

New Life for Depot Village

Milford, New Hampshire
Community Design Charrette
November 1st and 2nd, 2013



Milford Community Design 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.

The Plan NH Charrette Team

Charrette Leaders

Roger Hawk, Hawk Planning Resources, Concord NH
545-1698/ rhawk@hawkplanning.com
Rob Dapice, North Branch Construction, Concord NH
224-3233/ rdapice@northbranch.net

Charrette Team

Robin LeBlanc, Executive Director, Plan New Hampshire, Portsmouth, NH
452-7526/ r_leblanc@plannh.org
Kyle Barker AIA, Barker Architects
Concord, NH
Beth Dermody, PLA
Hopkinton, NH
David Drasba, AIA, Daniel V. Scully Architects
Keene, NH
Mark Fougere, Fougere Planning & development
Milford NH
Chris Kennedy AIA, UK Architects
Hanover, NH
Gordon Leedy ASLA, Vanasse Hangen Brustlin Inc.
Amherst, NH
Carol Ogilvie, Director of Planning and Community Development (retired)
Peterborough, NH
Jason Plourde, Traffic Engineer, Tighe & Bond
Milford, NH
Laura Scott, Community Development Director
Windham, NH

Plan NH is grateful for the special support of these members:



The Milford Team

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

Application: Ms. Tracy Hutchins, Executive Director, Milford Improvement Team

Logistics: The Town of Milford

Imagery and Base Maps: Bill Parker, Director of Community Development, Town of Milford

Also:

*Board of Selectmen
Planning Board
Citizens of Milford, NH*

Drawing on cover by Kyle Barker AIA



Plan NH Comes to Milford, NH

November 1st and 2nd, 2013

Who is Plan NH?

Plan New Hampshire, The Foundation for Shaping the Built Environment (Plan NH), is a 501(c)3 non-profit organization formed in 1989.

Plan NH has a *Vision* of a New Hampshire that is vibrant and healthy for its people, its economies and the environment.

Plan NH's *role, or Mission*, in achieving that Vision is to encourage good planning and design and development because, we believe, that *what* we build, and *where* and *how* we build it has a significant impact on that vibrancy and health.

Plan NH *champions principles and ideas* that balance building projects - and this would include anything built in the public realm, such as buildings, roads, bridges, memorials, public sculpture - with

- The needs of people - where they live, how they get about, what services are necessary, what they value
- maintaining the "sense of place" of our towns, cities and villages that make them unique –
 - including preserving historic assets, open spaces, agriculture and farming
- protecting our air, water, flora and fauna

Among our signature programs is the *design charrette*, an exercise that brings professionals from our membership together with our communities to explore design ideas, usually around a town center or other significant neighborhood. Through recommendations made, Plan NH can demonstrate the role and importance of the principles and ideas noted above in concrete, real examples.

What is a Design Charrette?

Simply stated, a Charrette is a brief, intense, brainstorming session in which information and many ideas are brought together for the purpose of defining potential planning recommendations and possible design solutions for an identified need. For Plan NH, this is usually related to a town center or other significant neighborhood in a community.

The charrette is typically of a short duration – for Plan NH, 8 hours on a Friday for listening and then another 8 hours the next day for brainstorming, crafting recommended solutions, and presenting thoughts to the community.

The Charrette Process:

- Identify the need or opportunity
 - Collect information from the community itself to understand more deeply and broadly the situation
 - Analyze and evaluate what is seen and heard
- Develop conclusions and recommendation for meeting the need or addressing the challenge

Most importantly, the process engages planning and design professionals (and/or others with related areas of expertise) in direct dialog and conversation with local residents and community representatives (or *stakeholders*) to collect information needed in order to develop good and relevant recommendations about how to address a particular challenge. Plan NH sees this part of the process as a period of *discovery*: discovering who the community is, what they value, what they really want, dream and hope for. This community input is essential and critical to the value of the outcomes.

The results of a Plan NH charrette are general and overarching planning and design *recommendations*, rather than specific, "how to" construction directions. Plan NH does not dictate, but suggests. Most often, the outcome of a Plan NH charrette is described as a "vision": an expression of how things *might be*, based on what the team saw and heard and learned through the discovery process.



Why did Plan NH come to Milford?

In early 2013, the Milford Improvement Team submitted an application for a Plan NH Community Design Charrette. The Team, an organization made up of involved citizens and business leaders, had an interest in purchasing two historic railroad buildings in a neighborhood within walking distance of the vibrant Milford Oval. The Milford Improvement Team asked Plan New Hampshire to make recommendations for how the buildings could be adapted for a community use and how the buildings could be leveraged to help tie the neighborhood into the downtown.

Plan New Hampshire's selection committee determined that the application met three essential criteria:

1. The completed application identified a specific area of need and interest within the community, and the community was eager and ready to address it.
2. The application's description of existing conditions in the community demonstrated that there was organized and committed community support already present in Milford.
3. Milford was recognized as a community that takes initiative and was ready and willing to follow through.

Formal approval was confirmed following a meeting between Plan NH representatives and representatives of the Town of Milford and the Milford Improvement Team.

The Charrette Process & Overview

Milford Town Officials and residents gathered with the Plan NH Charrette team on Friday, November 1st, 2013 in the Town Hall to discuss the details of the town’s proposal with the Plan NH team. Design professionals on the team included three architects, two landscape architects, a traffic engineer, two planning consultants, two community development professionals, one builder, and a Plan NH staff member. The critical piece that the Charrette Team lacked, which only the local residents could provide, was the intimate knowledge of the Town and the vision for its future.

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.

The initial application by Milford requested that the Charrette address possible community uses for both the old B&M depot and the historic Freight House situated just across the railroad tracks. Plan NH accepted the application with the understanding that the charrette team should consider how some future use of these buildings could be leveraged to enhance the surrounding neighborhood, which is bounded by Cottage and Garden Streets and will be referred to as “Depot Village” in this report. The neighborhood is a short walk from the shops and restaurants of the Downtown Oval, as well as the Jacques Memorial Elementary School.

Plan New Hampshire arrived on November 1st, eager to listen, learn and work.

