



Jackson Village Charrette

May 21-22, 2004



The PlanNH Team:

Many thank to those who donated their professional and personal time and efforts to this charrette

Domenic Ciavarro, PE, Waterfield Design Group,
Manchester, NH

Tim Sappington, AIA, Architect, Randolph, NH

Karen Fitzgerald, Landscape Architect, Frankestown, NH

Peter Middleton, Martini Construction, Portsmouth, NH

Carl Frank, AIA, City Of
Manchester, NH

Jason Ross, HEB
Engineers, Conway, NH

Keith Lacasse, Lavallee/
Brenslinger Architects,
Manchester, NH



The Jackson Team:

Selectmen: Dick Bennett, Gino Funicella, Dee McClave

Town Fire Department: Ed Dubie

Town Road Agent: Arthur Fernald

Jackson Grammar School: Anne Kebler, Carl Nelson

Library: Susan Dunker-Bendigo, Alice Pepper, Meredith Piotrow,
Lynn Stevens

Jackson Historical Society: Warren Schomaker

Historic structure specialist -- Barns:
Steven Bedard

Joyce Allan

Phil Davies

Bea Davis

Pat Donnelly

John Fichera

Betsey Harding

Bill Kelley

Sarah Kimball

Plan NH would also like to thank the Black Mountain Houe for hosting the Discussion Groups and the Inn At Jackson for providing lodging for the Charrette Team .



Plan NH
Jackson Village Design Charrette
May 21 & 22, 2004
Sponsored by:
The Town of Jackson, New Hampshire



Plan NH

Jackson Village Charrette

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 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 Jackson?

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

The Proposal

In April, 2004 the Town of Jackson submitted an Application for Design Assistance to the Plan NH charrette program. The Town's proposal was centered around the "need to determine the most feasible and beneficial way to develop a cohesive town center..." This goal incorporated the possible re-use and/or relocation of publicly-owned historic buildings, new construction, and road realignment in the center of the village. Several other needs and objectives were also to be considered as part of the design program including;

- Additional indoor recreation and special needs space for the Jackson Grammar School
- Additional space for the public library
- Additional space for the Town highway department equipment storage
- Additional space for the Fire Department equipment storage
- ADA compliance and adequate plumbing in the Town Hall meeting space.

The Town of Jackson Offices are located in a newly constructed building adjacent to the fire and highway department facility. These buildings abut a 34 acre parcel owned by the town which is available for expansion needs for the school, library, fire, etc.. However, because these facilities and land are approximately 1/4 mile from the center of the village



the Town is concerned that new buildings located there would detract from the village core.

Several existing structures were also to be considered to accommodate expansion needs;

- The Gray’s Inn Garage—located near the Town Offices, presently housing some of the highway department equipment.
- The Trickey Barn—located adjacent to the grammar school in the village center, presently empty and would require extensive renovation



Left: Jackson
Town Hall 1897

Team tours
Jackson Grammar
School



Left: Fire Station
and Highway
Garage

Team tours
Jackson Public
Library 1901

- The Town Hall—located in the village center, used for town meetings and indoor recreation, is not ADA compliant, has no restroom facilities

The Process

On Friday and Saturday, May 21 and 22, 8 design team members, town officials, and community members met in Jackson to brainstorm ideas for the Village center. On Friday the design team met with representative from the Board of Selectmen, fire and highway departments, library, grammar school and other citizens to review the issues in a brief morning meeting held at the Town Offices. Immediately following they were lead in a walking tour of the village to view the properties and buildings included in the design program. This gave the charrette team an opportunity to assess the condition of the buildings, see first-hand the uses and space requirements and study the available land parcel.

