

Warner's Exit 9

Design Charrette

June 11 & 12, 2004



PLAN NH

PLAN NH

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The Warner Charrette Team...

Over 120 local citizens at the two listening sessions and presentation!

Warner Planning Board

Barbara Annis (Chair)
 Derek Pershouse (Vice Chair)
 Andrew Serell
 Russ St. Pierre
 Mark Lennon
 Philip Reeder
 John C. Brayshaw (Selectman's Rep.)

Warner Citizens for Smart Growth

Jim McLaughlin	Robert Gainor
Charlie Goodwin	Mark Lennon
Lois R. Shea	Richard Cook
Barbara Annis	Kay Steen
Jesse McNeil	Peter Sabin
Derek Pershouse	George Packard
	Neil Nevins



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Steve Whitman

Special Thanks to...

Steve & Jodi Garside The Foothills of Warner , Gamil's Bakery
 Spiller's Reprographics, Manchester, NH
 Kinkos





Warner's Exit 9 Design Charrette

Sponsored by:
Plan NH
Warner Planning Board
Warner Citizens for
Smart Growth
June 11 & 12, 2004

What is a design “charrette”?

A design charrette is simply a period of intensive work involving both professionals and local citizens as they explore potential solutions to a design issue. It has been referred to as the graphic equivalent of a brainstorming session. Many ideas are brought forth, explored by the group, and a consensus is formed of how the community can best move forward.

Although there is some preparatory organization, a Plan NH charrette team typically arrives on a Friday morning and works through until Saturday afternoon. Team members will visit the site discussed and become familiar with its essential qualities. Discussion and designing begin with the first public forum Friday after lunch and continue through until Saturday afternoon. The conclusion of the charrette is a public presentation of the finished designs late Saturday afternoon. In addition, a completed booklet of the suggestions and designs is published and delivered to the town.

Who is Plan NH?

Plan NH is a non-profit corporation whose members are concerned with the appearance of our communities. They may be designers, planners, builders, architects or others involved in the development process. The common thread linking these people is their concern with the quality of the built environment and its impact on communities.

Why did Plan NH come to Warner?

Plan NH was asked to assist in the sustainable design of the commercial district known as Exit 9 on the west side of Warner near Interstate 89. The focus of the effort was a 9 parcel site of which 5 have already been developed in an approach that does not incorporate overall community needs and desires. Plan NH assistance was requested to organize current issues such as traffic congestion and flow, pedestrian access, architectural design standards, potential incoming commercial development, and sustainable inclusion of the district with the village of Warner.

The goal of the project according to the Warner Citizens for Smart Growth which canvassed for Plan NH participation is... “to develop a comprehensive plan for the rapidly growing district around Exit 9 such that it becomes an integral part of the whole, and builds on - rather than detracts from - Warner’s rural character, its unique sense of place, and its classic village center.”

Charrette Site Visit

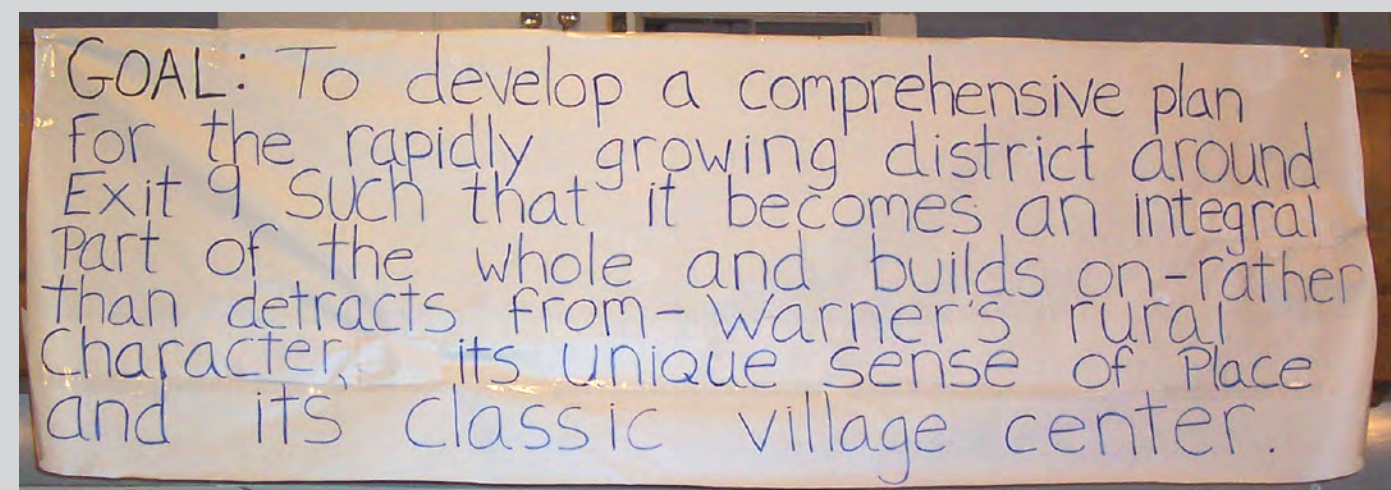
On Friday morning the Warner Charrette Team, a group of approximately ten, gathered at the Warner Town Hall. After brief introductions the Team traveled to the Exit 9 area for a walking tour led by George Pelletieri. The group slowly walked the commercial district and observed current development and traffic flow issues. Areas of potential concern included dangerous intersections, the loss of natural viewshed, and the lack of safe of pedestrian access around the district.



Members of the Warner Planning Board attending the site visit educated the group about past commercial development proposals reviewed by the Board. Such proposals mentioned, but were not limited to, a three-story hotel at the intersection of Route 103 and North Road. This proposal suggested that all of the two plus acres of forest be clear cut and that a massive excavation of the landscape be undertaken to accommodate a hotel and parking. Another recent proposal on the south side of Route 103 was to build a “strip mall” style commercial center that would drastically increase entering and exiting traffic on Route 103. The design did not incorporate any local architectural styles or sustainable landscaping to accentuate the high profile parcels of the commercial district.

The group slowly walked the commercial district and observed current development and traffic flow issues.

In addition, environmental and scenic considerations were discussed that would have an important role in preserving the area throughout the commercial expansion. Also mentioned was the necessity to accurately identify infrastructure needs such as traffic controls and utility requirements. The wealth of knowledge and background of the local Team members assisted the visiting Plan NH group to understand the issues facing this quickly developing district of Warner. The Warner Charrette Team returned to the Town Hall for lunch and to discuss in a ‘round table’ style many of the issues raised during the site visit.



Preserving the Rural Character of Warner:

The public forums provided an excellent opportunity for local residents to express general desires for the rapidly expanding commercial district, known to date as Exit 9. A particular concept of style and layout for the district repeatedly arose from the commentary. The following principals could be viewed as a framework for design, and used as a tool to review applications from incoming developers and businesses.



To many residents, generational and new, Warner is a special place that evokes the rural village character of New England living. The relaxed country pace and architectural colonial style beckon us back to a time when horse and carriage would pass by. Although time has moved on, participating residents voiced a desire to maintain the rural, country appeal of the town, and to seek similar virtues in the developing commercial district as well.

