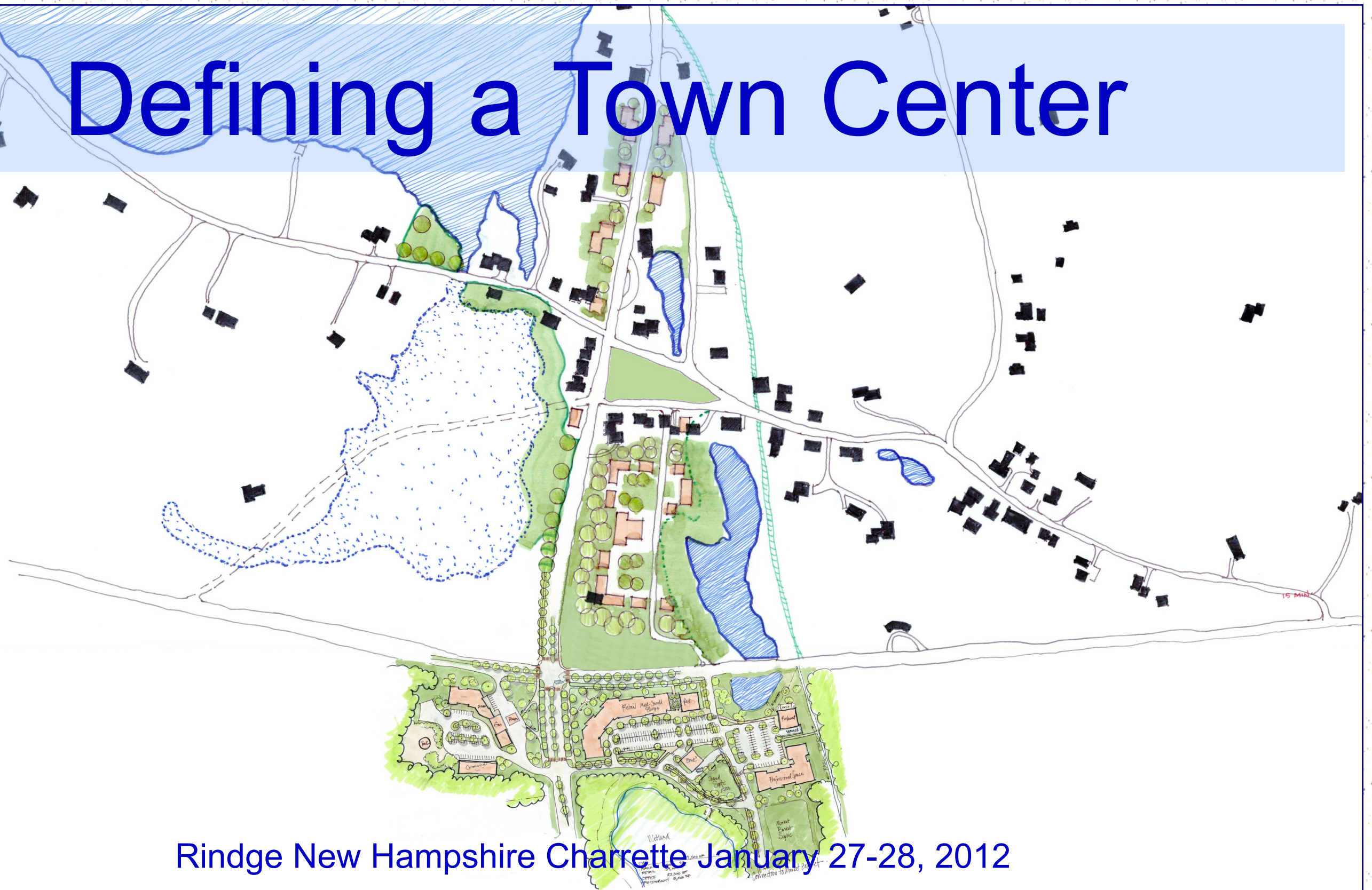


Defining a Town Center



Rindge New Hampshire Charrette January 27-28, 2012



PLAN NH
Visioning for Sustainable Communities

The Foundation for Shaping the Built Environment

Rindge Charrette Acknowledgements

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



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**Public Service
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The Rindge Team

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

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Plan NH Comes to Rindge, NH

January 27-28, 2012

Who is Plan NH?



The Rindge Charrette Team

Plan NH is an association of professionals who work and care about sustainability and a quality built environment in New Hampshire. The organization includes architects, landscape architects, planners, engineers, bankers, builders, construction managers, historic preservationists, and others who are concerned about lessening our environmental footprint and building more socially connected communities in the granite state. **Plan NH** was established to create a forum for bringing together these different professions and serve as a catalyst for spurring interest in participatory community development. Part of **Plan NH's** mission is to make a positive contribution to New Hampshire communities. One way in which **Plan NH** does this is by providing design assistance to communities with a demonstrated commitment and need.

What is a Design Charrette?

Simply stated, a Design Charrette is an intense brainstorming session where lots of ideas are brought forth by both local citizens and professional designers in an effort to find solutions to a defined local problem in a short timeframe. 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, for example, a particular building would actually be constructed.

Charrettes blend the broad experience of design professionals with local citizen's knowledge of their community to produce a plan of action that deals 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 provides a direction against which future decisions may be measured.

Why did the Plan NH Charrette come to Rindge?

In March of 2011, the Town of Rindge submitted a proposal to **Plan NH** for design assistance. Of the proposals submitted, Rindge was one of five communities selected for a Charrette in 2011-12.

Plan NH is interested in providing design assistance to communities that seem ready to move forward with a project, where there appears to be a strong community commitment, organizational expertise and where there is the ability to move forward with recommendations that surface in the course of the charrette event. **Plan NH** also seeks to address community problems and issues that may have transferability to other communities.



The Rindge Proposal and Challenge to Plan NH

The Town's desires for the Plan NH charrette are well summarized in an excerpt from their Charrette Proposal:

The Planning Board is seeking assistance with the redesign of a critical intersection in Rindge: the convergence of US Route 202

the third (a 2.50 acre parcel), a nondescript brick structure housing a real estate broker's office. One single family residence is located on the fourth corner (an 8 acre parcel). All of these properties have been on the market. There has never been a better opportunity to control the future of this intersection, and, as a result, the future of Rindge.



and NH Route 119. This intersection is located in the center of town and currently defines Rindge as a place to pass through, not to visit. Franklin Pierce is within one mile of this intersection to the west and Walmart, Market Basket, Tractor Supply and other retail establishments are located approximately one mile to the south. This intersection represents a classic underutilization of real estate and misuse of natural resources. In one corner (a 15 acre parcel) is a gasoline station and oil company. On another (a 20 acre parcel), used and rusted propane tanks are stored. On

Other opportunities nearby or directly abutting the four corner parcels at this intersection include an 86 acre working farm, a 200 acre vacant parcel of land owned by Franklin Pierce University. One concept that has been discussed is integrating the working farm into the life of the proposed village/retail center and utilizing Franklin Pierce land for additional mixed uses which would enhance the lives of the student population. A portion of the Franklin Pierce land might also be appropriate for a sewerage treatment plant which would serve these new uses and the uses proposed for the 202/119 intersection.