Two discussion sessions, open to the community, were held later on Friday, one in the early afternoon and another in the evening. This process is essential to the development of the project vision, the formulation of ideas and recommendations and community consensus building for the future implementation. Many citizens took advantage of this opportunity to voice their opinions, share ideas, and impart local knowledge regarding the many issues included in the design program. During these session the primary objective of the charrette team was to listen and record the comments and ideas



expressed. At the conclusion of the evening session the design team had a thorough understanding of the needs, opportunities, and constraints surrounding the program and began to prepare concepts to be presented at a public forum on Saturday afternoon.

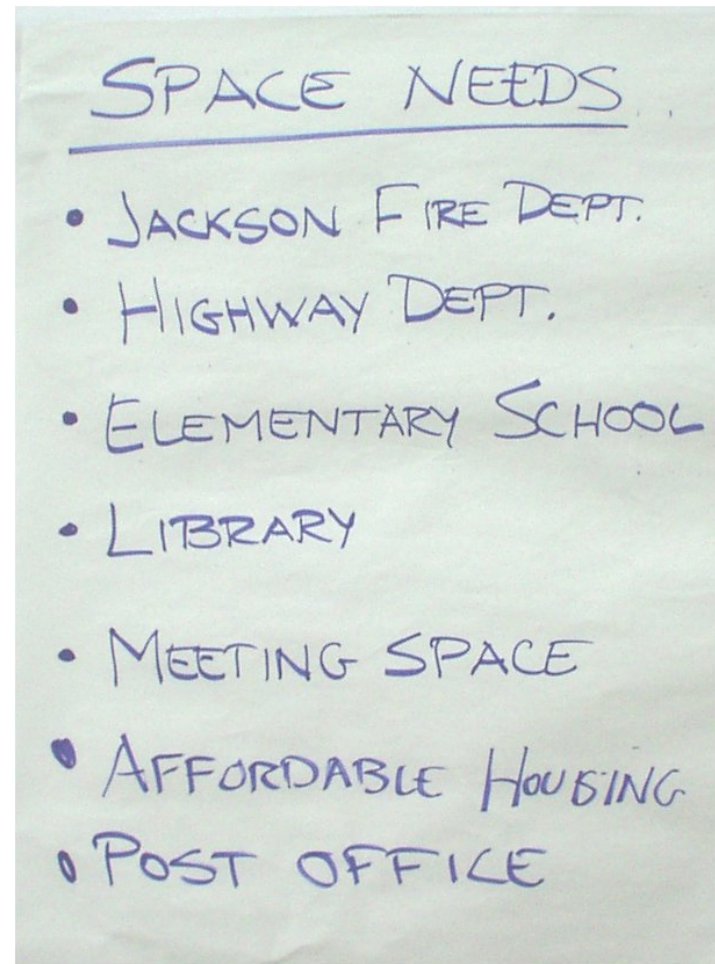
What We Heard and Saw

The discussion sessions were organized around each topic and facility.

- Fire and Highway
- Grammar School
- Library
- Town Community Space

Fire and Highway

- Presently the Fire and Highway department share the garage space at the fire Station which provides 5 bays for truck and equipment storage. The 4 fire Department vehicles are skillfully ‘wedged’ into 3 bays, additional space for vehicles is essential. The Station currently provides adequate office and meeting space for the Fire department on the second floor.
- An addition was added to the fire station previously, however, it did not maximize the space and did not provide the head room required for some fire vehicles, this space is currently being used by the highway department. Nevertheless, this addition could be re-built and added on to in order to accommodate these needs.
- The fire station should stay in its present location near



center of town, highway facility should move to other location.

