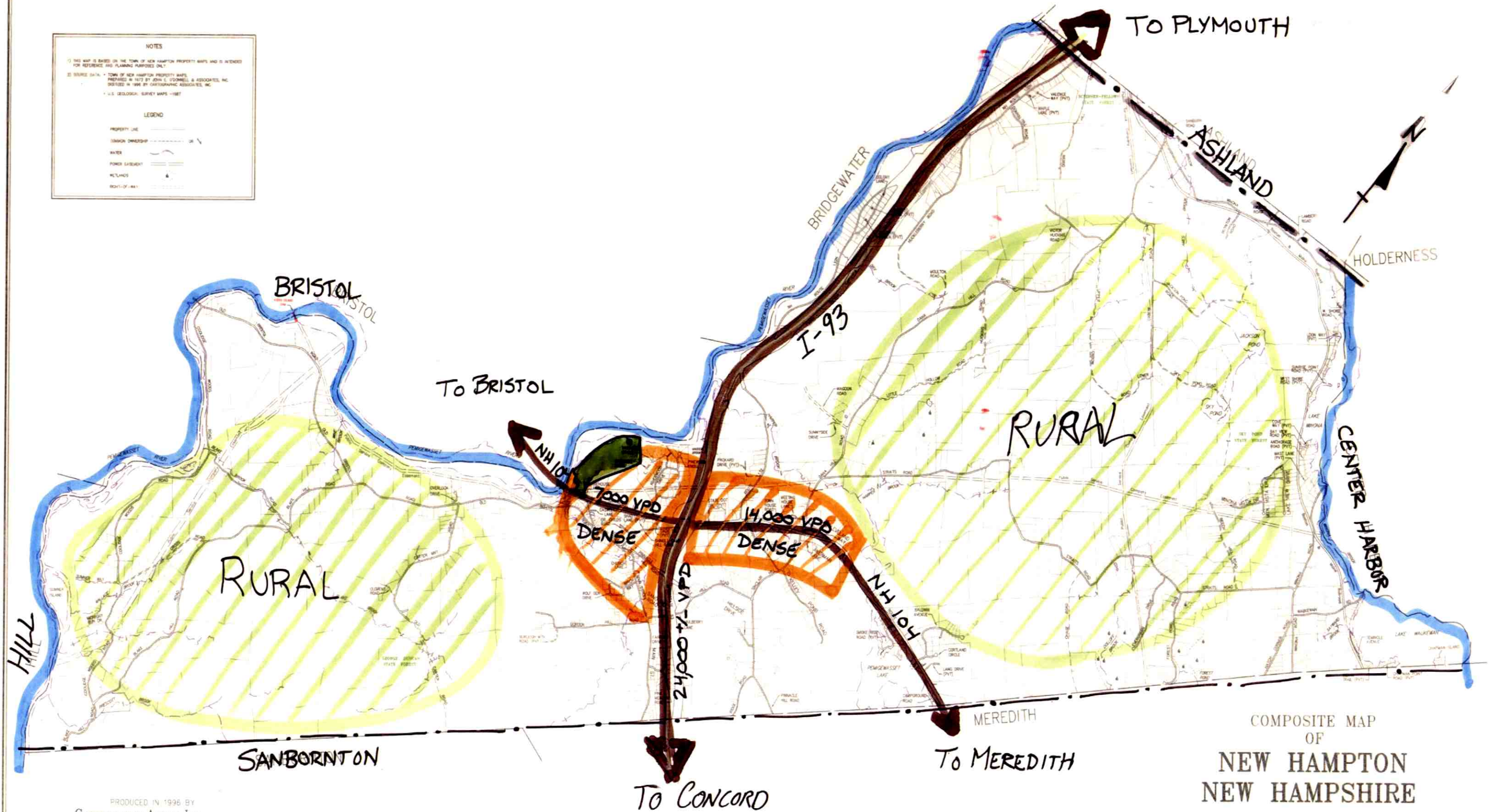
COMMON OWNERSHIP

WATER

POND EXHAUST

WETLANDS

RIGHT-OF-WAY



PRODUCED IN 1996 BY
CARTOGRAPHIC ASSOC. INC.
 PROFESSIONAL CONSULTANTS
 MUNICIPAL MAPPING - GIS - PUBLIC WORKS INFORMATION MANAGEMENT
 11 PLEASANT STREET, P.O. BOX 267, LITTLETON, NEW HAMPSHIRE 03561
 (603)444-6768 - (800)322-4540 - FAX (603)444-1366 - WWW.CAI-INFO.COM

COMPOSITE MAP
 OF
**NEW HAMPTON
 NEW HAMPSHIRE**

1500 0 1500 3000
 SCALE: 1" = 1500'
 CURRENT TO: APRIL 1, 2003

Treitman Property: Constraints

The Treitman land has many natural constraints as well as zoning restraints. In accordance with both types of constraints on the 97 acres, our team came up with a map of opportunities. These ordinances could be changed in order to better utilize the area.

General Residential, Agriculture and Rural District

The majority of the 97.7 acre parcel is in this district. Public uses or buildings are permitted by special exception in this zone provided seven conditions are met: the site is an appropriate location for the use; adequate area for safe and sanitary sewage disposal; use will not adversely affect adjacent area; use will not create a nuisance or hazard; adequate and appropriate facilities provided for the proper operation of the use; use won't impair the aesthetic values of the surrounding neighborhood; and "the building, parking and/or driveway area shall not exceed 50 percent of the lot".

