



WORKFORCE  
HOUSING COALITION  
— OF THE GREATER SEACOAST —



# Wentworth-Douglass Hospital

Workforce Housing Design Charrette  
in Barrington, New Hampshire

Brought to you by the Workforce Housing Coalition of the Greater Seacoast

---

October 21 & 23, 2015





McConnell Center, Suite 302A

Dover, New Hampshire 03820

603-842-5682

[www.seacoastwhc.org](http://www.seacoastwhc.org)

Copyright © 2015 WHC. All Rights Reserved.

# CHARRETTE

## INTRODUCTION

The Workforce Housing Coalition of the Greater Seacoast organized a workforce housing design charrette in the community of Barrington, New Hampshire. The event was held over the two-day period of October 21 and 23, 2015. The process included a site walk, community dialogue session, and design workshop, culminating in a design reveal on October 23. This, the Coalition's sixth annual design charrette, produced conceptual designs for a mixed-use development that includes workforce housing for the charrette focus areas in the town center zoning district in Barrington, New Hampshire.

## WHAT IS A CHARRETTE?

The Workforce Housing Coalition's charrette is an intensive planning process in which designers, property owners, municipal representatives and other stakeholders collaborate to create a conceptual vision, for the possible development, of a mixed-use concept that includes homes affordable to people who work in the community.

A Workforce Housing Coalition design charrette is a unique opportunity to:

- Envision workforce housing developments possible under current regulations
- Suggest modifications to current regulations to better suit workforce housing development
- Test the financial feasibility of design concepts

- Provide options to decision-makers for potential development of the subject sites
- The charrette process can be summarized in nine steps:

1. Identify the study area
2. Reach out to property owners and stakeholders
3. Research the study area
4. Recruit volunteer design teams
5. Walk the site with owners and stakeholders
6. Listen to needs and concerns of all stakeholders
7. Create design options by volunteer team members
8. Present designs and recommendations to all stakeholders
9. Prepare a summary publication with recommendations

Typical charrette teams include:

*Designers and Planners-*  
Architects, Landscape Architects, Engineers, Environmental Consultants, Municipal and Consulting planners

*Financing and development professionals-*  
Developers, Construction Estimators, Bankers, and Real Estate Agents.

Charrette team members are housing professionals who volunteer their time. They each contribute, an average of 14 hours, plus travel time, to the Barrington charrette process. This amounted to over 335 volunteer hours of professional talent and time put into the Barrington project.

## BERWICK CHARRETTE TEAM

### Team Lead

Carrie DiGeorge, Kennebunk Savings Bank

### Design Lead

Tom House, THA Architects

### Facilitator

Michael Castagna, Castagna Consulting Group

### Design Team Members

Robert Teague, Robillard Teague Group  
Sarah Hourihane, Destefano Architects  
Tony Fallon, Tony Fallon Architecture  
Nick Isaak, Procon  
Robbi Woodburn, Woodburn & Company  
Scott Collard, Scott N. Collard Landscape Architecture  
Marty Chapman, The Housing Partnership  
Dave Groen, Groen Builders  
Fenton Groen, Groen Builders  
John Chagnon, Ambit Engineering  
Joe Mulledy, Ambit Engineering  
Amy Sharp, TD Bank  
Ute Luxem, Profile Bank  
Kim Lindquist, Holy Rosary Credit Union  
David Vincent, Land Surveying Services  
Peter Deeley, Coldwell Banker  
Gayle Sanders, Gayle Sanders Home Design  
Marcia Gasses, Barrington Town Planner  
Jack Mettee, Mettee Planning Consultants  
Fred Bussier, Barrington Board of Selectman  
Ralph Pope, Coldwell Banker  
Ron McAllister, York Community Dialogue

### Charrette Planning Committee

Chair: Kristen Grant, Maine Sea Grant and U. ME. Co-op Extension  
Pat Boisvert, Envision Berwick  
Paul Boisvert, Envision Berwick  
Robin Comstock, Workforce Housing Coalition  
Carrie DiGeorge, Kennebunk Savings  
Nichole Fecteau, Bean Group  
Sarah Hourihane, Destefano Architects  
Tom House, THA Architects  
Ron McAllister, York Community Dialogue  
Jack Mettee, Mettee Planning Consultants  
Keith Newton, D.F. Richard  
Ralph Pope, Coldwell Banker  
George Reagan, NH Housing Finance Authority  
Elizabeth Rollins, Ambit Engineering  
John Stoll, Town of Berwick  
Gayle Sanders, Gayle Sanders Home Design

