

Winchester, New Hampshire

Master Plan 2008 Update



Adopted March 31, 2008

Prepared by:
Southwest Region Planning Commission
and
The Town of Winchester Master Plan Sub-Committee



SWRPC

Southwest Region Planning Commission
20 Central Square, 2nd Floor
Keene, New Hampshire 03431

Winchester, New Hampshire
MASTER PLAN
2008 Update

Acknowledgments

The 2008 update of the Town of Winchester's Master Plan was completed through the dedication of the Master Plan Sub-Committee and the support of many individuals and boards within Winchester. The continued partnership with the Southwest Region Planning Commission is also invaluable. Thanks to everyone who contributed to this visionary work and is committed to realizing its goals.

Master Plan Sub-Committee, 2007 - 2008

Danielle Borges
Shemariah Blum-Evitts
Edie Fifield
John Hann
Margaret Sharra

Winchester Planning Board, 2007 - 2008

Margaret Sharra, Chair
Larry Hill, Vice Chair
Jim Amman, Secretary
Ken Berthiaume, Selectmen's Representative
Dean Beaman
Ken Cole
Jack Marsh

Table of Contents

Certificate of Adoption	ii
Introduction	1
Master Plan Summary	2
A Vision for Winchester	2
Town Goals	3
Implementation Plan	6
Analysis of Community Survey	16
Basic Studies	
Existing Land Use & Future Land Use Plan	18
Population and Housing	37
Traffic and Transportation	61
Economic Development	85
Community Facilities	90
Historical, Cultural and Recreational Resources	102
Natural Resources	116
Appendices	
2007 Citizen Opinion Survey Results	
Sources for 2007 Land Use in Winchester	
Energy Efficient Development	
Guidelines for Lighting Regulations	
Traffic Study on Manning Hill	
Secretary of the Interior's Standard for Rehabilitation	
Protecting Historic Resources through Demolition Review	
Reference Materials (on CD)	
2004 Economic Development Plan	
2007 Natural Resources Inventory	
2006 Ashuelot River Corridor Management Plan	

Winchester, New Hampshire
MASTER PLAN
2008 Update

Certificate of Adoption

The Planning Board of the Town of Winchester, New Hampshire hereby certifies that the “Town of Winchester, New Hampshire, Master Plan 2008 Update” was adopted by unanimous vote of the Planning Board on March 31, 2008 as the true Master Plan of the Town of Winchester, New Hampshire pursuant to the provisions of RSA 674:2-4, 675:6, and 675:7.

Margaret Sharra, Chair

Larry Hill, Vice Chair

Jim Amman, Secretary

Jack Marsh

Dean Beaman

Ken Cole

Ken Berthiaume, Selectmen’s Rep.

Introduction

The 2008 update of the Town of Winchester's Master Plan represents - to the best ability of the Planning Board and the Master Plan Sub-Committee - the wishes of the residents of Winchester regarding the present and future vision of the town. This Master Plan attempts to forecast and plan for the next five to ten years. The 2008 update was completed through the dedication, vision, cooperation, and hard work of the citizens of Winchester. Throughout this process, the Planning Board has informed the public and solicited comment in order to reach the recommendations included in the Master Plan. The Master Plan Sub-Committee was convened by the Planning Board and worked with municipal Boards, other residents and the Southwest Region Planning Commission. This collaborative process created a vision for Winchester's future; analyzed the recent trends, current conditions and expected future conditions in Winchester; and developed a set of goals and objectives by which municipal government and the public can work to make this vision a reality.

The basis for local land use regulation is established in the Constitution. The Constitution gives municipalities the right to protect property owners' rights while managing private land use to protect the greater good. A master plan is the municipal policy basis for land use regulations and public spending for services and infrastructure.

There are many determinants of development including, but not limited to, lifestyle and economic choices of home and business owners, physical landscape capabilities, the prevailing economy, public services, and land use regulations. A master plan is concerned with those factors which municipalities are uniquely situated to effect, such as the kinds and densities of land uses, site design, layout and maintenance of roads, and provision of public services.

New Hampshire RSA 674 assigns responsibility for developing and maintaining the municipal Master Plan to the Planning Board. This statute identifies the primary purpose of a master plan, which is:

- to envision the best and most appropriate future development of your community;
- to aid your planning board in designing ordinances;
- to guide your planning board in performance of its duties, to achieve principles of smart growth, sound planning, and wise resource management;
- to establish statements of land use and development principles; and
- to establish legal standing for implementation ordinances and other measures of your planning board.

While there is no statutory standard for how often a Master Plan must be updated, as frequently as every five years is recommended. Waiting more than ten years can jeopardize the legal basis for zoning. It also creates disconnect between constantly evolving zoning ordinances, prevailing conditions and public policy. An updated master plan enables the Planning Board to evaluate development proposals for consistency with the vision of Winchester residents. Additionally, it serves as a guiding document for the Board of Selectman, Zoning Board of Adjustment, town officials, department heads, residents, business owners and potential developers.

Master Plan Summary

The 2008 Master Plan includes a Vision Statement and Goals representing local residents' vision for the future of Winchester. The vision statement and goals address matters of community development in which Town government has responsibilities, duties or other authorities – primarily land use regulation, public services and infrastructure, and public spending. The goals and objectives were developed to address needs and conditions observed at the time of this Update and expected for the near future. The Committee's deliberations were informed by:

- the collective views, knowledge and opinions of the Master Plan Sub-Committee members;
- the 2007 Citizen Opinion Survey; and
- comments and information provided by other Winchester residents throughout the Master Plan Update process from 2007 to 2008.

A Vision for Winchester

Winchester is a unique and caring community accepting of people of all ages, backgrounds and economic means. Overwhelmingly, Winchester wants to remain a rural community connected to its agricultural heritage, supportive of sustainable farming and woodland management. The town is protective of its abundant natural resources, particularly its steep slopes, high yield aquifers and the streams, which directly feed the Ashuelot and Connecticut Rivers. Winchester is blessed to have enough land to balance development and open space. To be self-sustaining, Winchester's tax base needs to consist of both business and residential properties of a value sufficient to support the infrastructure of the town.

In order to achieve this vision in Winchester, the Master Plan Sub-Committee has identified the following goals:

- Continue to attract compatible industry and commercial businesses to provide jobs, services, and goods.
- Support the needs of the community by promoting excellent schools, high quality childcare, social opportunities and recreation for children and families, senior housing and elder care, and support services for those in need.
- Better promote the hospitable nature of our community through a long range effort to make downtown Winchester vibrant.
- Adapt zoning ordinances to promote a mix of housing and commercial activities, provide for growth of industrial / commercial uses of land, and discourage sprawl in the remote, scenic and difficult terrain areas.
- Develop roadway, driveway and sidewalk policies that maintain the rural nature of the town and provide safe, reliable and easy access through the community.
- Create incentives to encourage agriculture and farming, the preservation of prime farmland soils, working fields, and significant tracts of working forest.
- Create and finance a prioritized, long-range conservation plan to preserve our special places.
- Protect Winchester's historic places.
- Promote a balance and diversity of housing types.

Town Goals

The goals presented below are organized by subject: Land Use, Population and Housing, Traffic and Transportation, Economic Development, Community Facilities, Natural Resources, and Historic, Cultural and Recreational Resources. Further detail on objectives and implementation are explored in each study chapter and the implementation plan.

Land Use Goals

1. Preserve the rural character of the town by discouraging sprawl in the remote, scenic and difficult terrain areas.
2. Focus growth to appropriate areas in order to accommodate the need for residential development while balancing density and open space opportunities.
3. Make available through zoning commercial/industrial properties for economic development.
4. Manage development consistent with the town's ability to provide water & sewer.
5. Enhance planning through modernization of equipment such as a GIS mapping system, education of staff and board members, and obtain the guidance of the regional planning commission.
6. Conduct an audit of agricultural and forestland to establish a baseline to determine what may need to be protected and managed properly.
7. Establish a land preservation list and inventory agricultural and forestlands.
8. Conduct a buildout analysis to better understand development capabilities for residential and commercial properties.

Population and Housing Goals

1. Continue to monitor population and housing changes to better adjust to the needs of Winchester in keeping with the rural character of the town.
2. Recognize and plan for the expanding elderly population.
3. Recognize and plan for the expanding in-migration from out of state.
4. Diversify the housing types to expand the availability of high end and moderate housing options.
5. Encourage new housing to meet higher standards of energy efficiency.

Traffic and Transportation Goals

1. Initiate a program for road improvements and projects that balance the needs of the residents with concerns for safety.
2. Plan a financial program and use the Capital Improvements Program (CIP) to consistently maintain and upgrade our roads with the least burden on taxation
3. Continue connections with NH Department of Transportation (DOT) and the Southwest Region Planning Commission's (SWRPC) transportation advisory committee on the state's "Transportation Plan" and other projects effecting Winchester.
4. Work with NH DOT and SWRPC to improve the safety of Manning Hill, Route 10.
5. Evaluate upgrading certain portions of Class 6 roads to allow for adequate emergency egress.
5. Support a livable, walkable, community, particularly in our downtown village.
6. Re-evaluate the subdivision and driveways regulations for road and driveway standards.
7. Encourage alternative transportation such as public buses, park and ride lots, car pooling and alternative fuels.

Economic Development Goals

1. Support the Board of Selectmen, Planning Board and Economic Revitalization Committee in focusing on revitalizing the downtown "Main St." area.
2. Support creation of a downtown "Welcome Park" with river views/access in the currently town owned vacant lot next to the Pisgah Diner.

3. Support creation of a Tax Increment Financing (TIF) district/s as an incentive for new business to locate here and to compete with neighboring towns that have TIF districts in place.
4. Support efforts to improve infrastructure such as sewer plant, roads, sidewalks, and water to enhance the opportunities to attract business in desirable locations, to make the community safer and to facilitate ease of walking in the downtown area.
5. Encourage development that focuses on the recreational and natural beauty of the town of Winchester and reflects the community's desire to preserve our natural resources.
6. Actively promote tourism and the recreational opportunities of Pisgah State Park, Forest Lake and the Ashuelot River.
7. Actively pursue businesses to locate in Winchester that are consistent with the residents' vision.
8. Adopt ordinances that new commercial/industrial buildings meet or exceed nationally recognized green building standards established by Leadership in Energy and Environmental Design (LEED). Significant renovation of older commercial/industrial buildings should be encouraged to meet LEED standards as well.
9. Ensure that zoning regulations facilitate growth in the area where it is most suitable, such as on Route 10 North.

Community Facility Goals

1. To maintain the historic building of the Town Hall, while improving upon its emergency efficiency, aesthetics, accessibility and healthy working environment for employees and citizens.
2. Address the need for expanded municipal facility space due to the overcrowding of the three departments within the emergency services building.
3. Renovate the Highway Department building for energy efficiency.
4. Expand the involvement of citizen volunteers for committees and volunteer boards.
5. Increase sewer capacity and upgrade the town water systems.
6. Investigate the use of town land to improve/expand on the various needs of space concerns for certain departments.
7. Promote an energy efficient town with environmentally friendly buildings and renovations.

Historical Resources Goals

1. Generate more interest and involvement in the town's Historic District.
2. Continue to provide support for the Winchester Historical Society, the Sheridan Museum, and the Edith Atkins Collection in the Conant Library and to support higher visibility for the collection.
3. Support review of the Historic Preservation Ordinance to determine if it is adequate protection for important buildings.
4. Consistently evaluate proposals brought to the Historic District Commission for review of changes to buildings in the Historic District.
5. Develop a clear and concise plan for the future of the Historic District, including a thorough inventory and written guidelines for evaluation.
6. Assess our historic farm buildings and research what options are available to preserve and protect our historic agricultural landscape.
7. Better utilize the available state, local and national resources available for preservation.

Cultural and Recreational Resources Goals

1. Support existing recreation and explore new initiatives for residents of all ages in the most efficient and cost effective manner.
2. Encourage collaboration between organization leaders, business proprietors, managers of open space and town officials to meet the social, recreational, cultural and leisure needs of all residents.
3. Encourage Winchester's leaders to cooperate and coordinate social, recreational and cultural opportunities with adjacent towns.

4. Recognize and promote the mission and visions of local service organizations, groups and clubs offered within the town of Winchester.

Natural Resource Goals

1. Maintain and preserve the abundance of Winchester's diverse natural resources.
2. Identify those natural resources that are most important and most threatened and establish plans to protect them.
3. Integrate land use policy and financial incentives to encourage protection of critical resources and the essential components of a rural environment.
4. Purchase or otherwise protect the development rights of the highest priority natural resources located in Winchester.

Implementation Plan

This Implementation Plan prescribes actions, timing of actions and responsible parties to fulfill Objectives from the Future Land Use Plan that were identified as priorities for the years 2008 - 2012 by the Master Plan Sub-Committee.

First and foremost, it is essential to the effectiveness of this Update that the Planning Board, as steward of the Winchester Master Plan, will:

1. ensure the orderly execution of the Implementation Plan of this Update including coordination with other municipal boards, municipal employees and other residents;
2. review Winchester's land use regulations for consistency with the Goals and Objectives of this Update on an annual basis; and
3. undertake a comprehensive Master Plan Update following the 2010 U.S. Census.

Furthermore, the Planning Board may establish the Master Plan Sub-Committee as a standing committee to the Planning Board specifically to manage the implementation measures set forth below on the Board's behalf.

Implementation of the 2008 Update should begin with a joint meeting of the Planning Board, Master Plan Sub-Committee, Board of Selectmen, and municipal Department Heads to review this Implementation Plan together.

Land Use

Land Use Objectives 1, 2, & 3

Encourage denser development in the core of the town while protecting the character of the outlying areas. Review of zoning ordinances, subdivision, site plan and earth excavation regulations to continue compliance with state statutes and residents vision as put forth in the Master Plan. Provide and upgrade water and sewer services by several different sources of funding.

Who

Planning Board, Board of Selectmen, Zoning Board and Conservation Commission.

Action

Conduct a thorough analysis of ordinances, regulations and water & sewer availability to create a plan for denser development in the core areas, discourage sprawl in outlying areas and make appropriate land available for economic development.

Land Use Objective 4

Conduct an audit of agricultural and forest lands to establish a baseline to determine what may need to be protected and managed differently. This would include preparing a land preservation priority list.