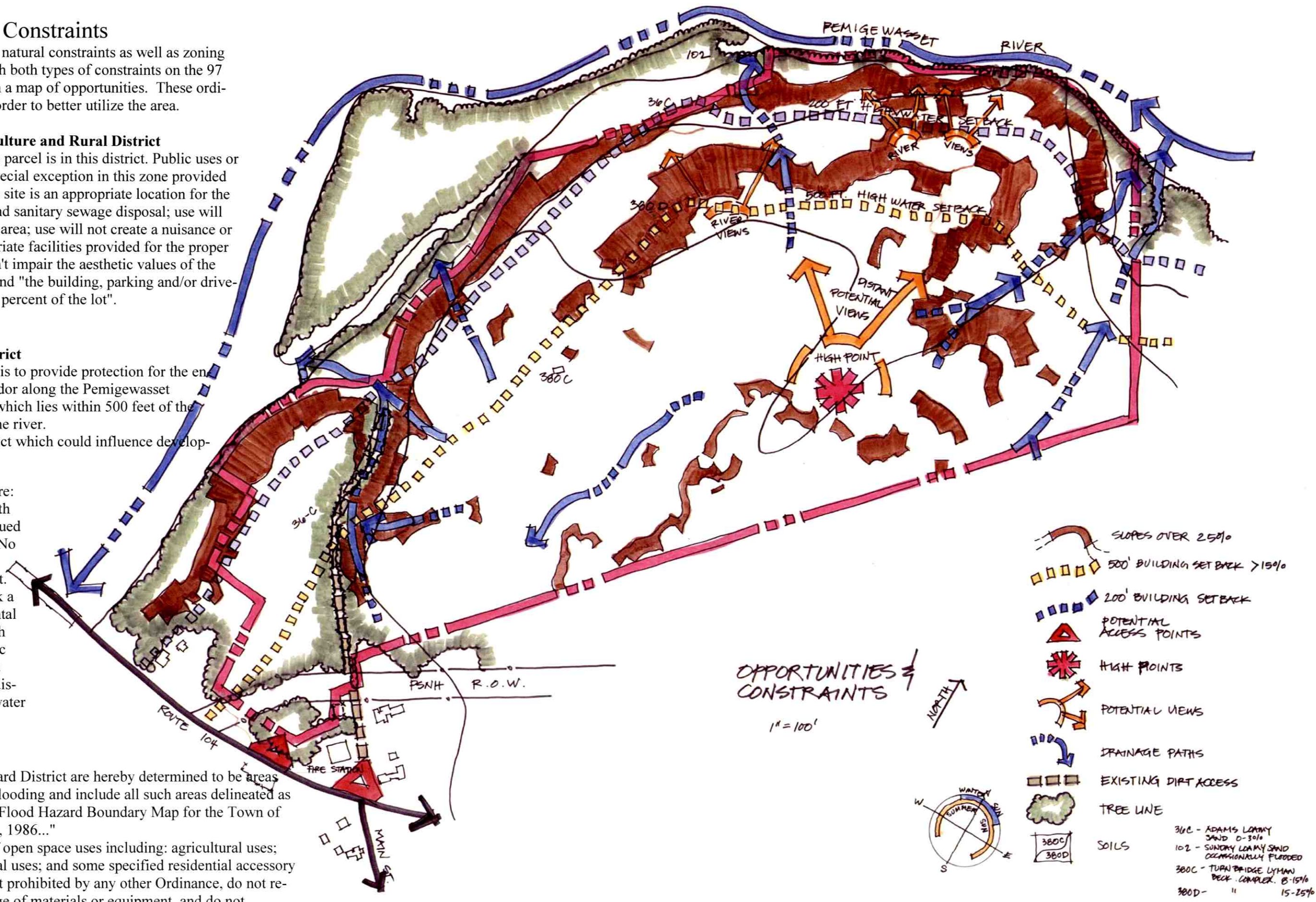
Pemigewasset Overlay District

"The purpose of this district is to provide protection for the environmentally sensitive corridor along the Pemigewasset River." Defined as the area which lies within 500 feet of the normal high-water mark of the river. Aspects of the Overlay District which could influence development of the parcel:

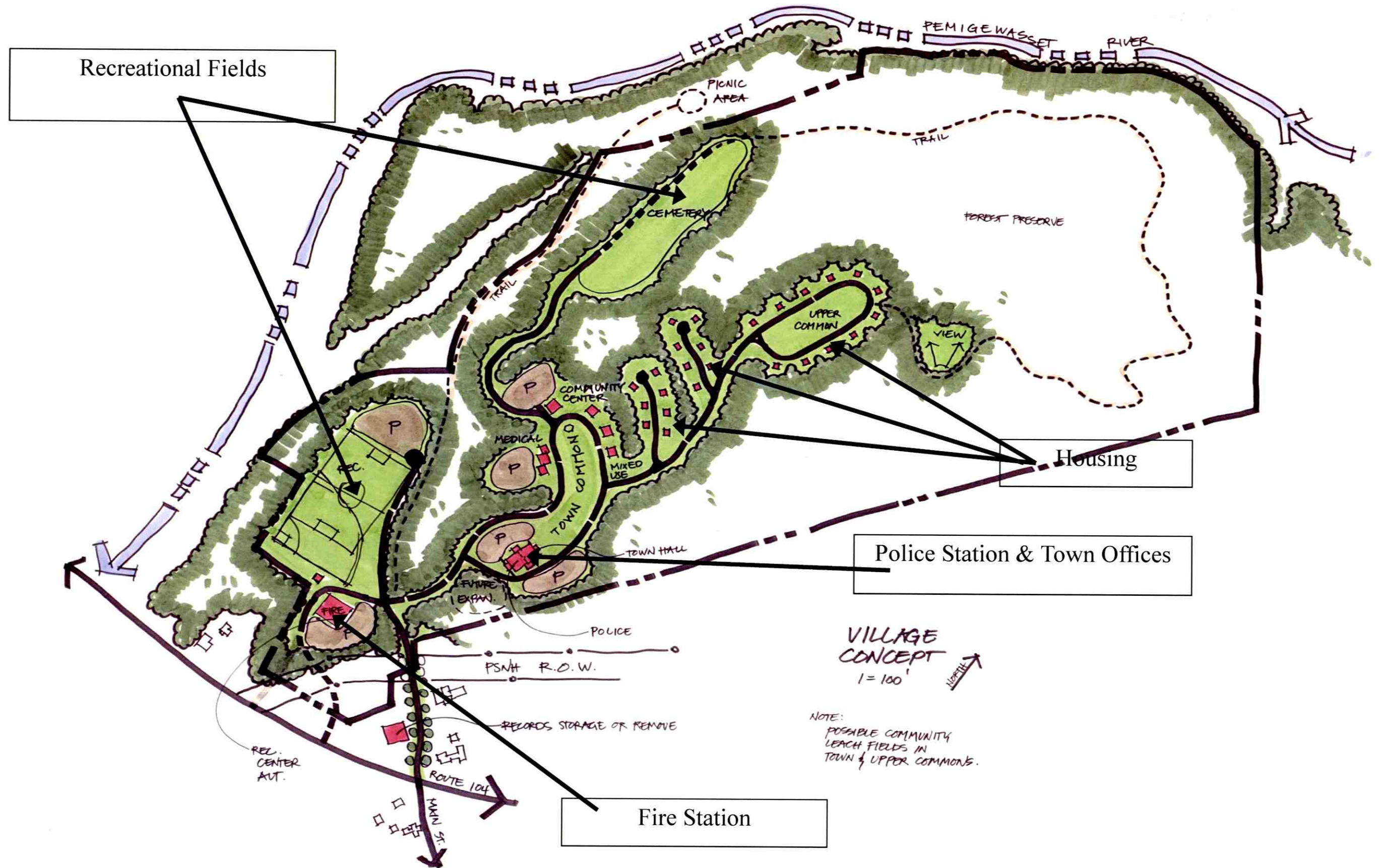
Included in prohibited uses are: diversion of the river and earth excavation when a permit issued under RSA 155-a is required. No construction is permitted on slopes in excess of 15 percent. Structures need to be set back a minimum of 200 feet horizontal distance from the normal high water mark of the river; septic systems need to be set back a minimum of 125 horizontal distance from the normal high water mark of the river.