The 202/119 intersection is located in the Gateway Central Zoning District and is immediately adjacent to the West Rindge Village Zoning District. The Gateway central District was established by a Special Town Meeting in September of 2008 and introduced the concept of mixing commercial, retail and residential uses, providing incentives for the preservation of open space and the provision of riding and walking paths. In order to assure that this concept will work at the 202/119 intersection, a redesign of the highway approaches to the intersection will be necessary. The Corridor study referred to above outlines some of the options available.

The redesign of the 202/119 intersection is not a new idea. It has been "under study" for years. In the fall of 2001, hundreds of Rindge residents gathered for a series of forums to discuss their hopes and concerns for Rindge as it entered the 21st century. The potential for the 202/119 intersection was discussed at this time. In 2002, the Southwest Regional Planning Commission conducted a corridor study from the Massachusetts/New Hampshire line in Rindge to NH Route 9 in Hillsborough. The possibility for development of a town/retail center at the intersection was addressed. In 2005 the intersection was the subject of a charrette with Randall Arendt. Mr. Arendt walked the area and gave a presentation to the town on the possible uses of land at this intersection. Finally, in 2010, the Planning Department, Planning Board and Economic Development Committee, with the endorsement of the Board of Selectmen, established the Rindge Economic Development Initiative (REDI). Several community forums were held and an economic development survey was sent to every household and business in Rindge (with an unprecedented 30% return). People were asked what their vision of Rindge's economic future was. They were also asked if they would support the redevelopment of the 202/119 intersection. A substantial number of respondents expressed their support of the redevelopment of the intersection.

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

Grace Lee Boggs

Charrette Process Overview

Rindge Town Officials and residents gathered with the **Plan NH** Charrette team on Friday, January 27, 2012 to discuss the details of the town's proposal with the Plan NH team. Design professionals on the team included three architects, one landscape architect, two planners, an economic development expert, four engineers, a commercial realtor and two professional facilitators. The most critical piece that the Charrette Team lacked, which only the local residents could provide, was the intimate knowledge of the Town of Rindge and the vision for its future.

After an introductory meeting with town officials to orient the team to the issues and concerns of the project, the team took a tour of the project area, accompanied by several town officials. We explored the area around the proposed Route 202/119 intersection, west Rindge village center, the historic Rindge town center, the Franklin Pierce University campus and the commercial corridor between the Route 202/119 intersection and the Massachusetts border. We also observed the physical layout and setting of the town, its architecture and land uses.

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

Two public “listening sessions” were held on Friday afternoon and evening. The purpose of these sessions was to explain the challenge that the town had set out for the charrette team and receive comments from the community regarding issues and concerns that they have about the development of a new town center at or near the Route 202/119 intersection. The public comments are presented on page 6 of this report serve as an important foundation for the concepts and designs that the charrette team completed on Saturday. The charrette teams observations and findings are included on page 7. The remainder of the report presents the team's detailed recommendations. The report concludes with sections on implementation and resources that may be useful to Rindge in achieving their long term objectives.

Overview

Our initial observation was that the historic town center is very picturesque and functional. It does have the town meeting hall, town offices, library, a concentration of residential uses and several other features that qualify it as the center of the community. What it has lost in past decades is the small retail and eating establishments and other elements that draw people to it and provide places for the community to have arranged or impromptu social

interactions.

The other challenge we observed is that there are currently no other places in town where there is a concentration of essential community services that would generate enough critical mass of people activity.

These features could include a coffee shop and bakery, restaurants, book store, post office, library, grocery store, hardware store, and government offices.

In order for the idea of a new town center to work it will need to generate a significant amount of people activity on a daily basis and become the place to go to for regular daily and weekly activities. In short, it will need to be immediately recognized as the activity center of Rindge. Other key features of the town center are:

1. Build a sense of place
2. Build community pride
3. Minimized public funding



4. Maximized private investment
5. Growth of the tax base
6. Job creation
7. Building on previous community efforts
8. Be realistic
9. Develop action, not just another plan that will sit on a shelf.

In considering the possibility of creating a town center at the Route 202/119 intersection the Plan NH team looked at all of these criteria and how they might materialize on the ground. We also considered other alternatives and variations including reinvigorating the historic town center and West Rindge village center .

What the Town Residents Told Us

Two public listening sessions were held during the afternoon and evening of January 27. The purpose of the sessions was to share their ideas with the charrette team about what they saw as the top issues and challenges and develop an idea of what a new town center should look like in the future.

Question #1: What Uses do you want to see at the 119/202 intersection?

- Coffee shop/bakery (gathering space; “third place.”)
- Family-friendly, affordable sit-down restaurant
- Park, open space appropriate for walking or tai chi
- Art, music, entertainment venue
- Used bookstore (unique and local)
- Small-scale multifamily housing
- Small hotel or inn
- Local retailers-boutiques, or practical stores that present an alternative to big boxes.
- Professional offices, possibly business incubator in partnership with Franklin Pierce Un (FPU)
- Pub-someplace that would be used by locals as well as FPU community
- Mixed-use development (retail and office or residential)
- Farmers’ Market
- Long-term potential for moving local government offices

Question #2: What do you want the intersection to look like?

- Like an old New England town
- 1-2 stories
- Trees and grass
- Walkable and bike friendly, connected trails and

- neighborhoods
- Courtyard and playgrounds with space for kids to play within sight of gathering spaces
- Parking hidden from view
- Tables and benches
- Enhance and respect existing natural features: hill to the northeast and wetlands to the northwest and southeast
- Buildings in proportion with each other



Question #3: What have you seen that looks like what you want?

- Peterborough
- Small, unique, attractive shops
- You can park and walk between businesses
- Compact downtown
- Traffic slows in town
- Keene Main Street

- A wide road that can be crossed on foot
- Smaller in scale than Keene
- Good use of trees
- Consider Commercial Lane in Rindge
- Other towns mentioned
- Manchester, Vermont
- Townsend, Massachusetts
- Groton, Massachusetts
- Concord, Massachusetts
- Marlborough
- College towns
- Wellesley, Massachusetts
- Bowdoin, Brunswick Maine
- West Hartford, Connecticut
- Good example of small scale development by University, shared with the town

Question #4: What social functions would like to see served?

- Attract families (also necessary for financial viability)
- Community gathering space; accommodate programs that don’t have enough space now e.g. dance, yoga classes
- Core audience is locals
- Bring together the FPU community and locals
- Give teenagers a place to hang out
- Information center (welcome visitors to the Monadnock Region).

Charrette Team Observations and Recommendations

We heard the opinions and concerns of the residents. We walked, studied, and observed the physical character, the topography, wetlands, traffic and nearby existing development and have observed the conditions that need to be addressed to develop a comprehensive proposal. Following are our findings and recommendations to address Rindge's challenge to the Plan NH Team.

Findings

Along the Route 202 Corridor, Route. 119 is a natural dividing line between the "local use" area to the north (Franklin Pierce University land, West Rindge commons) and the heavy commercial use of big-box stores to the south.

West Rindge is an intact village center with considerable architectural character and a great physical setting that should be reinforced with additional "infill development" and incremental additions to its residential, retail, food and office land uses.

As with West Rindge village, the historic Rindge center village has many classic village center attributes that could easily be reinforced. Consideration should be given to allowing or encouraging a few retail and food establishments to locate there.

Franklin Pierce University is an important community resource that should be drawn into town life by reinforcing physical connections to West Rindge village and the Route 202/119 intersection.

The Route 202/119 intersection has development value, but in its current configuration its scale is too large and traffic is too heavy for it to become a cohesive, pedestrian oriented village center.