Who

Conservation Commission

Action

The Conservation Commission will compile a list of their opinion, to present to the public, a list of areas in Winchester to be protected and compile a list of forestland and agricultural land to be properly managed.

Land Use Objective 5

Conduct a buildout analysis to better understand development capabilities for residential and commercial properties.

Who

Board of Selectmen, Planning Board

Action

Apply for the NH Office of Energy and Planning's grant for assistance in conducting the buildout analysis.

Land Use Objective 6

Enhance planning through modernization of equipment and upgrade education for planning members.

Who

Planning Board, Board of Selectmen

Action

Enhance mapping system to Geographic Information Systems (GIS) software and promote educational opportunities to board members.

Population and Housing**Population and Housing Objective 1**

In 2011, after the 2010 US Census, adjust this area of master plan to update population and housing statistics.

Who

Planning Board, Master Plan Sub-Committee

Actions

In 2011 the Planning Board, Master Plan Sub-Committee and Southwest Region Planning Commission will use the new population and housing data from the 2010 census to update this chapter.

Population and Housing Objective 2

Use data from the US Census Bureau and NH Office of Energy and Planning, as well as real estate trends and building permits to assure compliance with meeting the diverse economic housing demands.

Who

Planning Board

Actions

Yearly evaluate and adjust, if necessary, building permit issuance to comply with smart growth policies and affordable housing statutes.

Population and Housing Objective 3

Adjust zoning to address the housing needs of all income levels and physical needs of the elderly. Concentrate on tighter density in the downtown area.

Who

Planning Board

Actions

Within the next two years, or when the infrastructure allows, amend the zoning ordinance at town meeting to allow tighter density in the downtown area.

Population and Housing Objective 4

Actively promote larger lots in the outer limits of the town.

Who

Planning Board

Actions

Promote to the residents of Winchester the benefits of larger lot sizes in the outskirts of town and amend the zoning ordinance at town meeting.

Traffic and Transportation**Transportation Objective 1**

Keep yearly inventories of town road conditions and bridge conditions.

Who

Highway Superintendent

Actions

The superintendent will report yearly to the Board of Selectmen and the Planning Board road conditions on a yearly basis.

Transportation Objective 2

Enact a financial program for road upgrades by various avenues of funding.

Who

Highway Superintendent, Board of Selectmen

Action

Use the Capital Improvements Program (CIP), grant monies, exaction fees and impact fees for road repair and upgrades.

Transportation Objective 3

Work with the State on coordination of curb cut approvals, push for adequate funding for bridge repairs and prioritize the need for immediate safety improvements on Manning Hill Road.

Who

Highway Superintendent, Board of Selectmen, Planning Board, Southwest Region Planning Commission and State Representatives.

Action

Create a working plan with the NH Department of Transportation to address disparities in curb cuts on state roads, push for state funding on repairs for Broad Brook Road and Bridge Street. And implore the need for immediate safety repairs to Manning Hill Road.

Transportation Objective 4

Form a study committee in 2008 to create a Class 6 road policy.

Who

Board of Selectmen, Highway Superintendent, Planning Board and Zoning Board.

Action

Creation of a study committee that addresses the possible need to upgrade certain class 6 roads for emergency egress and to determine in continued building on class 6 roads should continue in these rural areas.

Transportation Objective 5

Upgrade and expand the sidewalk system downtown.

Who

Economic Development and Revitalization Committee, Board of Selectmen

Action

Design and establish funding sources for sidewalk upgrades in the downtown.

Transportation Objective 6

Work with Southwest Region Planning Commission to explore appropriate alternative transportation strategies for Winchester.

Who

Highway Superintendent, Board of Selectmen, Planning Board, Southwest Region Planning Commission

Action

Identify grant funding and appropriate public transportation projects that will enhance transportation options in Winchester.

Economic Development**Economic Development Objective 1**

Support the Board of Selectmen, Planning Board and Economic Revitalization Committee in focusing on revitalizing the downtown “Main Street” area.

Who

Economic Revitalization Committee, Board of Selectmen, Zoning Board, Code Enforcement/Building Inspector

Actions

In March 2008, RSA 79E, the Community Revitalization Tax Relief Incentive, was passed in Winchester. Downtown property owners must be notified in writing with personal letters from the Revitalization Committee or the Board of Selectmen detailing how this will positively affect them and offering help with the process.

Economic Revitalization Committee must focus on maintaining close ties with property owners and reaching out to new business.

Code enforcement can and should be consistent with the objectives.

Economic Development Objective 2

Support efforts to improve infrastructure such as sewer plant, roads, sidewalks, and water to enhance the opportunities to attract business in desirable locations, to make the community safer and to facilitate ease of walking in the downtown area.

Who

Board of Selectmen, Revitalization Committee, voters

Action

Winchester was awarded a 2008 Plan NH Charrette. This charrette will enable the Board of Selectmen and town citizens to work with designers and planners in assessing how to create a new vision for downtown. The Charrette is tentatively planned for spring 2008. Much work will be detailed after the Charrette.

Board of Selectmen must solicit estimates or bids for work on the west side of Main Street including burying electric lines, quotes on lighting, trees, tree grates, pouring new sidewalks, etc. The Economic Development and Revitalization Committee can assist with the process. Sewer plant upgrades must be included in the town's Capital Improvements Program and as a future warrant article. Warrant article for capital improvements can be placed on the ballot for 2009.

Economic Development Objective 3

Obtain drawings, and bids for a "Welcome Park" that will include landscaping, benches, tourist info, and will encourage visitors and residents to spend some time downtown. It will also serve to open up a visual link to the Ashuelot River, one of our greatest resources.

Who

Economic Development and Revitalization Committee, Board of Selectmen

Action

Drawings have been submitted for what is tentatively named, Major General Leonard Wood Park. Details are being finalized, and a meeting is scheduled for late March with professionals who are donating their labor for tree takedown and site prep. A letter is being drafted for distribution to potential donors so that the Park can be built with little or no taxpayer monies.

Economic Development Objective 4

Strongly support adopting the provisions of RSA 162-K, Municipal Economic Development and Revitalization Districts, for the creation of Tax Increment Finance districts in specific areas in town most conducive to redevelopment.

Who

Board of Selectmen, Planning Board, voters

Actions

R.S.A. 162-K, Municipal and Economic Development and Revitalization Districts, should be put on the 2009 ballot for the voters to adopt. Board of Selectmen shall schedule a Hearing R.S.A. 162-K:4 at least 15 days prior to a vote taking place on adopting R.S.A. 162-K.

Community Facilities**Community Facilities Objective 1 & 2**

Form a facilities committee to evaluate the concerns of American with Disability Act, health, environmental, and lack of space issues, and inefficiencies of town government buildings such as better access to downstairs, increased storage, address mold issues and the need for fresh air. Investigate town owned parcels to see if location, size and possible uses would accommodate departments in need of expansion or greater accessibility.

Who

Board of Selectmen

Action

To form a facilities committee of all department heads and some local professionals in 2008 to analyze the needs of 1) upgrading the town hall, 2) formulate a plan of expanding or moving a department(s) out of the emergency services building, 3) examine the Highway building to have it be more efficient and giving part of the town owned gravel pit to Evergreen cemetery for future expansion.

Community Facilities Objective 3

Recruit willing and knowledgeable volunteers for committees and volunteer departments.

Who

Board Chairs, Committee members, fireman, and ambulance personnel.

Action

Organize a day of recruitment where the public will have the opportunity to ask questions and gain knowledge of what different boards and committees do.

Community Facilities Objective 4

Update the CIP to establish timeframes and finances for infrastructure upgrades.

Who

Board of Selectmen, water and sewer departments.

Action

Implement plans and use the Capital Improvements Program already available in the most cost efficient manner.

Community Facilities Objective 5

Investigate the green building techniques and making present facilities more efficient.

Who

The building inspector

Action

Inform the facilities committee of how to incorporate green building techniques.

Historic Resources**Historic Resources Objective 1**

Support the Historic District Commission in creating a set of guidelines for review of proposed changes to buildings in the district.

Who

Planning Board and Historic District Commission

Action

The Historic District Commission should work on creating a clear set of guidelines for review of proposals in the Historic District such as the Secretary of the Interior's Standards of Rehabilitation. See appendix.

Historic Resources Objective 4

Apply for municipal grant money from Housing and Conservation Planning Program through the New Hampshire Office of Energy and Planning. Phase one grant money covers technical assistance with inventorying historic resources, among other things.

Who

Planning Board, Board of Selectmen

Action

Application process requires that information be gathered and a budget submitted with the application. This is being done now, spring 2008.

Historic Resources Objective 3, 5, 6

Consider a demolition delay ordinance, determine which buildings are eligible for the State and/or National Register of Historic Places, and consider application to the "Certified Local Government" program.

Who

Board of Selectmen, Historic District Commission, Planning Board

Action

Future growth will put pressure on the Historic District to change. The respective Boards can schedule agenda items to discuss developing an overarching, cohesive plan for the Historic District. This could include review of the Historic District Ordinance and Zoning Ordinances review of the "Certified Local Government" program and of the Historic District Commission's review procedures to determine what resources are available to facilitate the preservation of the Historic District. An inventory of the Historic District would be of great value in helping determine where we are now.

Historic Resources Objective 7

Convene a local committee to perform a barn inventory of historic agricultural buildings in town using the “Farm Reconnaissance Inventory Form” from the New Hampshire Division of Historic Resources.

Who

Historic District Commission, Board of Selectmen

Action

A committee of local interested citizens can work on cataloguing brief histories, photographs and sketches of any agricultural property whose owners are interested in participating. The purpose of this would be to compile a database of lands currently used as agricultural properties, those that are not actively farming, but have historic and/or scenic value. As the town wishes to remain a rural community that embraces its agricultural past, it seems appropriate that an inventory of this sort be done to provide an overview of agricultural lands. Identification of agricultural structures may be one way to slow the loss of Winchester’s historic past and provide a way for the community to be involved in the process.

Cultural and Recreational Resources**Cultural and Recreational Resources Objective 1**

Enact a senior center and recruit volunteers for those recreational needs.

Who

ELMM Community Center, Economic Development and Revitalization Committee

Action

Create a plan including avenues of funding and staff, to offer a vibrant, creative atmosphere for our seniors to address the growing elderly population.

Cultural and Recreational Resources Objective 2 & 3

Engage community leaders in the planning and implementing of community events and to encourage their participation with community events and projects. Implement a system that brings community leaders together, setting agendas in support of existing and new programs and finding ways to adequately staff, fund and promote these events.

Who

ELMM Community Center, Board of Selectmen, and social leaders

Action

Conduct meetings in 2008 with the leaders to devise a plan to better organize, promote, finance, expand and staff the community events.

Cultural and Recreational Resources Objective 4

Create a residential informational contact center providing printed materials supporting and promoting existing programs, new events and our natural resources for recreation.

Who

Economic Development and Revitalization Committee, Board of Selectmen, social leaders

Action

Form and fund an information center in a central location to give residents access to information on existing and new events, as well as social and civic groups and recreational opportunities.

Cultural and Recreational Resources Objective 5

Encourage the state to open a public accessible boat ramp on Forest Lake.

Who

Forest Lake Committee, ELMM Community Center, Board of Selectmen

Action

Approach NH Division of Parks and Recreation to explore steps necessary for creating public boat access to Forest Lake. Consider establishing limits on the number of boats, speed and size of motor.

Natural Resources**Natural Resources Objective 1**

Maintain a financial fund dedicated to preserving important natural resources.

Who

Conservation Commission, Board of Selectmen

Actions

Conservation Commission identifies areas most in need of protection. Board of Selectmen votes to approve or disapprove the designation. Once agreed, establish a group to create an implementation plan. Town pays for professional advice if needed. Board of Selectmen approves a plan.

Natural Resources Objective 2

Actively partner with national and local conservation organizations to ensure proactive protection of Winchester's valuable natural resources.

Who

Board of Selectmen, Conservation Commission, state and federal government agencies, land conservation organizations

Actions

Board of Selectmen formally request assistance, both financial and administrative, from federal, state and local government agencies and land conservation organizations to purchase or otherwise obtain development rights to conservation areas or natural resources protection zones.

Natural Resources Objective 3

Encourage and promote farming and agricultural uses of existing resources. Offer incentives to protect prime farmland soils and the continuation of existing farms. Create incentives to protect working fields and maintain large tracts of uninterrupted woodland.

Who

Planning Board, Conservation Commission, Board of Selectmen, voters

Actions

Planning Board recommend incentives to protect and encourage farming and, in addition, offer voters a right to farm ordinance for approval.

Conservation recommends logging best practice recommendations to maintain a sustainable forestry economy in the area. Planning Board offer voters a forestry timber management ordinance for approval.

Board of Selectmen consider supporting proposed legislation to apply current use tax provisions to land under farm structures. Planning Board and Board of Selectmen agree on significant incentives to protect existing farms and encourage new farms.

Analysis of Citizen Opinion Survey

Before the Future Land Use Plan can be finalized, the comments and opinions of the residents, as expressed in the Master Plan Survey need to be considered. As part of the Master Plan process, a "citizen opinion survey" document was developed by the Southwest Region Planning Commission and approved by the Planning Board to survey the attitudes of residents regarding municipal services, land use, and development. In early December 2006, the survey was mailed to each household in Winchester. Residents were asked to complete the questionnaire and return it. Drop boxes were offered at the Library, Town Hall and Kulick's Market. Most responses were returned by mail with the second most responses returned via Kulick's Market.

A total of 132 responses were received, representing 6% of the approximately 2,200 households that received a survey. While the results of this survey are limited and cannot be used to claim a representative sample of the full population, the opinions and feedback aid in the understanding of the citizen population and guiding future direction. Most (61%) of the respondents have lived in Winchester for more than 10 years and 95% own their own home. Almost 36% work in Winchester, while about 27% work in Keene.

Respondents listed the top reasons for living in Winchester as the rural lifestyle, family ties, and property taxes with their rankings as very important being 75%, 44%, and 44% respectively. However, this is contradictory with the responses to why they might leave Winchester. The top response in this case was high tax rates at 46%. Top descriptors for the town of Winchester are rural, residential, stagnant, agricultural and a bedroom community.