Flood Hazard District

"The limits of the Flood Hazard District are hereby determined to be areas subject to frequent periodic flooding and include all such areas delineated as Flood Hazard on the revised Flood Hazard Boundary Map for the Town of New Hampton, dated April 2, 1986..." Permitted uses are a series of open space uses including: agricultural uses; private and public recreational uses; and some specified residential accessory uses, provided that they aren't prohibited by any other Ordinance, do not require structures, fill, or storage of materials or equipment, and do not "adversely affect the efficiency or unduly restrict the capacity of the channels or flood ways of any tributary to the main stream, drainage ditch, or any other drainage facility or system."



Treitman Property: Opportunities



Municipal Offices

The new offices should be built in the same style as the current buildings on main street or the historical landmarks within the town, such as the Town House and the Dana Meeting House. Materials similar to these buildings should be used in order to maintain the charm of the town. The ideas drawn up are purely conceptual and while they will fit on to the Treitman land, they may also be placed elsewhere as the town sees fit.



Existing Town Office

The town offices have long out grown the space allotted them. Files that are to be kept in a vault are piled in boxes on the floor next to the overflowing safe. The town selectmen have their weekly meetings in the town administrators office at a table with no where near enough room. The town clerk and other employees are on top of each other in the cramped offices and the lack of parking makes it difficult for towns people to conduct business. The safety of the employees is also a concern.

Because New Hampton is a small town, the small town feeling should be maintained. The openness of the offices is key to everyone knows everyone ideal of small towns. The offices should be able to be closed off when confidentiality is needed. The common work area for most of the employees gives the feeling of friendliness, however a larger space is need for this. The employees should be close but not on top of each other. A front porch for notices would be a nice addition, as opposed to the hallway where there are many layers of notices.



Existing Police Station

The current police station is located in the attack of the town hall. The officers have very little parking for cruisers and guests, not to mention any impounded vehicles or suspects' cars. The officers do not have separate offices or interrogation rooms for holding and questioning subjects. The state requires that juveniles and adults are not held in



Existing Fire Department



The current fire department does not have near enough storage for trucks , equipment or gear for the officers. There is a two by four structure that servers as a day room as well as a large room with several beds in it for officers that are on 24 hour duty. The fire station is not up to building codes and is a fire hazard itself. The station is also located at a difficult intersection making it dangerous for trucks to enter and exit the station. The station needs to be given room to grow as the town grows and needs to be able to manage substation should the need ever arise.

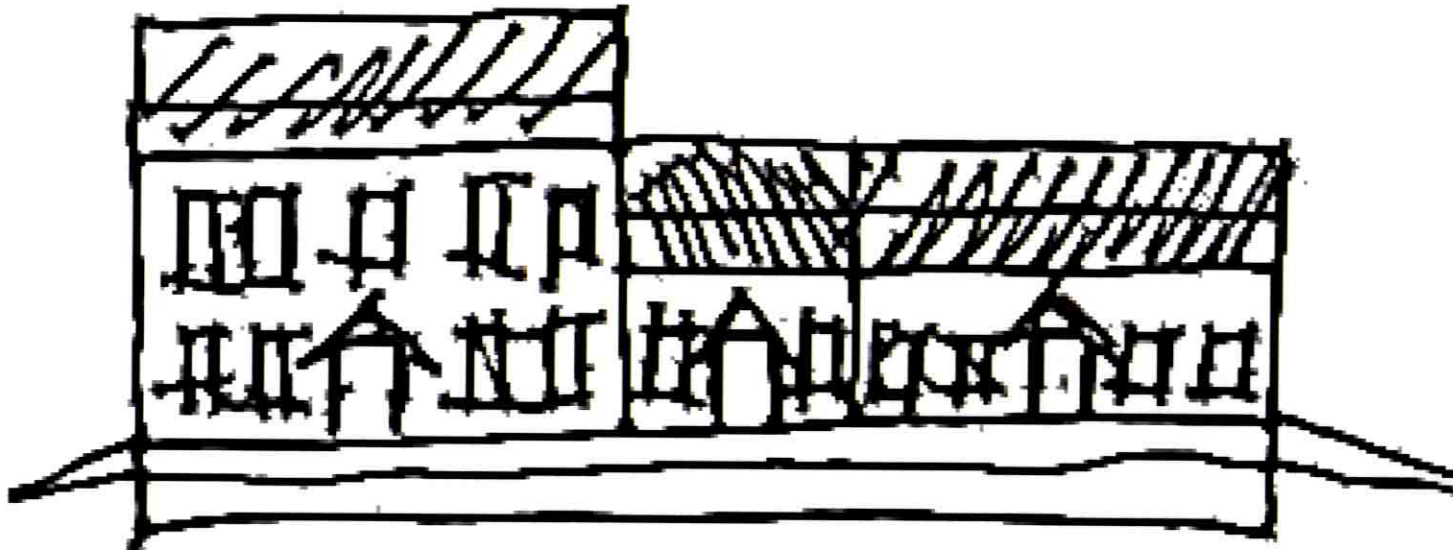


the same space which in New Hampton means that the juveniles end up sitting on the floor in the hallway of the police station. The station needs to have room to conduct the business that it currently handles as well as have room to expand as the town grows.



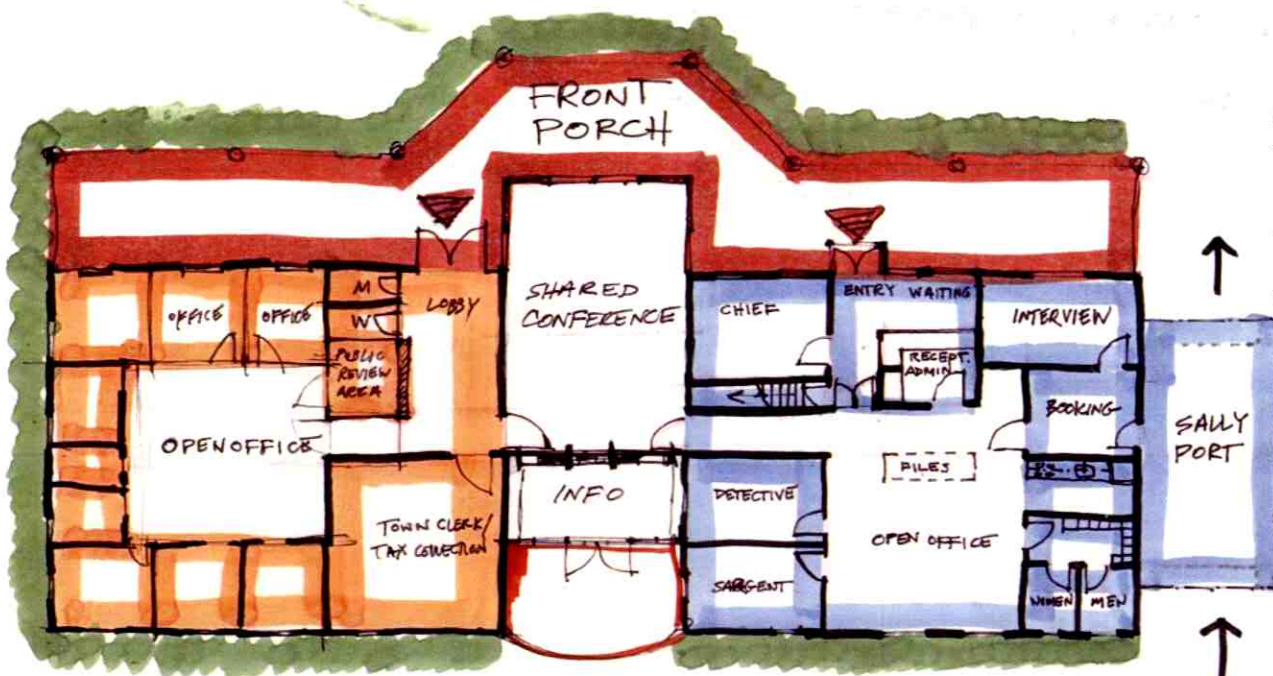
Again the small town style should dictate the building of the fire department. The town has requested ideas for an existing bell that is currently at the town house. They have and would like to put to use in some kind of, possibly in a new fire station.