Public comments mentioned the poor design of commercial developments in other parts of New Hampshire, and a desire to not repeat that in Warner. Designs such as the Tilton exits on Interstate 93, or even parts of Concord, force vehicular traffic to be the dominant method of movement. With vehicles as the main transportation in a commercial district, the district swells and can dwarf a rural town. Therefore, local residents strongly voiced a need to monitor the scale of development in relation to the town of Warner. The town's sense of community and individualism should not be lost as the commercial district expands.

Currently, pedestrian or bicycle transportation to the commercial district can be quite hazardous due to the lack of sidewalks and pathways. Many residents voiced the need for the creation of a pedestrian network, which links the commercial district to residential areas of Warner. This suggestion would allow alternative forms of transit in the commercial district and also safely links the Waterloo District to Warner Center. Lastly, the usage of colonial architecture for the commercial buildings would attractively blend this district with the town.

The sustainable integration of the commercial district with Warner will strengthen businesses and community, yet retain the traditional character of a New England town. The preservation of Warner relies on accurate planning in the next couple years. If all community aspects are taken into consideration, Warner will remain a special place long into the future.



Public Listening Sessions

There was an outstanding turn out for the two public listening sessions on Friday afternoon and evening. Approximately 120 people attended the public forums, twice as many as any other Plan NH charrette. Plan NH has performed over twenty charrettes in the state since its inception. With the excellent energy and consideration brought forth by the local citizens, dozens of ideas and concerns were documented.

SUMMARY OF GUIDING PRINCIPLES FOR THE SUSTAINABLE DEVELOPMENT OF THE COMMERCIAL DISTRICT:

1) NAME:

To change the name of the commercial district known as "Exit 9" to a name/phrase that is more characteristic of the rural, village-like region. In addition, to identify who the commercial district is targeted for... the local residents, highway commuters, regional consumers?

2) TRAFFIC:

Better traffic flow for increased public safety, possible inclusion of "traffic calming" measures to decrease overall vehicle speed and noise.

3) SCALE:

Attention to the scale of the commercial district in relation to the overall size of Warner village.

4) PEDISTRIAN/BICYCLE ACCESS:

Developing pedestrian/bicycle pathways for the public to access this area from Warner village and Waterloo district.

5) ARCHITECTURAL DESIGN:

Instituting architectural design standards that adopt the colonial elements of Warner's downtown, such as clapboards, cupolas, and brick archways.

6) ECOLOGICAL CONCERNS:

To have future development be conscious of, and possibly incorporate access to Stevens Brook, Warner River, wetland areas, and views of Mount Kearsarge.

7) PROPER DEVELOPMENT:

Encouraging future development that reflects, and does not compete with, the rural character and heritage of Warner and surrounding region.

8) BEAUTIFICATION:

The use of sustainable strong flora and tall trees that are in character with the rural landscape.

9) IMPACT FEES:

The use of "impact fees" on developers will lessen the Town's fiscal burden on new infrastructure.

Essential Gateways to the Commercial District:

The entrance into the commercial district sets the tone and experience for all visitors; local resident and traveler alike. Travelers exiting off the highway or coming west from Route 103 have no substantial indication that they have entered a pleasant New England town. Currently,

Signage should be representative of our town and community

large corporations display the only signage; much the style of “Anytown, USA”. The commercial district is presently known as “Exit 9”; a reference to Interstate 89. This is hardly the true character of Warner.

The charrette planners suggest gateway signs that represent our town and community; as an indicator of Warner’s rural present and colonial history. To also solidify the commercial district’s connection to Warner an ‘official’ name is sought to describe the region. A few name suggestions that were mentioned, but not limited to, “Warner Crossroads”, “Warner Intervale(s)”, “West Warner Shops”, “Waterloo Markets”, etc.



Opportunity for locating utilities underground.



Warner’s advantage in constructing its own gateway signs is that it may now set the precedent of what the architectural standards shall be within the commercial district. This allows the Town to better regulate and enforce architectural standards for new construction. The gateway signage will most likely be of a colonial, rural nature as proposed in illustrations by charrette designers.

The strength and control of the local community lies in setting the standards for new construction developers to follow. As a book is often judged by its cover; so will the town of Warner by the presentation of the commercial district near the highway.



“Warner Crossroads”, “Warner Intervales”, “West Warner Shops”, “Waterloo Markets”



Composite panorama of Mink Hills, view near scenic rest area.

Charrette planners also suggest the construction of a scenic view picnic area on the southern hillside of Route 103 near the present “Town of Warner” sign. This would be an ideal location to preserve the beautiful viewshed of the western Mink Hills and a calming transition to the residential area of Warner at the top of the hill. The rest area would also be well suited for an informational kiosk advertising the businesses and interests of Warner.



Sketch of possible scenic rest area & information center.



Looking towards Bradford, the Intervales were used to make hay along the Warner River.



Example of village elements incorporated into new signage.

Natural Connections to the Commercial District:

The region discussed in the charrette contains a multitude of natural resources. The scenic and historic Warner River passes on the edge of the district. Stevens Brook, a tributary of the Warner, meanders on the western edge between the development and Interstate 89. The entire commercial district is a viewshed for Mount Kearsarge. Wetlands border the southern boundary of the development parcels south of Route 103. All of these fragile ecological areas are assets to both the community and the commercial businesses nearby. With awareness and planning, the ecological and economic future of this district will be sustainably preserved.

To optimize the integration of the commercial district with the rest of town, residents recommended the use of human-made and natural features. A key highlight in the district is the proximity of the Warner River. A half mile downstream is the current 'Riverside Project', a federally funded matching grant project that is revitalizing the ball fields and access to the Warner River. A portion of the grant provides for a 'Riverwalk' trail system, complete with boat access and granite benches on the river. Public input suggested an extension of the 'Riverwalk' to the commercial district.



Warner River



Stevens Brook along Rt. 89

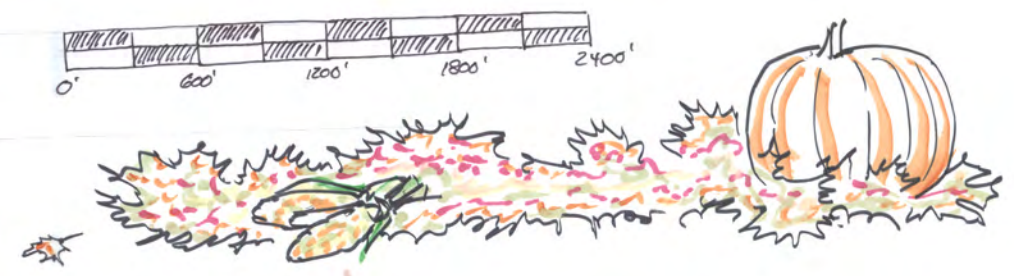
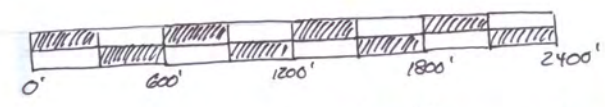


Wetlands south of Rt. 103

Another possibility recommended for alternative entry to the district is the use of the old railroad bed that passes nearby, as part of a 'Rails to Trails' network. Additionally voiced by the public is an extension of Warner's Main Street sidewalk almost a mile to the commercial district. Waterloo village residents also desired a sidewalk to extend from the commercial district west to Waterloo. All of these suggestions allow pedestrian and bicycle users to travel safely for both exercise and pollution-free living.