Four Pieces of the Puzzle - One Community

1. Build on existing assets of West Rindge Village
2. Enhance the unique qualities of the Historic Rindge Village Center
3. Rethink the Franklin Pierce University—Town connections
4. New ideas for the 119/202 intersection: tax base and jobs



Route 202 Has Three Distinct Areas

Strip Retail, Four Corners, West Rindge Village

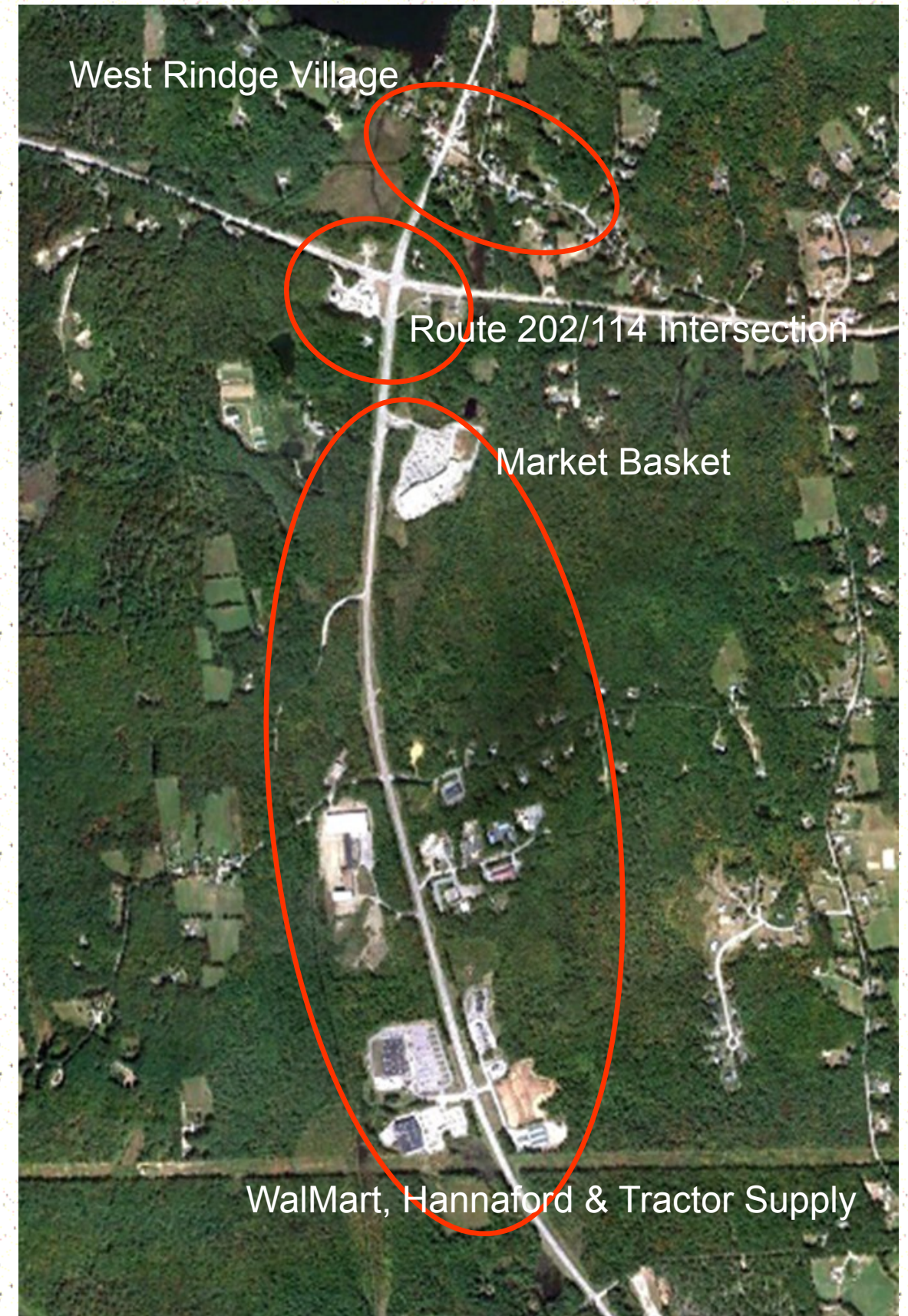
The section of Route 202 between the Mass. line and Market Basket is dominated by big box retailers like Walmart, Hannaford, Market Basket, Tractor Supply and others.



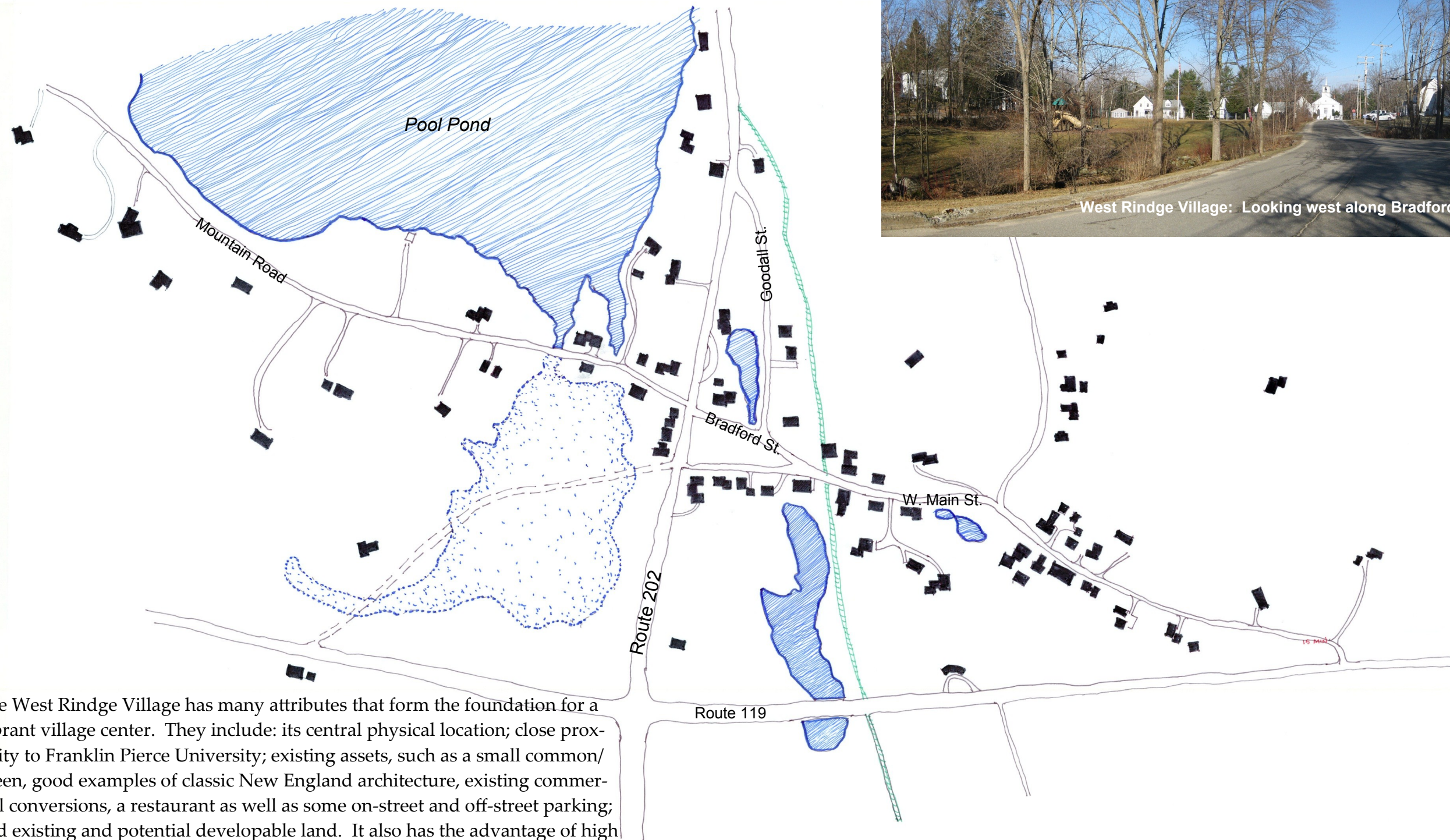
The middle portion of Route 202, in the vicinity of the Route 119 intersection contains more medium sized development, the largest being Fogg's gas and convenience store.