Town Offices and Police Station



Town Offices | Meeting | Police Station

Front elevation of future town offices and police station seizing the familiar vernacular architecture of New Hampshire: big house, little house, back house, barn.



2 STORY + BASEMENT Town Offices | Meeting | 1 STORY + BASEMENT Police Station

Town House Building

- Town Hall
- Police Station
- Meeting Room
- Could either be on slab or with a basement
- Storage Space

TOWN HOUSE BUILDING

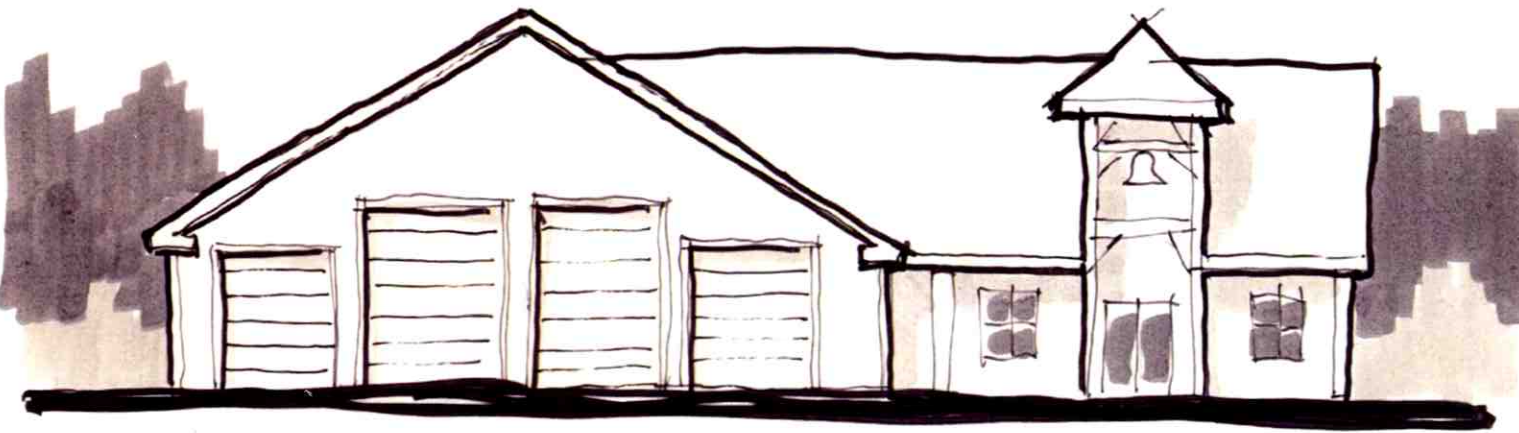
- TOWN HALL
- POLICE

SCALE 1"=10' 8.2203
7000 \$ +/-

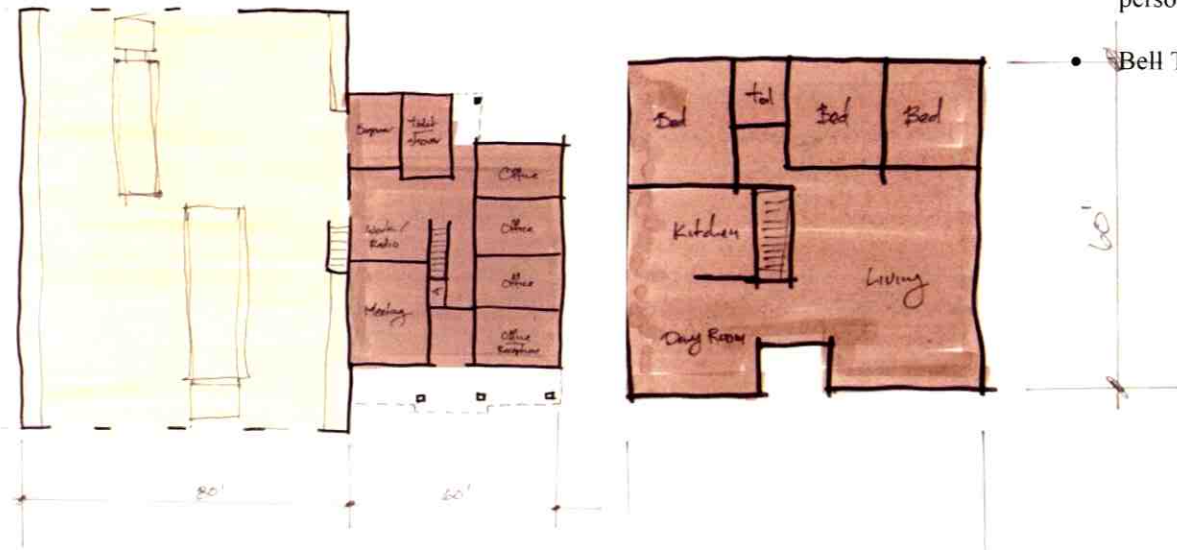
Fire Station

- Room for eight pieces of equipment
- Storage Space
- Adequate office and work space
- Adequate living space and resident personnel
- Bell Tower

New Fire Station



Front Elevation



First Floor | Second Floor

Draper House—An Alternative Solution?

Since the charrette, Plan NH has learned that, although the New Hampton School has no plans to change the use of Draper House dormitory, it is working cooperatively with the Town on other projects. Plan NH offers the following to document the recommendations of the charrette, to applaud and underscore the importance of a positive relationship between the Town and the New Hampton School, and to leave the idea on the shelf in the event that circumstances change at Draper House in the future.

Although this is an alternative idea, neither the Town nor the New Hampton School has accepted it, nor is it binding on any party. The New Hampton School administration, Trustees and its representatives, and the Town Selectmen, committee members and representatives have not reviewed this idea, nor do they endorse these recommendations of the design team.

In touring the existing village of New Hampton, the design team was struck by the commanding presence of Draper House, which is currently owned by the New Hampton School and used as a dormitory. It has a prominent position in the heart of Main Street, across the street from the core of the New Hampton School. Its presence as an important Main Street structure is enhanced by being flanked by the Gordon-Nash Library and the former village post office.