An introductory meeting was held with key community stakeholders, town staff and officials, and community leaders to inform the Plan NH team about the significant issues facing the study area. During this meeting, town leaders informed the charrette team that the historic freight building had been bought by Joseph Abaid, owner of the nearby small engine repair business. Mr. Abaid attended the walkthrough and listening sessions and displayed genuine enthusiasm for the history of the building.

Initial Impressions

Milford is a medium-sized town of approximately 15,000 residents located 10 miles northwest of Nashua and 20 miles southwest of Manchester. As the most populated town in the Souhegan Valley region, Milford serves as a hub for shopping and dining for residents of nearby towns including Amherst, Mont Vernon, Wilton, Lyndeborough, and New Boston.

Due in part to its role as a regional hub, coupled with the active guidance of the town leadership and Chamber of Commerce, Milford has a vibrant feel in the downtown area around the triangular “Milford Oval.” Well-kept plantings decorate several war memorials. Public services such as the library, police station, and town hall have been kept close to the town center, maintaining a center of gravity that helps ensure foot traffic even when business is slow. The town does not have the “theme park” feel of some tourist-dependent towns.

After the introductory meeting, the team took a walking tour of the project area, starting at the town hall (Milford Oval) and crossing over to the Cottage Street neighborhood by way of a safe but inconspicuous walking path leading from Union Street to a parking lot behind the recently built Police Station. With the cooperation of Mr. Abaid and the Fred Fuller company, owner of the Depot building, the team surveyed the buildings at the heart of the focus area.

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 to gather input from the community regarding issues and concerns that they have about the project area. *The public comments are presented on pages 7 of this report serve as an important foundation for the concepts and designs that the charrette team completed on Saturday. The charrette team’s observations and findings are included on page 8. 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 the Town in achieving their long term objectives.*

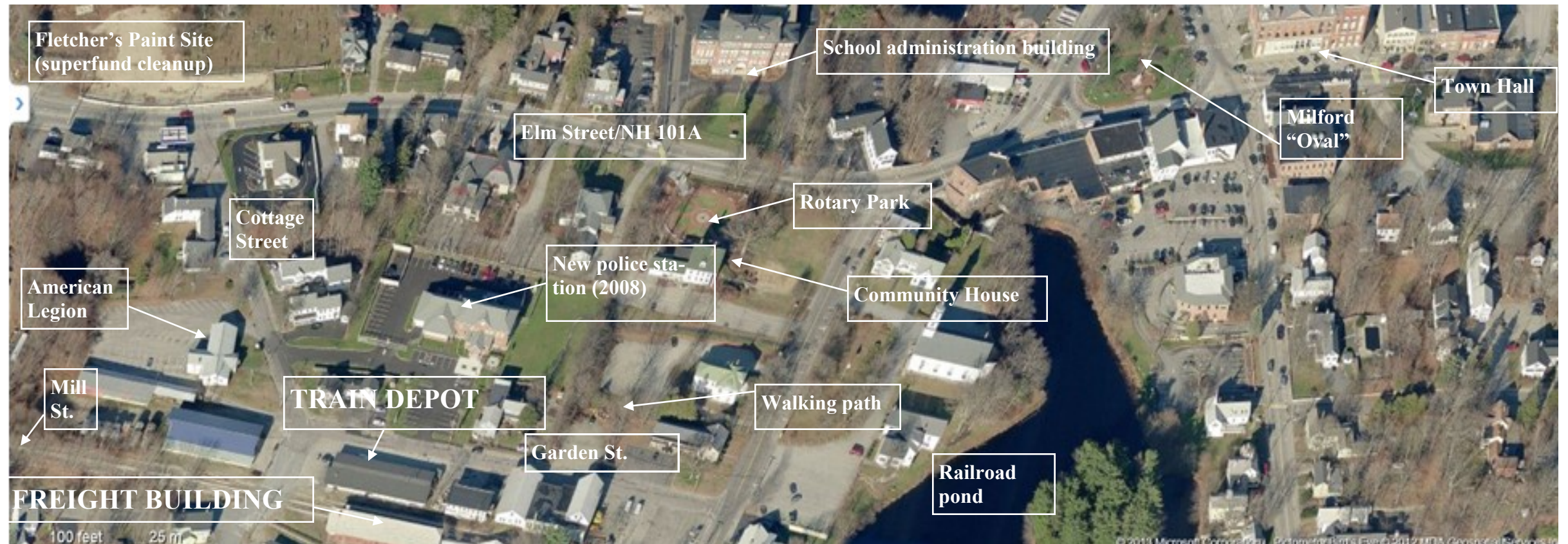
Milford's Proposal and Challenge to Plan NH

GUIDING PRINCIPLES

- Consider uses of the Station Building and Freight House Building together
- Meet an existing public need
- Respect the existing residential character of the neighborhood.

IMMEDIATE CHALLENGES

- Condition of Existing Buildings
- Cut-through traffic (both from cars avoiding the oval and high school students coming down Mill Street)
- Connectivity of surrounding neighborhood for pedestrians and cyclists
- Contamination of sites within and near the focus area.



"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

The study area is centered on the old train station and freight building that served Milford's granite industry in the second half of the nineteenth and first half of the twentieth centuries. Once a critical node in the lucrative industry that provided Milford granite to monumental projects, such as the US Treasury Building, the B&M station and Freight House has changed hands several times over the past 60 years.

The buildings are both architecturally interesting, with the station building being a good example of the classic B&M railroad station and the freight house, which is one of the few remaining examples of this type of building, featuring an unusual clipped gable roof.

Moving outward from the buildings themselves, the team considered the residential characteristics of the neighborhood, which is defined by Cottage Street and Garden Street, and includes several multi-unit residential rental properties.

The team considered the focus area in the context of adjacent areas and amenities: the Community Building, Rotary Park, and the Oval to the northeast; Keyes Memorial Field and parks and Jacques Elementary School to the north; Railroad Pond to the east; and Milford High School about a half-mile to the southwest.

What the Town Residents Told Us

Two public listening sessions were held during the afternoon and evening of November 1st.