The northerly portion comprising West Rindge village is all smaller, residential scale development.

This progression from big to medium to small scale provides an excellent opportunity to reinforce the transition from larger scale development to the more historic and intimate setting of West Rindge Village. Done well, it can create a genuine sense of “arrival” into West Rindge and the Gateway to the Monadnock Region.



West Rindge Village - An Underappreciated Resource



West Rindge Village: Looking west along Bradford Street

The West Rindge Village has many attributes that form the foundation for a vibrant village center. They include: its central physical location; close proximity to Franklin Pierce University; existing assets, such as a small common/green, good examples of classic New England architecture, existing commercial conversions, a restaurant as well as some on-street and off-street parking; and existing and potential developable land. It also has the advantage of high visibility on Route 202.

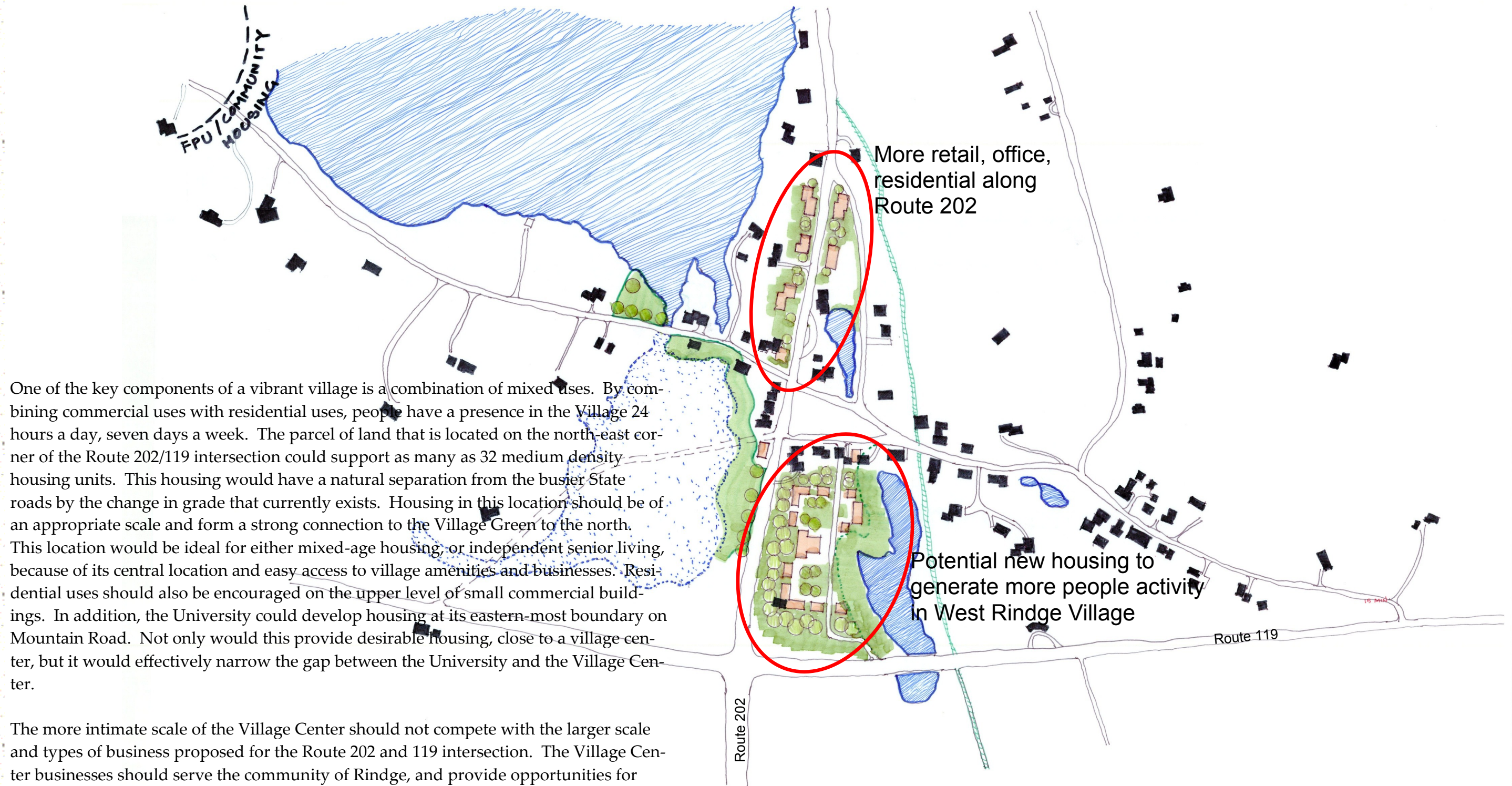
Nurture and Reinforce West Rindge Village

The planning concept for the West Rindge Village begins by overlaying a quarter-mile diameter circle on the area, with its center at the intersection of Mountain Road, Bradford Street, and Route 202. One quarter-mile represents a five to ten minute walking distance. The boundaries of this circle went from the beginning of the median strip just north of the Route 202 and 119 intersection on the south edge to the intersection of Route 202 and Goodall Street on the north edge. These two points were identified as natural “gateways” to the Village Center. The area within this circle should be defined and reinforced as a Village Center with landscaping and streetscaping (lighting, benches, sidewalks, street trees, etc.) as well as increased density of structures allowing for mixed uses that are consistent throughout and scaled appropriately for a pedestrian environment.

The length of Route 202 within this circle can be thought of as the “Main Street”. There is an existing restaurant, and at least one other building (on the corner of Route 202 and West Main Street) that could support an appropriately scaled commercial use. There are other locations along this length of Route 202 that could support new buildings that would begin to infill and form a commercial center. Existing residential buildings could eventually be converted, or replaced with small commercial uses with compatible architectural style to the remainder of the village. The spaces in and around the village common need to be given added attention and maintenance to ensure that this space is the focal point of the village



Nurture and Reinforce West Rindge Village



One of the key components of a vibrant village is a combination of mixed uses. By combining commercial uses with residential uses, people have a presence in the Village 24 hours a day, seven days a week. The parcel of land that is located on the north-east corner of the Route 202/119 intersection could support as many as 32 medium density housing units. This housing would have a natural separation from the busier State roads by the change in grade that currently exists. Housing in this location should be of an appropriate scale and form a strong connection to the Village Green to the north. This location would be ideal for either mixed-age housing, or independent senior living, because of its central location and easy access to village amenities and businesses. Residential uses should also be encouraged on the upper level of small commercial buildings. In addition, the University could develop housing at its eastern-most boundary on Mountain Road. Not only would this provide desirable housing, close to a village center, but it would effectively narrow the gap between the University and the Village Center.