The community prides itself on the protection of the Mink Hills, the Warner River, and Mount Kearsarge. These environmental values should be represented in the developing commercial district as well. The nearby water bodies of Stevens Brook and the Warner River are sources for the town's drinking water supply. Environmental safeguards from point and non-point pollution in the district should strongly be enforced to protect the water supply; the health of the community depends upon this.

Warner, New Hampshire



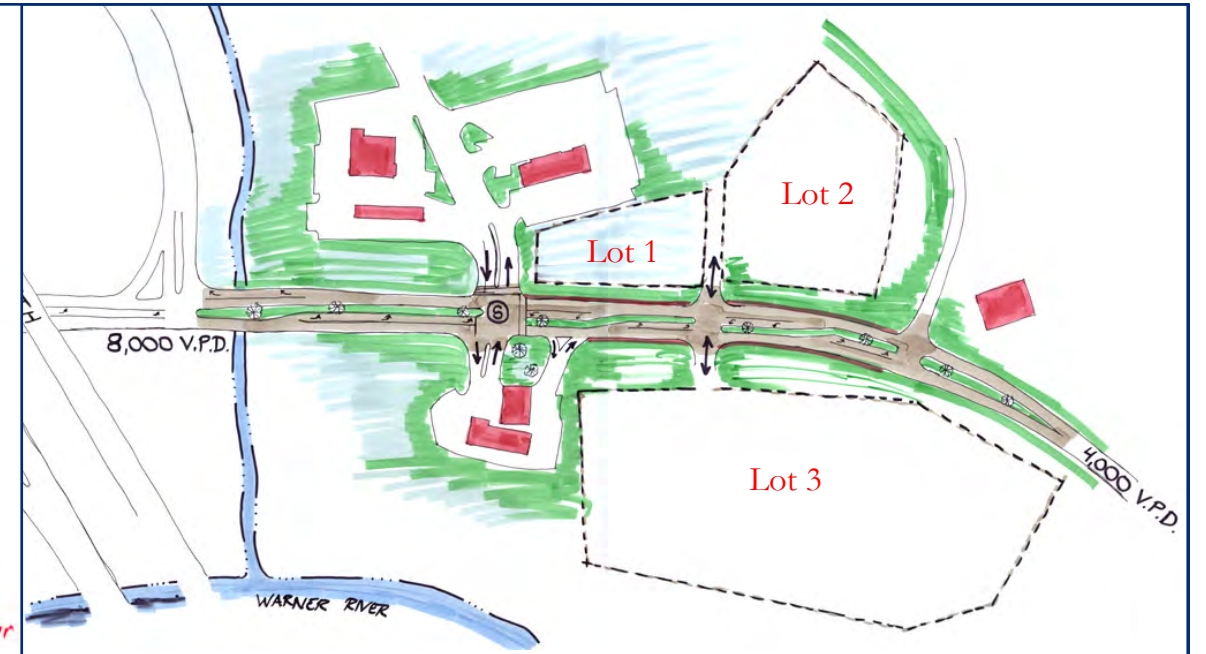
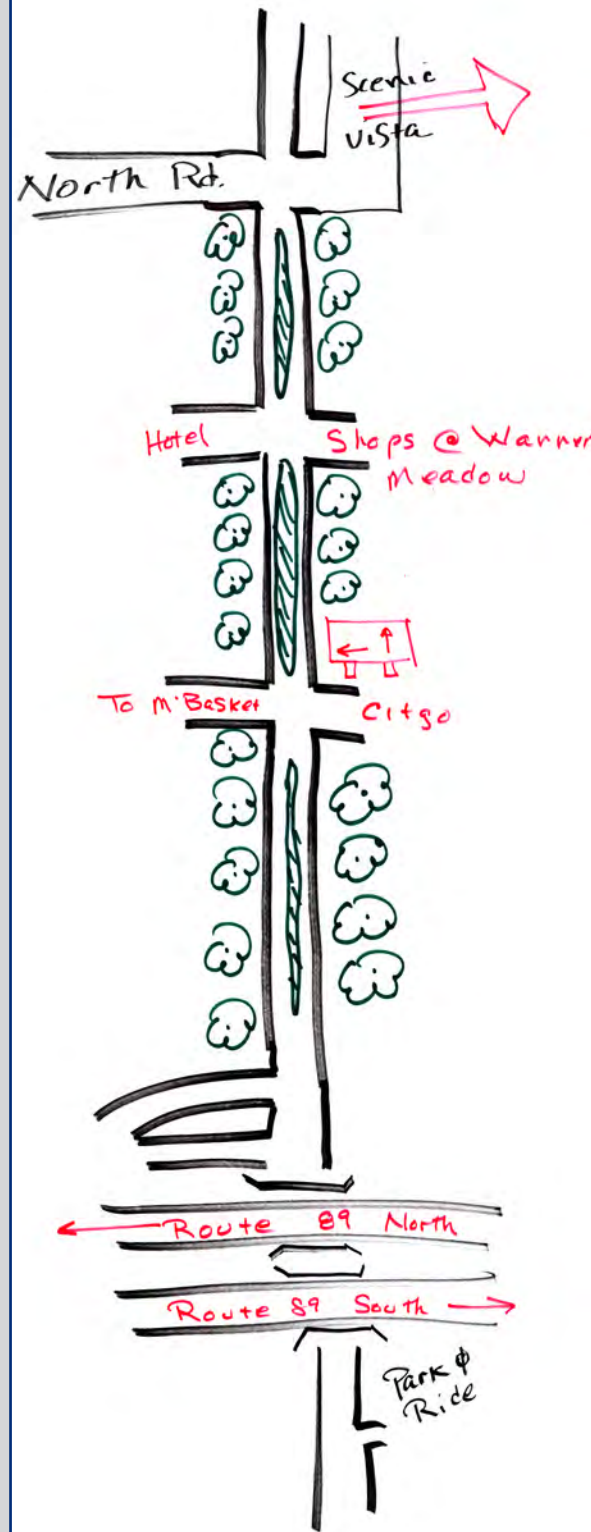
Safety Boulevards for Route 103:

Currently, the roadway (Route 103) passing through the commercial district is a 35-foot wide solid strip of pavement with no pedestrian crossings or visual accents. Essentially, the roadway has become an extension of the Interstate and drivers often continue at high speed into the commercial region. In recent years, traffic congestion and speeding on this section of roadway have resulted in a number of serious accidents.