- The highway department, which occupies 2 bays at the fire station, also needs additional truck storage. The Highway department's request is a building that provided 3 double-stacked bays (6 parking spaces total) that would allow vehicles to drive through.
- The Grays Inn Garage is available for use by the highway department. However upon cursory examination by the design team architect and structural engineers the building was deemed unsafe, (undersized structural members, drainage and foundation problems) and not feasible to be considered for renovation.
- The Grays Inn garage property is approximately one acre and could not accommodate the sand shed facility.
- The existing sand and salt shed located behind the fire station is inadequate. State may require a covered structure in future (not enforcing requirement at present time).
- Transfer Station on Rt. 16, currently co-owned with the neighboring town of Bartlett, could be considered for Highway dept location. This idea was disputed by the Highway Dept. staff noting that during ski season the traffic on rt.16 is extremely heavy making it very difficult to get in and out of the Transfer site. The solution could require a traffic light on rt.16.
- If the Grays Inn Garage property is not going to be used for the Highway facility it could be sold by the town in order to finance a new facility.
- The 34 acre parcel, the Gray's Inn parcel, could be used for the new highway facility, however there is concern over the visibility from 16A. The approach to the village, over the Honeymoon Bridge along 16A is very attractive and should not be marred by an unattractive garage and salt shed.





- The Gray’s property also provides access for cross-country ski trails that should be maintained and contains a brook and wetlands that would need to be considered with any development. The salt shed must be setback from the brook and wetlands.
- Aesthetics must be paramount. The village area of Jackson, is a picturesque, quaint center that contains many historic structures, inns and the “Wild and Scenic” Wildcat River. The year-round population of 835 hosts thousands of tourist during both the winter ski season and the summer months. Preserving the New England character of the village is essential to the tourist industry and to the citizens of Jackson.

Jackson Grammar School



- Jackson Grammar School. K-6th, 58 students, historic student pop. between 55 and 65, 5 yr. projections show no change in this range.
- Access and ‘walkability’ were at the crux of the design issues. The Jackson Grammar School, located in the center of the village, presently employs a “Village as Campus” approach for providing access to library activities and indoor recreation. The K through 6 students walk to the public library for reading programs and also to the Town Hall for use as a gymnasium in inclement weather. While this practice is supported by

the town and school, the time requirements to get kids bundled up during the winter months is cutting into the time spent at the activity. The walking distances should not be increased, and if possible, lessened.

- An addition was built in 1990 with state waiver for acreage requirements (5 acres is required for a school of 100 students), the school sits on 4.74 acres made up of 2 lots that includes the Trickey Barn property. Any new addition may trigger the state to require a lunch program and consequently a cafeteria and kitchen. The waiver does requires that any expansions,

and/or new buildings on school site be for educational uses.

- The school presently is in compliance for Special Educational space needs.
- The Art and music room (on 2nd floor) is entered through other classrooms.
- The teachers are using existing converted coat closets for special meeting rooms and offices, meeting space is an immediate need. The 2nd. Floor is not to code for exits/egress and is not handicap accessible . When handicap a student is enrolled the school rearranges room functions to accommodate the student.
- The basement (approx. 1800 sf.) was originlly planned to be used as functional space however, it is presently unusable for class room space because of recurring water problems. This problem could not be solved after several attempts.



Library

- The existing library building built in 1901 is an architectural treasure located in the center of the village. The building had been moved across the street to its present location in the 1930’s and now sits on property owned by the adjacent church. The 900 sf building is now too small to adequately serve the library needs, additionally, it has no plumbing or handicap access.
- The library staff stated they could use approximately 3000 sf of space.
- Moving the building to a new site in order to provide more space for an addition is an option posed by the town. The design team however argued against moving the building to a new location pointing out that the unique architecture of the building would be marred by



an addition and that the structure is vital to the scale and character of the street.

- If the library building moved the adjacent church would use space for parking, or green space. Church may be interested in using building if it remains. A representative from the church explained that the church will be building a new addition this year and will not necessarily need the space in the library.
- The Trickey Barn should be considered to house a new library. The Trickey Barn has been analyzed by a historic preservation building specialist Steve Bedard, for possible renovation and was found to be sound in structural integrity. He explained renovating the barn would not only preserve the historic building but the barn would be less expensive to renovate than building a new structure. If the Barn were to be used as a library Steve recommends pouring a new concrete slab foundation with radiant heat and keeping book stacks on the first floor because of structural loading issues. A second level could be designed as loft space for reading rooms.
- Due to costs of moving overhead utility lines it would not be feasible to move the barn entirely off property, however it can be moved within property area.
- Because of its immediate proximity to the Grammar School, the Trickey Barn would be an ideal alternative for the library.