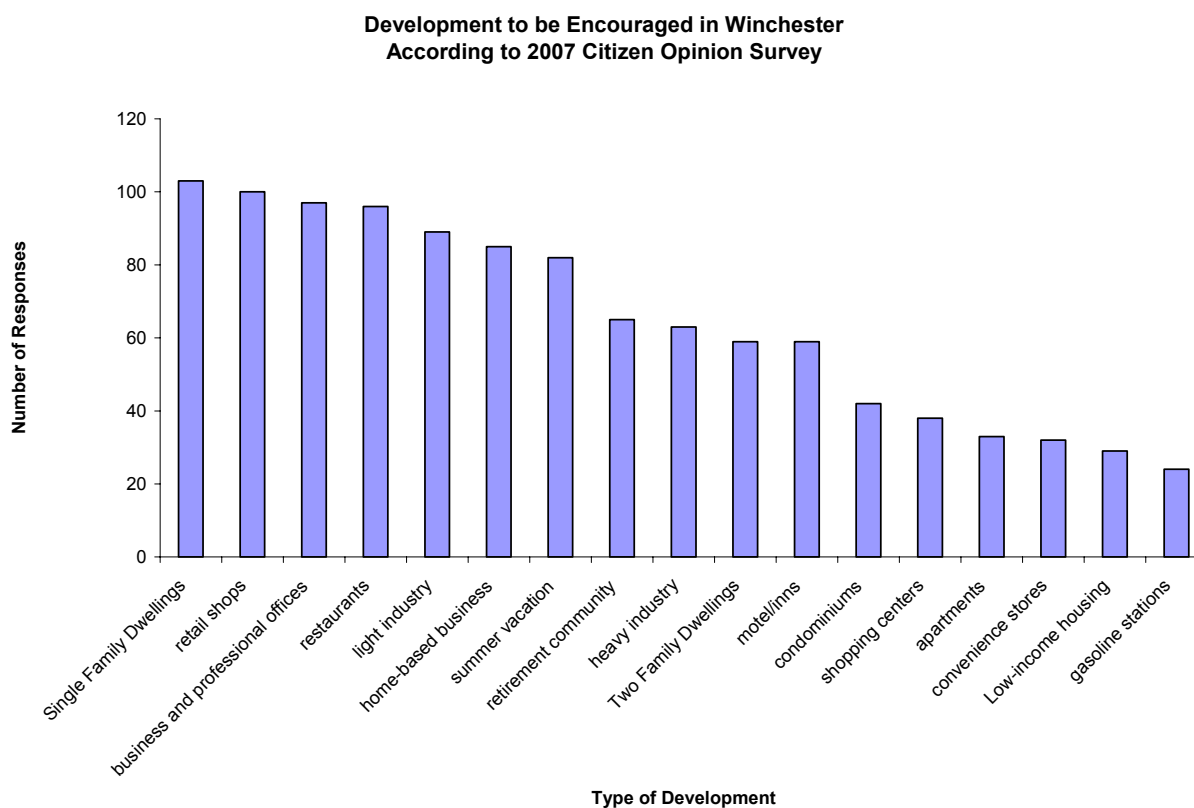
The questionnaire asked residents to rank municipal services. A greater number of citizens (79%) ranked the library as "good" or "excellent" compared to any other services. This was followed by municipal fire and rescue at 74% and police and safety at 60%. Roads fared the least well; 41% of all responses ranked this as "needs improvement" or "priority for improvement" and only 29% ranked recreation as "good" or "excellent". The school, waste disposal and public recreation had the next lowest ranking, all around 30% improvement ratings.

The survey posed several questions regarding natural resource and environmental protection. High ratings occurred for the protection of important resource areas such as forested areas, wildlife habitats, and existing farm land. In addition, respondents indicated that it is highly important to protect land for future recreational use and natural resource protection. 65% supported establishing open space and greenbelts. Also 69% desire more parks and facilities for recreation.

Regarding growth and development, 49% of the respondents indicated they would like to see growth increase in the next five years and 37% felt it should remain the same. Similarly, when asked about past trends, citizens were split between too slow and just right with only a 12% response rate that thought it was too fast. 58% of respondents felt Winchester was changing for the better. A fairly even split occurred on whether growth controls are preferred with 54% in favor and 46% not. The kind of development was overwhelmingly in favor of a mix of residential, commercial and industrial.

While there is overwhelming support of actively encouraging economic growth (95%), both economic growth and Main Street improvements received only 2% each of respondents support for priority spending.

The graph below presents the responses to the question, “Which of the following types of development should be encouraged in Winchester?” A copy of the responses to the complete questionnaire can be found in Appendix 2.



Land Use Analysis

Introduction

Land use and community character are intimately connected. Existing land use patterns that have developed in Winchester are the result of numerous public and private decisions over many years. Patterns of existing land use will in turn impact the location, type and amount of future growth in the community. How we use land represents the physical expression of our community's values, goals, hopes and dreams. Our homes, businesses and recreational opportunities are all dependent upon land use, which in turn makes it one of the most important aspects of Winchester's past, present and future.

When Winchester makes a decision related to zoning or infrastructure, it is establishing land use policy. Therefore, it is important that the community have an overall plan for coordinated growth and development. This chapter identifies Winchester's existing land use patterns and presents recommendations to encourage the type of future growth the residents of Winchester would like to see.

Community Survey

The results of the 2007 Citizen Opinion Survey revealed a desire for Winchester to maintain its small town character and rural lifestyle. Residents are also concerned about growth with 47 percent of the respondents indicating they would like to see growth increase in the next five years and 37 percent felt it should remain the same. Encouragingly, 50 percent of the respondents felt Winchester was changing for the better. Respondents favored residential, commercial and industrial development. While there is overwhelming support of actively encouraging economic growth (95 percent), economic development and Main Street improvement received only two percent of respondents' support for priority spending.

Regional Context

Winchester's Master Plan will be stronger when it accounts for regional development patterns and trends; the geographic distribution of homes, jobs, shopping and services; the water, soil, forests and wildlife that blanket the hills around Winchester without regard for political boundaries; the highway network; regulations and policies of neighboring towns; and the often far-reaching social networks of residents. While development within New Hampshire's Monadnock Region is affected by local regulations, services and infrastructure, it is driven by the central New England economy and strongly influenced by the Merrimack Valley and central and eastern Massachusetts. While planning for the future growth of Winchester, it is important to account for regional conditions that create limitations and opportunities for private and public enterprise within Winchester and shape opinions and ideas of Winchester residents.

The development of forests and fields along town and state roads may be the single most common concern among residents and local governments in our region today. There are many opinions about how the ongoing development of new homes and commercial sites affect our community character, services and infrastructure, our social fabric, our economic vitality, and our natural resources. Figure 1 is a hypothetical bird's-eye view of the New England landscape most of us envision for the Monadnock Region and want to preserve.

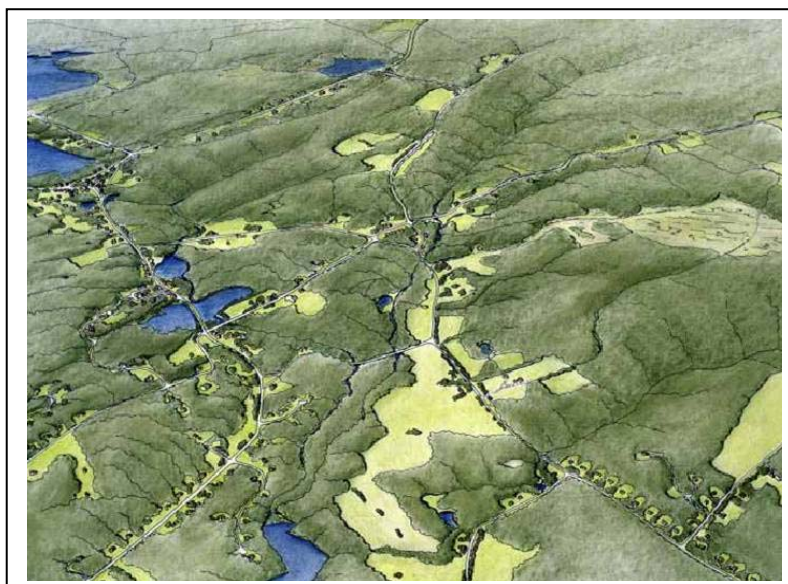


Figure 1. Rural Development Pattern

The Monadnock Region's lower cost of living, economic vitality, scenic beauty, access to outdoors, and appeal of small town life will continue to attract new residents and drive the development of new homes and commercial sites. Managing development to create opportunities for positive change while protecting against loss is a principal challenge for the entire Region today. To adequately prepare for continued development it is important to understand that the Southwest Region is on the edge of very powerful engine of change to the south and east – powerful in terms of numbers, number of people, dollars, households, commercial floor space, and jobs.



Figure 2. Suburban Development Pattern

Figure 3 depicts the urban areas in New England and eastern New York State after the 1990 U.S. Census. Figure 4 shows urban areas designated by the 2000 Census. An urban area as defined by the U.S. Census is a large central place and adjacent densely settled census blocks that together have a total population of at least 50,000. Figure 5 illustrates the frontier effect on the edge of the urbanizing areas to the south and east that is driving much of the change in our Region by mapping the densities of households using 2000 U.S. Census data.

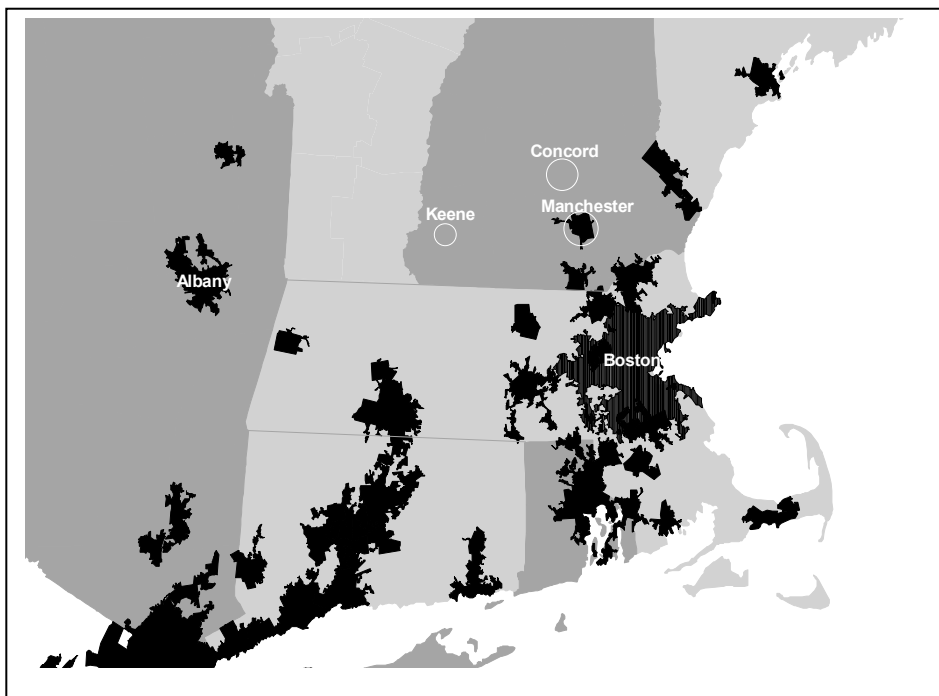


Figure 3. Urban Areas in New England Designated by the 1990 U.S. Census



Figure 4. Urban Areas in New England Designated by the 2000 U.S. Census

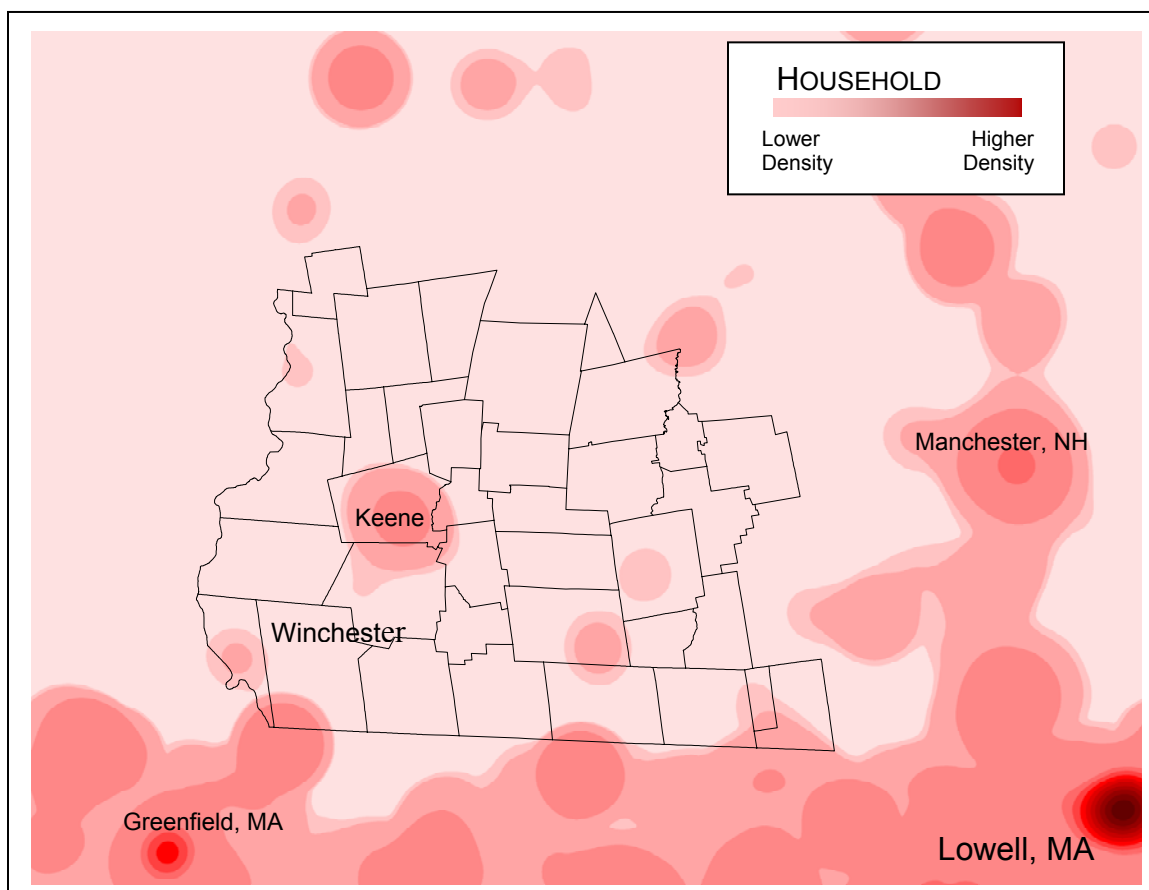


Figure 5. Household Densities in Central New England based on 2000 U.S. Census

Existing Land Use

The existing development pattern of Winchester reflects the natural constraints and historic travel routes of the town. The moderate topography adjacent to the Ashuelot River and Mirey Brook accommodates the primary travel routes and comprises the most readily developable land. Following these natural corridors are State Routes 10, 78 and 119, which, not surprisingly, are the backbones for nearly all of the development in town, including the town center.