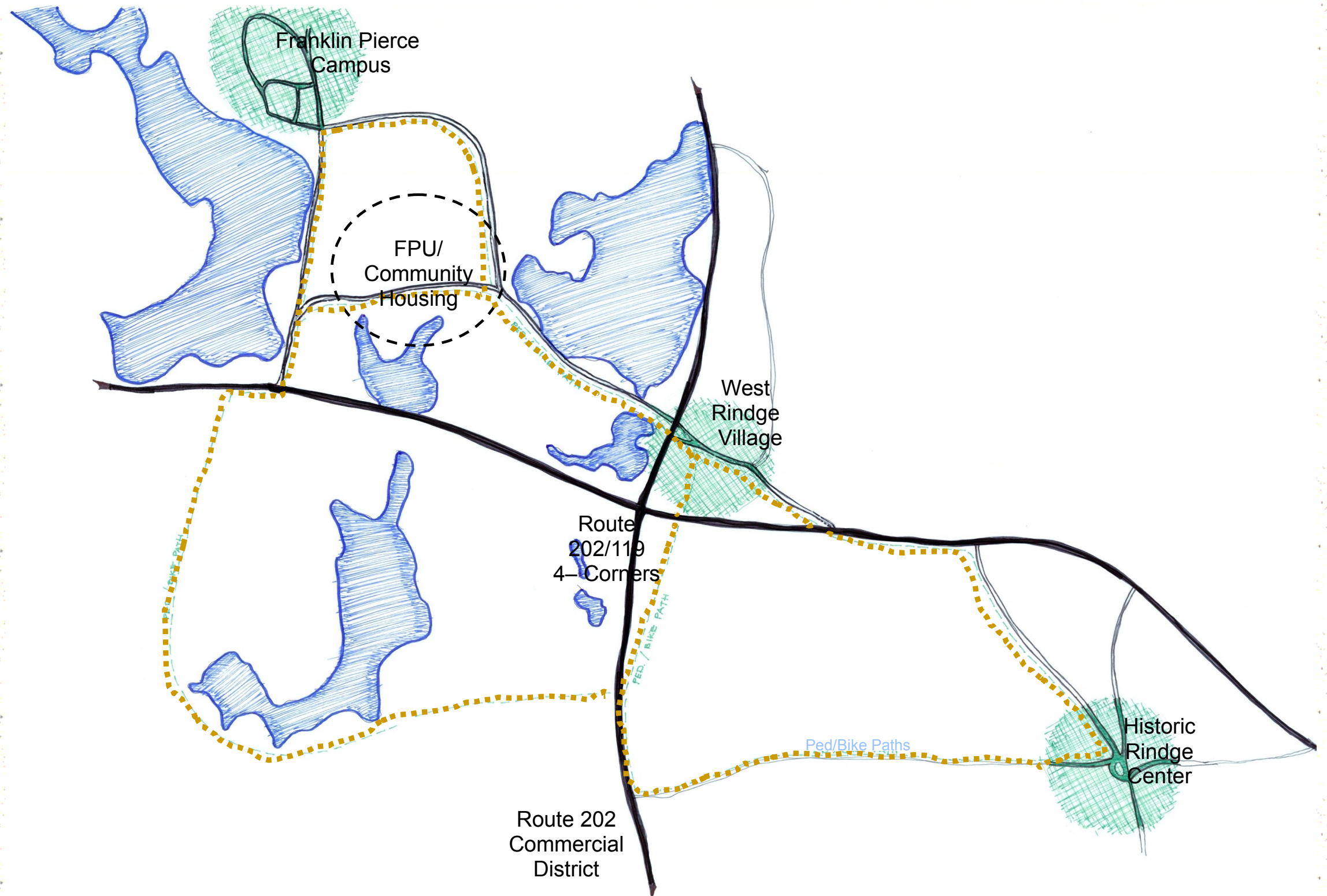
The more intimate scale of the Village Center should not compete with the larger scale and types of business proposed for the Route 202 and 119 intersection. The Village Center businesses should serve the community of Rindge, and provide opportunities for social interaction.

Community Connections

Encouraging housing development on Mountain Road, midway between Franklin Pierce and West Rindge Village will result in a closer connection between the school campus and West Rindge Village.

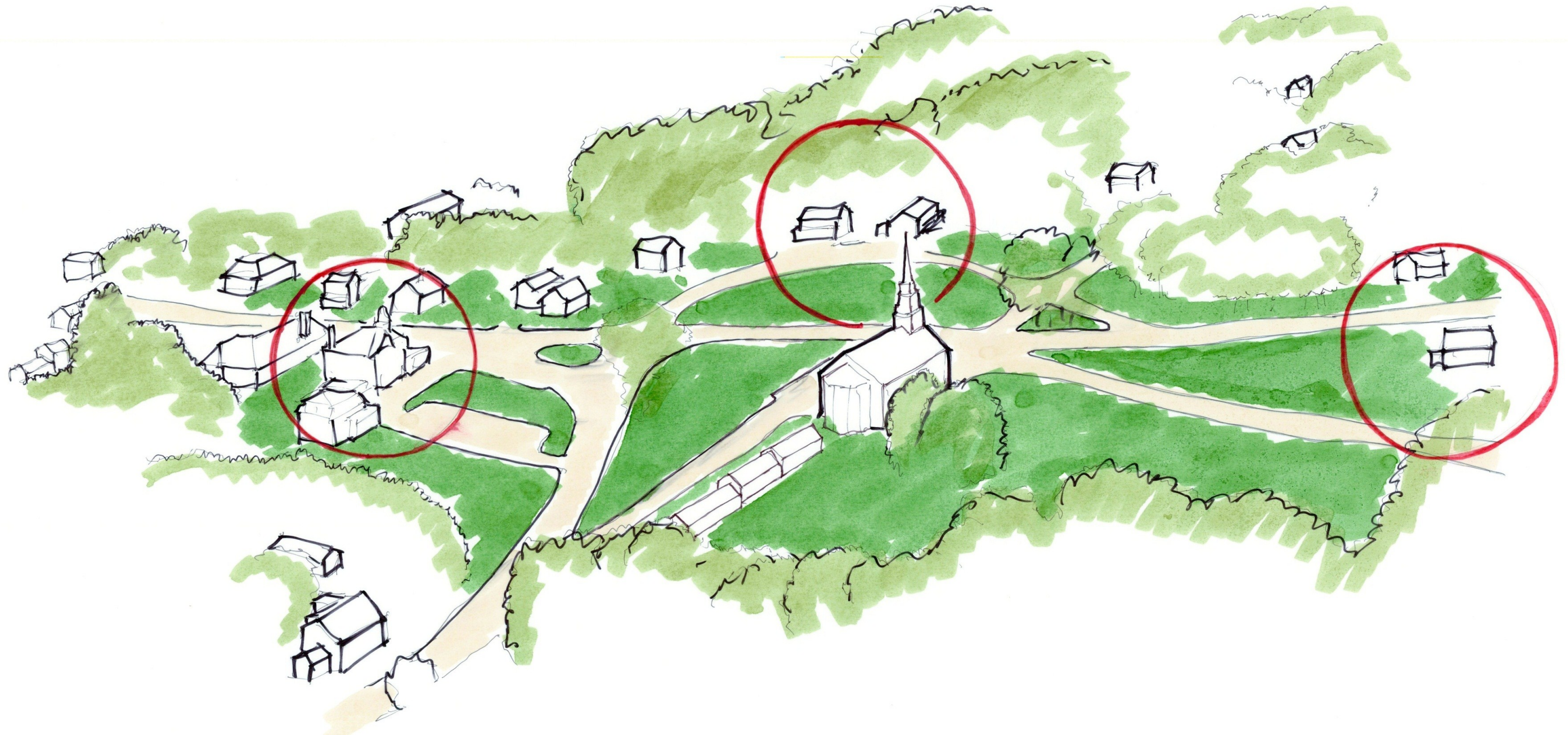
Making pedestrian and bicycle connections between other existing and potential town focal points will be very important in drawing these activity nodes into a coherent community setting. Once completed, these trails will get used and the nodes will no longer be perceived as separate entities but distinct elements of a cohesive community.