The purpose of the sessions was for the public to share their ideas with the charrette team about what they see and what they would like to see in the study area.

Residents were also asked to let the Plan NH team know what may not be known by the team about the study area and the community.

Comments from both sessions are transcribed below, along with notes taken during the evening session.

What Do You See?

- Under-utilized buildings in an under-utilized neighborhood
- Speeding
- Young children
- A residential neighborhood that suffers from excessive cut-through traffic (both Elm St > Union St and Mill St > Garden St)
- Poor definition; "Sea of Pavement."
- A nice residential neighborhood with many long-term tenants

- ①
- SPEEDING, YOUNG CHILDREN (COTTAGE)
 - ★ UNDEFINED INTERSECTION - OPEN PAVEMENT
 - SHORT-CUT TO UNION
 - ★ UNDERUTILIZED SPACE - BUILDINGS & ROADS
 - GOOD = POLICE, BANK, LOTS OF POSSIBILITIES
 - POTENTIAL WITH COMMUNITY HOUSE - CONNECTIVITY
 - MUNICIPAL LOT WITH WALKWAY
 - RESIDENTIAL - QUIET STREETS

- ②
- ECONOMIC DEVELOPMENT WITH RESPECT TO EXISTING RESIDENTS
 - ACCESS TO KEYS FIELD & OVAL
 - PEDESTRIAN CONNECTIVITY
 - NEED TO HAVE SENSITIVITY TO EXISTING RESIDENTS
 - HISTORIC, MUSEUM - HISTORY OF MILFORD DISPLAY AREA
 - ★ TRAIN STATION RESTORED TO ORIGINAL SIZE
 - QUIET BUSINESSES W/O A LOT OF TRAFFIC
 - AESTHETICALLY PLEASING
 - COMMUNITY/SENIOR CENTER
 - SMALL-SCALE CONVENIENCE/RETAIL
 - FARMERS MARKET
 - UNIQUE SHOPS - ANTIQUES
 - ★ MIXED-USE ^{BUSINESS} OFFICE/RESIDENTIAL
 - ONE-WAY TRAFFIC

What Do You Want To See?

- Space for artists
- A museum of the area's history, and the history of the railroad in the area
- Space for small businesses (an incubator)
- Slower traffic
- Businesses that cater to recreational cyclists or pedestrians-cycling is popular in the area
- Better Lighting
- A function hall (there is an unused function hall upstairs in Granite Industrial Trucks, on the corner of Garden and Union Streets)

What Else Does Plan NH Need to Know?

- The neighborhood's role as a cut-through diverts a lot of traffic from the Oval.
- Some plots are contaminated including Fletcher's Paint on Elm St., a lot that was owned by Fletcher's on Mill St, and storage building at Cottage & Mill
- Private ownership makes public access to Railroad Pond unlikely, or at least tricky
- Tracks are controlled by Pan Am Railways of Massachusetts.
- Police station was built (on Garden St.) in 2008 and Ambulance service was recently relocated from town hall building to a site out of the town center. Opportunities to move additional town services to the area are not apparent.

- ③
- CONTAMINATION?
 - ★ FAMILIES - LONG TIME/TERM RESIDENTS
 - H.S. TEENS RIDE TO UNION VIA DIFFERENT ROUTES (ROUNDABOUT?)
 - PARTIAL TOWN OWNERSHIP OF R.O.W. ACROSS FROM GARDEN ST.
 - ★ ELEMENTARY SCHOOL DISMISSAL = CUT THROUGH TRAFFIC TO AVOID SCHOOL & SPEEDS (& TO AVOID OVAL CONGESTION)

Charrette Team Observations and Recommendations

We heard the opinions and concerns of the residents. We walked and studied the physical character and working dynamics of the study area. While the entire study area was considered, the team chose to focus on a series of “vignette” solutions. Each recommendation can be treated as an incremental step toward realizing the overall vision of the community. Each step taken is forward progress and each step will build momentum for continued improvement.

Findings	Recommendations
1. The Study Area’s proximity to the Milford Oval and the Granite Rail Trail is crucial to its eventual revitalization. Elsewhere in the state, old train stations are more likely to be restored and enjoyed when they are located close to villages with active businesses as in Contoocook and North Conway, or recreational opportunities as in Salem, Windham, and Andover).	Enhance the connection to these community assets. Most achievable and practical is to improve the pedestrian connection between the Oval and Depot Village. As land becomes available, turning rail-road pond into a community resource would be desirable. Like many mill towns, Milford is situated on a majestic river but its buildings grant the visitor few opportunities to walk near or along the river. Also within reach is a connection to the Granite Town Rail Trail, 3/4 mile south of the downtown. See page 9 for graphical representations of the proposed connections.
2. Depot Village cannot thrive unless the core downtown area (the oval) continues to thrive. The Oval features a mix of restaurants, retail stores, and professional offices as healthy as any center of a town this size in the state. We agree with the townspeople who said that by providing different kinds of places, the freight house neighborhood can attract more people to Milford-not just lure diners away from the restaurants around the Oval.	Complete the Downtown-Don’t Compete with the Downtown. Uses for the depot such as studio space for rent by local artists who agree to allow the public to watch them work or a community kitchen where food-preparation startups can rent space instead of having their own kitchens certified would bring visitors who would patronize downtown businesses during their visit. A proposed floorplan and architectural rendering on page 10 suggests what an adaptive re-use of the depot might look like.
3. Economic realities: None of the ideas floated at our listening sessions screamed “day one revenue generators.” The creation of community infrastructure-whether it is a public auditorium, a town hall, or a sidewalk- is an act of faith that strengthening the bonds within the community will pay off in a way that is not measurable in dollars and cents at the outset.	The purchase of the freight building by Joseph Abaid is a positive development. The building was in danger of falling irretrievably into disrepair; Mr. Abaid has an interest in preserving it, and a commercial use for it. While the proposed use (parts storage for his small-engine business) does not make public access to the building likely, if Mr. Abaid and the Milford Improvement Team can work together in the spirit of cooperation to keep the Freight Building grounds neat and historically consistent, that property can be a strong contributor to the revitalization of the neighborhood.
4. Streetscape definition: the “Sea of Pavement” effect at the corner of Cottage Street and Garden street is bad for everyone. Drivers feel as though they are on a highway, and some drive accordingly; cyclists feel lost and unwelcome; pedestrians hurry to their destination with no reason to linger and nothing but survival on their minds.	The first step in creating a more comfortable environment for all users of Cottage and Garden Streets is to define the streets themselves by narrowing the roadway and tightening the curb radii. Citizens agreed that motorists speed through the neighborhood, and it is no wonder: the 50-foot widths in front of the depot send the message that one is driving on the interstate. 3D graphics on page 11 show that by turning conventional building setbacks upside down and encouraging future buildings to hug the road, the street can be made slower for motorists and safer for everyone.