Stephanye Schuyler, Unital  
Matt Sullivan, Strafford Co. Regional Planning Commission  
Frank Underwood, Envision Berwick  
Tom Wright, Envision Berwick

### Property Owners

Property #1 - Map 235 Lot 3: John & Linda Svenson  
Property #2 - Map 235 Lot 1: John & Linda Svenson  
Property #3 - Map 235 Lot 4: Kimberly Boyer  
Property #4 - Map 235 Lot 2: Garth & Elizabeth Svenson  
Property #5 - Map 234 Lot 57: Marla & Mark Lemos  
Property #6 - Map 239 Lot 2: Vacant

### Charrette Sponsors

Naming Rights:



Platinum Level:



Gold Level:



### Report Author

Michael Castagna

### Publication Design

Molly Martuscello

### Special Recognition

Our thanks are extended to the Town of Barrington for their critical role in the charrette process. Without the planning and community development work these staff and volunteers have undertaken, the 2015 charrette would not have been possible.

# Overview of Site Location and Existing Conditions



As of 2010, Barrington's population was approximately 8,600. Barrington's housing stock is primarily single-family homes (~87%), with very limited rental housing opportunities. The median family income for Barrington is \$89,193. Low to moderate income households (50%-100% of the median income) earn between \$40,000 and \$90,000. The median purchase price of a single family home in Barrington at \$265,000 is affordable to median income households, but is more difficult for those earning between 50% to 80% of the median. One-third of Barrington homeowners are housing cost burdened, paying more than 30% of their income on principal interest, taxes, and insurance. Nearly one-half of Barrington renters pay more than 30% of their income on rent and utilities.

## Town Center Zoning District

All parcels are located within the Town Center. The Town Center District is intended to facilitate the creation of a compact mixed-use development pattern around the intersection of Route 125 and Route 9. All development within this district must reflect the design characteristics of a traditional town center as outlined in the Master Plan and Town Center Plan, as well as the Site Plan Review and Subdivision Regulations. The Charrette will focus on developing a mixed use development to include possible senior appropriate housing utilizing the area identified.

## Charrette Property Information

The charrette focus area is properties located in the Town Center Zoning District of Barrington, off Routes 9 and 125.

### Property #1 – Map 235 Lot 3

*Owner: John & Linda Svenson*

Location: 68 Christmas Lane, just west of the Route 125 and 9 Intersection. The 16.72 acre parcel contains level topography close to Route 125 with topographic changes in a northerly direction. The parcel is currently vacant.

### Property #2 – Map 235 Lot 1

*Owner: John & Linda Svenson*

Location: 9 Christmas Lane, just west of the Route 125 and 9 Intersection. This is a 16 acre parcel. The site currently houses the Christmas Dove and related retail shops

### Property #3 - Map 235 Lot 4

*Owner: Kimberly Boyer*

Location: 68 Christmas Lane. This is a 4.17 acre parcel. The site currently houses a single-family home.

### Property #4 - Map 235 Lot 2

*Owner: Garth & Elizabeth Svenson*

Location: 19 Christmas Lane. The site is located on a 7.88 acre site currently housing a single-family home.

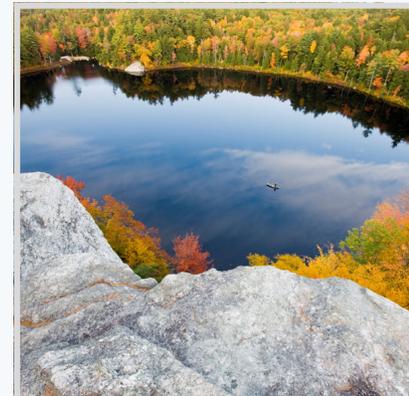
### Property #5 - Map 234 Lot 57

*Owner: Marla L and Mark J Lemos*

The parcel contains 27 acres and is currently vacant.

### Property #6 - Map 239 Lot 2

The former location of the Hayes Residence located north side of Route 9 in the core of the Town Center. The lot is currently vacant.