- The front portico over the entrance was used to house a projector for town movies.
- While the design team could not examine the structural members they did observe that the floor was very bouncy and tilted toward river. This may be resolved by constructing a new slab foundation, however further analysis would be necessary.
- The upper level could not meet building codes and therefore could not be considered for public use.
- It was suggested that the team consider moving the Town Hall building to the area near the school. This would require that 16B be realigned at the intersection of 16A in front of the school. Re-aligning 16B may be a viable solution, the State will easily schedule and construct projects \$250,000 or under, (over that amount project will be put on a 10yr. Plan). Proposed straightening of 16B may be with in \$250,000.
- Realigning 16B would displace the town skating rink, a depressed lawn area that is flooded during the winter. New skating rink location could be accommodated at the Grays Inn parcel which has an old dam and ice pond, the dam could be repaired and pond used for skating.
- Funds to build a community center will be bequeathed to the Town by a Jackson citizen. Final plans and location for the



Town Hall

- The Town Hall building is currently wedged between the road rt.16B and the edge of the Wildcat River. The side of the building facing the road is exposed to harsh treatment in the winter from snow plowing, sanding, and snow piling up against it. The town has considered moving the building northward up the hill to an adjacent area to give it more setback from the road.
- The building currently serves as meeting space for the town however it can only accommodate 175 people comfortably.
- There is no handicap access and no plumbing. New plumbing would require a septic system, a composting toilet such as a Clivus Multrum system could be considered.
- Previously theater groups performed in the building. A historic hand painted stage curtain remains hanging on the stage.

facility have not yet been developed. Exact terms for use of the funds were not clear on whether they could be used to renovate an existing building.

Recommendations and Options

After the briefing, tours and discussion sessions of the facilities and property the design team surmised that there were two major issues at hand;

1. **Proving more space for the Fire and Highway departments away from the village core**
2. **Addressing the needs of the school, library and Town Hall within the village core.**