Neighborhood Permeability

Community input during listening sessions reinforced the that the neighborhood around Cottage and Garden streets is underutilized, in spite of close proximity to the restaurants, shops, and pedestrian traffic that characterizes the nearby downtown.

When this kind of activity is found just a few hundred yards from a dormant neighborhood, “poor permeability” is a likely explanation. Improving permeability can increase property values and make the depot village area more appealing to prospective business owners.

In layman’s terms, “improved permeability” means improving on the directness and attractiveness of avenues to the Depot area from downtown.

There is a walking path from Union Street to the Police Station that is well used by parents dropping off children at the Jacques School. However, it’s hard to spot if one does not know the area.

This connection could be made more inviting with a well-lit and landscaped path across the front lawn of the Community House.

Extending the sidewalk along Cottage Street between Elm and Garden Streets would provide a safe route to school for children living south on Cottage or Mill Streets, and would ensure that any future development at the Fletcher’s Paint site and the Depot property are mutually supporting.

Public access to Railroad Pond, and trails that would facilitate recreational use, would represent a dramatic improvement in Downtown Milford as a recreational destination.



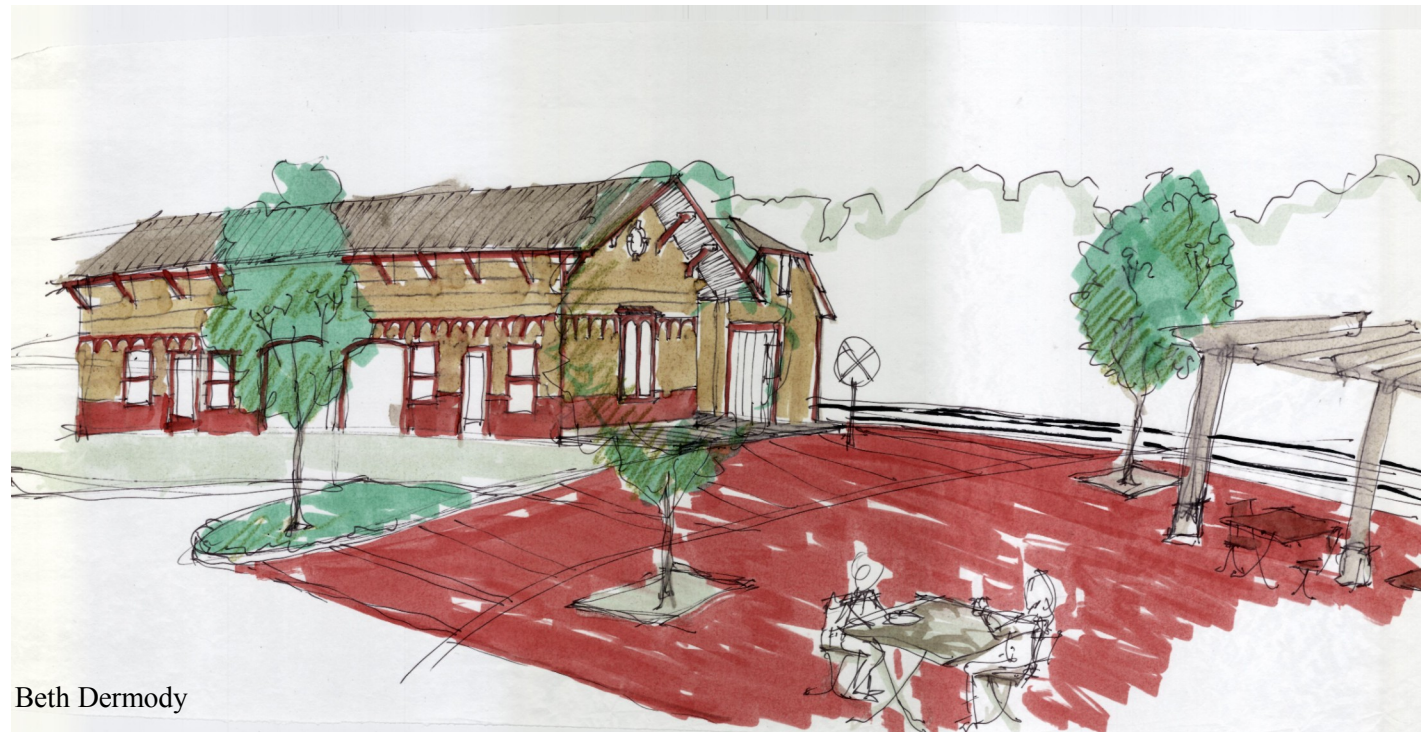
No signage or visible attraction marks the walking path from Union Street to the Police Station. Only someone who already knows exactly where they are going would walk down this path.



Station House Restoration

While much of the Milford Depot's charm has been hidden by two additions and years of decay, the underlying details—a generous overhang to shelter travelers, supported by heavy chamfered trusses, as well as original window and door trim—is relatively well preserved.

There was no obvious evidence during the team's brief visit of structural deterioration or significant moisture damage in the depot.