The design team was intrigued by the possibility of incorporating the building as a portion of the solution to the Town's space needs. In conversations, the design team learned more about the building. It was built in 1911. It is a very solid structure, but there is concern about its layout. The building will, at some point in the future, need an improvement plan.

With the consent of the New Hampton School, but with the clear understanding that the consent carried with it no commitment (either implied or stated), the design team pursued this idea further. Additionally, it should be noted that, in the New Hampton School 2020 Master Plan, there is no anticipated change in the use of Draper House. The team learned of the School's interest in concentrating more and more of its activities on the east side of Main Street. It learned of the School's willingness to continue to accommodate a community clinic, but of its concerns that the current site on the east side of Main Street introduces members of the general public into the core of the campus. In this day and age, that must necessarily be viewed as a security issue.

The design team toured Draper House. It learned of the high level of interest that the School has in fostering civic responsibility among its students, and that participating in municipal events and committees is seen as part of that. It learned of the School's interest in relocating the maintenance facility which is currently located behind Draper House.

It is the recommendation of the design team that, at a point when Draper House is no longer needed as a dormitory, the Town of New Hampton actively pursue a discussion with the New Hampton School about the possibility of using this building as a shared facility, one that would be used jointly by the Town, by the School, and perhaps by others, such as the clinic. The design team feels that the building is:

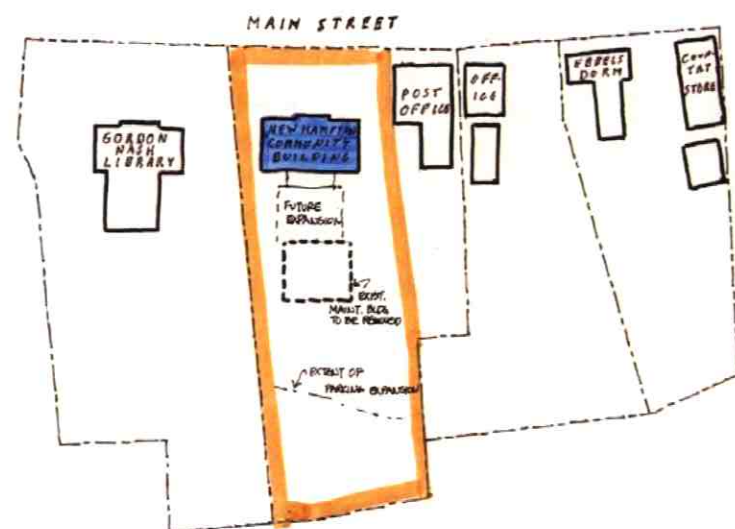
- Structurally sound, although poorly laid out for its current function;
- A good location for a relocated clinic facility, with at-grade access from the rear;
- A wonderful Town Office location, split between the first and second floors;
- A perfect location to enhance the interaction between the Town and School communities.

In order to work, the building would need to be expanded to the rear to provide new stairwells and an elevator. Once the maintenance function has been relocated, that building could be removed and a shared parking lot could be developed linking the library, Draper House and the former post office. This is very similar to the re-use plan that was developed by Plan NH for the Belmont Mill, and which has now been functioning successfully for several years.

Having the Town Office here would strengthen the historic importance of Main Street as a community center, and highlight the remaining non-School uses there.



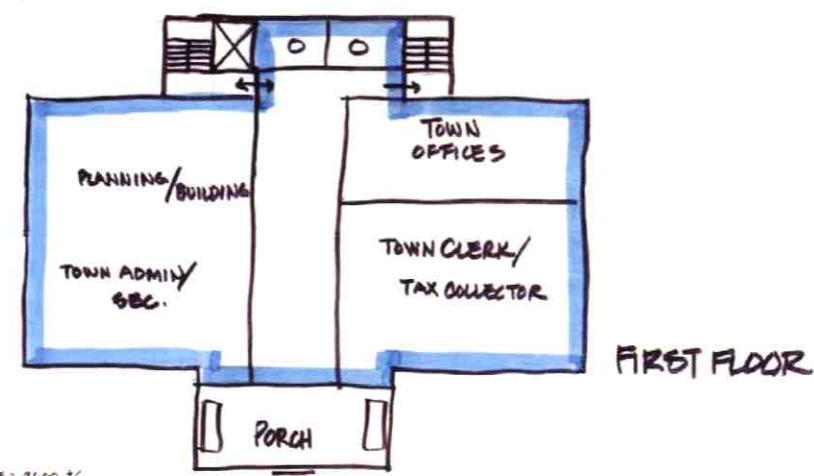
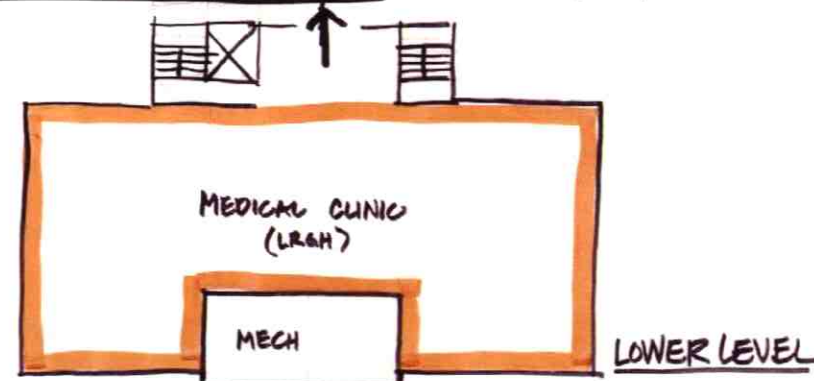
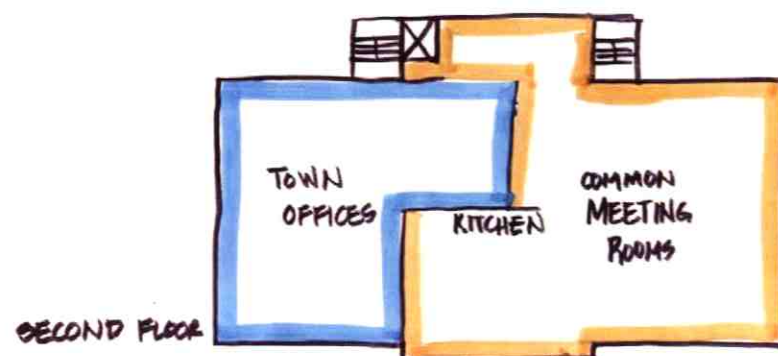
NEW HAMPTON SCHOOL