# Site Walk Observations

## October 21st

### 3:00 - 4:15 pm

The site walk involved twenty participants who assembled at the Christmas Dove parking lot. After a brief introduction of participants, Carrie DiGeorge invited people to tour the sites. Representatives of the Svenson and Boyer families participated in the site walk.

Although traffic noise from Route 125 could be heard clearly, the rural character of the site and the surrounding area was apparent to everyone. The group walked across the Svensons' properties, along a wooded path leading to an abandoned railway bed. This right-of-way, a 40-60 foot wide rail-trail owned by the Svensons, proceeds for at least a mile through arching woods. A pond and a small stream are adjacent to the trail. The relative flatness of the land, albeit with some pleasantly undulating hills, and the dense woods suggest something important to the character of Barrington. Fewer than 8,700 people reside in the Town though it is growing. There is no central business district per se in the village although the area encompassing Calef's Country Store and the Christmas Dove shops are as close as Barrington comes to having a downtown.

On the walk people spoke about the need to control and direct growth. They are aware that development is happening and will continue to happen (especially along Route 125). There is a concern that unbridled growth could involve large stores that serve a much wider area than Barrington. Some people spoke about the importance of focusing future development in "a Barrington kind of way." Conversations along the walk helped to tease out what this means: a village with characteristic colonial architecture and clapboarded ow-rise buildings in scale with the Town. Current zoning limits building heights to 3.5 stories (35 feet).

One important factor affecting growth could be the lack of municipal water and sewer services. The Town has abundant water resources but wells and septic systems are the order of the day throughout the Town. The appeal of Barrington is obvious, given its rural character and its proximity to Dover and Durham. If growth is not focused, the result could be suburban sprawl which will be inefficient and unsustainable in the long run. The fact that there are now 600 jobs in Barrington (of which 400 are at Turbocam) suggests both the Town's potential for growth and the need for additional workforce housing.

It was apparent to people on the walk that the commercial activities they desire (such as, small coffee shops) will require a certain minimum density in order to be successful. The vision of a segment of Barrington existing as a village center where people can walk, gather, and live face-to-face is what some people imagine for Barrington's future. The suitability of the site under scrutiny in this phase of the charrette exercise is easy to understand.

The need for new residences to which Seniors seeking to downsize their households could move (and stay in town) along with housing in demand by a growing workforce was understood by many. Recurring themes voiced during the site walk and during the team member meetings that followed were the importance of establishing a Town Center, creating village life, preserving rural character, holding onto conservation space and "letting Barrington be Barrington."

# Community Listening Session

## October 21st 6:00 - 8:00 pm

During the public session, stakeholders including residents, public officials, business leaders, town department personnel, property owners, all gathered together on a Wednesday evening in October to identify specific issues and desires for the area along Route 9 corridor around the Christmas Dove. The issues that were discussed include:

- Creating a mixed use town center
- Introduce workforce housing to the area
- Create opportunities for new businesses
- Make sure that any future development is scalable with the surrounding landscape
- Address traffic patterns
- Address infrastructure improvements necessary to create opportunities for property owners
- Parking issues for businesses and residential properties and how all these issues effect their quality of life.

More than 40 residents of Barrington attended the public listening session. The session started out with a detailed explanation of what Workforce Housing is and why it is important in the State of New Hampshire for strengthening economic development.

Workforce Housing means homes for sale that are affordable to a four-person family with an annual income up to 100% of the area median income. Barrington's median income amount is \$86,100. This translates to homes selling in Barrington for \$289,000. The current median home price in Barrington is \$265,000 which is less than the calculated amount above.

In regards to apartments for rent, Workforce Housing means units available to a three-person family with an annual income up to 60% of the area median income.

At the present time, 1/3 of Barrington residents are home owners; while 43% of renters are paying more than 30% of their income on housing and utility costs. In order to be "affordable", total housing costs should not exceed 30% of a household's gross annual income.

Examples of affordability in Barrington show that 80% of the area median income (AMI) can afford to purchase a home for \$232,000, and 50% AMI can afford to spend \$145,000. On the rental side, rents at 60% of AMI could afford as much as \$1,160 per month while households at 50% AMI could afford \$970 per month. The median rent in Barrington today is approximately \$958/month for a 2-bedroom apartment.