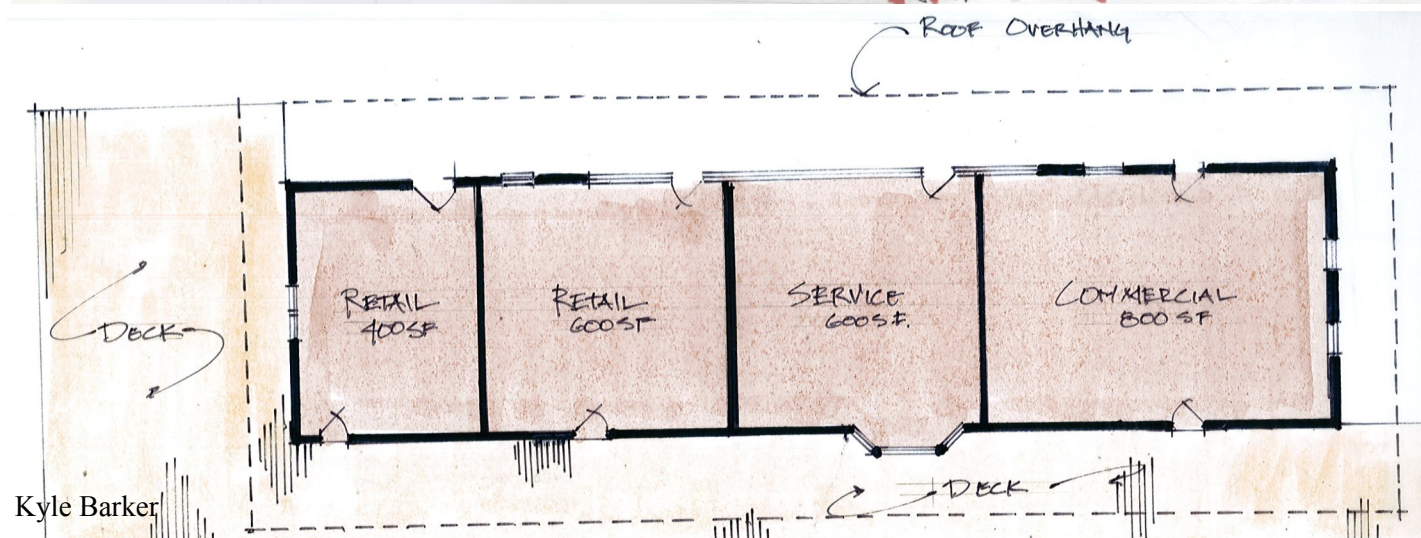
It was apparent to the team that any improvements to the depot should begin with removal of the additions and restoration of the exterior.

Such restoration can be funded by grants such as those occasionally available from the Department of Transportation's Transportation Enhancement Act (TEA) and can be partly accomplished with volunteer labor.

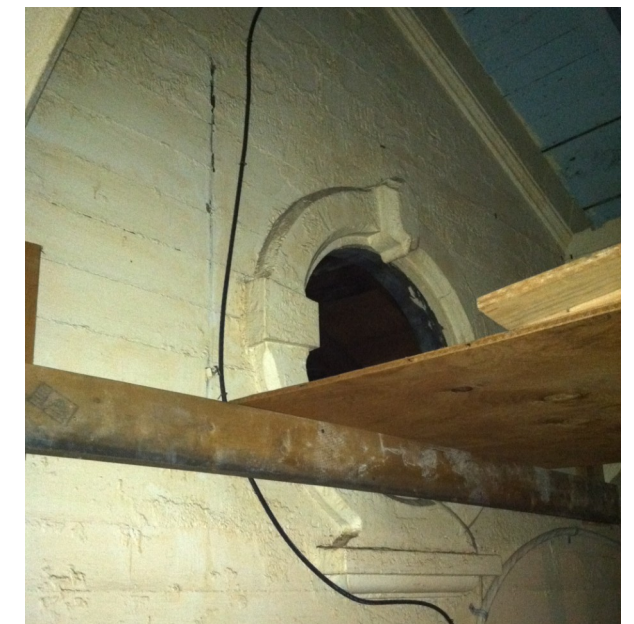
The removal of the additions would return the depot to its slender 2,400 square foot profile—a challenge for commercial or multi-tenant reuse. Architect Kyle Barker envisioned a floorplan that could provide affordable space for two small retail shops (bicycle repair and coffee/ice creams shops were suggested) as well as a visitor's center and a commercial space of sufficient size to house a commercial kitchen or an artisanal "maker."

The team included Laura Scott and Kyle Barker AIA. Laura is the Director of Economic Development for the Town of Windham, and Kyle was architect for the renovation of Windham's historic depot.

See page 16 for more ideas on grant-funding and implementation.



Elegant and functional, these brackets have lasted 160 years.



This gable-end window has been hidden by an addition for decades.

