

Response to Comments – Jenness State Beach Redevelopment

1. How was the size of the bathhouse determined?
 - a. The State Park Planning and Development Specialist spent 3 days on-site in the summer of 2016 interviewing visitors using the bathhouse. Questions asked were; home zip code, where did you park, how many males & females came in your car and how many times per year do you come?
 - b. The Division is the key provider of public sanitary facilities on the seacoast from Hampton Beach to Odiorne Point and has managed these facilities in excess of 50 years.
 - c. The interviews and observational study suggests that the current bathhouse serves a similar population that visits Wallis Sands State Beach. The facilities at Wallis Sands State Beach (6 fixtures a side) meet the average demand. The Jenness State Beach proposal has 5 fixtures a side and one family bathroom, Wallis Sands does not have a family bathroom.
 - d. Guided by industry standards and state building code [RSA 155-A](#).
2. Where are visitors parking?
 - a. The 2014 Rye Parking Study by Tighe and Bond surveyed available parking in private lots, public lots and off-road parking in the Ocean Boulevard Corridor. They also conducted field observations on occupancy of the spaces.
 - b. Within that half-mile (10 minute walk) of the bathhouse, the Tighe & Bond study estimated 492 parking spaces available which is equivalent to the parking available at Wallis Sands State Beach (465 spaces plus lawn space).
3. How many people are visiting the Jenness State Beach area (including town beaches)?
 - a. The interview determined that the average number of people per car was 3.6 visitors (same as Wallis Sands State Beach).
 - b. Occupancy varies between weekdays (40%) and weekends (87.5%).
 - c. The estimated daily visitor number is 708 weekday visitors and 1,553 weekend visitors.
4. Why does the parking lot need to be wider and take space from the “bike lane”?
 - a. There is limited space between the seawall and roadway which needs to be allocated to several functions; shoulder, traffic island to separate of parking lot from shoulder of roadway, parking spaces, parking lot travel aisle and sidewalk.
 - b. There is no designated bike lane (RSA 230:74-III) along Ocean Boulevard. The area beyond the fog line is a road shoulder.
 - c. The new shoulder is equivalent in width to the shoulder to the north and south on the east-side. The area is signed as no parking, unlike the shoulder to the north.
 - d. The current shoulder is 8 feet and will be reduced 2 feet to a width of 6 feet.
 - e. The current parking lot has angled parking at a 60 degree angle, the parking lot travel aisle is 12.6 feet. The proposed parking lot will retain 60 degree angle parking with a 17.0 feet travel aisle. The recommended standard is an 18 feet parking lot travel aisle.
5. Why is the sidewalk along Ocean Boulevard being eliminated?
 - a. The area between the road and parking lot is not a sidewalk; it is a traffic island separating the parking lot from the road.
 - b. The width of the island will be narrowed to 36 inches and be surrounded by a granite curb. Bollards will be placed in the island to provide a barrier between the road and parking lot.

6. How wide is the existing sidewalk along the seawall and why is the width being reduced?
 - a. The existing sidewalk from the seawall to curb is 48 inches with meter poles placed in the sidewalk 33 inches on center from the seawall.
 - b. The new plan is to have bollards installed 54 inches from the seawall, which will allow the car bumper to be as close as 36 inches to the seawall at the nearest corner of the angled parking space.

7. What is the purpose of moving the building away from the property line?
 - a. Rye Zoning and wetland regulations require at least a 20 foot set back from property line. The Wetland regulation allows for an exemption if the abutting landowner grants permission.
 - b. The building will have a full foundation which requires excavation. To prevent failure of the retaining wall between the properties during excavation, it is recommended that excavation occur no closer than 12 feet 6 inches (Terracom).
 - c. The area behind the building will create a service area for park staff including State Park Patrol and maintenance staff to park temporarily while carrying out their duties in addition to allowing maintenance equipment to access the beach. This service corridor will provide an area for safety services (ambulance/police) to mobilize out of the public space.
 - d. Locating the building behind the existing seawall will provide much needed protection from storm events.