Charrette planners recommend the installation of median dividers, also known as safety boulevards, to slow vehicular traffic in this high use area. The safety boulevards would reorganize the flow of traffic effectively while reducing speed with visual appeal of decorative landscaping. The safety boulevards would be designed large enough to support a sustainable 'nature strip' of landscaping to beautify the high traffic area.

See illustration on the facing page.

The addition of pedestrian sidewalks and crossings along this section of Route 103 was also recommended. This would allow safe passage for residents not using vehicles to access the commercial district for grocery shopping and other needs. Bicycle lanes were also suggested at the public forums. The inclusion of alternate forms of travel to reach the commercial district will help to reduce local vehicular traffic.



One possibility is for an additional turning intersection to allow access into the three new lots.

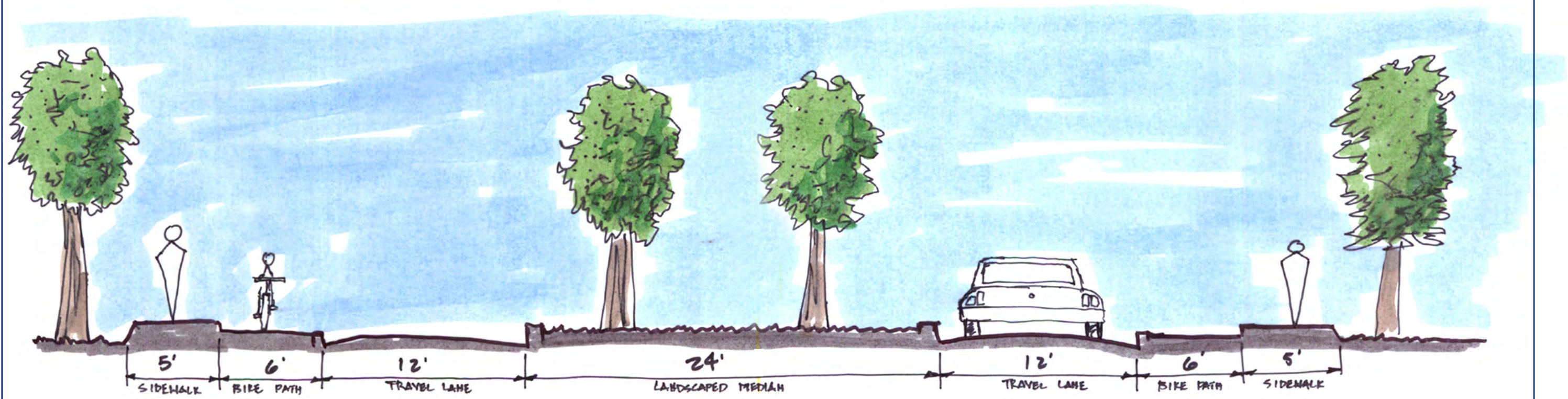
Plan NH recommends the redesigning of the access roads to the commercial businesses due to future growth. Vehicular traffic is already congested with five businesses in the district. The likely introduction of at least five more businesses over the next decade will increase traffic flow issues to dangerous levels. Currently, the intersection for northern district businesses and Evan's Expressmart does not flow systematically; entrances and exits face each other, which creates a driving confusion. Charrette planners offer an illustrated solution.

Design modifications of the proposed north entrance to the commercial district recommend the relocation of the 'Park-n-Ride' lot. The valuable space may be better suited for infrastructure needs and traffic flow improvements. An alternate location may be the site of the old state sheds on the western side of Interstate 89. This is a vacant asphalt lot zoned commercial located close to the Interstate 89 ramps. This adjustment would also remove additional traffic from the commercial district.

Functions of a Right Of Way

- Safe Vehicular Movement
 - Through
 - Turning
- Safe Pedestrian Movement
 - Through
 - Crossing
- Alternatives
 - Bicycles

- Landscaping
 - Visually appealing
 - Softens noise
 - Cleans Air
 - Pedestrian scale



ROAD PROFILE @ 24' MEDIAN



Safety boulevards would assist in reorganizing the traffic flow and reducing speed with visual stimulation.

The Overview of the Commercial District:

On the facing page is an overall future concept of the commercial district. This architectural illustration was orchestrated with the collective public input gathered at Friday's listening sessions and the charrette planner's expertise. The attempt by the planners was to produce a visual layout that supports most of the public's commercial and community-based wishes into an infrastructure that is both functional and appealing. This concept design is a partial redevelopment of existing infrastructure and the introduction of ideally developed vacant lots.

The illustration consists of 9 commercial lots west of North Road and east of Interstate 89. Five lots have already been developed with the existing businesses; MacDonald's, Mobil 'On the Run' Fuel Mart, Market Basket (Aubuchon Hardware leasing retail space), and Evans Express Mart. The currently four vacant lots are designed with the public's site suggestions. The proposed developed lots in the drawing are the hotel, office complex at the corner of North Road/Route 103, and retail businesses south of Route 103.

The vehicular traffic pattern in this drawing is modified from the safety boulevards section of the charrette booklet. With complete development of the whole district this may be a road system to organize vehicular traffic entering and exiting Route 103. In this concept the main intersection travels over the "Park-n-Ride" lot; which would be relocated. The main entrance then travels into the northern district over an existing emergency road to minimize road-building expenses.

The use of pedestrian sidewalks and pathways throughout the district allows walkers and bicyclists to safely travel to businesses. A park square was also incorporated to create a destination for shoppers to enjoy the beautiful views and the commerce desires. The use of ample landscaping and tall tree plantings would soften the layout of commercial buildings. Public input also advised the use of downward-facing outdoor lighting and noise pollution restrictions to enhance the livability of the district for local residents and visitors.

Details of the commercial district are described in the various chapters. This booklet is a collection of the current public commentary; with more to come.