The graphic at right highlights existing and potential off road links (tan dotted lines) between Franklin Pierce, West Rindge, the 4-Corners, the historic Rindge Center and the Route 202 commercial district.

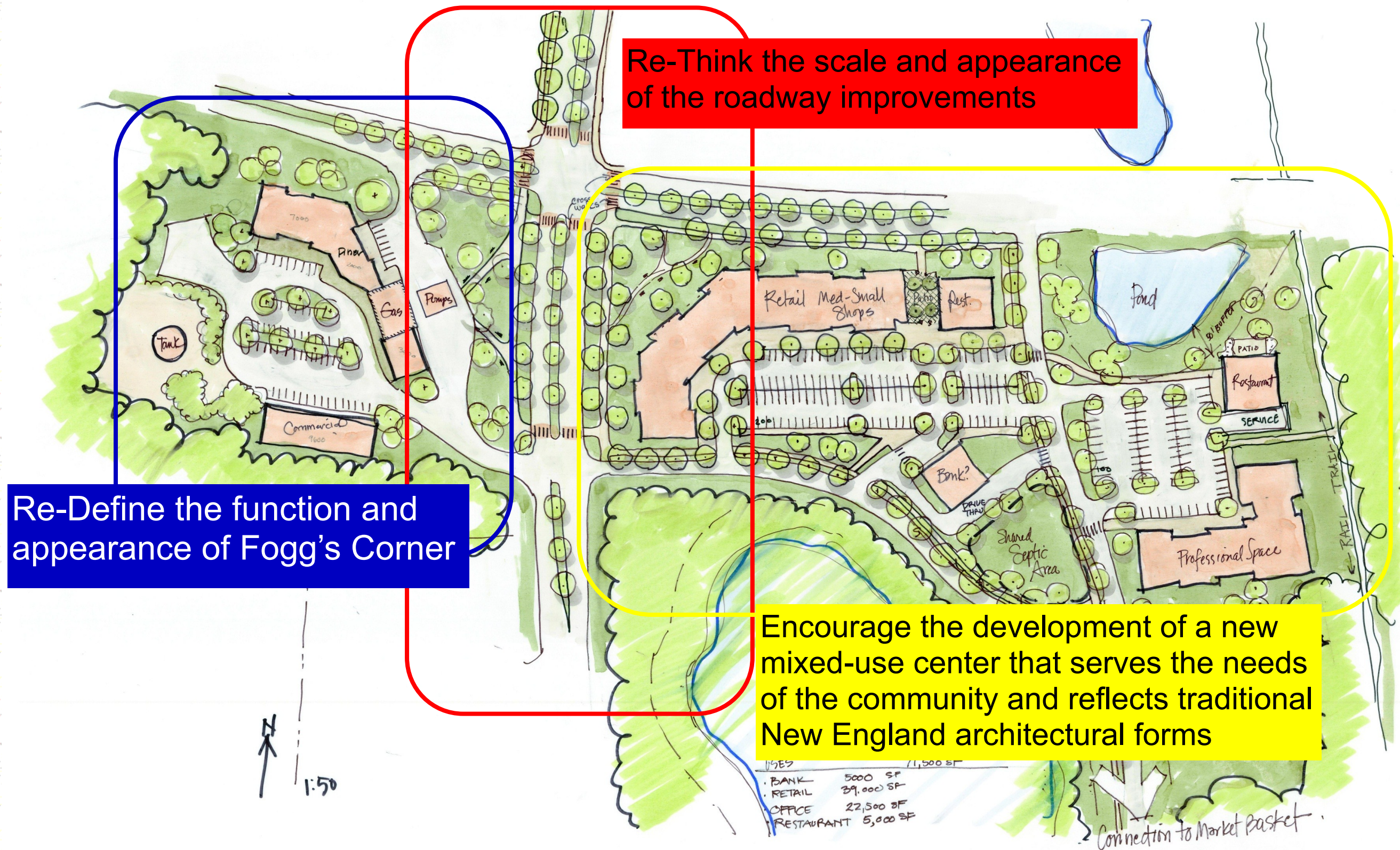


Strengthen The Historic Rindge Village Center

The historic Rindge Center has nearly all of the attributes that make a great town center. It has government offices, a library, church and housing. What it lacks is more people activity that is usually generated by a busier road system and some level of commerce that naturally draws people to it. Historically Ridge center had retail activity. In recent decades that activity been syphoned away to the Route 202 corridor. The Plan NH team envisions the available Price property to the North of the common, the old General Store and the old Post Office to the West, and the historic building to the south as locations that could potentially be re-activated. A coffee shop, a restaurant, and a home for the winter Farmers' Market were all uses that the town desires and could potentially infuse new vitality in- to this Historic Town Center.



Re-Think and Re-shape Development Around the Route 202-119 Intersection



Redefine the Function and Appearance of Fogg's Corner

The southwest corner of the intersection, where Fogg's gas station and convenience store is located, can be upgraded by expanding the transportation oriented nature of this space.

Keeping the gas station but upgrading its look as well as adding a diner and other commercial uses suitable to quick in and out trips will create a more dense commercial development in this location.

The improved appearance and upgraded functions should attract more business and enhance its ability to serve as a community meeting place.

The added building space should be located along the street side setbacks with parking to the rear of the buildings. Operation of the fuel storage would remain and be buffered by new landscaping.



Fogg's Corner Today

In addition to the building expansion and enhancements, considerable effort is needed to upgrade site landscaping and reconfigure the parking to better serve the expanded customer base and help transform the four corners from a highway oriented appearance to more of a community and neighborhood character.

If this re-design is to be successful, much of the landscaping adjacent the public rights-of-way needs to be designed and installed through a cooperative effort between the property owner, the town and NHDOT.



New Mixed-Use Development on the Southeast Corner



The southeast corner provides a significant opportunity for the development of medium to light commercial uses with the potential for residential on upper floors.

The design incorporates small to medium sized shops ranging from 3,000 to 5,000 square feet and areas for independent stores. This scale helps to make the transition between the big boxes to the south and the smaller scale of West Rindge Village.

As with Fogg's Corner on the southwest side, buildings will be located along the street side setbacks with the parking tucked behind.