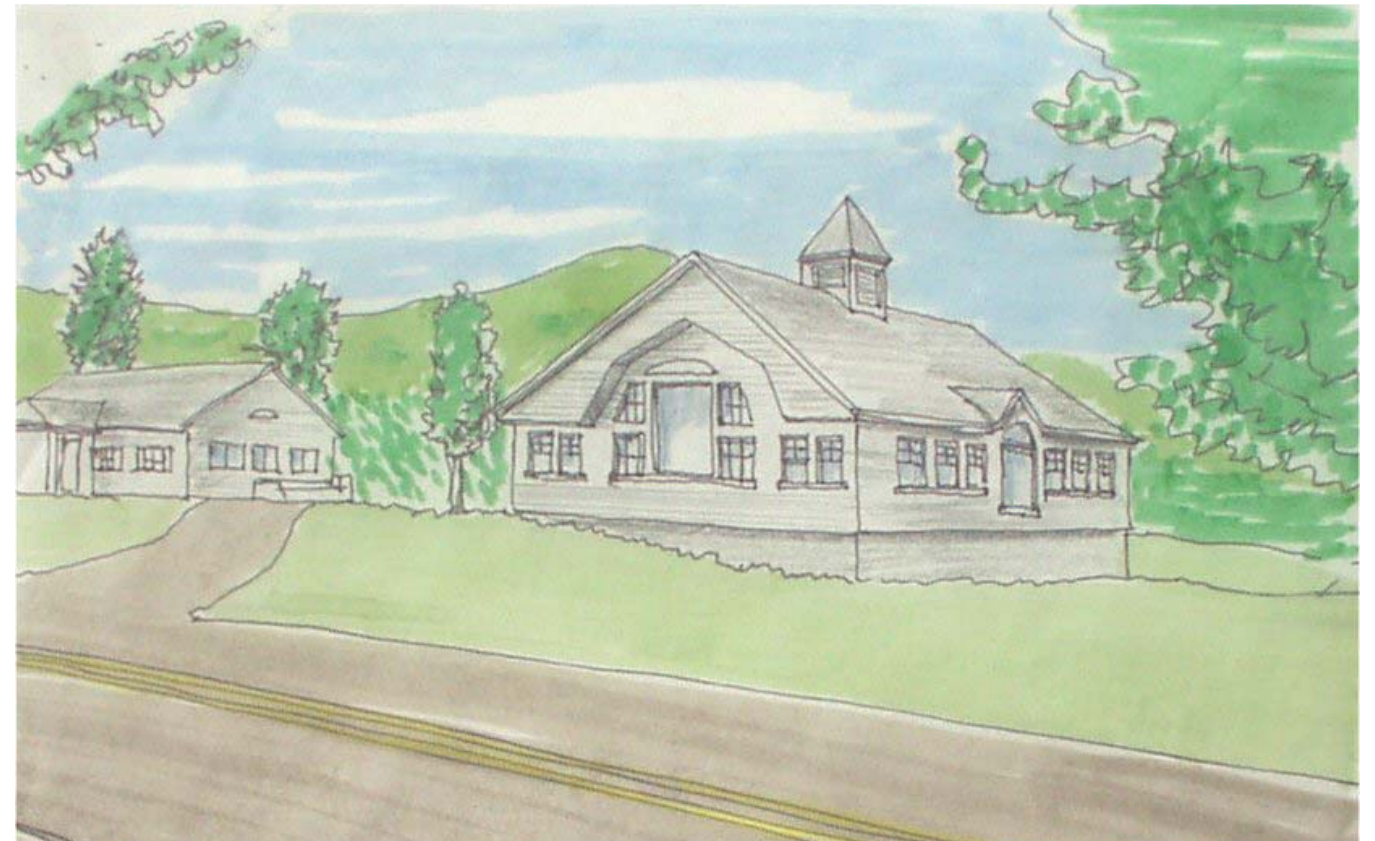
The team organized into two groups to work on plans and options for each issue



Proving More Space for the Fire and Highway Departments away from the Village Core

The team designed two concepts for the area near the Town Offices, Fire Station, and the 34 acre Grays Inn Parcel. Both options included;

- Keeping the Fire Station in its present location, adding new space for equipment parking.
- A new Highway department garage and salt/sand shed
- A new Community Center
- Maintain access to ski-touring trails



Concept drawing for new Community Center



Concept Option 1

Pros:

- Increased space for fire apparatus with building expansion
- New Highway Department garage and shed located behind fire station using existing road entrance causes minimal impact to site.
- New Community Center/ Meeting Hall next to Town Offices, shared and expanded parking
- Maintain access to existing ski-touring trails

Cons:

- Screening of Highway Shed from 16A difficult because of higher grade elevation behind fire station