The cross section of the population needing and expecting to be interested in Workforce Housing includes entry-level teachers, firefighters, police, municipal and university employees, artists and crafts-people, medical and hospital workers, recent college graduates, and empty nesters.

Workforce Housing is a complicated issue. Housing is part of the regional economic development to allow businesses to grow and also attract new businesses into the area. Presently, demand for rentals is greater than the supply which is driving the cost higher than affordable levels.

Zoning plays a large part to allow affordable units in Barrington.

FYI, in 2015, AARP did a study asking 45 year old people and older where they would like to live. The majority stated that they would like to age in place.

Workforce housing is about a "Housing Choice." Even young attorneys that want to live in a good community like Barrington cannot because there is no Workforce Housing available.



After providing this information it was now time to hear from Barrington Citizens.

*"If people want to live in Barrington and can't afford it, then they should go to work out of town for a bigger paycheck so they can afford to live here. If that isn't an option, they should move to a community that they can afford." - local resident*

# COMMUNITY

## Residents Asked The Facilitator:

### **Is Workforce Housing subsidized by the government?**

*Facilitator answered:*

- Not all affordable housing is subsidized. Workforce Housing is an affordable housing option.
- An employer should pay more to an employee so they can afford to live in Barrington.

### **Is it possible to convert single family homes to multi-family?**

*Facilitator answered:*

- There are complications when converting existing single family homes to multi-family homes because of existing infrastructure, such as septic systems and water supply.

### **Why would you create smaller lots and increase density?**

*Facilitator answered:*

- When you create smaller lots and greater density, you keep the cost affordable. When a town can offer a developer the ability to create more density in a design, it is more attractive to a builder. This will address issues like the fact that there are a large percentage of young people that are forced to leave the state to find work because they can't afford to live in towns like Barrington.

### **How many units per acre are considered a density style neighborhood?**

*Facilitator answered:*

- The town will work with a developer in creating something that is economically feasible. It is important to fit people to housing that they can afford, so that they can be contributing members of the community.
- The planning board can create criteria to make a Workforce Housing development attractive.

### **Why has the Workforce Housing Coalition come to Barrington?**

*Facilitator answered:*

The WHC is always looking for opportunities to champion and help the cause of creating Workforce Housing where it is needed. We are not here to dictate to you but to listen to you and see what will help and offer opportunities to developers and residents for the future.

### **What would Workforce Housing look like?**

*Facilitator answered:*

- Many examples were shown to the audience of projects in different parts of the state to show diverse and attractive developments.



## The Facilitator Asked Residents:

### **What would you like to see or not see in Barrington?**

*Residents answered:*

- When houses are closer together, it helps build a community.
- Sidewalks are nice. It's nice to be able to walk safely and not worry about the safety of the children.
- As a young person I lived in a workforce housing unit in Rollinsford and was grateful to have the opportunity at the time.
- Because of rent increases in the towns of Portsmouth, Greenland, and Stratham, I had to keep moving from town to town. It would have been nice if those towns offered safe and reliable workforce housing. Workforce Housing will be good for Barrington as long as the planning board is involved to offer constructive assistance with the design.

### **Describe the "Barrington Look"?**

*Residents answered:*

- Keeping with a New England style town, rural feel, no large complexes. The Barrington Look is that of a bedroom community.

### **What are some examples of what you would like to see?**

*Residents answered:*

- More community centered housing with some higher density, walk-ability, child safety, affordability, rural New England town character in the design, single floor living for senior housing, social gathering spaces, combination bookstore and coffee shop, hardware store, family owned clothing shop, small restaurant, community center, art gallery, maintain a home town feeling, create a charming downtown, festival space, playground, recreation space, walking trails, farmers market, a place where the community can come together, keep a community focus, dog park, small bungalows, a meeting place for yoga, reiki and meeting rooms, ability for older people to walk to town gathering spaces, community garden, multi-generational neighborhood, town pool, shoe store, energy saving development features such as solar.
- A more centrally located library and municipal complex.
- Do not want large chain stores or strip malls. Do not want to be a destination.

As an answer to the above wish list, the facilitator offered that business will come, when there are more residents to purchase products and services, who will also be employees.

With three landowners willing and anxious to discuss the potential development of their property, Barrington has an opportunity to provide services and products residents want.