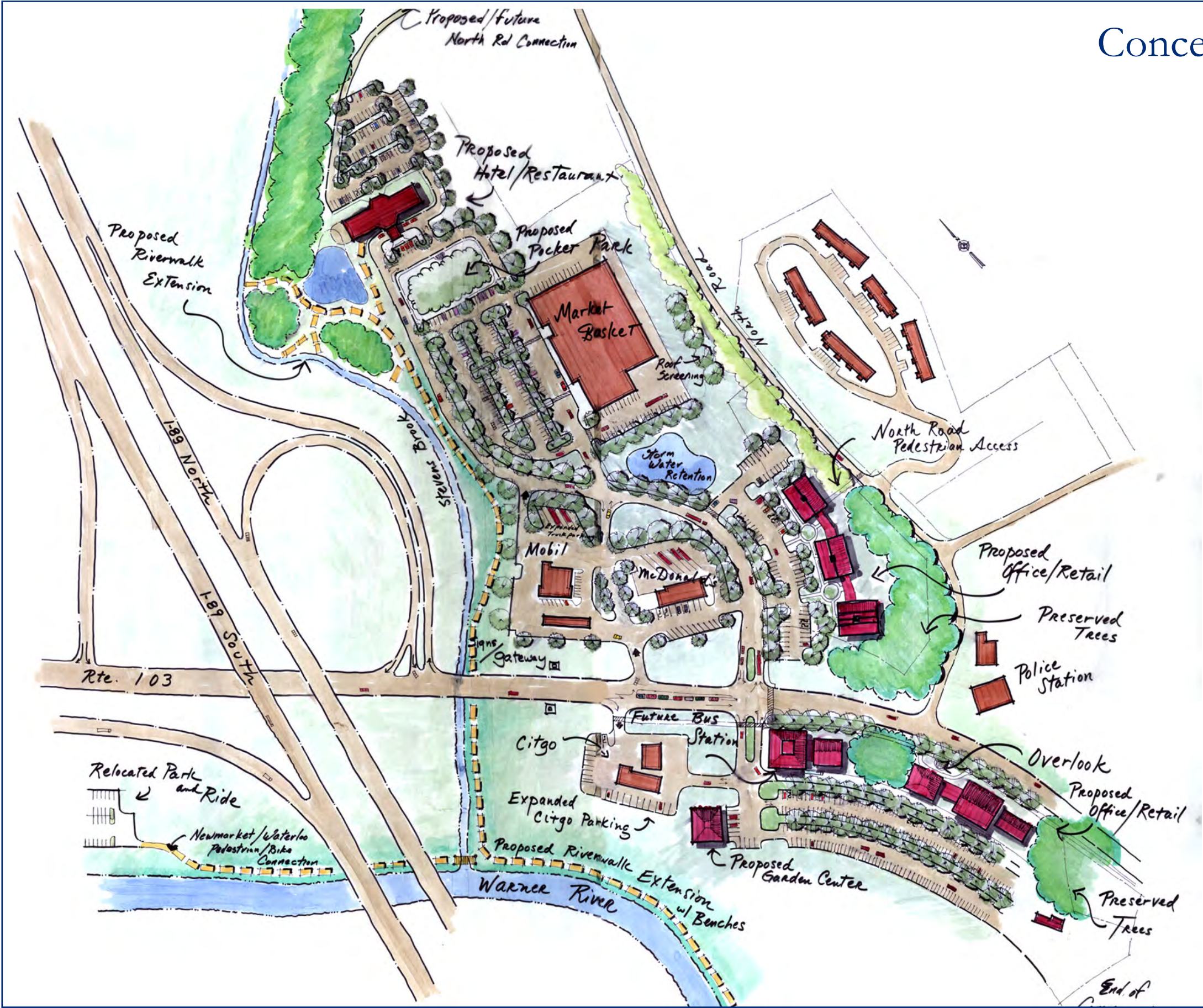
Aerial Photo of the Warner Intervales



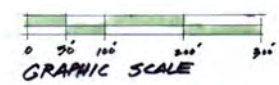
Jeff leads the discussion on the potentials of the exit 9 area

Conceptual Redesign of the Commercial District:

The illustration consists of 9 commercial lots west of North Road and east of Interstate 89. Four lots have already been developed with the existing businesses; MacDonald's, Mobil 'On the Run' Fuel Mart, Market Basket (Aubuchon Hardware leasing retail space), and Evans Express Mart. The currently four vacant lots are designed with the public's site suggestions. The proposed developed lots in the drawing are the hotel, office complex at the corner of North Road/Route 103, and retail businesses south of Route 103.



Warner Intervales



The Commercial District South of Route 103:

Currently, only one commercial business exists south of Route 103 in the district; the Evans Expressmart. East of the gas station are three vacant lots. Behind these lots is a large tract of wetlands.

These three vacant lots are the most visible in the whole commercial district. The public universally expressed the need for these lots to be developed in a manner that is pleasing. The use of low profile buildings would be advantageous to not disturb the viewshed of a proposed scenic view rest area on the hillside east of the lots.



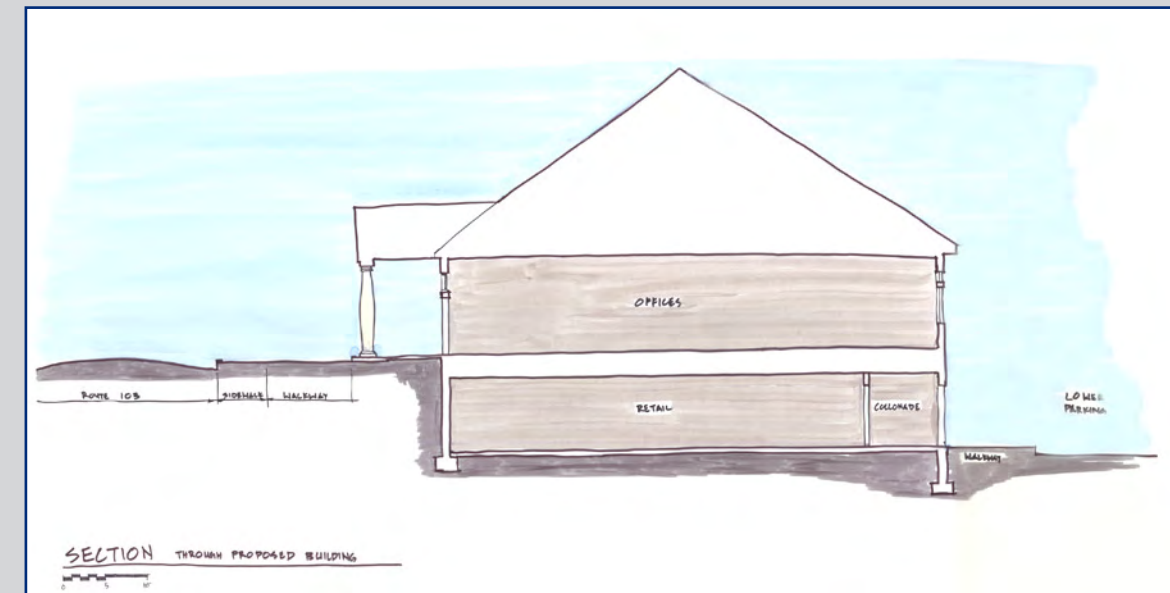
View to the West



View towards Rt. 103

According to the design illustration suggested by Plan NH, the potential development layout of the parcels begins at the roadway with a strip of landscaping, then sidewalk, then buildings linked with walkways to the sidewalk, and finally vehicle parking in the rear. The commercial building proposed is a split-level entry 'built in' to the ground: one story on Route 103 and two stories in the rear. This would double the square footage of commercial space and be visually appealing for businesses and consumers alike. In addition, burying utility lines would be aesthetically desirable for a shopping district. See illustration.