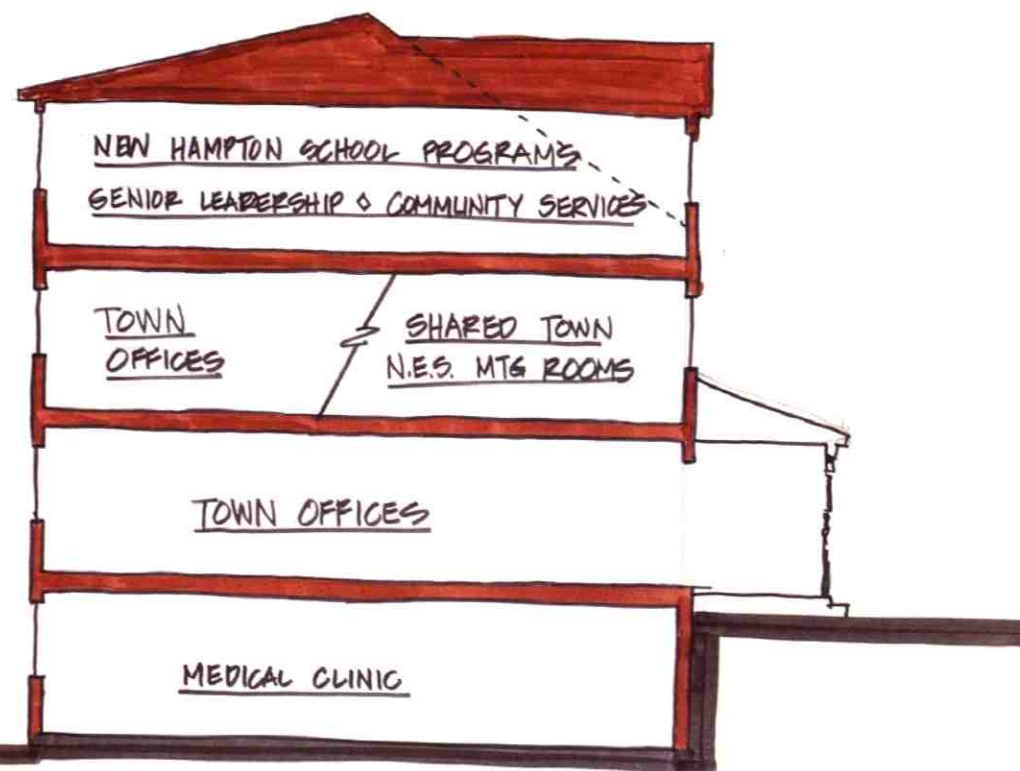
NEW HAMPTON COMMUNITY BUILDING (DRAPER HALL)

NEW HAMPTON COMMUNITY BUILDING

NEW HAMPTON COMMUNITY BUILDING (DRAPER)



TOTAL EXIST. SF = 2400 +/-
X
10,500 +/- 2400 SF NEW

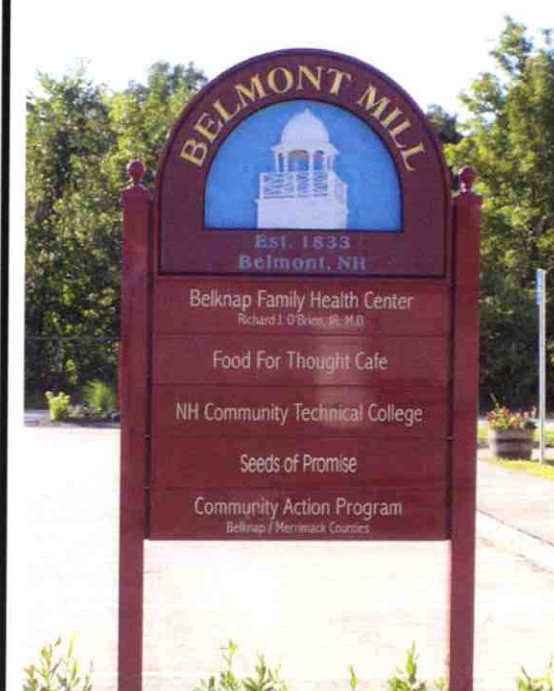


Belmont Mill: A case study

By 1996, the Belmont Mill was a very tired structure. Built in the 1830's, the mill was the reason that the Town of Belmont came into being. It was featured on the town seal. But it had suffered through the years, most recently from a fire. The town had taken ownership for back taxes and was starting to take it down.



But some citizens were concerned and Plan NH was invited in to create a plan for its re-use. The Town successfully sought the funds to re-develop it, and today it houses a variety of uses, from a day care center, to clinic, to a culinary training center and restaurant. It has once again become the center for the heart of Belmont.



Intersection of Routes 104 and Main Street

When the road to Bristol was moved to its current location, Route 104 became a high speed road, and a firm edge to the village of New Hampton. Now the town would like to expand the village onto the property it has purchased north of Route 104. Ideally, Route 104 would then serve as the connection to Bristol, and could be safely crossed as a village street. That will not be an easy goal to achieve.

Route 104 carries upwards of 7000 vehicles a day, and, with the steep downhill grade for west bound traffic, much of it is moving well above the posted speed limits of 40 miles per hour. As development proceeds on the new parcel of land, and as adjacent parcels are developed as well, the volumes of



traffic will be increasing, making this intersection even more difficult.

The design team saw work on this intersection as a multi-part discussion.



In the short term, some efforts should be taken to slow traffic down. This might be through:

Increasing the intersection's visibility, by posting warning signs at the top of the hill;

Installing either raised or painted islands at the intersection to allow for turning lanes;

Increasing the size and intensity of the blinking light that is there now; and

Increasing enforcement of the 40 mph standard that is in place.

Longer term solutions will be much more expensive, but all focused on the same goal of slowing traffic down. Key among these would be:

Cutting the top of the hill and re-grading the approach to the intersection so that vehicles are not accelerating as they approach the area from the simple forces of gravity.

When traffic volumes warrant it, installing a signalized intersection, with advance warning lights at the top of the hill.



Both of these approaches deal with vehicular movements. With respect to pedestrian safety at the intersection, crossing on foot should probably be discouraged in the short term. It is a wide intersection with lots of fast moving traffic. As the 97 acre parcel is developed, it may be possible to develop a multi-use trail along the river bank, and, if permission can be secured from the intervening private landowner, connecting that trail under the Pemi River bridge, and then coming up to the intersection on the south side of Route 104.

Grade wise, it would be possible to create a pedestrian underpass east of Main Street, carrying pedestrian traffic to and from the old village center under Route 104. By the time that there is sufficient demand for such an underpass, probably the development in the 97 acres will have reached the point where regrading Route 104 and installing a signalized intersection with an "on demand" pedestrian crossing cycle will be worthy of conversation.