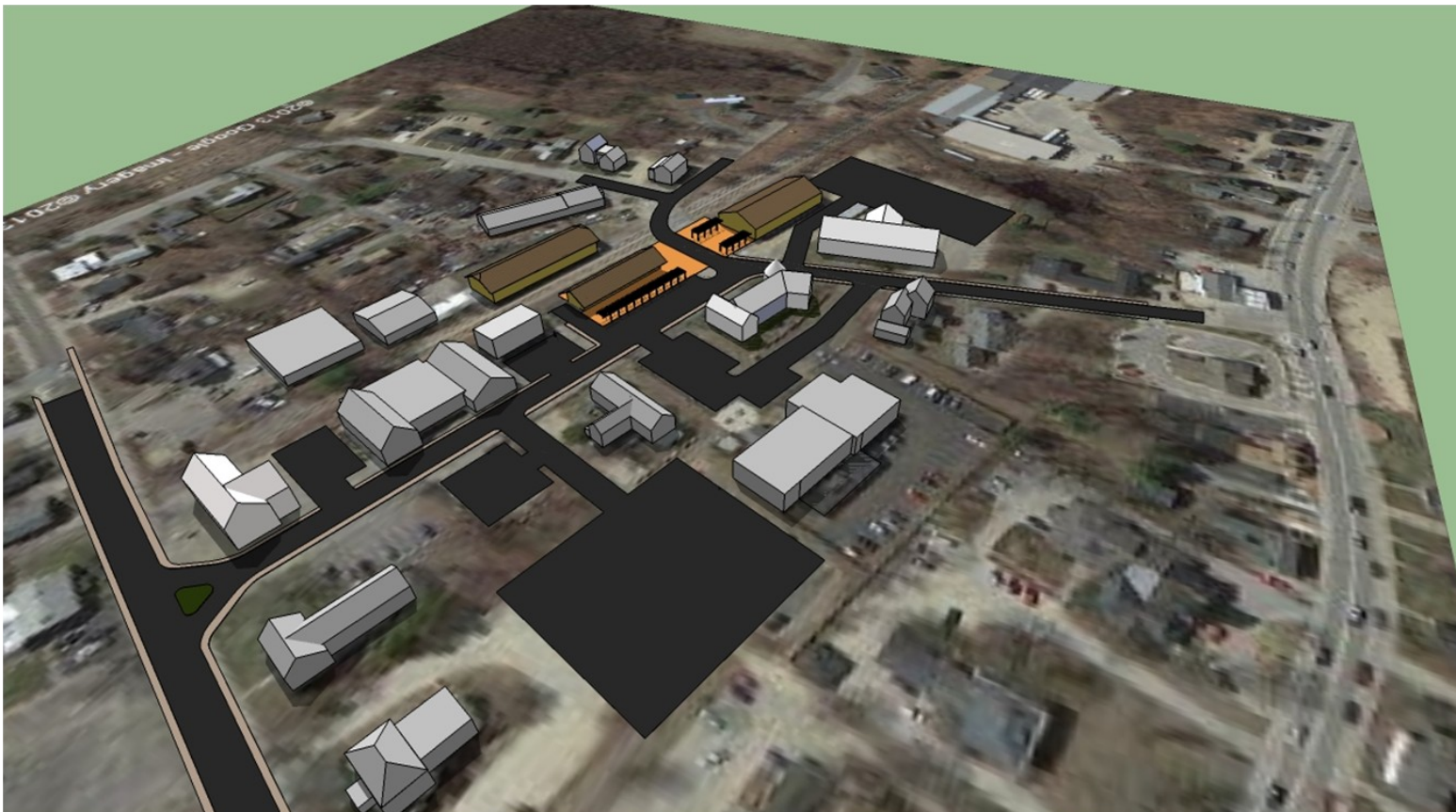
Making the Neighborhood more Comfortable



Big Sky Country? A curbless expanse of over 100' between the depot and the western storage building invites confusion and speeding.



These graphics show how simple measures such as pergolas inside the front setback can reduce perceived road width and discourage reckless driving. Buildings close to the road are even more effective in calming traffic and this should be considered by town officials when these parcels are redeveloped.

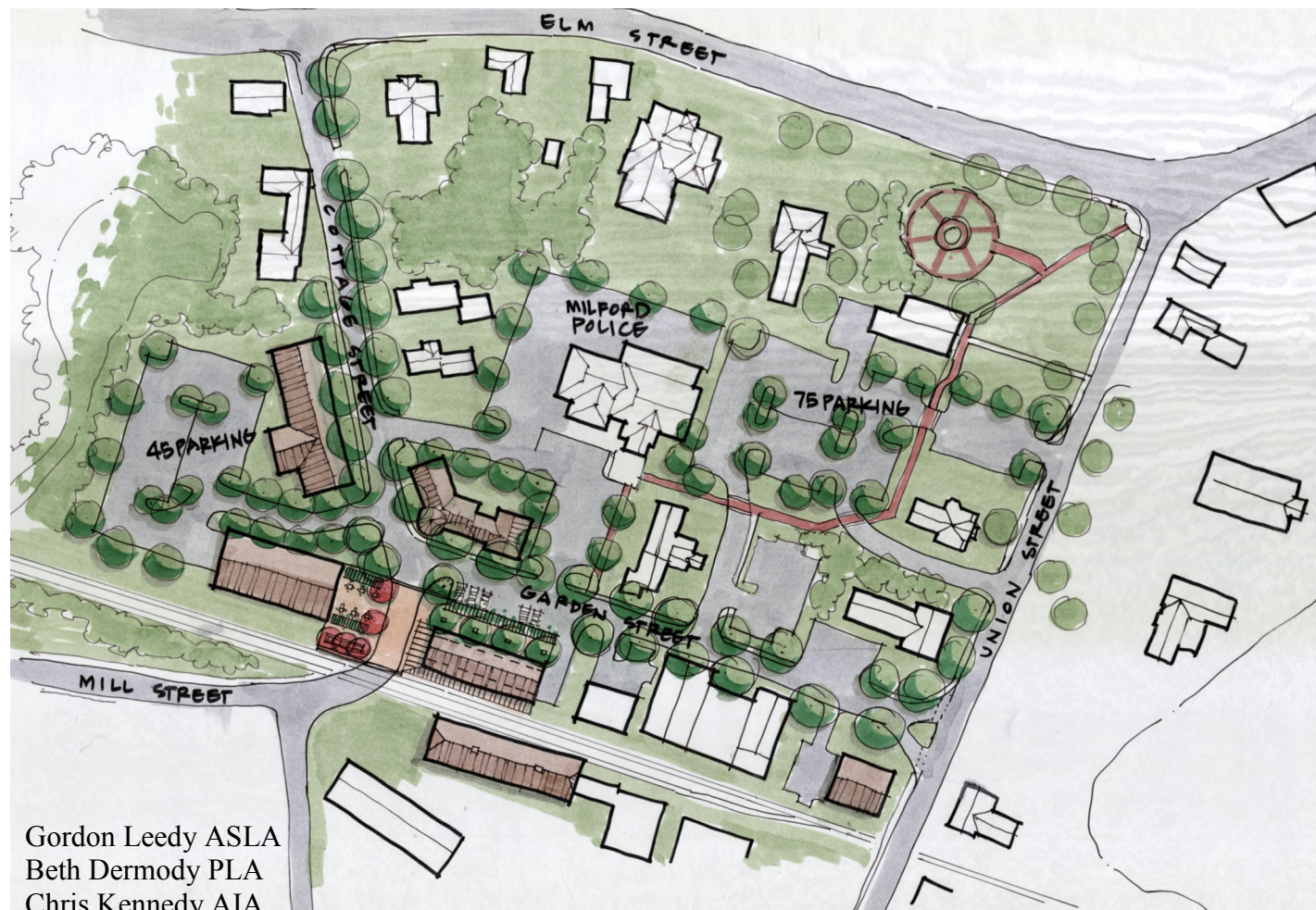


Alternate approach to Cottage Street, looking west down Garden Street

Parking: Consolidate and Simplify

One reason that Depot Village feels distant and disconnected from the Milford Oval is that a pedestrian needs to go through an intimidating array of small parking lots just to get to the sea of pavement that awaits. Crossing a parking lot is rarely pleasant, and when ice, snow, and young or old travelers are involved, it can be quite dangerous.