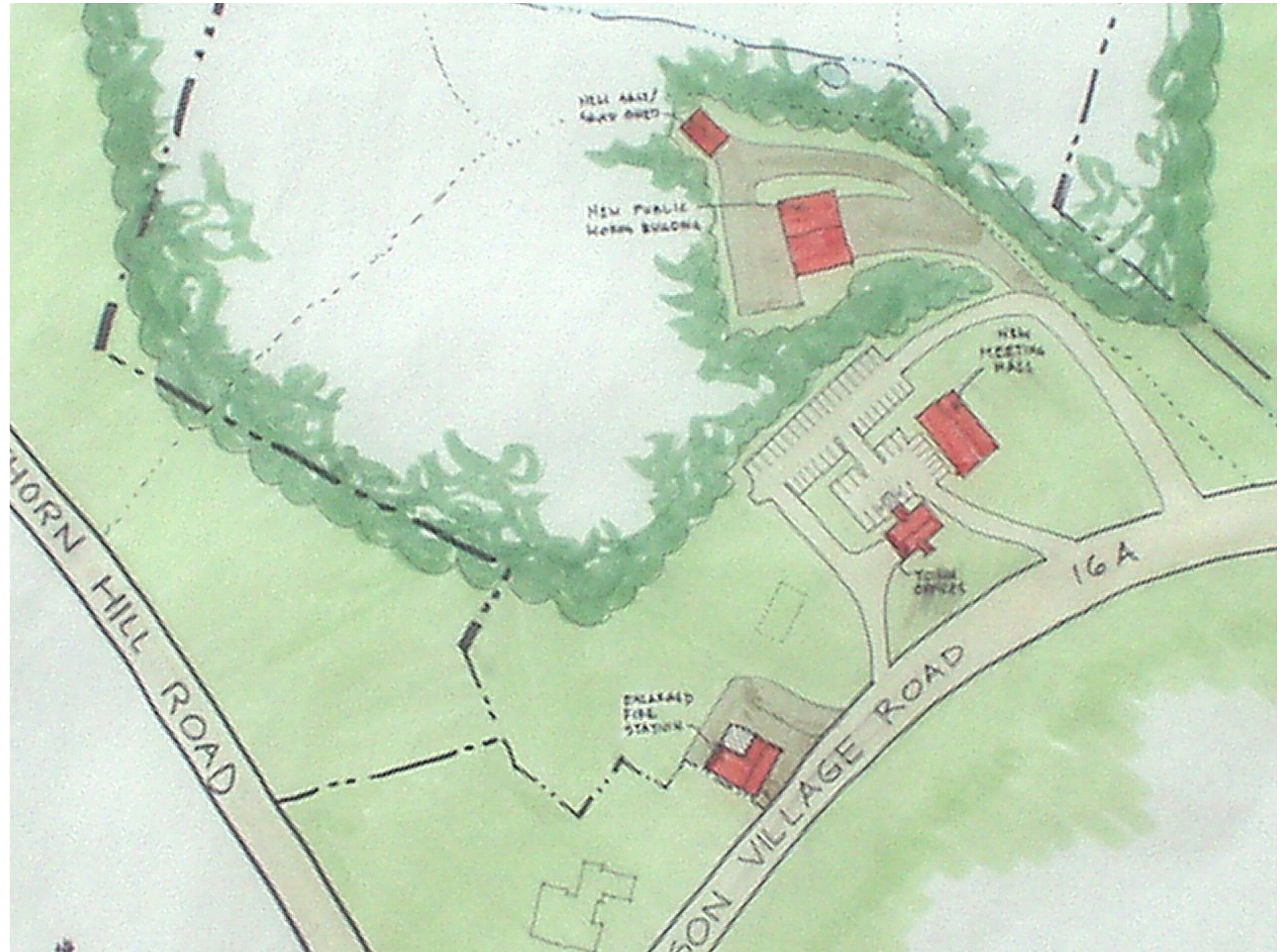
Concept Option 2

Pros:

- Increased space for fire apparatus with building expansion
- New Highway Department garage and shed located near old tennis courts well screened from 16A.
- New Community Center/ Meeting Hall next to Town Offices, shared and expanded parking
- Maintain access to existing ski-touring trails

Cons:

- Highway shed near brook, however setback 100' as regulation require.





Plan NH Jackson Village Charrette , May 2004



Addressing the needs of the School, Library and Town Hall within the village core.

The principle concept guiding the plan was maintaining the “Village as Campus” model. The plan incorporated the renovation and re-use many of the existing historic buildings.