Also, shown in the design is a layout for a new traffic intersection for commercial businesses. This proposal increases safety by avoiding 'curb cuts' near the hill entering town center. Vehicular traffic often travels quickly down the hill, creating a dangerous section of roadway, especially in winter. Lastly, the close proximity of the designated wetlands and the Warner River requires that all potential development use safeguards to protect this fragile ecosystem. The area benefits the community by providing opportunities for recreation and it acts as a natural buffer to sprawling development. Walking paths and natural interpretive displays could be installed to enhance understanding of this environmentally sensitive region

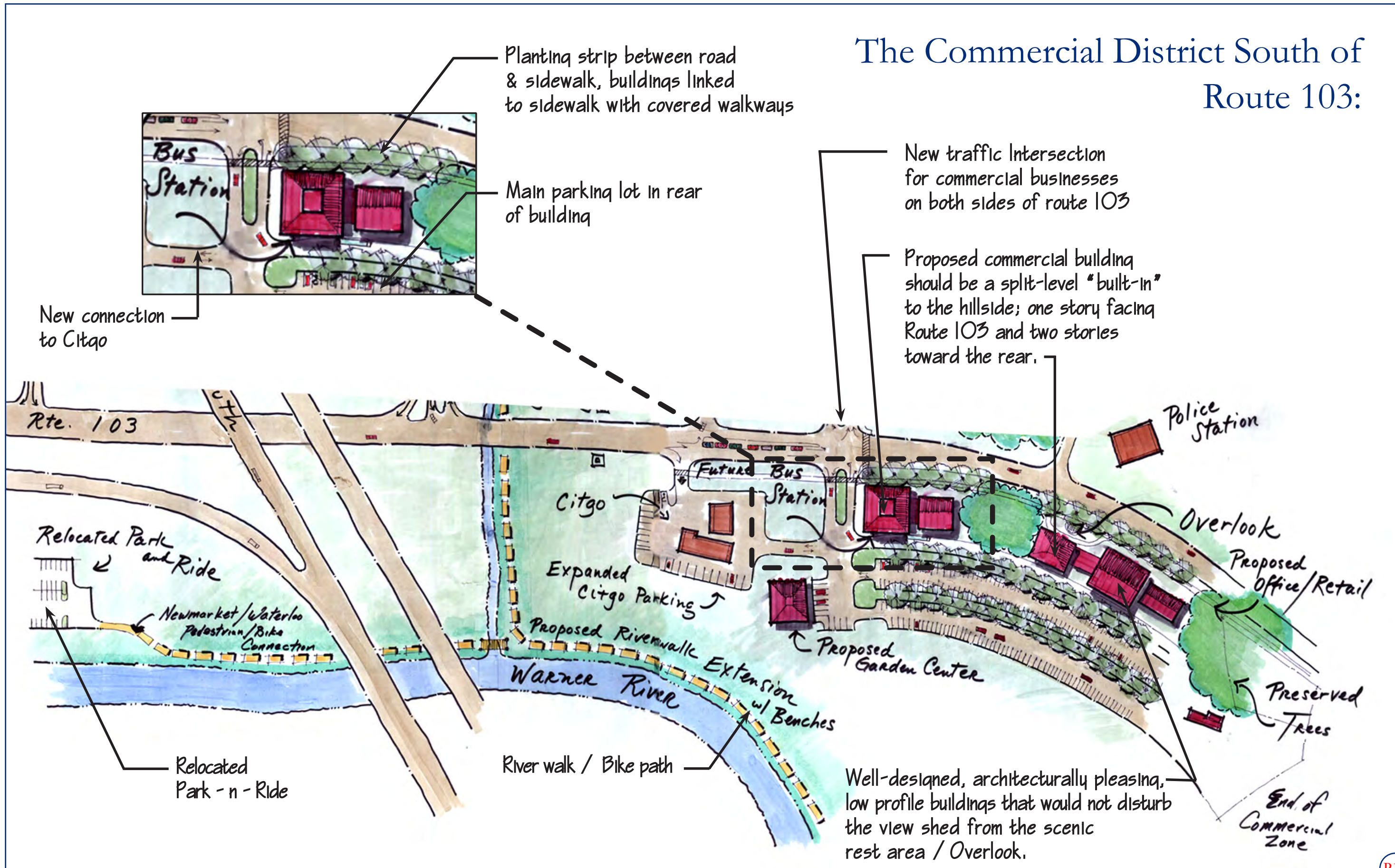


Split-level building section



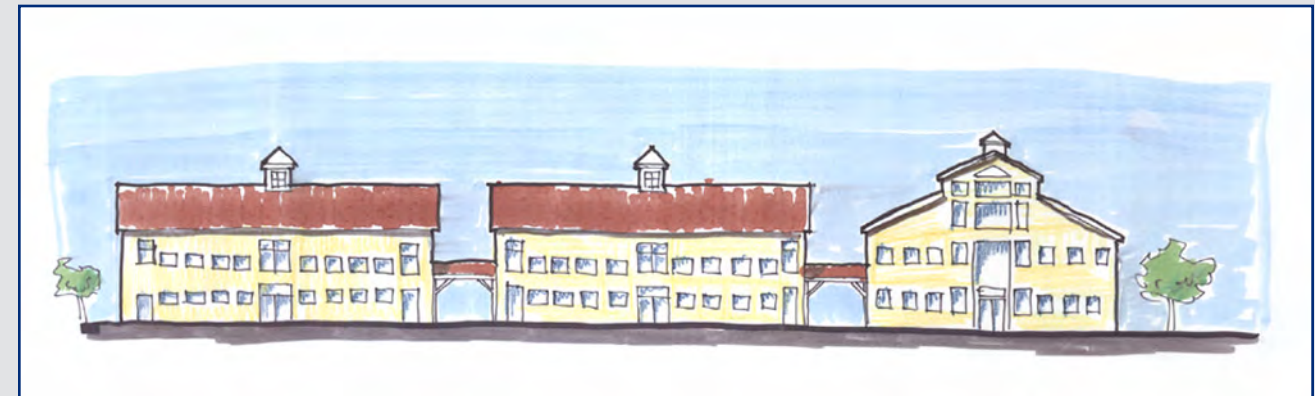
Use of ample landscaping and tall tree plantings would soften the layout of the commercial buildings

The Commercial District South of Route 103:



The Commercial District North of Route 103:

North of Route 103 the commercial district currently has four businesses: Macdonald's, Mobil 'On The Run' Fuel Mart, Market Basket, and Aubuchon Hardware. These are all linked with a network of paved roads; no pedestrian or bicycle pathways exist. One access road from Route 103 (owned by Macdonald's Corporation) connects all businesses, with minimal signage or traffic lanes to direct drivers. During commuting hours on weekdays and all during the weekends, the area is generally crowded with vehicular traffic. According to both public input and general observation, it is a very accident-prone area.