Building owners often overbuild parking at the behest of local officials and as a requirement of land use regulations that make the landscape unwelcoming in order to accommodate peak parking demands that will occur rarely, if ever, for all businesses at the same time.



Gordon Leedy ASLA
Beth Dermody PLA
Chris Kennedy AIA



Three parking lots here for the Community House. Business offices, and residences.

The lack of curbs or a defined landscape island around the depot and adjacent buildings makes parking here less safe for drivers and other users.

Parking often comes at the expense of adequate sidewalks.

If local business owners, landlords, and town officials met to determine their routine and peak parking needs, as well as the time of those peaks, it is very likely that parking could be consolidated into a few well-kept lots as shown in the rendering at right. Residents and commuters would receive parking passes so the impact to them would be negligible.

The investment in landscaping and signage for these consolidated lots would be offset by reduced maintenance and plowing costs to the community.

More importantly, a properly maintained, well marked parking lot with a clear and well-lit path to the Oval and the Depot would be a welcome addition for visitors planning to visit the restaurants and shops in town.

The Depot as Village Nexus

Many neighborhoods with a high percentage of rental property have a relatively high turnover rate. We heard from several residents and property owners during the listening sessions that this area is different, with families staying in the neighborhood for years because of the sense of community and the proximity to downtown services and schools.

If a “convenience store” were introduced into a neighborhood like this one, it would probably be an unwelcome addition in the eyes of many residents because of fears of increased traffic and loiterers.



In contrast, a “general store” that sells most of the same things as a convenience store, but is architecturally consistent with the neighborhood, is likely to be welcomed and even beloved.

Milford already has a thriving Farmer’s Market which was in progress during the charrette. During the fall and winter months, the Market is held in the town hall auditorium on the Oval. During the summer, the market is held at Granite Town Plaza, about a mile away. If there were demand for a smaller farmer’s market during the summer within walking distance of the oval, a business at the depot would be well situated to host it and benefit from the increased traffic.

An alternative means of distributing local produce, meat, dairy, and bread is the CSA (Community Supported Agriculture), several of which exist in Milford already. These businesses may find the depot to be an ideal spot to get their goods to downtown residents.

Implementation: Examples

It is always helpful to recognize that whatever daunting task one is planning to undertake, something similar has been done successfully elsewhere. Because of the American love affair with the railroad, train depots have been a particularly popular object of restoration efforts. This page includes snapshots of some examples in New Hampshire.



Contoocook B&M

Built in 1850

Restored: 2002-2009 est. cost \$400K in donations and grants

The Contoocook Riverway Association bought the depot from the town in 1999. The summer farmer's market is held in the depot parking lot and adjacent park.



Derry (Manchester & Lawrence Line)

Built in 1882

Restored in 2010 to become the Depot Square steakhouse which has been replaced by Sabatino's Restaurant.



Salem B&M

Built in 1867

Restored: 2007-2009, est. cost \$210K in donations and grants

Current Use: Salem Chamber of Commerce offices, museum, and visitor center.

Listed on State Registry of Historic



Windham B&M (left of page)

Built in 1849, restoration of exterior completed in 2010.

Funded by donations and grants from American Recovery & Reinvestment Act distributed by state DOT and Dept. of Historical Resources.

Potter Place Station, Andover (right of page)

Built in 1874 and listed on the National Register of Historic Places. Owned by the Andover NH Historical Society which uses the station to house their collection of artifacts. Open to the public on summer weekends.



Concluding Thoughts

Milford is a delightful town that is proud of both its industrial and agricultural past. The town's strong sense of history has proven to be no impediment to its vibrancy and vitality in the 21st century, as anyone who visits its restaurants and shops can attest.

The people of Milford are faced with the choice of continued improvement of the town center and surrounding neighborhoods, which could make the locale a real attraction; or minimizing investment in the hopes that the downtown will sustain itself based on the prevailing economic winds.

We encourage those considering the choices to visit those depots that have been restored, particularly where the buildings are leased for commercial use and the building is open to the public. The effect on economic activity and sense of community in these places is evident.

The restoration of a building the size of the Cottage Street Depot can be achieved by volunteers who put together grant funding, with community donations of labor, materials, and cash. It is not the fastest way to reach the finish line but the process can be as important as the outcome in building community interest and support.

It is not even necessary to have a commercial use prior to fixing up the outside; an exterior restoration would raise the profile of the neighborhood and could attract commercial tenants.

A project like this often occurs because of the tireless work of one or two champions.

For Milford and its Depot Village, there is only one question: Who will it be?



Thank you for letting us be part of your community!

Resources

Possible Funding Sources

NEA “Our Town” Program in cooperation with the Kresge Foundation:

This grant seems well suited to the Milford Depot if those involved decide to use the space for the arts. Approximately 80 grants of \$25,000 to \$80,000 are awarded each year, more than half of which go to communities with fewer than 50,000 residents.
<http://arts.gov/grants-organizations/our-town>

The Cooperative Fund of New England: <http://www.cooperativefund.org/node>

Provides loans of up to \$750,000 for cooperatives, nonprofits serving basic human needs, employee owned businesses, and co-housing developments and community land trusts.

Wal-Mart Good Works – www.walmartfoundation.org

Awards local grants of \$250 to \$2,500 to eligible nonprofit organizations in four areas of focus including sustainability and hunger relief/healthy eating.