Plan Highlights;

- **Realign Rt. 16B** to intersect with 16A closer to river bridge. This provides space in front of school and improves safety of the intersection.
- **Relocate Trickey Barn adjacent to School**, on north side, to be used as a library for students and public. Barn is connected to the school with a covered walkway
- **Relocate Town Hall building** to be sited opposite the school. This location creates a compact ‘campus’ arrangement and brings the Town Hall to the core of the village. This building would be renovated and continue to be used for indoor recreation for the students as well as community space and theater space for the town.
- **Playground and hot top rearranged** on site to allow for future expansion to east side of school building
- **Outdoor class rooms** created by campus ‘quad’
- **Additional parking** provided on old site of



Other Ideas

The team explored other ideas for the village plan and streetscape connecting the village core to the Town Offices area and the Honeymoon Bridge along Rt. 16A.

Alternative Village Plan

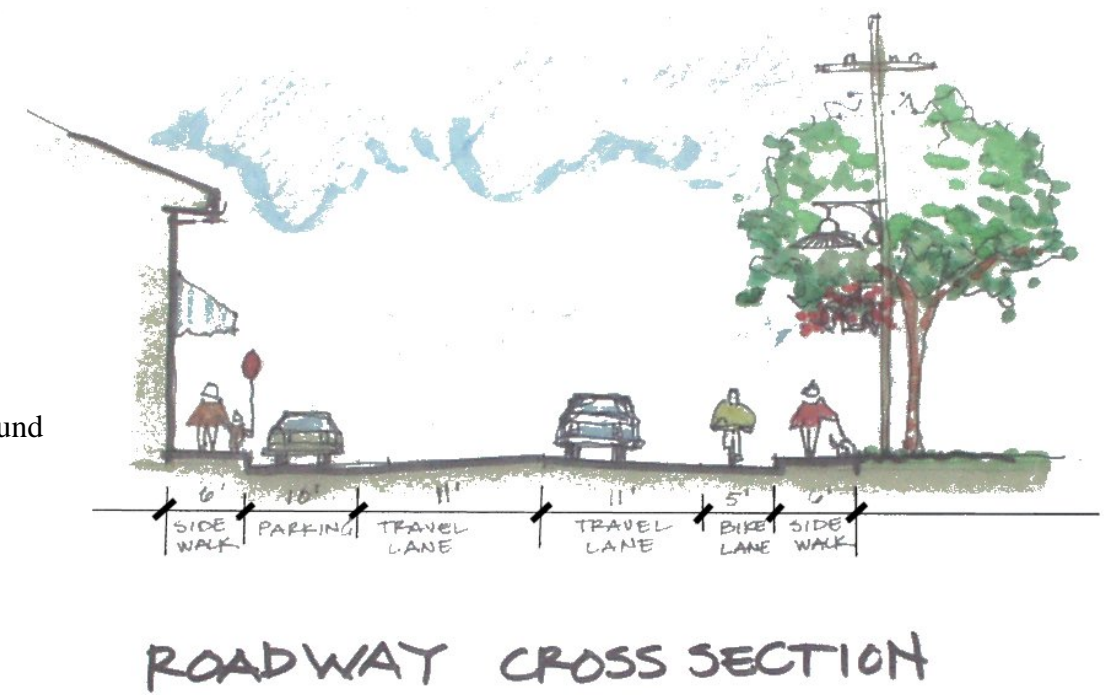
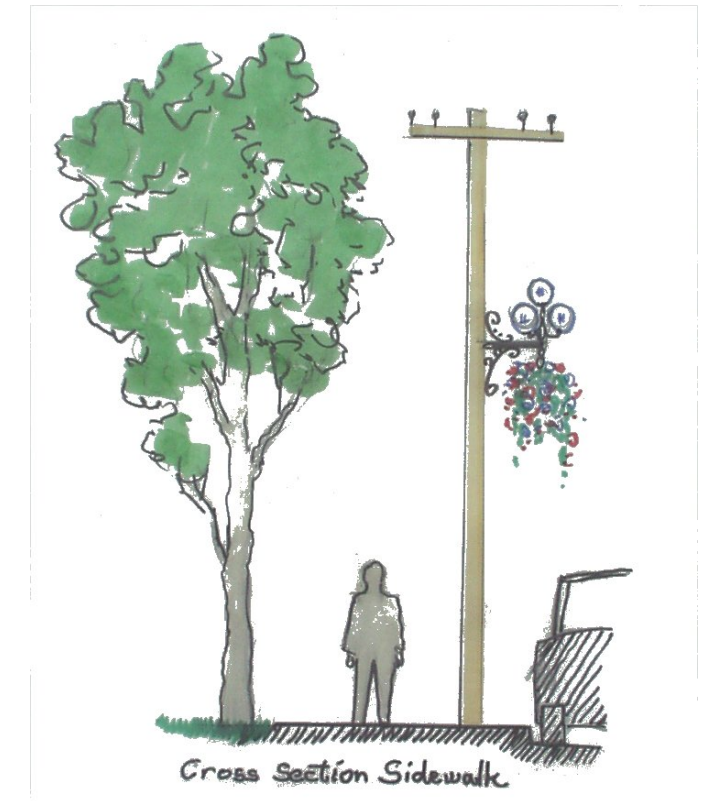
The concept of realigning Rt 16B to the east side of the school was explored. The main goal of this option was to open up the land area from the school to the Wildcat River. However after closer examination and discussion during the charrette it was determined that the grading of the road would be extremely difficult. The reconstruction of the road would also go beyond the \$250,000 trigger point with the state DOT.