Building suggestions which would be sympathetic to the towns character

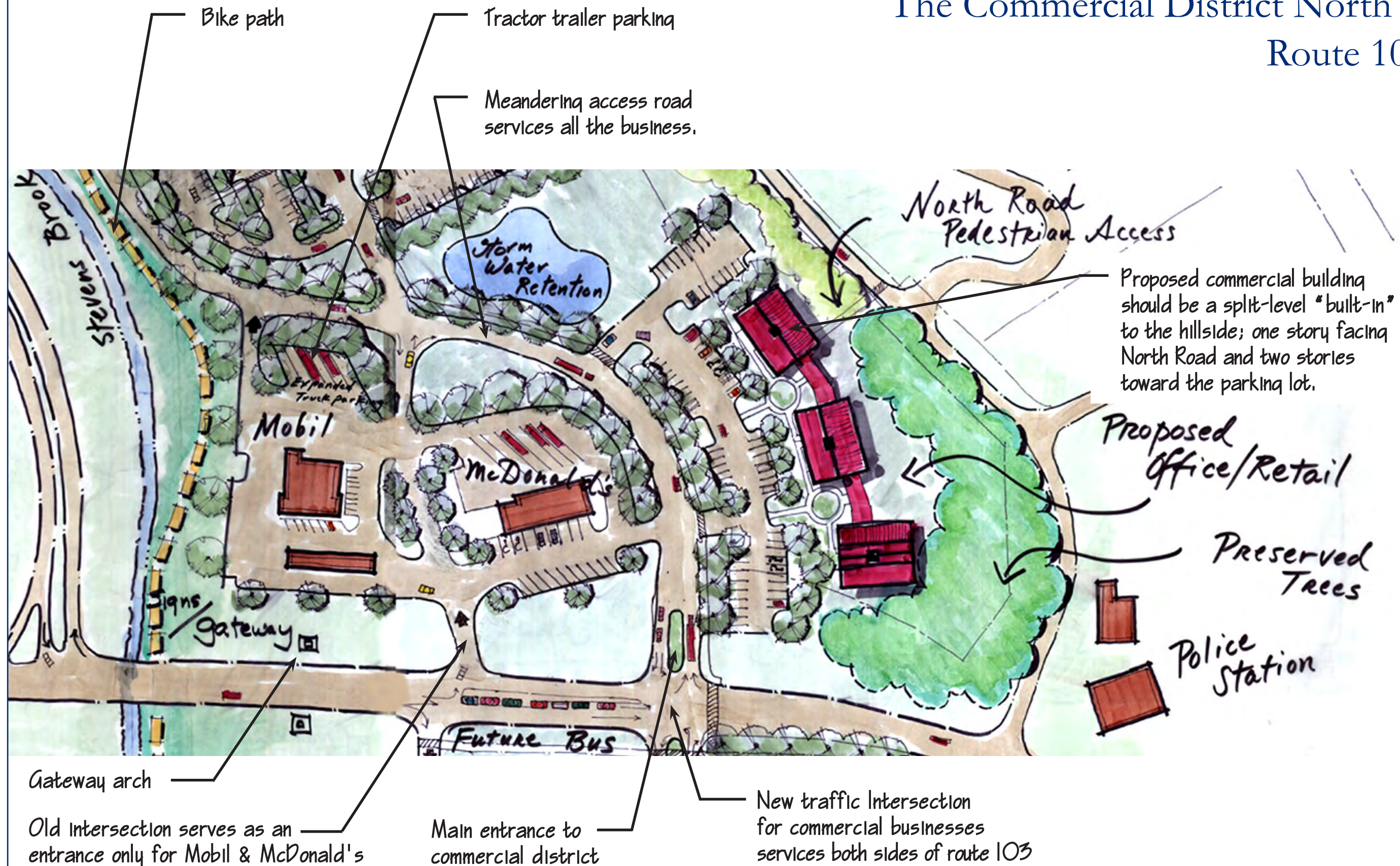
The 'Park-n-Ride' parking lot on the east side of the access road also has its own entrance and exit roads to Route 103. The suggested plans for this facility are discussed in the Safety Boulevards section of the charrette booklet.

The next commercial parcel to the east of the 'Park-n-Ride' is a two and half acre lot on a steep slope at the corner of North Road and Route 103. The same principles of architectural design are recommended for this lot as for the proposed buildings south of Route 103. A commercial development that is 'built in' on the slope would blend well with the local terrain.

Entry to this commercial lot is suggested to be via the main access road to all businesses north of Route 103. This would minimize complicated traffic flow on Route 103. This would help limit development on North Road, so as to preserve the division between residential and commercial sectors. As desired at the listening sessions, strict tree cutting restrictions would be imposed on this lot so as to maintain the last of the existing forest in the commercial district.

Charrette planners sought to internalize the flow of traffic in the district north of Route 103. Developing a network of vehicular lanes, pedestrian walkways and bicycle paths to move consumers will reduce congestion on the main road. The creation of a "park square" will also attract the public to park vehicles and then walk around, improving the district for shopping and viewing pleasure.

The Commercial District North of Route 103:



Proposed Hotel and Park in the Commercial District:

A proposal for the commercial development of a hotel created much enthusiasm at the public listening sessions. This may be a viable possibility since the nearest hotel accommodations are twenty minutes north or south on Interstate 89. This commercial venture would create a 'round the clock presence in the district; which was also expressed at the public sessions. The hotel could include a restaurant and/or pub to meet local community needs.

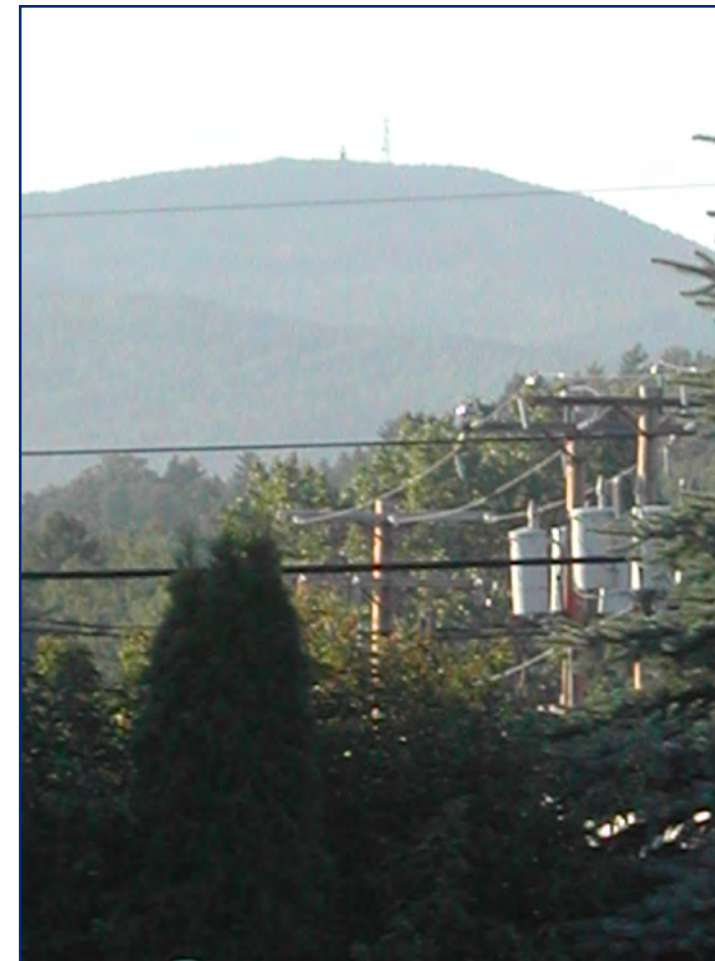
The setting of a hotel would be ideally suited in the northernmost district. This position would allow an uninterrupted view of Mt. Kearsarge and sets a multi-story building against a forest backdrop. An advantage of this location is the concealment of the parking lot north of the hotel. The access road through the retail businesses would increase commerce.