Aside from recreational land dominated by Pisgah State Park (which encompasses 7,782 acres or nearly one quarter of the land in town) Winchester's developed land is dominated by single-family detached residential use. Concentrations of non-residential uses are mainly found in the Winchester town center, Ashuelot Village and further west along Route 119, Route 78 to the east, and scattered commercial uses along Route 10 to the north of the downtown.

To demonstrate Winchester's current land use, the **Town of Winchester Land Use Map** has been prepared along with a larger-scale inset for the downtown. This map was created using Emergency 911 data gathered in 2007. E-911 data provides the driveway locations for all structures in the town. It also categorizes these driveways according to the type of structure.

Currently, Winchester does not maintain its tax maps in Geographic Information System (GIS) format. Moving to a GIS system would be a valuable tool for Winchester as it would enable the town to have a spatially accurate representation of parcel data. This tool is useful in all areas of planning because different layers (for example, hydrography, topography, soils, etc) can be overlaid on the parcels using GIS software. This can assist in making connections between development and natural resources or other important features of the town.

To more closely examine Winchester's land use, an inventory of the entire town was conducted and is presented in the table and accompanying graphs below. Queries of the town tax assessor database provided the majority of this data. The specifics of this process are outlined further in Appendix 1. The inventory identified all of the buildings and land uses in town, categorizing them into the following land use classifications:

Single Family Residential: the predominant use of the property is an individual home, regardless of the type of construction.

Duplex Residential: consists of structures and property used for two separate housing units.

Multi-family Residential: buildings and property that accommodate three or more housing units; does not include any short-term residential occupancy such as hotels, motels or rooming houses, which are included in the commercial category.

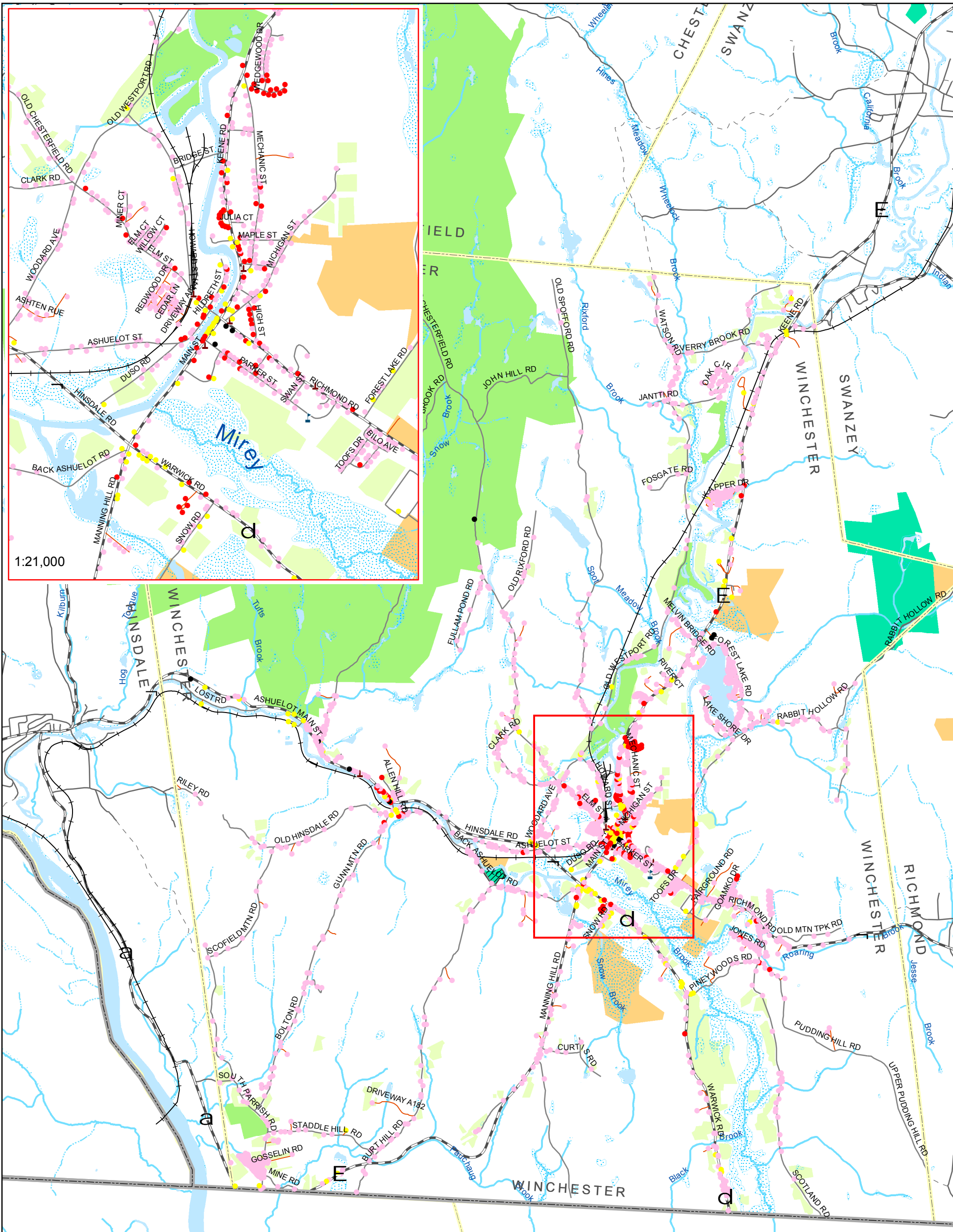
Commercial/Industrial: Commercial includes facilities such as retail stores, restaurants, gas stations, motels, as well as banking and office activities. Industrial denotes land and structures used primarily for manufacturing, processing, packing, storage and/or non-retail distribution of goods.

Public/Semi-public: includes municipal facilities, cemeteries, schools, nonprofit organizations, recreational facilities, and religious institutions.

Roads/Highways: includes all state, local and private roads.

Conservation: land that has been preserved for recreational use, wildlife habitat, and/or natural resource protection such as town conservation land and Pisgah State Park. This does not include the many parcels of land in town that are in conservation easements or have restrictive deeds.

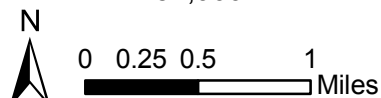
Undeveloped: indicates vacant land, including managed and unmanaged forestland and agriculture. Attaining accurate forestry and agricultural land use data for Winchester was challenging. A thorough forestry and agricultural audit is recommended to account for these land uses.



Town of Winchester

Land Use

1:54,000



Driveway Locations (E-911)

- School
- Municipal
- Church
- Business
- Single Family Residential
- Multi Family Residential
- Rail Trail
- Municipal Boundaries

Roads and Highways (E-911)

- Lake or Pond
- Wetlands (USGS and NWI)
- River or Stream
- Intermittent Stream
- State Boundaries
- Class I, II (State)
- Public Road (Municipal)
- Private/Other

Conservation Lands

- Town/County-Owned Land
- State Agency
- Federal Agency
- Other Public/Quasi-Public Agency
- Private Organization
- Other/Unknown
- Monadnock Conservancy
- Fields*

Presentation prepared by: **SWRPC**
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-0557
fax: (603) 357-7440
http://www.swrpc.org/
email: admin@swrpc.org

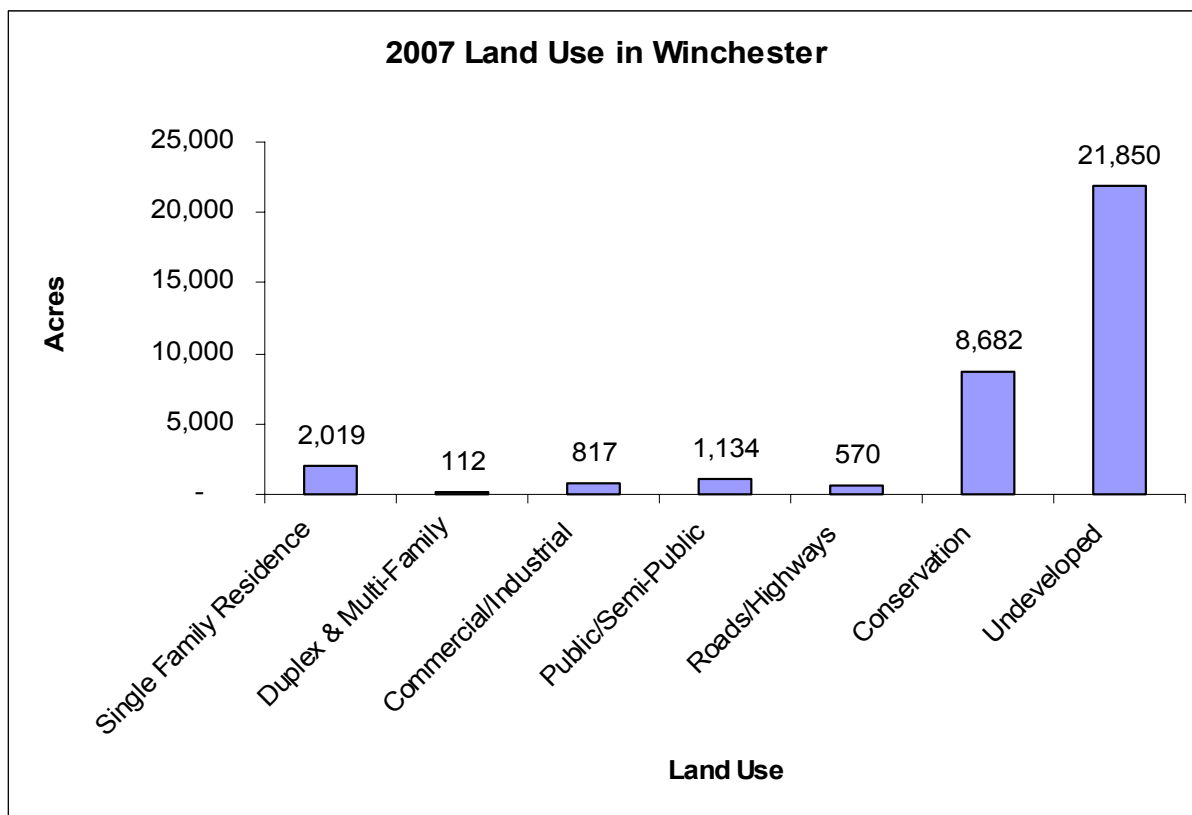
Digital base information provided by the
New Hampshire Geographically Referenced Analysis
and Information Transfer System (GRANT)

Map not intended for site specific work

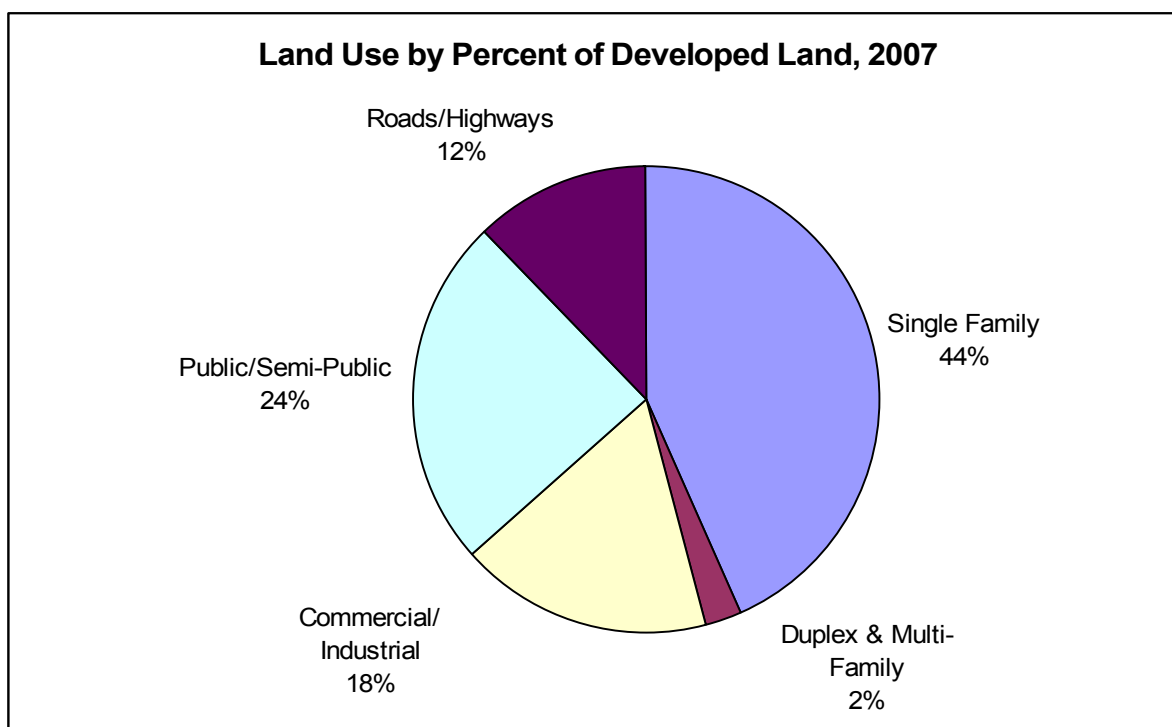
* Fields were digitized using Aerial photographs

October 2007
Y:\Projects2007\Winchester\MPUpdate\MXD\Winchester_LandUse.mxd

Land Use in Winchester, 1996 and 2007					
	1996*	2007			
	Acres in Land Use	Acres in Land Use	Number of Properties	Percent of Developed Land	Percent of Total Land Area
Total Area	-	35,556	-	-	-
Total Surface Water	-	372	-	-	-
Total Developed	3,099	4,652	1,815	100.0	13.2
Residential	1,065	2,131	1,601	45.8	6.1
Single Family	1,033	2,019	1,506	43.4	5.7
Duplex	10	51	56	1.1	0.1
Multi-Family	22	61	39	1.3	0.2
Commercial/Industrial	339	817	109	17.6	2.3
Public/Semi-Public	398	1,134	105	24.4	3.2
Town Owned	-	487	60	10.5	1.4
Public Utility	-	277	16	6.0	0.8
Non-profit & State Owned	-	370	29	8.0	1.1
Roads/Highways	-	570	-	12.3	1.6
Conservation	-	8,682	19	-	24.7
Town Conservation Land	-	547	15	-	1.6
Pisgah State Park	-	7,782	3	-	22.1
Monadnock Conservancy	-	353	1	-	1.0
Undeveloped	32,613	21,850	-	-	62.1
Includes agricultural, managed forest and vacant land. Land under private conservation easements or deed restriction is listed here.					
Sources: 1996 Master Plan and town data for 2007, detailed in Appendix 1.					
*Note: Methodology for 1996 acreage totals is unknown and therefore cannot be directly compared to 2007 acres. It is provided here for general reference.					