Streetscape Improvements

The team proposed streetscape improvements to Rt 16A, Jackson Village Road, to strengthen the visual connection from the Town gateway over the Honeymoon Bridge to the center of the village. The improvement would also increase pedestrian comfort and safety and could provide bicycle access along the road.

These recommendations included;

- 6' Sidewalks on both sides of the road
- Parallel parking
- Two 11' travel lanes
- 5' Bike lane in road
- Decorative lighting at pedestrian scale
- Options for decorative planters and /or banners on light poles
- Explore possibility of relocating overhead utility lines underground



Cost Estimates

Based on the plans generated during the Charrette an estimate of probable costs was compiled by the Design Team’s construction expert.

Fire Department

Station Addition	625 sf @ \$110.00/sf	\$68,750.00
Additional Paving		\$ 5,000.00
TOTAL		\$73,750.00

Highway Department

New garage, 60’ x 80’metal bldg.	4800sf @ \$52.00/sf	\$249,600.00
Salt/san shed 30’ x 50’	1500sf @ \$45.00/sf	\$ 67,500.00
Access road paved	260 lf @ \$ 2.00/sf	\$ 52,000.00
Landscaping		\$ 5,000.00
TOTAL		\$374,100.00

Village Plan

16B realignment	300 lf @ \$350/lf	\$105,000.00
Trickey Barn 40’ x80’	3200 sf @ \$175/sf	\$562,000.00 (incl. relocating)
Town Hall 30’ x60’	1800 sf @ \$167/sf	\$302,000.00 (incl. relocating)
Landscaping	allowance	\$ 50,000.00
TOTAL		\$1,019,000.00

New Community Center

New building 50’ x 75’	3750sf @ 110/sf	\$ 412,500.00
Parking		\$ 30,000.00
Entrance road		\$ 30,000.00
TOTAL		\$472,500.00

Streetscape Improvements

Road work	50’ r.o.w. x 1500 lf	\$450,000.00
Lighting		\$ 150,000.00
TOTAL		\$600,000.00

Utility Relocation

3500 lf Bridge to Village	@ \$200.00/lf	\$700,000.00
TOTAL		\$700,000.00

Sources of Funding

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

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 16A and 16B 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.

Rachel Rouillard

LCHIP

Concord, NH 03301

Land Sales

As had been suggested several times during the charrette the sale of the Gray's Inn garage property should be considered. The one acre parcel would be quite attractive to a business and/ or commercial developer