Pedestrian Safety

- Discourage crossing at present
- Develop multi-use trail with connection under the Pemi Bridge
- Evaluate a tunnel as volume builds
- Install "on demand" pedestrian cycle when the intersection is signalized



Intersection 108 and Main Street

Summary for drawing page:

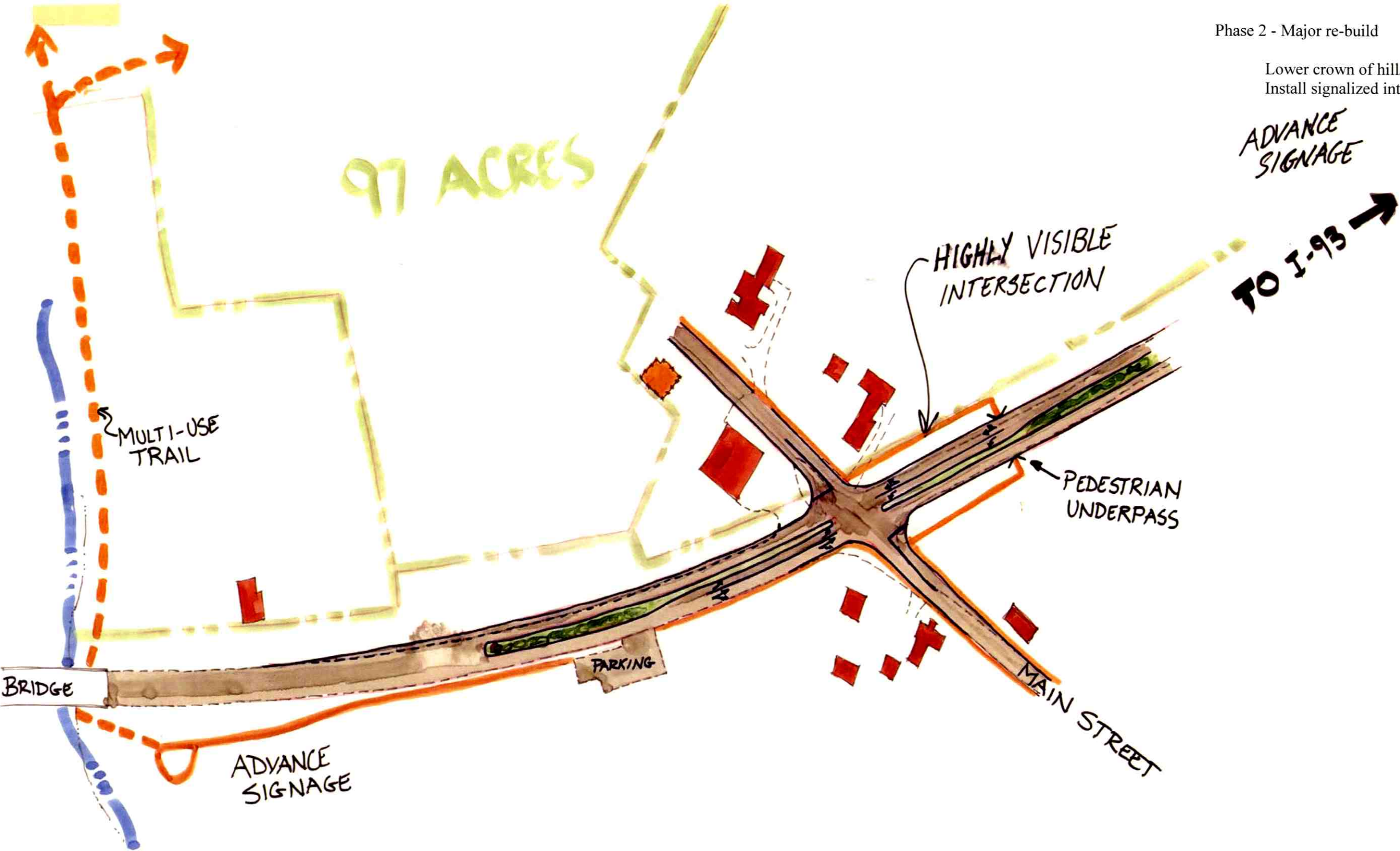
Vehicle Safety

Phase 1 - Slow it down!

- Warning signs
- Painted or raised islands
- Increase size/intensity of blinking light
- Enforcement of 40 mph limit

Phase 2 - Major re-build

- Lower crown of hill/re-grade approach
- Install signalized intersection



Cost Estimates

Intersection of Route 104/Main Street

Phase 1		
Construction of new approaches from 97 acres		
Raised islands in intersection		
Paved/striped turning lanes		
Improved signage/lighting		
	\$500,000	
Phase 2		
Reconstruction/removal of top of hill on Route 104		
Better approach grades		
Full signalized intersection		
	\$2,000,000	
Fire Station		
Vehicle bays		
8000 square feet @ \$60/square foot	\$ 480,000	
Office/living area		
7200 square feet @ \$80/square foot	\$ 576,000	
	\$1,056,000	
Police Station/Municipal Office Complex		
Municipal Offices (two stories)		
4000 square feet @ \$100/square foot	\$ 400,000	
Shared conference space		
1000 square feet @ \$100/square foot	\$ 100,000	
Police Station		
2000 square feet @ \$100/square foot	\$ 200,000	
	\$ 700,000	
Road Development - 97 Acre Site		
Complete build out, as shown on development plan		
7000 lineal feet @ \$200/lineal foot	\$1,400,000	
Draper House Alternative		
Complete renovation of existing building		
10,500 square feet @ \$100/square foot	\$1,050,000	
Addition for elevator/stair towers		
2800 square feet @ \$100/square foot	\$ 280,000	
Total Cost	\$1,330,000	
Town Share (at 37.5% of Total)	\$ 498,750 plus acquisition	

Sources of Funding

This is a lot of construction, most of it fairly expensive. New Hampton is investing for at least a generation. Some special sources of funding may be of assistance in easing the burden on local tax payers.

Community Development Block Grants

These funds are targeted to benefit low and moderate income families. If some of the housing suggested for the new parcel were focused on those individuals, then these funds might be used to absorb some of the site and road costs for those lots.

Patrick Herlihy
Community Development Finance Authority
Concord, NH 03301

Rural Development Administration

Formerly the Farmers Home Administration, Rural Development has low interest loans, and some grants, for municipal facilities.

Bill Konrad
US Rural Development Administration
Concord, NH 03301

NH Department of Transportation

Certainly the Route 104 improvements fall under the State's jurisdiction. There may be funds available for some of the sidewalk and other safety improvements.

Bob Barry
Director of Municipal Highways
NH Dept. of Transportation
Concord, NH 03301

Land and Community Heritage Investment Program

Although drastically reduced in funding for the current biennium, LCHIP has funded the restoration of historic buildings, like Draper House.

Rachel Rouillard
LCHIP
Concord, NH 03301

Laconia Community Land Trust

A developer of housing for low and moderate income families. Perhaps a partner in the site development costs.