The Home Depot – Community Impact Grants

Grants, up to \$5,000, are available to registered 501(c)(3) nonprofit organizations, public schools, or tax-exempt public service agencies in the U.S. that are using the power of volunteers to improve the physical health of their community.
<https://corporate.homedepot.com/CorporateResponsibility/HDFoundation/Pages/ComImpactGrant.aspx>

The Timberland Company – Community Involvement Program

www.timberland.com/corp/index.jsp?page=communityInvolvement

The Madeline G. von Weber Trust -

Funds projects in community development, neighborhood development, human services and the performing arts.

Waste Management Charitable Giving Program -

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

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

OFF has funded projects in towns of various sizes to develop a vision for growth and update master plans, zoning ordinances, etc.
Their Website has a number of tools including Implementation Guides that could be useful for Milford residents.

The New Hampshire Preservation Alliance, www.nhpreservation.org

PSNH – Community Giving program, <https://www.psnh.com/CommunityRelations/Charitable-Contributions.aspx>

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.

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>

Safe Routes to School is a 100% federally-funded program to support efforts to improve the safety of students walking and biking to school. In New Hampshire, this program is managed by the NH DOT. Funds may be used to construct pedestrian and bicycle infrastructure (such as sidewalks, marking bike lanes) along routes to schools serving grades K-8. John Corrigan, SRTS Coordinator, NHDOT, Hazen Drive, Concord, NH 03301.

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

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.

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

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

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

We also suggest the town consider enacting RSA 79-E, Community Revitalization Tax Incentives. Signed into law in 2006, this statute makes it possible for property owners wanting to substantially rehabilitate buildings in a downtown or village

And finally

Tools for Implementation

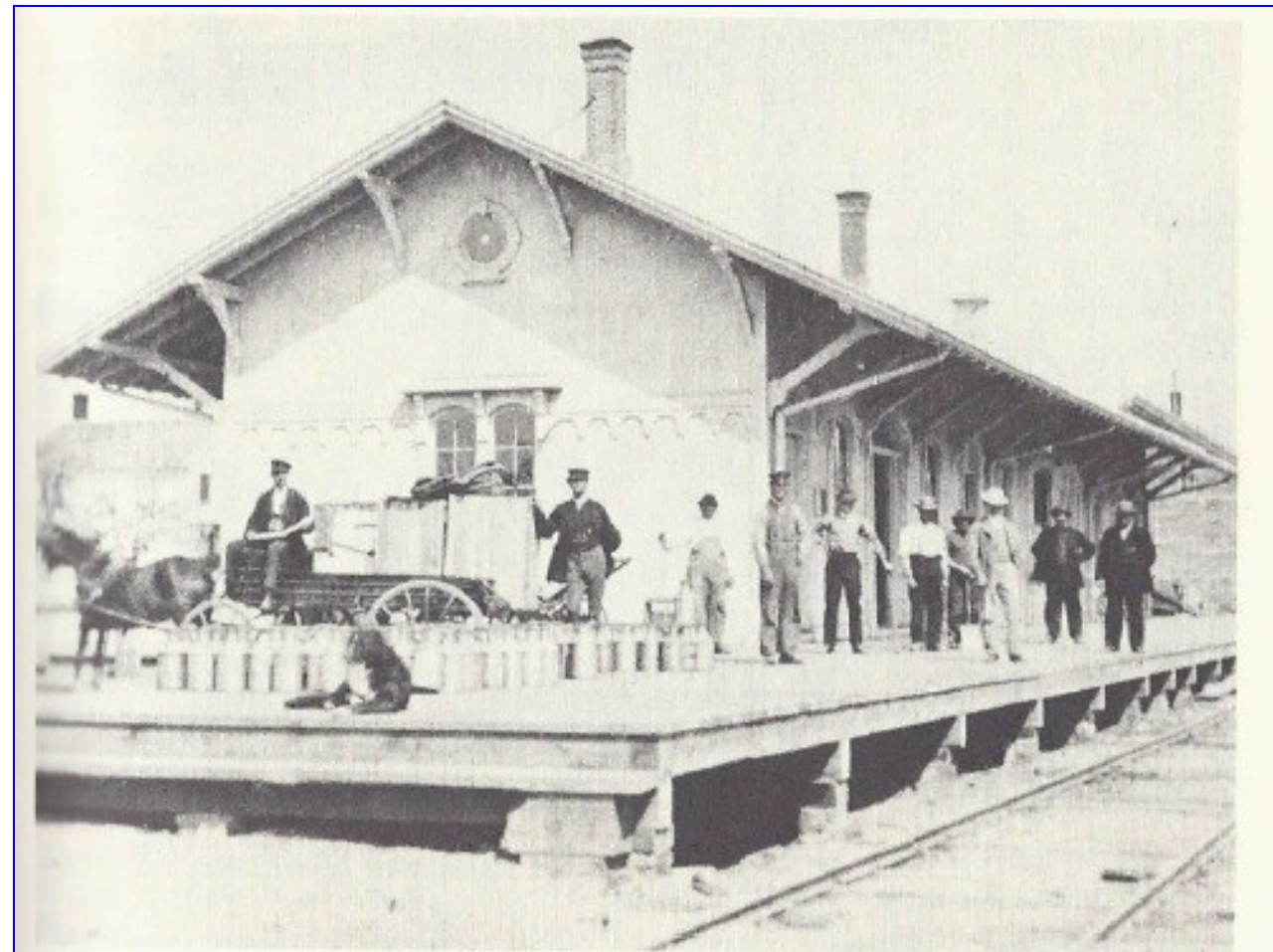
There is a wealth of sources of funding and expertise to explore. When applying for grants and foundation monies, many of the funders require plans or a detailed program to be in place as an assurance that projects will be completed in order to qualify for funds. This charrette plan is an important document that can be used to advance Milford'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 Historical Resources
NH Council on the Arts
U.S. Small Business Administration (SBA)
NH Preservation Alliance
NH Department of Transportation (NHDOT)
Nashua Regional Planning Commission
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)
Special Assessment Districts
Town Trust Funds



The Garden Street Depot on the Wilton Line was built in 1853.