# Design Concepts

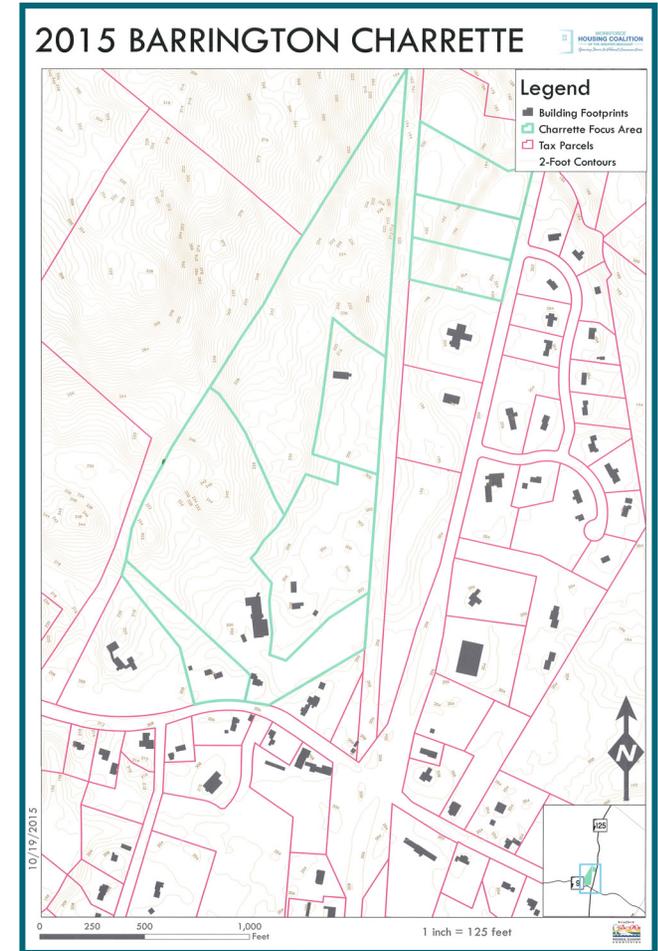
*We have heard the opinions and the input from the residents. We have walked the area and have seen the conditions with which we must deal. Now, we are prepared to present our findings and recommendations to the citizens of Barrington.*

Initial Brainstorming: The 2012 Envision Barrington (EB) report and its focus on population growth and the Town's geographic location and regional context were noted. The EB document highlights the insufficiency of medium range and lower income housing options. The need for more senior housing and creating reasons for seniors to remain in Town were mentioned again. This is reinforced in the lack of adequate independent living or senior care facilities in Barrington. The group then talked about other themes, including: developing a real Town Center (square), unifying Town Hall and the Library to serve as a community center and the importance of making specific zoning changes.

One problem with current zoning is that in the town center, single family homes are only allowed on relatively large lots and only in the context of planned unit developments (PUDs). Mixed uses are appealing but they are complicated by current zoning standards. The absence of a system of sidewalks was noted. Sidewalks would be especially helpful if they were to radiate out along the Route 9 and Route 125 corridors. Such a system would allow connections to the schools, to commercial activities on the street and to residences behind commercial spaces. Connections between subdivisions and commercial spaces via trails were seen as highly desirable.

Reflecting on Wednesday's site walk, and what the team learned from that experience, there are opportunities provided by the rail trail, the brook, wetlands and the pond. Topography also featured prominently in the discussion as did connectivity, portals and the opportunity for pruning existing trees in order to open up the vistas from Route 125. The potential for a new access road/driveway into the Christmas Dove site was mentioned again; this time as a way of fostering a town green.

Team Formation: Design teams were established to work on drawings and financial feasibility calculations that would capture the emerging consensus about the future of the sites. Each team was tasked with developing its own approach to the tasks.



**DESIGN**



Workforce Housing  
Coalition  
Barrington 2015

# Design Concept 1 - Village Center

This scheme offers the opportunity for walkability, population growth, and accommodating multi-generations. There is a large focus on recreation opportunities while taking advantage of the existing trails. The vision makes changes to the tree canopy and the creation of public open spaces. This scheme addresses the absence of senior housing and suggested that a Village Center surrounded by commercial structures could contain independent living units. Each building envisioned would consist of 2-bedroom apartments of about 100 households each. A long-term staged development plan is understood to be essential. It was noted that because of access to state roads, people can get in and out of the site quickly. The railroad trail is an opportunity and should be incorporated into the plan. The pond is an asset but the site has some wetlands and some limited visibility issues as well.