Source: Town Data, detailed in Appendix 1



Source: Town Data, detailed in Appendix 1

Changes in Land Use

Comparing the 2007 land use data with the 1996 Master Plan, some striking differences can be found. For instance, it appears that development is increasing in Winchester. According to the 2007 inventory, the total developed land in Winchester has grown by 50 percent – or 1,553 acres – since 1996. While growth surely has occurred, the rate of growth cannot be stated with certainty. Instead, some of these changes may be attributed to methodology, as the sources for the 1996 Master Plan are unknown. Keeping this in mind, the following points of interest can be determined:

- The total number of residential properties in Winchester has increased by 50 percent over the past ten years. This growth has occurred in all types of housing but particularly for single family. Specifically, there has been a total increase of 536 new residential dwellings – 473 single-family, 46 duplex and 17 multi-family – since the 1996 Master Plan. Three new multi-family developments include two senior housing centers.
- The total number of commercial/industrial properties in Winchester has remained stable. While a number of businesses have closed, new enterprises have been started to make up the balance. Land area for commercial and industrial use has increased significantly from 213 to 817 acres. This difference may be attributed to the eleven gravel pits, two new speedways and golf ranges which contribute a greater land area than a small business. Fletcher Concrete Plant, Global Truck Traders, and Plumb Pak are also new additions.
- Perhaps most striking between the two data sets is the increase from 398 to 1,134 acres in public/semi-public land use. As there are no obvious acquisitions or changes, this amount may be due purely to methodology differences.
- An additional category for roads and highways was included in the 2007 inventory. This acreage was calculated by assuming a 40 foot right-of-way multiplied by the full extent of road mileage in town (117.6 miles).
- The current inventory contains further description regarding conservation land. Conservation land is listed by owner to demonstrate the efforts that have occurred on a state, regional and local level to preserve the natural resources of Winchester.
- Agricultural and managed forestland is not quantified in the 2007 land use study as was done in 1996. Rather, these uses were included with undeveloped land due to complications in acquiring accurate data. A thorough agricultural and forestland audit for Winchester is recommended to rectify the lack of available data.

Residential Development

Although concentrated in the center of the town and in the Ashuelot Village, residential development is mainly dispersed throughout the community. Single family detached dwellings dominate the use of Winchester's landscape, both in terms of number of properties and acreage involved. Siting characteristics for single-family homes are not as demanding as for more intensive uses such as multi-family, commercial and industrial. In addition, the town's current zoning ordinance permits single family residential development in all but the Wetlands District and only by special exception in the Commercial and Highway Commercial Districts. Smaller areas of higher density residential development exist within the Scotland Road area, Forest Lake, the West Hills and the south end of town or the Barber District.

In comparing the **Town of Winchester Land Use Map** with the land use map in the 1996 Master Plan, more single-family dwellings can now be found along smaller, more remote roads. New development has occurred around Forest Lake, Old Rixford Road, Fullam Pond Road and Gunn Mountain Road. Increased residential development has also expanded on Clark Road. It is likely that this pattern of residential development within the more remote areas of town will continue, unless altered, and may increase pressure on Winchester for expanding services and improving roads. Affordable housing ownership in a quiet town within commutable distance to Keene and Brattleboro makes Winchester prime for continued development of this type.

Duplex and multi-family housing tend to be concentrated in the town center, with a limited number scattered along Route 10, as well as in Ashuelot Village. Both housing types are not permitted in the town's Floodplain and Watershed zoning districts. With this exception, duplex dwellings are permitted in all of the remaining zoning districts by right or special exception. New multi-family development is only permitted in the Central Business and Residential zoning districts and by special exception in the Agricultural district. Winchester's zoning ordinance also provides for the conversion of existing structures to allow additional dwelling units by right in Central Business and Residential districts and by special exception in all other zones.

Since the 1996 Master Plan, three multi-family dwellings were constructed on Warwick Road. Snowbrook was built to offer moderate income housing units. The other two facilities are for senior housing and are known as Warwick Meadows and Winchester Senior Housing. In addition, Sunrise Village on Keene Road just north of downtown offers senior housing as well.

Winchester does not have a substantial number of second homes. Such dwellings are concentrated around Forest Lake and are slowly being converted to year-around use.

A total of four manufactured housing parks are located in Winchester; two in the town center, another in the Barber District, and one to the north of town on Route 10. Additional manufactured housing is limited to current mobile home parks and planned residential developments in the Agricultural District.

Commercial Development

The center of Winchester and the intersection of Routes 119, 10 and 78 create the commercial footprint in town. A random scattering of individual commercial uses also occur along these state highways outside of the town center. A few commercial uses exist in Ashuelot Village, but substantially less than in the town's past.

The history of Winchester's Main Street is similar to the experiences of other New England communities. Small Main Street shops are being replaced by larger stores in regional commercial centers. This is a simple function of economics: small merchants cannot compete and offer the same variety of goods at competitive prices as large department type discount retailers. This change in commercial development is accelerated when fewer and fewer residents work in their own community.

This is certainly true of the history of the town in the last twenty years. During the 1980's Winchester's largest employers - Bick Manufacturing and A. C. Lawrence Leather - closed. As the jobs disappeared and residents were forced to work elsewhere, Main Street merchants struggled and some either closed or moved to a regional shopping plaza. Vacancies on Main Street offer an opportunity for new businesses or professional space. The 2008 Downtown Plan addresses these needs and opportunities in more depth.

Today, while Main Street offers a few restaurants and shops, Winchester's commercial hub for local retail and services is the intersection of Routes 78, 10 and 119. Kulick's Mall and the Four Corners Shopping

Plaza offer a variety of services including the neighborhood grocery store, retail stores, professional office space, restaurants, and personal service businesses. The Dartmouth Hitchcock Clinic is located here as well.

To encourage a variety of business and promote economic development, provisions for commercial use are outlined in several of Winchester's zoning districts. The Central Business District encourages commercial use that is appropriate to mixed use and a small downtown with the intent of creating an inviting, robust, walkable downtown. The Commercial and Highway Commercial Districts allow for commercial enterprises not suitable for downtown and which are more vehicular dependent. In addition, the town has adopted a Commercial/Industrial Special Use Designation, which can be utilized along state highways as appropriate. Through this special use designation large-scale commercial/industrial uses – such as manufacturing plants, wholesale and storage facilities, shopping/retail centers, or office/business parks – can be sited in appropriate locations that balances the character of the neighborhood and the town's economic base.

The recent addition of the Highway Commercial District has allowed for increased development on Route 10 north of Main Street. Developments in this part of town include two new industries, three auto sale/repair shops, and Winchester's three race tracks – Winchester Speedpark and Monadnock Speedway. Town zoning and site plan regulations must reflect the residents' desire to encourage further commercial development in this district.

Industrial Development

Industrial land use activity is located largely in flat or gently sloping topography. Nineteenth Century industrial development also depended on rivers for power. This explains why nearly all of the industrial activity in town has occurred along the Ashuelot River. Additional industrial use is found in Sunny Valley. Since 1996, a number of industrial operations have closed in Winchester. Meanwhile, new enterprises have opened. Current industrial uses are discussed individually below with respect to their location, history and zoning classification:

Winchester Roll Products, Inc.: Founded in 1984, this company manufactures large precision rollers for industrial use all over the world. This modern facility is located in the old industrial heart of the town on Hildreth Street.

Plumb Pak: Sited off of 119/Richmond Road in a commercial zone, this brand new, state of the art facility produces plumbing parts which are shipped worldwide.

Innovative Machine & Supply, Inc.: Located in the commercial district off Route 78 on the Snow Road, this company is a custom job machine shop.

Henry Architectural: Located on Snow Road, this company specializes in reproduction and custom architectural detail woodworking, e.g. fireplace and door surrounds.

Goodnow Trucking: Located on Route 78 in the agricultural district, this company processes pallets and sawdust.

Global Truck Traders: Site on Route 10 in the highway commercial district, a worldwide dealer of heavy equipment and large trucks.

Fletcher Concrete: Brand new concrete processing facility, located in the highway commercial district on Route 10.

Current zoning permits industrial uses in the Commercial and Highway Commercial Districts by right and by special exception in the Agricultural District. Saw mills and forest product manufacturing are solely permitted in the Agricultural District. Current vacant properties offer the opportunity for new industrial enterprises or office/commercial space. Potential development areas include the Tannery site on Bridge Street, the old Box Company on Elm Street, the town owned gravel pit on Route 119, commercial properties on Snow Road, and the vacant mills in Ashuelot Village.

Public/Semi-Public Uses

Public and semi-public uses in Winchester include all governmental, institutional and recreational facilities, such as: schools, churches, cemeteries, library, town hall, fire, police and emergency management. Recreational facilities, in terms of physical structures, consist of the ELMM Community Center, facilities at the schools, Town Beach, and a campground at Forest Lake.

The historic rail corridor traverses the town of Winchester allowing for biking, horseback riding, cross-country skiing, and snowmobiling. Following the Ashuelot River, the trail offers an opportunity for recreation and natural resource protection. The rail trail connects Winchester to Hinsdale and Keene offering a traversable natural corridor.

Conservation

The largest and most significant conservation area in town is the approximately 8,000-acre Pisgah State Park located within the northwest corner of Winchester. Managed by the NH Division of Parks and Recreation and administered by the NH Trails Bureau, Pisgah State Park includes a network of trails for hiking, biking, cross-country skiing, all-terrain vehicles, and snowmobiles, which are used by residents and many park users from the region. Other activities include fishing and hunting. Pisgah State Park is valued by Winchester residents and regional users. Therefore, maintaining a relationship between Winchester and the NH Parks Department is important for future park management and planning.

Additionally, the Town of Winchester owns 547 acres of conservation land. These parcels are managed by the Winchester Conservation Commission. The Conservation Commission must consider appropriate forestry and recreation management of these properties, as well as prioritize prime lands in town that are not currently under conservation protection. Engaging the Monadnock Conservancy and government agencies is important for leveraging funds and support in local conservation efforts. The following table lists the current conservation properties in Winchester by owner.

Conservation Properties in Winchester, 2007			
Property Name	Location	Owner	Acres
Ashuelot River Canoe Launch & Pavilion	10 OLD MILL COURT	Town of Winchester	0.5
Corliss Mountain	RABBIT HOLLOW RD.	Town of Winchester	36.0
Forest Lake Waterfront Lots	FOREST LAKE CIRCLE	Town of Winchester	0.2
Gardiner Mountain	KEENE RD.	Town of Winchester	162.0
Major Leonard Wood Park	120 MAIN ST.	Town of Winchester	0.1
Meeting House Hill	FOREST LAKE RD.	Town of Winchester	65.8
Musterfield Park	RICHMOND RD.	Town of Winchester	5.5
Pineywoods Road	PINEYWOODS RD.	Town of Winchester	14.8
Pisgah State Park	PISGAH STATE PARK	State of New Hampshire	7781.7
Platt Easement	BURT HILL RD.	Monadnock Conservancy	352.6
Snow Brook Property	SNOW RD/WARWICK RD	Town of Winchester	203.5
Town Forest on Pump Road	PUMP RD. 2	Town of Winchester	47.0
Wulff Property	BACK ASHUELOT RD.	Town of Winchester	12.0
Total			8681.5
Source: Winchester Conservation Commission, Monadnock Conservancy and Winchester Tax Assessment Database			

Agricultural

While often viewed as prime developable land, Winchester's river valleys also provide the flatter, more fertile soils needed for agricultural uses. Most of the agricultural uses in Winchester are concentrated in Sunny Valley along Scotland Road and Route 78; along the Ashuelot River north of town on Old Westport Road; and in the Connecticut River Valley in the very southwest corner of Winchester along South Parish Road. Agricultural uses include dairy, livestock, and agricultural crops for market.

Winchester's zoning ordinance honors its agricultural tradition by permitting agricultural uses in all zones, except where the land is environmentally sensitive in the Wetlands and Floodplain Districts. Livestock is permitted with conditions in the Residential, Rural Residential, Agricultural and Forest Lake Districts. Many small-scale agricultural endeavors occur in Winchester, which are not necessarily business endeavors but lifestyle preferences.

The 2002 USDA Farm Census lists 25 farms in Winchester: 16 of them under 50 acres, 8 of them 50 to 999 acres, and one over 1,000 acres. The USDA census defines a farm as any place from which \$1000 or more of agricultural products were produced and sold during the census year. Agricultural products include produce, grains, hay, livestock, nursery/green houses and Christmas trees. The USDA Farm Census does not track agricultural endeavors that generate under \$1000 or do not report farm related earnings. Therefore many backyard gardens, small-scale livestock breeding and other related activities are missing from this agricultural use. Additionally, managed woodlands are not listed here.

Increasing costs to farmers, competition from large farms and development pressures are reducing farm viability regionally and nationally. While Winchester zoning and tax policies are favorable to farmers, continued efforts to encourage agriculture and ensure the town's rural character are needed. To this end, Winchester must consider establishing an agricultural commission and a forestry commission to study and promote sustainable agricultural uses within the community. Additional efforts should consider a right-to-farm bylaw and organization of a local farmer's market. A comprehensive agricultural and forestry audit is needed to adequately determine Winchester's land use.