George Helwig
Laconia Community Land Trust
Laconia, NH 03247

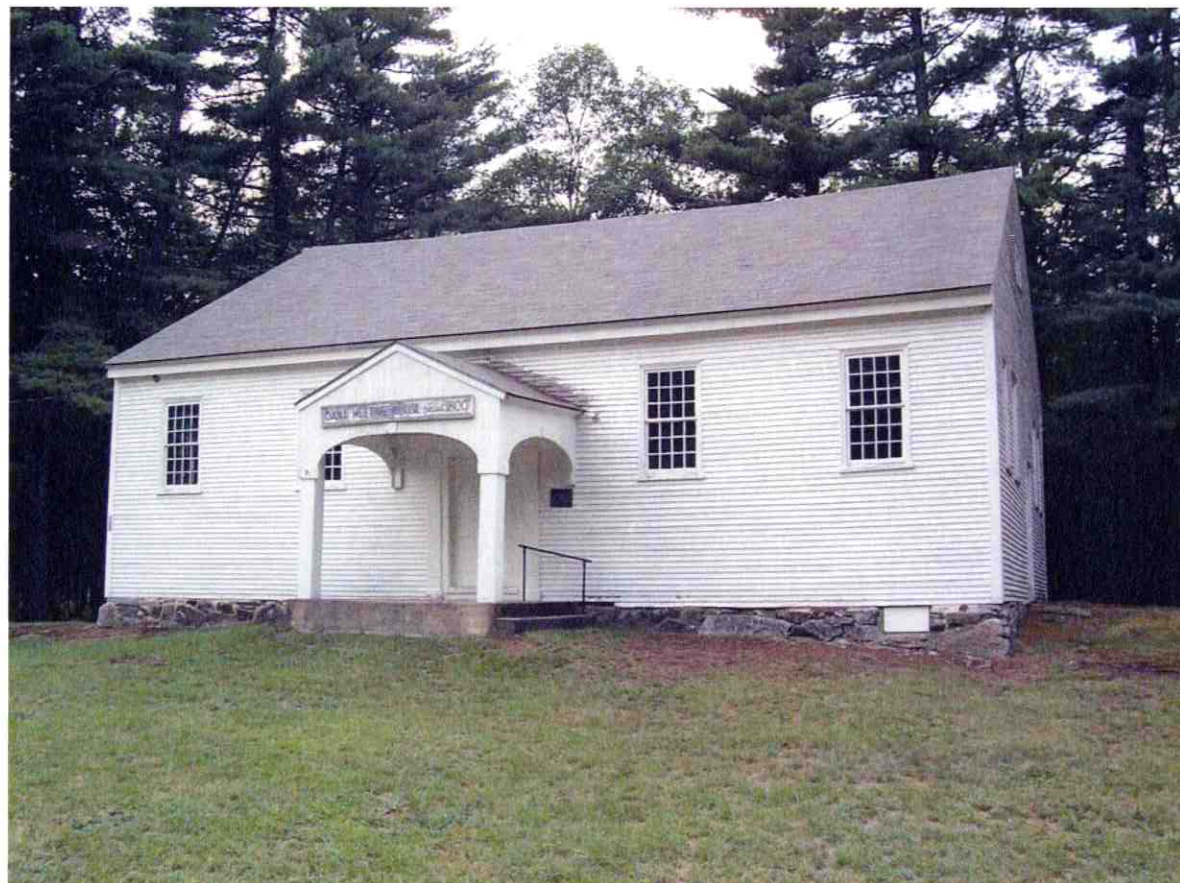
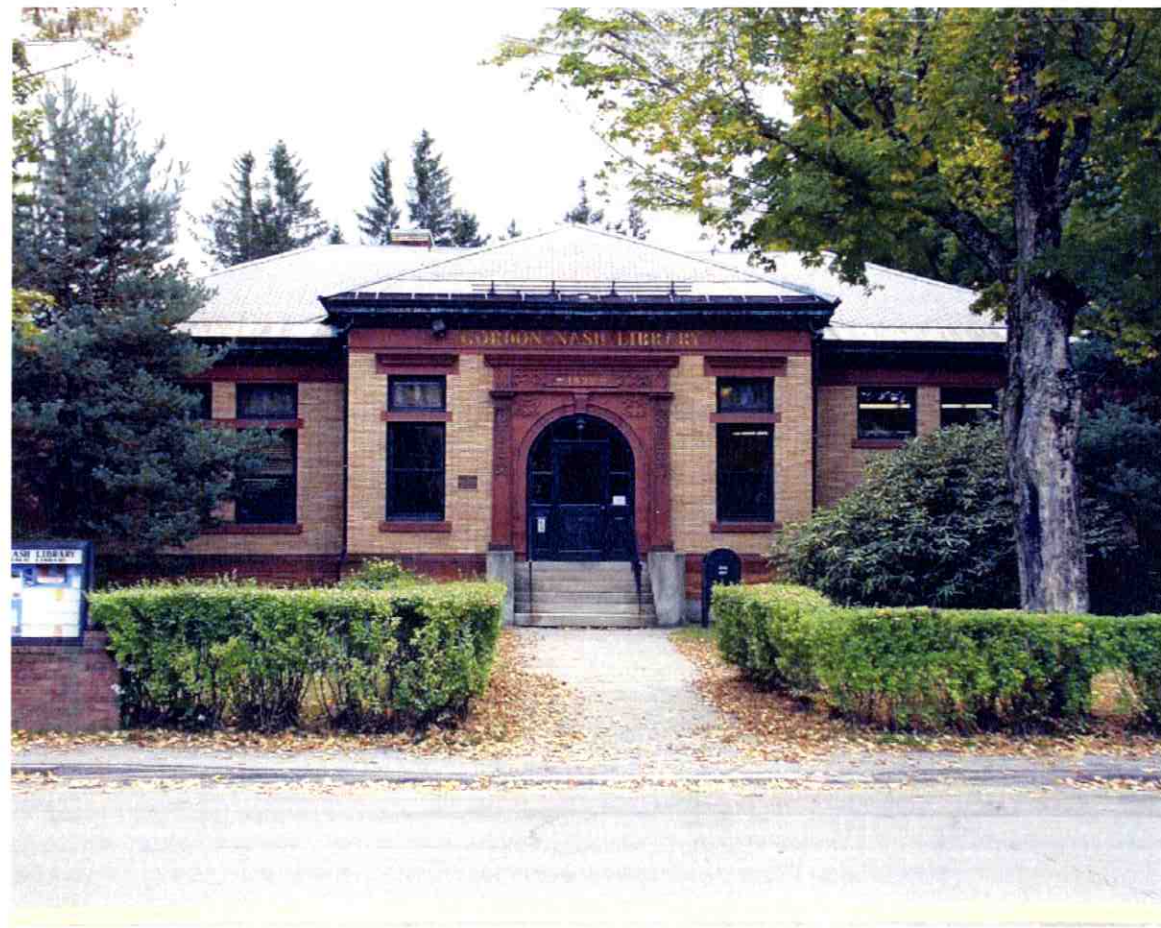
Other Partners

During the course of the charrette, a wide variety of agencies and partners were suggested. Depending on who uses some of the public space that is created, some or all of these might be logical partners in moving forward:

Laconia Regional General Hospital
Newfound Area Nursing Association
Health and Human Services - NH and US
New Hampton School

Land Sales

With a total of 97 acres of land, there may be an opportunity to finance some of the municipal construction by partnering with either non-profit or for-profit housing developers, and then using the proceeds of land sales to offset the cost of municipal construction.



Thank you for letting us work with you in strengthening the village core of New Hampton. Good Luck!

-The Plan NH Team