The Town Center concept is something that would put "a there" there. Making the development more visible would be important and this could be done by cutting trees where Garth Svenson's house is located. The Holy Rosary Credit Union bank is going to be built - ideally back from the road - and the Post Office is there now, providing anchors for a Village Center along Route 9 West.

This team also proposed a through-road connecting Route 9 and Route 125 with buildings and commercial spaces up and down the roads, adding greater density. In their scheme Garth's house would remain although it could become a community center on the pond. They envision smaller scale commercial spaces. Sketches were presented showing three story buildings as well as some pockets of small (1,200 square foot) single family homes. Also proposed was independent living facilities, and cited the 2007 Stantec Study which recommended a senior housing complex for the area.

Drilling down into the numbers, clarifies the three distinct areas in the scheme:

The Village area would have four 24x60 foot structures incorporating 64 housing units with 16 apartments in each building. There also would five 24x60 foot structures comprised of a total of 180



units. The population of the Village area would be approximately 368 people.

Independent Living. Here there would be 150 units where 150 people would be housed.

Residential Pods. These are comprised of single family homes; twenty-five units with an average population of 2.5 people each. This area would be home to about 62 individuals.

The total population housed in the overall development would be +/-617 (in 374 housing units). In addition, there would be substantial commercial investment. It was noted that it takes about 250 people to support 10,000 square feet of commercial space. Thus, a development the size of the one proposed would support about 24,000 square feet of commercial activity.



FUTURE COMMERCIAL

FUTURE COMMERCIAL

Independent Living

SINGLE FAMILY COTTAGES

HILL OPEN

SINGLE FAMILY COTTAGES

POTENTIAL FUTURE RESIDENTIAL

GREEN COMMUNITY CENTER

VILLAGE CENTER

FRISBIE

PATHWAY

WETLAND

WETLAND

POND

BANK

CHURCH

DR. OFFICE

VET

CALEF'S

FUTURE SENIOR HOUSING

POST OFFICE

3 MINUTES

ROUTE 125

ROUTE 9

ROUTE 9

# Design Concept 2 - Village Green

The design presentation began with a pedestrian-oriented Town Green near the existing site of the Christmas Dove shops with two-story structures containing mixed-use retail spaces proximate to it. This could be linked to a residential zone of 48 homes with workforce housing located behind and along the rail trail.

A 3,200 linear foot new through-road is imagined entering from Route 9 and existing on Route 125. The new road network is designed with no dead ends to promote fire and rescue safety. The group tried to balance a number of different site needs, including parking, a green, and various structures. Three neighborhoods with driveways and parking around the back are shown. Also included were three sets of two buildings available at market

rate with remainder designated as workforce housing. Common driveways would be established for each building, and there would be garages under buildings with outdoor parking (no garages) for the workforce units. Two buildings of six units each in a clapboarded style would overlook the green open space. A sketch of a sample 28' x 36' foot building with a



walk-out basement, porch as a two story structure was presented. Various design styles of housing, keeping with the rural theme such as cottage style structures was recommended so there is a variety of types and styles of homes. These would be built in each of the three neighborhoods.

A Village Green would be opened up, enhanced by the pond (public skating in the winter). One existing house would have to be moved to establish the green.

Parking will be available behind the Green as well as a dog park. Commercial units with residential on the upper floor would border the pond. Route 9 could be relocated to create a pedestrian way where that road is now. The site would include some single-family homes as well. Commercial space would be developed off Route 125 and on the new road. Pedestrian ways, which are vital in the creation of a town center, will be built to allow people living in the neighborhoods to walk from home to businesses and shops. The rail trail would be kept as and where it is.



80  
 120  
 16  
 25  
 241  
 150

1.5

# Next Steps

The Barrington Charrette provided a process through which stakeholders, both public and private, might become aware of the many possibilities for creating a new town center. From this exercise, stakeholders should emerge with an understanding of the factors that influence or impede economic prosperity in the town, and they will be better positioned to grow their investment within the context of an overall vision for the area.