Current Use

Current Use is a tax strategy enabling landowners to keep their open space lands undeveloped. Under Current Use, the land is assessed at its present use rather than at its highest potential use. Lands that can be included are farm, forest, or unproductive open space such as wetlands greater than 10 acres in size. Current use does not imply permanent conservation as the land could be available for development in the future.

Property in current use is not an accurate depiction of land use as it refers specifically to tax assessment. For example, active farmland may not be in current use if the farmer is interested in maintaining the option to develop or sell land. Conversely, an open field that hosts wildflowers but is not managed for agriculture can be placed in current use. As reference the following table depicts acres in current use in Winchester; however, as previously stated, an agricultural and forestland audit of the town is recommended to ascertain an accurate use of the land.

Acres in Current Use in Winchester, 2007	
	Acres
Farmland	1,266
Managed Hardwood	3,090
Managed Pine	1,065
Managed Other	1,742
Unmanaged Hardwood	4,247
Unmanaged Pine	3,127
Unmanaged Other	3,789
Unproductive	245
Wetlands	881
Total Current Use	19,452
Source: Winchester Tax Assessment Database	

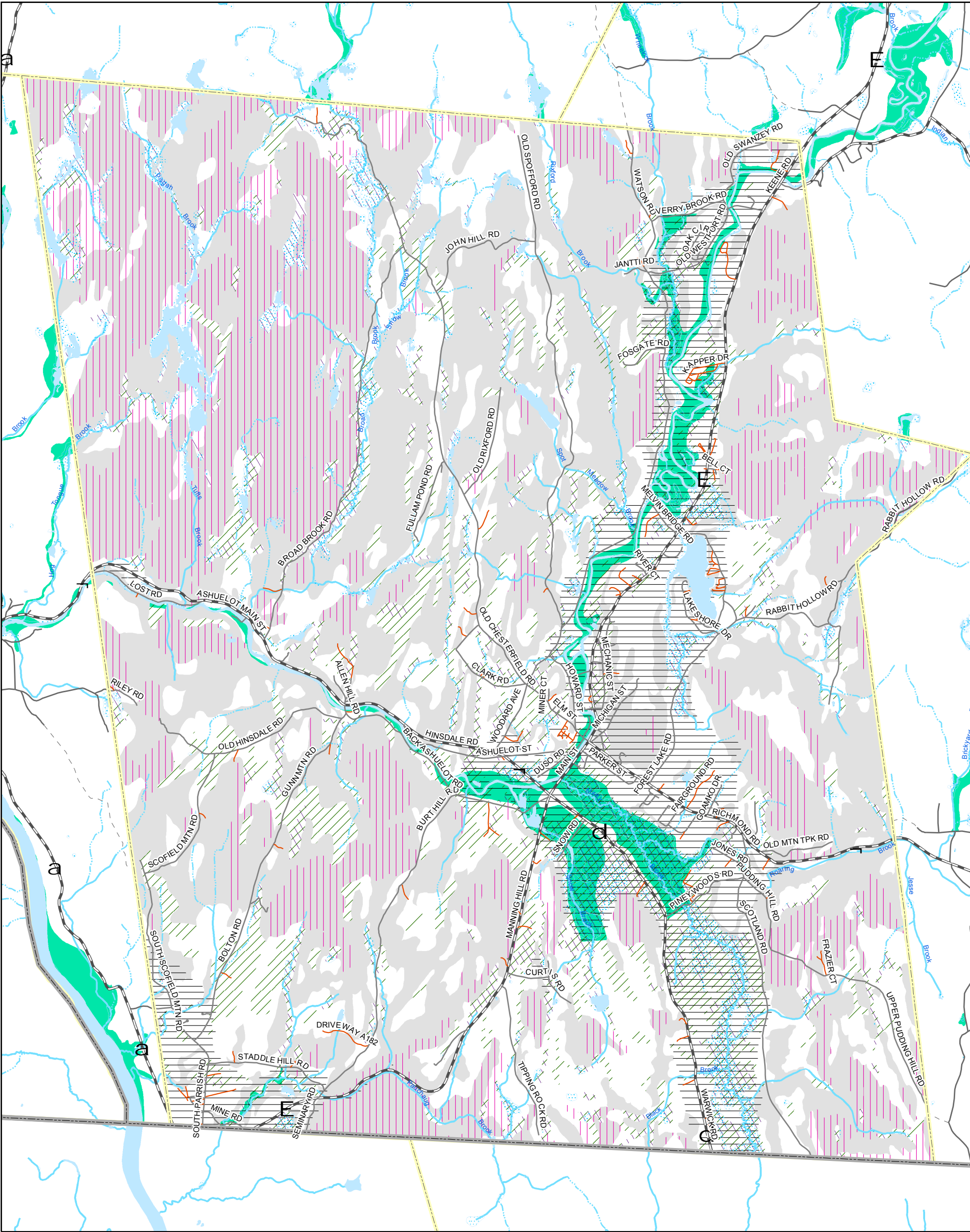
Limitations to Development

The data concerning the existing land use pattern reveals that 13 percent of Winchester's total land area is currently developed, leaving 21,850 acres undeveloped. Not all of this land, however, is suitable for development. Limiting factors to development include steep slopes, certain soil types, wetlands, aquifers, floodplain areas, and other sensitive lands or features. In addition to these physical constraints, development is limited by the public's desire to protect the quality of life and property values of existing residents. This public will is ideally expressed in the town's land use regulations, and is the central purpose of this planning document.

Two maps have been created using Geographic Information System technology showing limitations to development in Winchester. These maps identify the five constraints to development that are related to the ability of the soil to accommodate septic systems, road or building construction: depth to bedrock, stratified drift aquifer, shallow to water table, wetlands and hydric soils, and steep slopes.

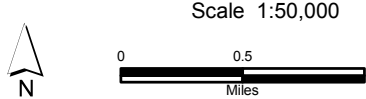
Reference to the maps illustrates that many areas in Winchester have more than one constraint. The Winchester **Co-Occurrence of Potential Development Constraints** map shows a gradation of constraint overlap. The areas without color shades have no development constraints. However, locations with multiple constraints may still be available for development with proper adaptations. The map demonstrates areas in town that have the fewest co-occurrence of these constraints, making them more suitable for development. The following table presents this information in the form of acreages for each of the developmentally-unsuitable land features.

Limitations to Development	
	Acres
Depth to Bedrock (less than 40 inches)	8,273
Stratified Drift Aquifer	5,967
Shallow to Water Table (less than 36 inches)	5,259
Hydric Soils	3,159
Slopes greater than 15%	19,418



Town of Winchester, NH

**Potential
Development Constraints**



- Hydic Soils*
- Depth to Bedrock* < 40in
- Shallow to Water Table* < 36in
- Slopes greater than 15%*
- Stratified Drift Aquifer
- Lake or Pond
- Wetlands (USGS and NWI)
- River or Stream
- Intermittent Stream
- Municipal Boundaries
- State Boundaries
- Roads and Highways (E-911)**
- Class I, II (State)
- Public Road (Municipal)
- Private/Other
- Flood Zone (A, AE)**

Preparation prepared by **SWRPC**
20 Central Square, 2nd Floor
Keene, NH 03401
(603) 357-0857
fax: (603) 357-7440
<http://www.wvpc.org/>
email: admin@wvpc.org

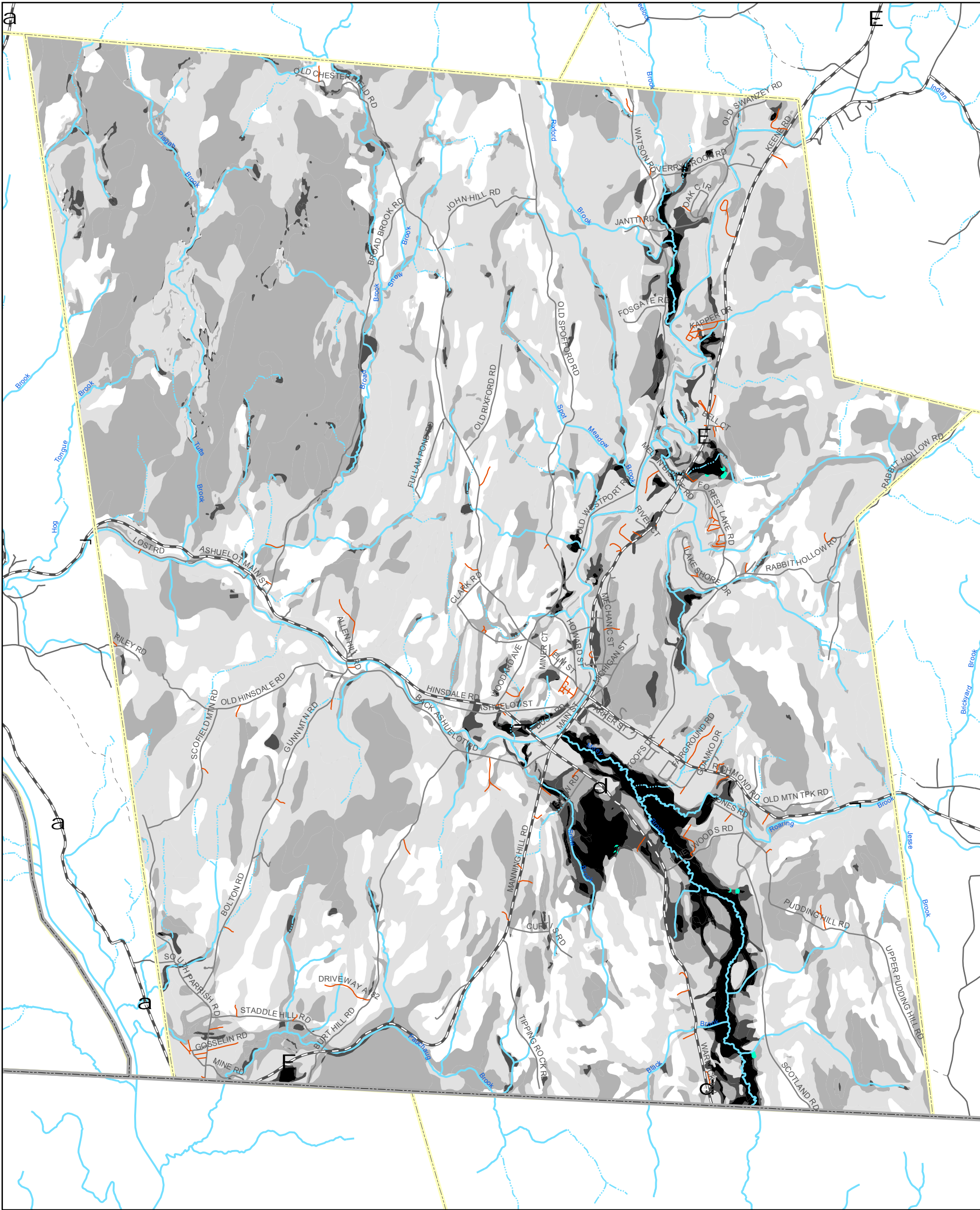
Digital base information provided by the
New Hampshire Geographically Referenced Analysis
and Information Transfer System (GRANT)

Map not intended for site specific work

Notes: * Soil Survey of Cheshire County, USDA Soil Conservation Service, 1984
** FEMA

October 2007

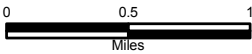
Y:\Projects2007\Winchester\MPUpdate\MXD\Winchester_Develop_Constraints.mxd



Town of Winchester, NH

Co-Occurrence of Potential Development Constraints

Scale 1:50,000




Map not intended for site specific work

Co-Occurrence of Constraints:

- 1 Constraint Present
- 2 Constraints Present
- 3 Constraints Present
- 4 Constraints Present
- 5 Constraints Present


The 6 potential development constraints used in this co-occurrence analysis are:

- Hydric Soil
- Stratified Drift Aquifer
- Slopes greater than 15%
- Waterbodies and wetlands
- Depth to bedrock < 40 inches
- Shallow to water table < 36 inches



Presentation prepared by:

SWRPC
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-6557
fax: (603) 357-7440
<http://www.swrpc.org/>
email: admin@swrpc.org



Digital base information provided by the
New Hampshire Geographically Referenced Analysis
and Information Transfer System (GNIS)

October 2007

Y:\Projects\2007\Winchester\MPUpdate\MXD\Winchester_CoOccurrence.mxd

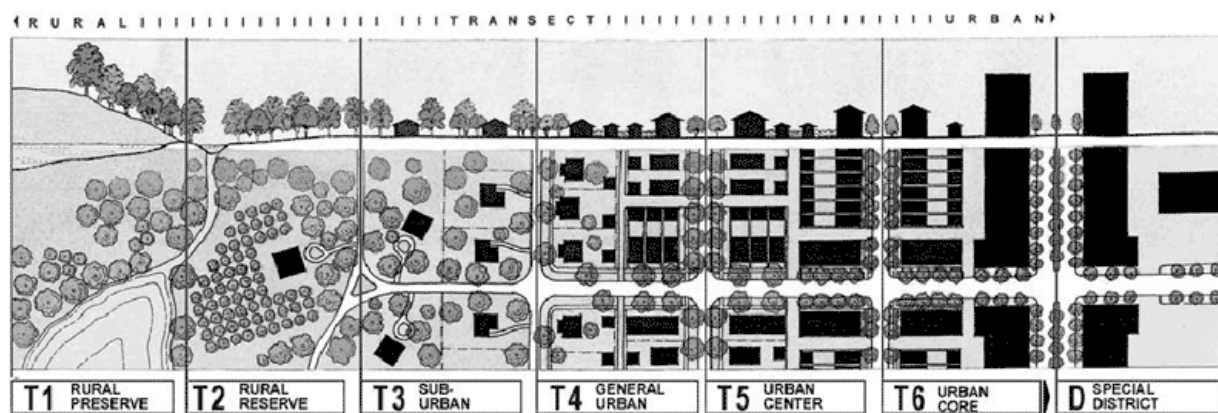
To fully understand the development capability in Winchester, a build out analysis is needed. A build out analysis will factor current developed land, development limitations and the town's current zoning ordinances to determine the extent of undeveloped land in Winchester that could be developed.