A variety of uses could occupy this development. Traditional commercial retail uses could be placed as tenants in a single building or as standalone buildings. The area of the site near the existing pond could support a family oriented restaurant, while the central portion of the development illustrates an area for a shared septic system as well as a site appropriate for drive-thru service. It appears that well and septic requirements can be accommodated on the site.

The residents also expressed interest in including professional office space which was placed in the rear of the lot since roadway visibility is more important to retail tenants. The best development configuration for this site will take cooperation from Market Basket to realize its full development potential and driveway connections.

Internal roadways should be connected to the Market Basket Plaza to the south, reducing the need to exit on to 202 to drive between each development. This would enhance connectivity and reduce traffic congestion at the Route 202 and 119 intersection. The rail trail along the east boundary of the property would connect to both the proposed residential development to the north of 119 and the commercial expansion at the southwest corner.

Re-Think Scale and Appearance of both the Route 202 and 119 Roadways

Route 202/119 Intersection—The Four Corners

Changes to the Four Corners Commercial area are recommended to enhance and strengthen and protect West Rindge Village as a community gathering place while preserving the high commercial value of the properties at the intersection and to the south. The four corners also serve as a transition between the big-box retail along Route 202 to the south.

The current roadway width between Market Basket and the Route 119 intersection provides an opportunity to change scale from the large, wide-open automobile oriented nature of Route 202 to the south to the smaller, more rural scale two-lane road that runs through West Rindge Village.

Several ideas were considered as ways to transition from the large scale of the commercial environment south of the intersection to the more intimate scale of the village neighborhood to the north.

Removing the dedicated right turn lanes, on both Routes 202 and 119 and using that space for sidewalks and landscaping will both enhance the aesthetics of the area and provide space for safe pedestrian travel.

Raising the painted medians with curbing will provide area to plant trees, install properly scaled lighting, and serve as traffic calming measures.

The light poles will provide opportunities to hang banners and signage to welcome residents and visitors to the town of Rindge, Franklin Pierce University and the gateway to the Monadnock Region. Lighting should be properly scaled (from larger south to smaller north) to signal the transition in scale from larger retail to the village center.



For both lots south of Route 119 the triangular NHDOT right of way is shown as landscaped for use as passive "parks" with walkways and benches. These areas could address residents' desire for areas appropriate for sitting, tai chi, or possible relocation of the farmer's market.

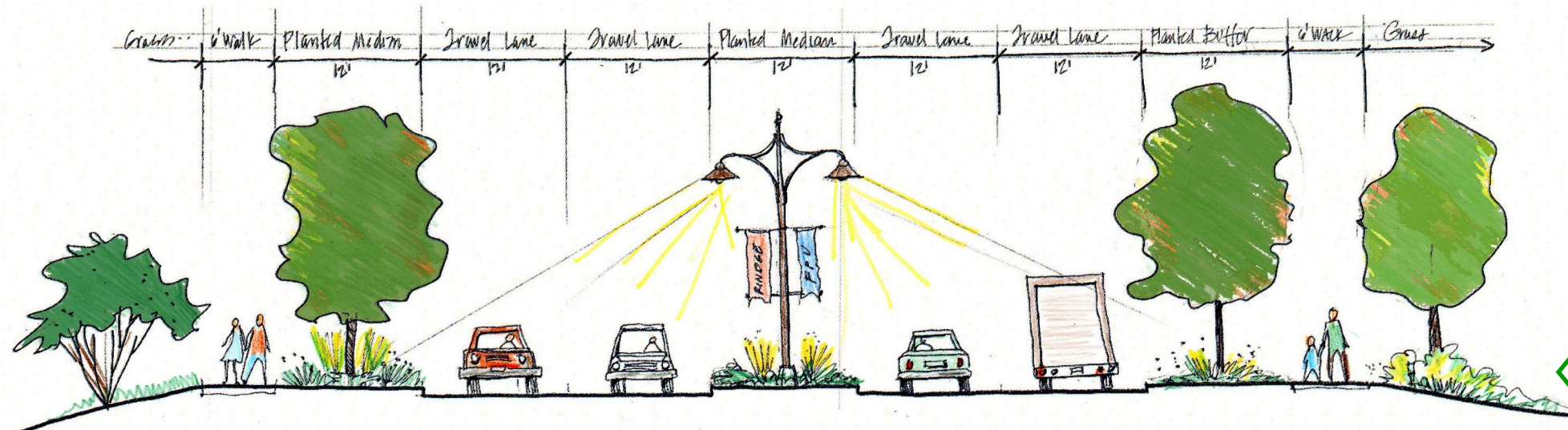
In addition to creating a much more attractive gateway to the community, the combined benefits of reduced pavement widths, landscaped medians, street trees, sidewalks and crosswalks is a traffic calming effect that will slow vehicles down as they approach the intersection, further improving public safety.

Key right of way design elements:

- Narrower roads and a much smaller intersection
- Safer pedestrian and bicycle crossings via crosswalks
- Landscaped median islands
- Sidewalks that connect the four corners and create a safe link to West Rindge village
- Significant landscaped mini-parks on the southeast and southwest corners
- Creation of well landscaped gateway to Rindge and the Monadnock Region
- Traffic Calming

The NEW GATEWAY of Route 202 at the Four Corners

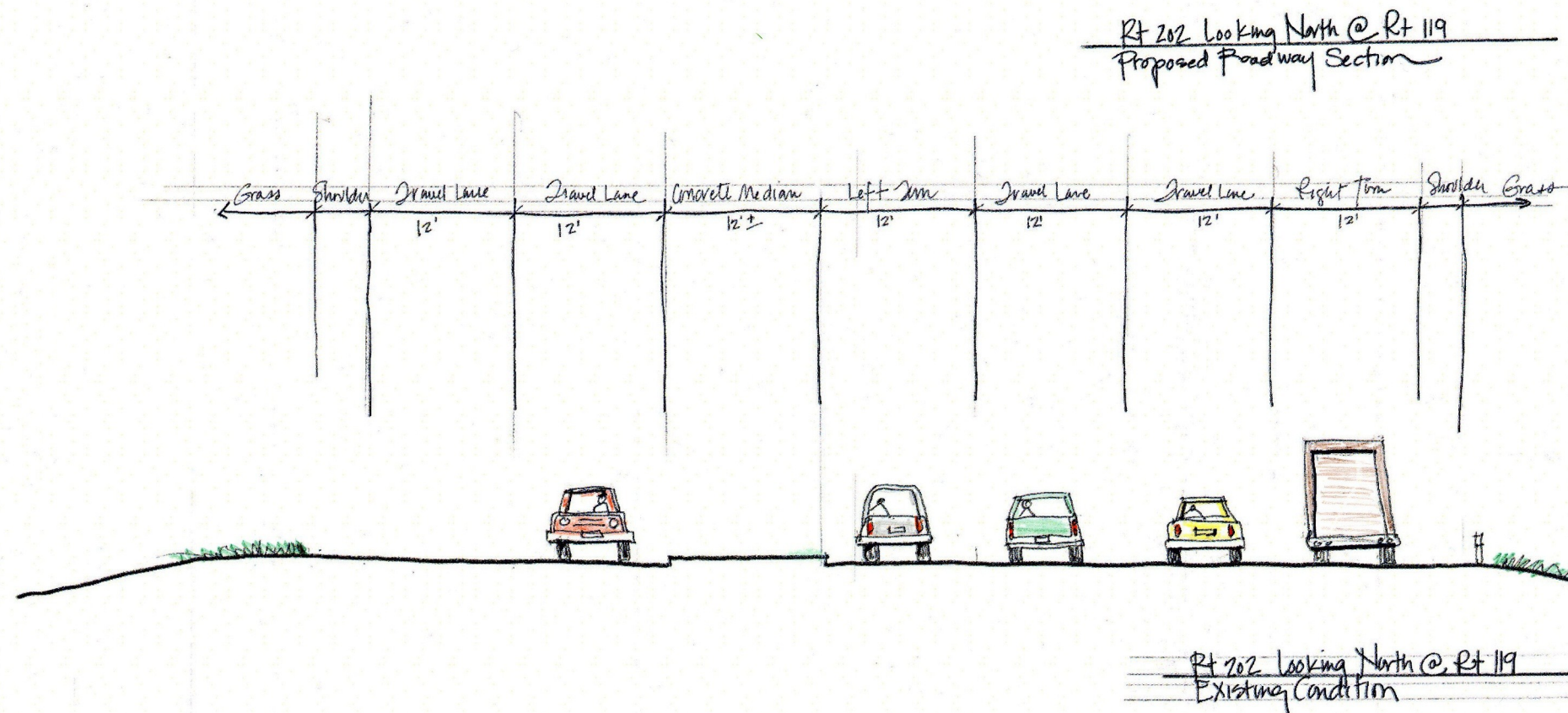
In order to bring the scale of the roadway down to something that approaches local roads and neighborhood size, the PlanNH team is proposing to reduce the pavement width on the northbound approach to the Route 119 intersection from approximately 84 feet of uninterrupted pavement and six travel lanes down to 48 feet of pavement, divided by a landscaped median, and four travel lanes.