8. A traffic and pedestrian safety study should be done along Ocean Boulevard.
 - a. The Division has consulted with NHDOT Division 6 that manages this section of Ocean Boulevard and they have agreed to the driveway and parking lot realignment.
 - b. The NHDOT in cooperation with the Town of Rye manages parking along Ocean Boulevard.
 - c. There are no designated bike lanes (RSA 230:74-III) along this section.
 - d. The purpose of the NH Coastal Byways Corridor Plan is to establish community-based goals and implementation strategies to preserve and highlight the scenic, cultural, natural, historic, recreational, and archeological qualities that make the road special (p. 1-5).
 - i. The NH DOT, Town of Rye and the Rockingham Regional Planning Commission have the responsibility to implement the plan.
 - ii. On shoulder parking along the byway is an identified road user conflict area during the summer months (p. 5-9).

9. The new facility will attract more visitors adding to the unsafe conditions.
 - a. The number of visitors is limited by the number of parking spaces available in the park parking lot, the private parking lots and the parking along public roadways. This capacity is regularly maximized on peak beach days.
 - b. In section 6.4 Unique Coastal Resources of the 2013 Rye Master Plan (p. 52-53), the town has affirmed its desire to protect beach access and has placed signs at access points.
 - c. Sawyer's Beach is a town owned beach to the south of Jenness State Beach facilities. There are no sanitary facilities at this beach. Parking is restricted to town residents.
 - d. The town owned portion of Jenness Beach has 7 access points; E-F-G Streets, Cable Road, Sunrise Path, Old Beach Way, and Old Town Way.

10. Why can't the building height be reduced?
 - a. The building height to the ridge is a function of the building width, wall plate height and desired pitch.
 - b. The building width of 26 feet meets the requirements we've stated that are necessary to accommodate the public's facility needs.

- c. The wall plate height set at 9 feet provides visual privacy for high windows that allow natural light and ventilation.
- d. The pitch proposed is 6:12 which is the park brand standard. This pitch was chosen as typical of the vernacular architecture of the area. The 6:12 pitch is optimal for shedding rain and snow; the pitch can be steeper but is not recommended to be less.

11. Response to “Citizen Solution” presented to the state.

- a. The building in the citizen design has a length of 48 feet-1 inch including the seasonal changing rooms. As a result, the space between the NE corner and the seawall is reduced from 14 feet-3 inches to 6 feet-2 inches. That is too narrow to accommodate the volume of pedestrian traffic moving on and off the beach and blocks the equipment access route to the beach.
- b. The 10 foot wide corridor on the south side of the building does not meet set back requirements nor is it sufficient for most the cost effective excavation method. The space is also not wide enough to accommodate public safety, park service and maintenance vehicles and creates an unsupervised space.
- c. The plumbing chase has been eliminated in the citizen design. This is a seasonal building so the water piping has to be drained down every fall and recharged every spring. The plumbing chase makes that possible and facilitates maintenance work.
- d. Elimination of the entry vestibules has eliminated visual privacy screening for the toilet rooms. Opening the door to the women’s room allows a direct view from the outside to the toilet stalls. The entry doors are often pegged open to provide ventilation and improve circulation or are held open because of lines.
- e. Storage needs for park operations is insufficient in the citizen design. Toilet room operations include cases of toilet paper, paper towels, hand soap, cleaning materials and cleaning equipment. Storage needs for the lifeguards include rescue boards, torpedoes, back board, first aid kits, warning flags, and surf zone signs.
- f. Mechanical room needs are not accounted for in the citizen design which includes the electrical panel, the telephone panel, the hot water heater, the janitor’s sink, and the radio communications repeater.
- g. The janitor’s sink in the citizen design is on the south side of the building but the doors to the toilet rooms are on the north side. In order to clean the toilet rooms which is done several times a day, park staff would have to carry a mop bucket entirely around the building each time. This is inefficient and will make it less likely that the toilet rooms will be cleaned frequently.
- h. The hip roof in the citizen design does not provide visual screening for the changing rooms from above, which is necessary because of the location and configuration of the south abutter’s balcony and windows.

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