Effect of Present Land Use Ordinances

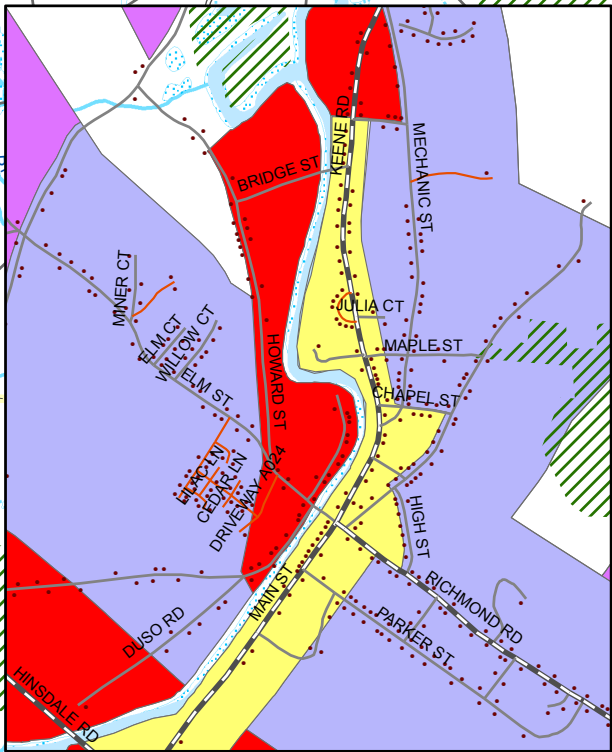
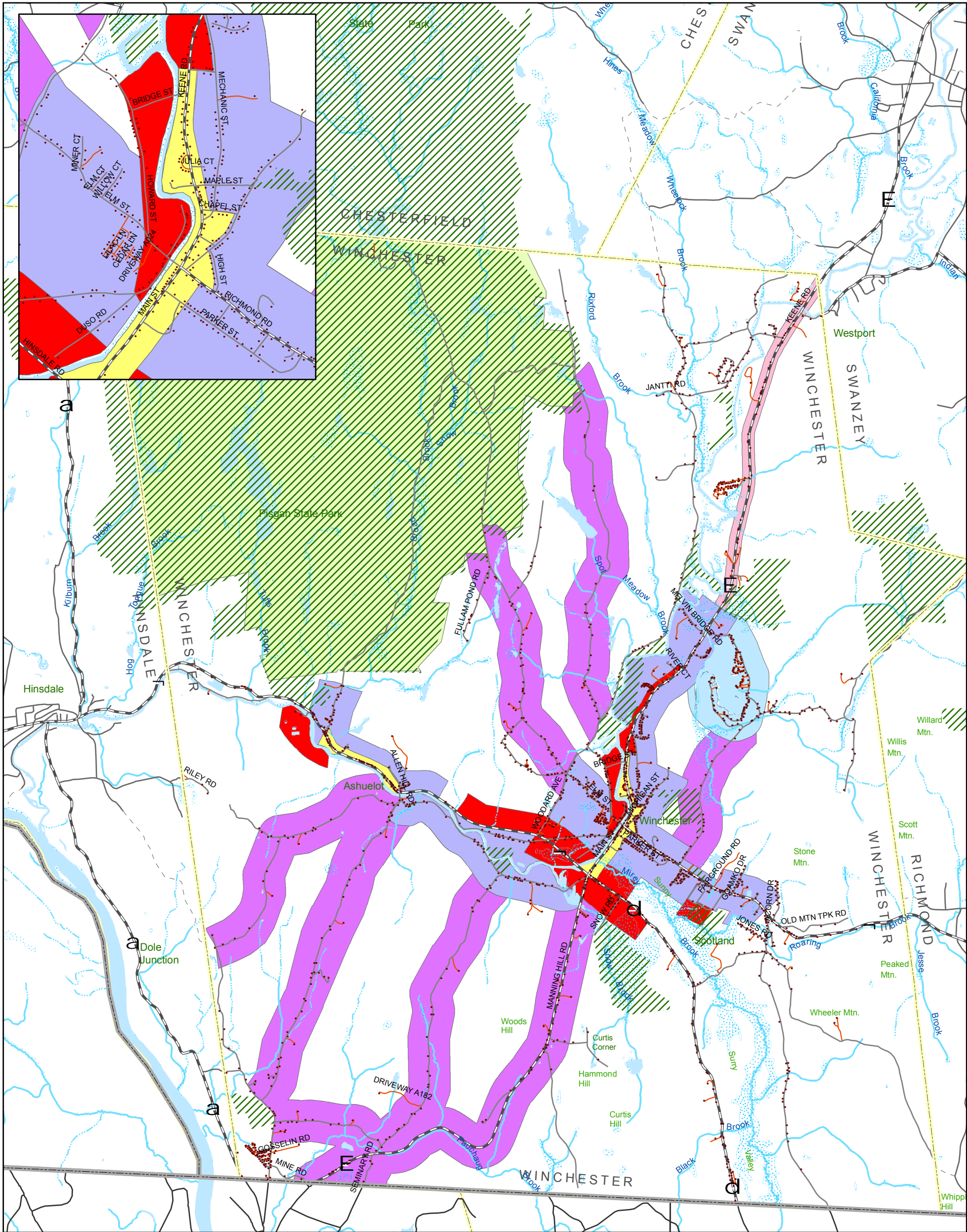
Zoning ordinances and subdivision and site plan review regulations are the principle tools for regulating land use in Winchester. Towns are authorized to create local zoning by state statute: RSA 674:16. The purpose of the zoning ordinance includes: "... to regulate and restrict ... the location and use of buildings, structures and land used for business, industrial, residential, or other purposes" (RSA 674:16.I.d). Towns may create regulations to control the subdivision of land and the installation of utilities within subdivisions by RSA 674:35 with criteria prescribed in RSA 674:36. Likewise, towns may regulate the "development or change or expansion of use of tracts" of land by RSA 674:43 and 674:44.

The land use pattern in Winchester substantially conforms to the development pattern that is encouraged by the present zoning district classifications, which are displayed on the **Map of Zoning Districts**. There are several uses, particularly non-residential, that do not conform to the zoning requirements. Some of these uses pre-dated the present zoning district requirements, or were granted special exceptions for the wide range of activities for which special exceptions may be sought. The zoning ordinance does permit significant latitude in all districts by means of special exceptions for a wide range of uses. This may explain much of the seemingly random placement of non-residential uses throughout the town.

The general principals of planning for land use development in small towns and rural communities encourage denser development at the core or center while maintaining open space and low density in the rural areas. This is practical because it is easier and more cost effective to provide a variety of services such as municipal water/sewer or police protection, if there is a concentration of users in an area. This also helps to create a sense of community, while preserving open space in the outlying areas of the town. As the town develops, consideration should be given in order to encourage denser development in the core, while allowing for more rural development in the outlying areas. This could include changing the current lot size and frontage requirements for the existing districts or adopting additional zones that would achieve the same purpose. The rural to urban transect demonstrates this concept.



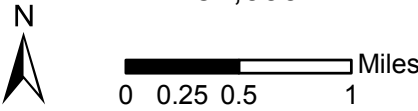
Most recent residential development has deviated from the pattern of the past: instead of occurring along side the main roads and highways, it is now happening on smaller, rural roads in the rural residential district. This is a trend that should be carefully considered. Winchester's current zoning ordinances allows for several commercial uses by special exception in agricultural areas.



Town of Winchester

Zoning Districts

1:54,000



Zoning Districts

- Agricultural
- Central Business
- Commercial
- Forest Lake
- Highway Commercial
- Pisgah
- Residential
- Rural Residential
- Conservation Land
- Driveway Locations (E-911)

- Lake or Pond
- Wetlands (USGS and NWI)
- River or Stream
- Intermittent Stream
- Municipal Boundaries
- State Boundaries

Roads and Highways (E-911)

- Class I, II (State)
- Public Road (Municipal)
- Private/Other

Presentation prepared by:

SWRPC
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-0557
fax: (603) 357-7440
<http://www.swrpc.org/>
email: admin@swrpc.org

Digital base information provided by the
New Hampshire Geographically Referenced Analysis
and Information Transfer System (GRANIT)

Map not intended for site specific work

If this is to continue, particularly to the north along Route 10, then the town may be faced with the undesirable consequences of frequent curb cuts to commercial sites along the main routes of travel. Because the town does not regulate signs in commercial districts, it is unprotected from overly large or unattractive signs. In addition to traffic hazards, this will change the character of the town. The planning board must analyze current Winchester zoning ordinances and consider alternative zoning requirements before the situation develops.

Smart Growth Principles

While attempting to define “What is rural?” the Master Plan Sub-Committee has recognized that there are certain patterns of development that sustain that quality, foremost among them to foster growth in the town center rather than in outlying areas. The Office of Energy and Planning (OEP) has resources to help communities guide their growth while preserving the unique elements that make New Hampshire a great place to live. Smart Growth Principles can help guide developers and citizens as they work together to create development patterns more consistent with community goals and values. The list of smart growth principles below was taken from the OEP website at www.nh.gov/oep/programs/SmartGrowth.

Principle #1 - Maintain traditional compact settlement patterns to efficiently use land, resources, and investments in infrastructure;

Principle #2 - Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life;

Principle #3 - Incorporate a mix of uses to provide a variety of housing, employment, shopping, services, and social opportunities for all members of the community;

Principle #4 - Preserve New Hampshire's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts;

Principle #5 - Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle, or in motor vehicles;

Principle #6 - Protect environmental quality by minimizing impacts from human activities and planning for and maintaining natural areas that contribute to the health and quality of life of communities and people in New Hampshire;

Principle #7 - Involve the community in planning and implementation to ensure that development retains and enhances the sense of place, traditions, goals, and values of the local community; and

Principle #8 - Manage growth locally in the New Hampshire tradition, but work with neighboring towns to achieve common goals and address common problems more effectively.

Goals

1. Preserve the rural character of the town by discouraging sprawl in the remote, scenic and difficult terrain areas.
2. Focus growth to appropriate areas in order to accommodate the need for residential development while balancing density and open space opportunities.
3. Make available through zoning commercial/industrial properties for economic development.
4. Manage development consistent with the town's ability to provide water & sewer.
5. Enhance planning through modernization of equipment such as a GIS mapping system, education of staff and board members, and obtain the guidance of the regional planning commission.
6. Conduct an audit of agricultural and forestland to establish a baseline to determine what may need to be protected and managed properly.
7. Establish a land preservation list and inventory agricultural and forestlands.
8. Conduct a buildout analysis to better understand development capabilities for residential and commercial properties.

Objectives

1. Encourage denser development in the core of the town while protecting the character of the outlying areas.
2. Review of zoning ordinances, subdivision, site plan and earth excavation regulations to continue compliance with state statutes and residents vision as put forth in the Master Plan.
3. Provide and upgrade water and sewer services by several different sources of funding.
4. Conduct an audit of agricultural and forestlands to establish a baseline to determine what may need to be protected and managed differently. This would include preparing a land preservation priority list.
5. Conduct a buildout analysis to better understand development capabilities for residential and commercial properties.
6. Enhance planning through modernization of equipment and upgrade education for planning members.

Implementation**Land Use Objectives 1, 2, & 3**

Encourage denser development in the core of the town while protecting the character of the outlying areas. Review of zoning ordinances, subdivision, site plan and earth excavation regulations to continue compliance with state statutes and residents vision as put forth in the Master Plan. Provide and upgrade water and sewer services by several different sources of funding.

Who

Planning Board, Selectmen, Zoning Board and Conservation Commission.

Action

Conduct a thorough analysis of ordinances, regulations and water & sewer availability to create a plan for denser development in the core areas, discourage sprawl in outlying areas and make appropriate land available for economic development.

Land Use Objective 4

Conduct an audit of agricultural and forest lands to establish a baseline to determine what may need to be protected and managed differently. This would include preparing a land preservation priority list.

Who

Conservation Commission

Action

The Conservation Commission will compile a list of their opinion, to present to the public, a list of areas in Winchester to be protected and compile a list of forestland and agricultural land to be properly managed.

Land Use Objective 5

Conduct a buildout analysis to better understand development capabilities for residential and commercial properties.

Who

Selectboard, Planning Board

Action

Apply for the OEP grant for assistance in conducting the buildout analysis.

Land Use Objective 6

Enhance planning through modernization of equipment and upgrade education for planning members.

Who

Planning Board, Selectboard

Action

Enhance mapping system to GIS and promote educational opportunities to board members.

Future Land Use Plan

The Future Land Use Plan includes a Vision Statement and Goals representing local residents' vision for the future of Winchester. The vision statement and goals address matters of community development in which Town government has responsibilities, duties or other authorities – primarily land use regulation, public services and infrastructure, and public spending. The Future Land Use Plan was developed by the Master Plan Sub-Committee from 2007 to 2008. The goals and objectives were developed to address needs and conditions observed at the time of this Update and expected for the near future. The Committee's deliberations were informed by:

- the collective views, knowledge and opinions of the Sub-Committee members;
- the 2007 Citizen Opinion Survey; and
- comments and information provided by other Winchester residents throughout the Master Plan Update process.

Vision Statement

Winchester is a unique and caring community accepting of people of all ages, backgrounds and economic means. Overwhelmingly, Winchester wants to remain a rural community connected to its agricultural heritage, supportive of sustainable farming and woodland management. The town is protective of its abundant natural resources, particularly its steep slopes, high yield aquifers and the streams, which directly feed the Ashuelot and Connecticut Rivers. Winchester is blessed to have enough land to balance development and open space. To be self-sustaining, Winchester's tax base needs to consist of both business and residential properties of a value sufficient to support the infrastructure of the town.

In order to achieve this vision in Winchester, the Master Plan Sub-Committee has identified the following goals:

- Continue to attract compatible industry and commercial businesses to provide jobs, services, and goods.
- Support the needs of the community through excellent schools, support services for those in need, high quality childcare, social opportunities and recreation for children and families, senior housing and elder care.
- Better advertise the hospitable nature of our community through a long range effort to make downtown Winchester vibrant.
- Adapt zoning ordinances to promote a mix of housing and commercial activities, provide for growth of industrial / commercial uses of land, and discourage sprawl in the remote, scenic and difficult terrain areas.
- Develop roadway, driveway and sidewalk policies that maintain the rural nature of the town and provide safe, reliable and easy access through the community.
- Create incentives to encourage agriculture and farming, the preservation of prime farmland soils, working fields, and significant tracts of working forest.
- Create and finance a prioritized, long-range conservation plan to preserve our special places.
- Protect Winchester's historic places.
- Promote a balance and diversity of housing types.