As described in the guiding principles for the commercial district, sense of scale is important. This is also true for the size of the hotel within the commercial district. The business should blend appropriately with other commercial lots. In addition, architectural design standards in the district should be closely followed as it will be one of the most visible businesses.

The park square could be a convenient location for district-based events. The preserved wetland west of the hotel and park square is an avid birding locale which is ideal for an interpretive nature walk. See the architectural illustration.

Many residents at the charrette articulated a need for local business ownership in the commercial district. With careful planning such a principle may be possible in the commercial development of a hotel. Perhaps a regional hospitality chain exists or local investors who share such similar ideals would work on such a venture.

The combination of a hotel, park square, and wetlands helps create a relaxing and enjoyable location for visitors and residents alike. The use of native landscaping and tall trees will incorporate the hotel into the natural surroundings. Thus, the rural character of Warner will still be preserved with the introduction of a commercial hotel to the district.



The combination of a hotel, park square, and wetlands helps create a relaxing and enjoyable location for visitors and residents alike.

Proposed Hotel Concept in the Commercial District:



hotel parking lot screened by building

preserved wetlands for bird sanctuary

Proposed/future North Rd Connection

Proposed Hotel/Restaurant

Proposed Pocket Park

Proposed Riverwalk Extension

Market Basket

Roof Screening

Storm Water Retention

New parking Layout

189 NORTH

Stevens Brook

Road

Vital Protection of Warner's Main Street:

The Main Street of Warner has a rich historic heritage of commerce and community involvement. Strength of the local businesses lies in the free movement of patrons to safely shop and walk the Main Street. The more flexible and pedestrian-friendly the Main Street is to progressive ideas of change, the more viable it will be for decades to come. While many downtowns in the U.S. have lost their "Main Street" economic and cultural vitality, Warner has maintained a solid commitment to local businesses and village connection.

With the sustainable expansion of the commercial district near Exit 9; concerned residents expressed the need for Warner's Main Street to also be protected by increasing growth. Due to increased vehicular and pedestrian traffic on Main Street particular safety measures have been recommended by charrette designers. Proposals recommend the re-designing of sidewalk crossings and vehicle parking. The possible implementation of "traffic calming" methods such as speed tables and sidewalk bump-outs would also increase safety and ease of reaching the businesses.



Other suggestions for preserving Main Street include the use of economic initiatives, which allow local business owners the opportunity to compete with national corporations that seek to invest in Warner. Enacting local tax benefits or zoning changes may improve the town businesses fiscal structure. Such ideas and creative energy only comes from a collective community interest that is devoted to Warner's healthy economic and cultural future. Many towns in southern New Hampshire have been exposed to corporate sprawl that robs the history and originality of the region. It would be tragedy to see Warner fall to the same homogenous corporate branding.

The charrette designers' ideas of improved pedestrian and vehicle infrastructure coupled with experienced suggestions from the Warner Business Association would equate to great developments for Main Street. A multitude of financial and planning resources exist to foster sustainable growth for this small New Hampshire town.

Conceptual Cost Projections for Exit 9/Warner Intervale

A) Non Public

Hotel

4 story, 50,000 SF @ \$85/SF	= \$ 4,250,000	
Sitework 3 acres @ \$150,000	= \$ 450,000	
Landscaping	= \$ 50,000	
	<u>\$4,750,000</u>	Average \$5,000,000

South of Route 103

2 story 45,000 SF @ \$80/SF	= \$ 3,600,000	
2 story 30,000 SF @ \$85/SF	= \$ 2,550,000	
2 story 20,000 SF @ \$90/SF	= \$ 1,800,000	
Buildings	<u>\$ 7,950,000</u>	
	Including	
Sitework 5 acres @ \$125,000	= \$ 625,000	
Landscaping	= \$ 80,000	
	<u>Equals \$8,665,000</u>	Average \$8,700,000

Northeast of Route 103 Intersection

2 story 24,000 SF @ \$80/SF	= \$ 1,920,000	
2 story 24,000 SF @ \$80/SF	= \$ 1,920,000	
2 story 24,000 SF @ \$80/SF	= \$ 1,920,000	
Buildings	<u>\$5,760,000</u>	
	Including	
Sitework 3.5 acres @ \$150,000	= \$ 525,000	
Landscaping	= \$ 60,000	
	<u>Equals \$6,345,000</u>	Average \$6,500,000

B) Public

1600 LF Route 103 @\$300-400/SF sidewalk, curbing, median widen by 24 feet	= \$ 600,000	
Landscaping	= \$ 50,000	
Intersection	= \$ 150,000	
	<u>\$800,000</u>	
Bicycle Path \$50/SF 1.5 miles Warner Center to Exit 9	= \$ 200,000	
Informational Kiosk	= \$ 10,000 to \$80,000	
		Average \$1,100,000

Resources for Funding

Since the development of Exit 9/Warner Intervale Area will be impacting the local region, funding dollars may be available through the following organizations...

Community Development Block Grants

This organization targets to assist low to moderate income families.....

Charlie Albano
Community Development Finance Authority
Concord, NH 03301

Rural Development Administration

This organization provides low interest loans and grants for municipal facilities.

Bill Konrad
US Rural Development Administration
Concord, NH 03301

NH Department of Transportation

This department would certainly be a source of public funding for improvements on Route 103 and the interactions with Interstate 89.

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

Central NH Regional Planning Commission

An organization that is specific to the needs of central New Hampshire development.
(Jim McLaughlin - local rep)

Kerrie Diers
Central NH Regional Planning Comm.
Concord, NH 03301

Proposed studies that may be helpful for the sustainable development of the commercial district...

- Tax Feasibility Study of commercial businesses in rural towns
- D.O.T. Traffic Flow Analysis
- Public Questionnaire of the commercial district
- Study of successful "Impact Fee" systems
- 'Rails to Trails' non-profit organization assistance

The conceptual costs projected for the developments of the commercial district are simply that... conceptual. Financial requirements for each commercial venture would be shaped by many identities such as private developer(s), State and Federal grants and bonds, non-profit community grants, and other interested parties. The projections assist in the basic analysis of what the desired commercial development may cost.



Thank You Warner!

The design charrette on June 11 & 12, 2004 was a tremendous success. A bounty of ideas and commentary was collected during the two public listening sessions. Over 120 local and regional citizens attended; many returning multiple times.

The outpouring of public response demonstrates the commitment of this community to shape the town's future. Through awareness and education comes excellent planning for future sustainable growth. The great accomplishment of the charrette proves to show that Warner will have a very bright future.

Plan NH congratulates the Warner Planning Board and Warner Citizens for Smart Growth on the excellent turnout they generated and wishes them well. In addition, to all the residents who attended for their valuable knowledge to smoothly integrate the commercial district with the beautiful town of Warner.



Plan NH's youngest designer