← Proposed Cross-section



The Four Corners Today



← Existing Cross-section

Design Guidelines and Regulations

The Plan NH team also heard comments about the desire to maintain and reinforce the traditional New England architectural styles that are already prevalent in Rindge. Any development that takes place in a new town center or an existing one such as West Rindge village needs to follow these building design principles. Communities throughout New Hampshire and New England are increasingly implementing design guidelines or regulations to better manage the appearance of new development.

Following is a list of only a few of the New England communities that have enacted design guidelines, regulations or form-based codes:

Salem, NH
Acton, MA
Milford, NH
Newburgh, NY
North Hampton, NH
Dover, NH
Canton, MA
Kittery, ME
Merrimack, NH
Groton, MA
Barnstable County, MA

Design guidelines and requirements can be found on the web sites of each of these communities.

Following are some graphic examples of new developments that exhibit good, traditional design elements.



Implementation Recommendations

Starting TODAY:

1. Implement the Rindge Economic Development Initiative.
2. Pursue Zoning Changes to enable this plan:
 - a. Carefully evaluate the current zoning regulations to be sure that they support and promote the development concepts and building densities that are recommended in this report.
 - b. Verify that zoning at the four corners permits a mix of uses while being sufficiently restrictive to limit individual uses to 3000-5000 square feet but not big boxes.
 - c. Ensure that the zoning in West Rindge Village will permit a mix of uses and sufficient density to grow a vibrant village center as envisioned in this plan.
3. Pursue development and adoption of design guidelines or requirements to ensure new development in Rindge is built to design standards that are consistent with the community's aesthetic goals.
4. Intersection Improvements (Town and NHDOT):
Develop a more detailed plan for the Route 202/119 intersection improvements and begin a dialogue with NHDOT to determine local and state funding capacity, process and potential impediments. Involve Rindge's legislative delegation in the discussions from the beginning. Given current state funding limitations, the town may need to consider undertaking some of the improvements directly, through grants, and/or with tax increment funding.
5. Involve Franklin Pierce University and consider them as a development partner.
6. Encourage higher density housing on Mountain Road

- between Franklin Pierce and West Rindge Village.
7. Encourage growth of small businesses in the historic Rindge center.
8. Make use of existing commercial buildings in the historic Rindge center.
9. Consider a winter farmers' market in the historic Rindge center.
10. Start working with property owners to promote all of the ideas in this plan.
11. Pursue establishing the bike/ped paths proposed on page 12 and seek permission, easements and donations to get the ball rolling.
12. Explore tax increment financing for water, sewer, road, landscaping, sidewalk and other improvements recommended in this plan.
13. Pursue adoption of RSA 79-E "The downtown revitalization and tax relief incentive program" to encourage revitalization and reinvestment in both Rindge and West Rindge village centers.
14. Adopt this report as part of the master plan.
15. Integrate Franklin Pierce's campus master plan with the town's.
16. Work with Chamber of Commerce to help with marketing, attracting developers.
17. Put this report on the town web site to illustrate opportunities to potential users, property owners and developers.
18. Designate someone in the town offices to spearhead the implementation of this plan and have that person report to the Board of Selectmen or Planning Board on progress—several times each year. **Keep the plan in the forefront of the public discussion!**

Tools for Implementation

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

Expertise

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

Funding

Community Development Block Grants (CDBG)
 Economic Development Administration
 NH Department of Transportation (NHDOT)
 Community Revitalization Tax Relief Incentive (RSA 79-E)
 Conservation License Plate Funds
 Land and Community Heritage Investment Program (LCHIP)
 Community Development Finance Authority (CDFA)
 Tax Increment Financing (TIF)
 NH Housing Finance Authority: **Community Planning Grant Program (Applications are due June 15, 2012)**

Other Foundations and Private Funding Sources:

The Allstate Foundation - www.allstatefoundation.org

Enterprise Community Partners - www.enterprisecommunity.org/

The Ford Foundation, www.fordfound.org/grants

The Home Depot – Community Impact Grants, www.homedepotfoundation.org

Merck Family Fund - www.merckff.org/

New England Grassroots Environment Fund - www.grassrootsfund.org/

New Hampshire Charitable Foundation, www.nhcf.org

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

PSNH – Community Development Grants, www.psnh.com/EconomicDevelopment/

The Madelaine G. von Weber Trust - Funds projects in community development, neighborhood development, human services and the performing arts. Contact: Madelaine G. von Weber Trust, c/o William C. Tucker, 95 Market St., Manchester, NH 03101.

Wal-Mart Good Works – www.walmartfoundation.org

Waste Management Charitable Giving Program - Support for Environment, Education, and Community Impact Programs - <http://www.wm.com/about/community/charitable-giving.jsp>

Other Public Resources

NH Department of Transportation NH Department of Transportation

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

Christopher Clement, Commissioner; Bill Watson, Planning and Community Assistance Bureau, NHDOT, Hazen Drive, Concord, NH 03301

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

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

Molly Lambert, U.S. Rural Development Administration, City Center, 3rd Floor, 89 Main St., Montpelier, VT 05602. Tel: 802-828-6080

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

Elizabeth Muzzey, Director, NH Division of Historical Resources, 19 Pillsbury Street, Concord, NH 03001. 603-271-8850

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

Jack Donovan, Executive Director, NH Business Finance Authority, 2 Pillsbury St., Suite 201, Concord, NH 03301 603-415-0190

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

Kathy Bogle-Shields, Executive Director, NH Community Development Finance Authority, 14 Dixon Avenue, Suite 102, Concord, NH 03301 603-226-2170

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

Sheila St Germain, Executive Director, 25 Triangle Park Drive, Suite 102, Concord, NH 03301

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