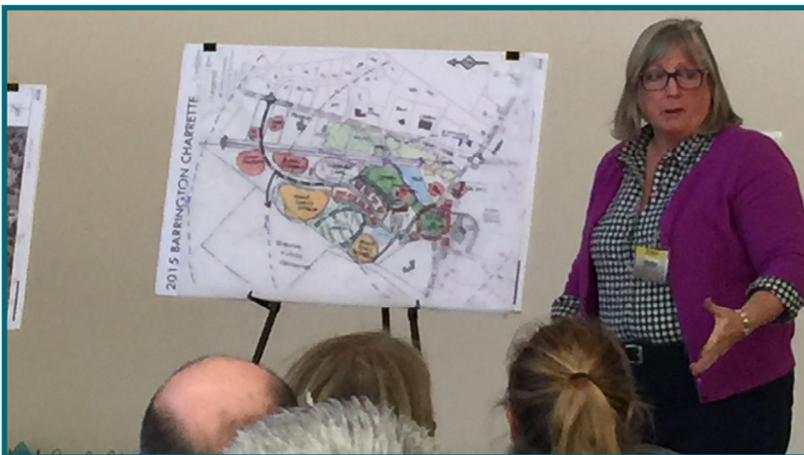


A charrette is intended to be a creative stimulus – a brain storming event – which yields both practical design and redevelopment ideas. Stakeholders, including town officials, should take the most reasonable elements of this charrette and devise a comprehensive strategy for improving and creating the town center with new economic opportunities presented.

People need to come first. Increasing density will allow more people to move into the center of town. The business will follow. The town needs to look at present planning and zoning regulations and make the necessary changes to allow the type of development proposed to become a reality. The recommendations made herein are realistic solutions that are viable.

There are 3 landowners anxious and willing to talk about the highest potential that will bring good growth and economic opportunities to town.

Feasibility of a project of this magnitude will necessitate careful phasing. The entire conceived project would be approximately a \$40 million development project — considering land acquisition, infrastructure, construction, etc. The break-even point would be around 240 units. Conventional financing could be anticipated, but there also would be some opportunities for more creative financial tools. The project would be feasible if there was enough density.



Before entering into an agreement with a private developer, the project should be vetted to the point where all the town's objectives as well as the general public's desires for the changes proposed are documented in a "master plan" type of document so a developer will have a road map beyond the charrette document to consider.

A "Master Developer" would control the entire project in its many phases, and would be a more desirable option than having many small projects built by separate entities with no one in control of the "big picture".

# Tools for Implementation

There are a wealth of resources for planning and funding 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 to qualify for funds.

## **Planning Expertise:**

NH office of Environment and Planning (OEP)  
NH office of Travel & Tourism  
Division of Economic Development (DRED)  
Division of Historical Resources  
NH Council on the Arts  
Small Business Administration (SBA)  
NH Preservation Alliance  
Regional Planning Commissions

## **Funding Resources:**

Community Development Block Grants (CDBG)  
Economic Development Administration  
NH Department of Transportation (NH DOT)  
Conservation License Plate Funds  
Land and Community Heritage Investment Program (LCHIP)  
Community Development Finance Authority (CDFA)  
Tax Increment Financing (TIF)  
Town Trust Funds  
NH Housing and Finance Authority  
NH Charitable Foundation

# Development Budget

- New Roads & Underground Utilities-(3200LF @ \$250/LF) \$800,000
- Bridge \$100,000
- Site Improvements \$3,550,000
- Septic System-(\$10,000/household) \$880,000
- Well-(\$7,000/household) \$600,000
- Commercial Development-(22,000SF @\$175/SF) \$3,850,000
- Housing-(111,875SF @\$140/SF) \$15,600,000
- Design & Development Costs \$2,700,000
- Soft Costs-25% \$6,720,000
- Land Cost-(\$50,000/acre) 3,700,000
- Contingency \$2,000,000

**Total Development Budget: \$40,500,000**

# WORKFORCE HOUSING

## What do you mean by workforce housing?

Workforce housing includes single-family homes, townhouses, condominiums and apartments that are affordable to low, and moderate-income households. To be affordable, monthly housing costs shouldn't demand more than 30% of gross household income. To close the widening gap between incomes and housing costs, some developers and owners utilize subsidy programs. However, subsidies are not synonymous with workforce housing.

The Workforce Housing Coalition defines workforce housing as for-sale housing which is affordable to a 4-person household earning no more than 100% of median area income or rental housing which is affordable to a 3-person household earning no more than 60% of median area income.



A healthy vibrant and thriving community with strong eco-systems is filled with all generations of the workforce. The faces of that workforce include young professionals to empty nesters. They are often nurses and doctors, teachers, police officers, and first responders. These community members, provide the benefits and services we associate with a desirable place to live and work, live and give to the community as their home. Workforce housing availability insures that they are able to engage and contribute in all the ways we need for healthy social, cultural and economic systems.

## Who needs workforce housing?

The Greater Seacoast of New Hampshire and Southern Maine is quickly becoming cost prohibitive to many seacoast employees. Many residents people cannot afford to live in the communities in which they work. As a result, they endure long commutes which negatively impact the environment and limits time with family, community, and with volunteer activities. Some move away, leaving employers who are unable to hire and retain the workers needed to sustain and grow their businesses.

## What does workforce housing look like?

Contemporary workforce housing is based on good design and minimal impact as small, mixed-income developments that are distributed throughout a town. Developments

in suburban settings are clustered to leave areas of open space. Compared to unplanned sprawl, such land use is much more efficient and attractive, and consistent with our values.



Support the Workforce Housing Coalition of the Greater Seacoast and help to promote a friendlier climate for workforce housing development in the Greater Seacoast, for more information visit [www.SeacoastWHC.org](http://www.SeacoastWHC.org)



With the support of our members, the Workforce Housing Coalition of the Greater Seacoast tackles complex issues that contribute to the region's limited housing options.

We offer planners and developers advice and resources on how to meet the housing need. Our annual design charrettes inspire dialogue and generate concept designs that include innovative ways to increase the local supply of workforce housing.

We envision an adequate supply of affordable and desirable housing throughout the Greater Seacoast region that provides opportunities for area workers to put down roots and create a more diverse community that benefits us all.

The lack of an adequate and balanced supply of housing poses a significant threat to the region's economic health and future. Addressing this issue requires that a broad range of individuals, organizations and public officials become engaged in efforts to change attitudes towards developing housing.

Since the Coalition's inception in 2001, we have helped nearly two dozen communities in the Greater Seacoast region of New Hampshire and Southern Maine to improve their housing regulations. In turn, local developers have created over 350 new units of workforce housing.

### **What can YOU do?**

Learn the facts about the area's housing situation and recognize the link between a balanced, available and accessible housing supply and the area's economic and social stability.

Participate in local planning processes and monitor local regulatory practices to ensure that they provide reasonable opportunities for appropriate housing development. Tell your local officials that you expect them to support actions, which lead to a balanced housing supply, and be prepared to support specific housing initiatives that make sense for your community.

Participate in the work of local non-profit housing development organizations or other housing providers. Communicate your concern about the lack of workforce housing to state policymakers and advocate for policies and programs that support housing development.

Become a member or sponsor a Workforce Housing Coalition event today to support the development of workforce housing.

Workforce Housing Coalition of the  
Greater Seacoast  
*Board of Directors*

#### **Kim Rogers, *President***

President  
G.L. Rogers and Company Inc.

#### **Thomas House, *Vice President***

Principal  
T.H.A. Architects L.L.C.

#### **Matthew Sullivan, *Secretary***

Regional Planner  
Strafford Regional Planning Commission

#### **Michael Castagna, *Treasurer***

Principal  
Castagna Consulting Group

#### **Sarah Hourihane**

Project Manager  
DeStefano Architects

#### **Kenn Ortmann**

Retired Community  
Development Professional

#### **Ralph Pope**

Sales Associate  
Coldwell Banker Residential Brokerage

#### **Gayle Sanders**

Owner  
Gayle Sanders Home Design L.L.C.

#### **Cliff Sinnott**

Executive Director  
Rockingham Planning Commission

#### **Amy Sharp**

Vice President of Commercial Lending  
TD Bank



McConnell Center, Suite 302A  
Dover, New Hampshire 03820  
603-842-5682

[www.seacoastwhc.org](http://www.seacoastwhc.org)

Copyright © 2015 WHC. All Rights Reserved.