POPULATION AND HOUSING ANALYSIS

Introduction

The examination of population and housing statistics is a critical element of a Master Plan. The state statute that addresses the purpose and description of a Master Plan (RSA 674:2) calls for a *"housing section which analyzes existing housing resources and addresses current and future housing needs of residents of all levels of income of the municipality and of the region in which it is located, as identified in the regional housing needs assessment performed by the regional planning commission pursuant to RSA 36:47,II."*

While population studies are not specifically addressed in the enabling legislation, planning for the impacts of population changes as they relate to housing availability is obviously an integral part of the master planning process. By knowing what the past population trends have been, and projecting future population, it is possible to estimate future housing needs, as required by state statute.

Furthermore, population statistics are equally useful in planning for the provision of municipal services. Trend analysis can indicate which segments of the population could be expected to experience growth as well as decline, thus enabling the town to plan accordingly, so that growth can occur in an orderly manner, and periods of no-growth can be accommodated. If, for example, the population statistics point to a burgeoning elderly population and/or a declining school-age population, the town can begin to plan for the provision of facilities necessary to serve an aging population.

Another specific purpose in analyzing the local housing situation is to determine whether amendments to the zoning ordinance might be required in order to address any inequities made apparent through the analysis. Following two important NH Supreme Court cases [*Soares v. Atkinson*, 128 NH (1986) and *Britton v. Town of Chester*, 134 NH (1991)],¹ the concept of equal opportunity housing is now firmly established in the master plan process. In short, every town must, through its Master Plan, address the current and future housing need of all its residents - and in doing so must consider the housing situation in its neighboring towns as well.

The data used for this analysis comes primarily from the New Hampshire Office of Energy and Planning (OEP) and the US Census. Note that total population and housing figures appearing in certain tables are sometimes slightly inconsistent. This is due to the sampling technique of the Census count, i.e., whether the figures are taken from the 100 percent count or from the short form of the Census.

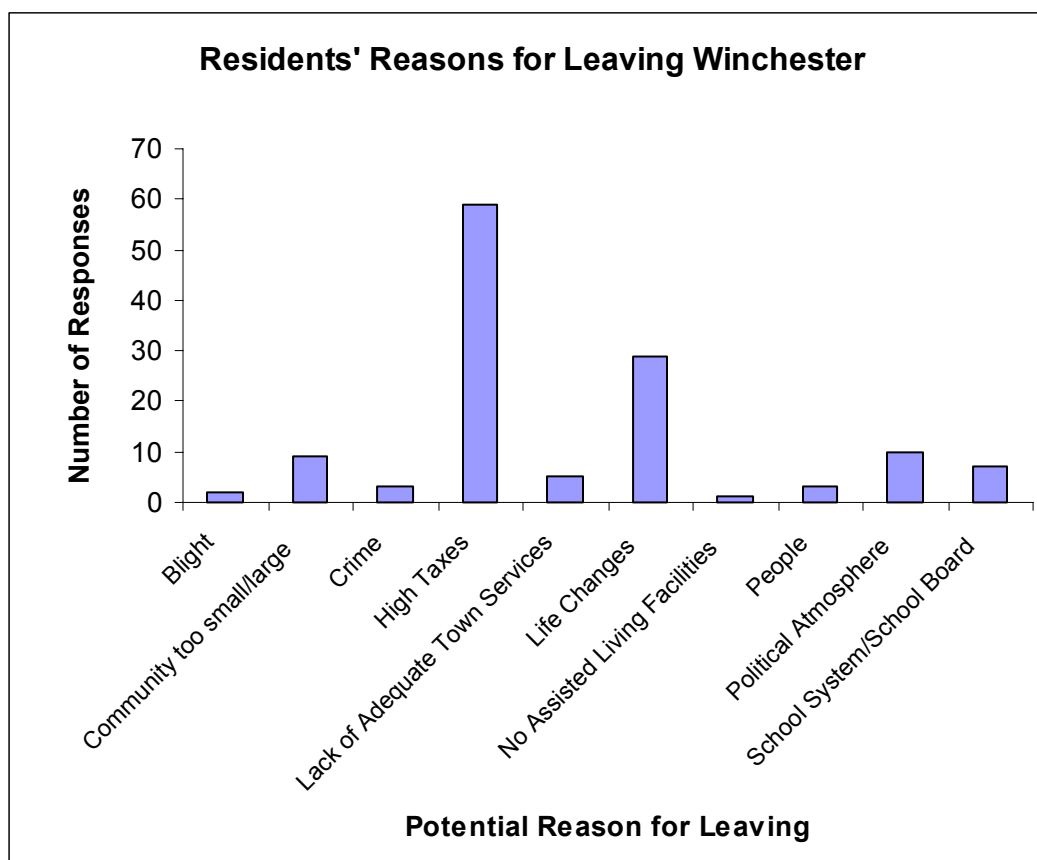
¹In both cases, the court held that the local zoning ordinance did not provide reasonable housing opportunity for low and moderate income residents.

Community Survey

In the 2007 Citizen Opinion Survey, residents of Winchester were asked to respond to their reasons for living in Winchester and potential reasons for relocating out of town. Winchester's rural lifestyle received the greatest appreciation by residents, with 94 percent of respondents marking this amenity as very or somewhat important to their decision to live in Winchester. Reasonable work commutes and access to urban areas were also strong assets for Winchester residents. Interestingly property tax was marked very or somewhat important by 81 percent; however, taxes were by far the most noted reason for relocating outside of Winchester. Life changes were the second most noted reason for relocating.



Source: 2007 Winchester Citizen Opinion Survey



Source: 2007 Winchester Citizen Opinion Survey

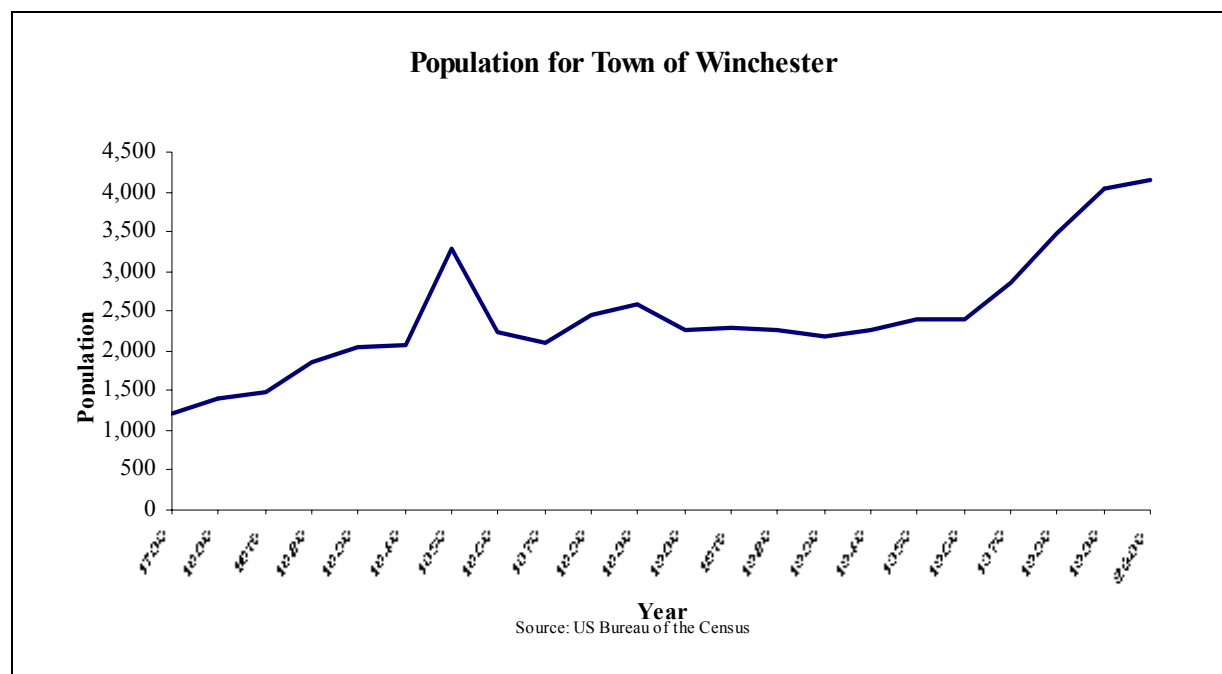
Population Analysis

A community's population growth is a common yardstick used to measure the dynamics of change over time. The figure below presents the population of Winchester from 1790 to 2000. Except for a sharp spike between 1840 and 1860 when the population rose by nearly 1,000 people and then fell by an equal amount (mainly due to the exponential growth of manufacturing in Winchester followed by an exodus of farmers to the west) Winchester's population has remained relatively constant until 1960. Winchester had maintained a population of approximately 2,000 to 2,500 persons for well over a century. This trend changed starting in 1960 with three decades experiencing 2% annual growth. The average annual increase in population from 1940 to 1960 was 0.3%. In fact, the growth from 1990 to 2000 has dropped significantly, returning to earlier trends at 0.3% annual growth.

Decennial Population of Winchester

	Population	Average Annual Percent Change
1940	2,275	0.4
1950	2,388	0.5
1960	2,411	0.1
1970	2,869	1.9
1980	3,465	2.1
1990	4,038	1.7
2000	4,144	0.3

Source: US Bureau of the Census



The OEP publishes population estimates of every municipality in the state. The most recent population estimates for Winchester are provided below. At this time, these are the best population figures available to the Town. After the publication of the 2010 US Census, an update to the population and other appropriate data is desirable to understand current trends.

Annual Population Estimates for Winchester		
	Population	Percent Change
2001	4,219	1.8
2002	4,223	0.1
2003	4,239	0.4
2004	4,299	1.4
2005	4,314	0.3
2006	4,340	0.6

Sources: NH Office of Energy and Planning

An important factor in tracking population trends and planning for growth is projecting the future population. Based on the 2000 census and using the 2005 population estimate figures as a starting point, the OEP recently published population projections to the year 2030 for all of New Hampshire's communities in 2007, which are presented below. The 2000 Census population count has been included here for reference.

Winchester Population Projections		
	Population	Average Annual Percent Change
2000 Census	4,144	0.3
2005	4,314	0.8
2010	4,410	0.5
2015	4,620	1.0
2020	4,820	0.9
2025	4,970	0.6
2030	5,130	0.6

Source: NH Office of Energy and Planning, January 2007

The OEP projections for Winchester show a steady population increase, not unlike past trends. Since 1940, Winchester has experienced an average annual growth rate of 1.4%. Between 2000 and 2030, Winchester is expected to grow on average 0.8% annually.

Population growth is the product of two factors: natural increase (defined as births minus deaths) and migration, the movement of people in or out of the community. Prior to 1990, Winchester was experiencing a positive natural population increase, with an average annual increase of approximately 38 people per year. Since 1990, the average annual increase dropped to only 5 persons per year.

These trends demonstrate that natural increase in the past two decades has attributed little to the population growth in Winchester. New housing starts and in-migration explain much of Winchester's current population growth.

Migration is measured in the US Census by citizens' place of residence five years prior to the census. According to the 2000 Census, the majority of Winchester's population, 54%, had been living in the same house and at least 20% of residents had moved into town from locations outside of Cheshire County. In addition, 27% of these residents had moved either from a previous house in Winchester or from within Cheshire County. The census data does not differentiate between the town and county in this case. As a result, a clear count of in-migration is not possible.

Births, Deaths and Natural Increase for Winchester, NH Residents			
Year	Births	Deaths	Natural Increase
1990	60	44	16
1991	60	43	17
1992	52	42	10
1993	44	36	8
1994	43	51	-8
1995	43	42	1
1996	50	46	4
1997	48	43	5
1998	60	58	2
1999	45	48	-3
2000	47	47	0
2001	65	65	0
2002	44	47	-3
2003	55	48	7
2004	44	34	10
2005*	61	48	13
2006*	55	46	9
2007*	51	50	1

*Estimated number of births and deaths.
Source: NH DHSS, Health Statistics & Data Management

Place of Residence Five Years Prior To the Census for Winchester Residents						
	Change from 1975 to 1980		Change from 1985 to 1990		Change from 1995 to 2000	
	Population	Share	Population	Share	Population	Share
Same House	2,183	63%	1,822	49%	2,084	54%
Different House, Same County	901	26%	1,297	35%	1,044	27%
Different County in NH	104	3%	128	3%	151	4%
Different State or Country	278	8%	495	13%	611	16%

Source: US Census

The 2007 Carsey Institute report, *The Changing Faces of New Hampshire*, highlights recent demographic trends for the state. Findings show that migration accounted for most of the state's recent population gain with the largest source coming from metro-Boston. The report notes that the number of older adults in New Hampshire will continue to rise due to aging residents and in-migration of older adults. Particularly of interest to Winchester, growth rates appear to be greatest in non-metropolitan New Hampshire, where older migrants are attracted to recreation and amenity areas.

Age and gender are important demographic variables of Winchester's population. With 2,106 females (51%) and 2,038 males (49%) in the 2000 Census, Winchester's gender distribution mirrors the national trend. The US Census also provides the most detailed breakdown by age available, in that it includes a 0-5 (preschool) category, an 18-64 (work force) category, and a 65 and over category (senior citizens).

Age Structure of Winchester's Population							
	1980		1990		2000		1980-2000 Percent Change
	Count	Percent	Count	Percent	Count	Percent	
Birth to 5 Years	324	9	336	8	259	6	-20
6 to 17 Years	747	22	744	19	798	19	7
18 to 64 Years	1,998	58	2,343	59	2,499	60	25
65 and over	396	11	552	14	588	14	49

Source: US Census



The above table and graph reveals that Winchester's population is growing older, which reflects the aging baby boomers nationally and statewide. It is interesting to note that little change has occurred in percents by age category between 1980 and 2000. However, the total number of children less than 5 years of age

continues to decrease, while the total number of persons 65 years old and above has grown by 49% and the workforce category (ages 18 to 64) by 25%. This demonstrates that Winchester has strong workforce potential. Most significantly, the town must continue to provide for its growing population of seniors.

Another benefit for the town's workforce potential is the trend to a higher educated population. Between 1980 and 2000, the percentage of residents not finishing high school declined by 23%, while the number of residents receiving some level of college education increased 158%. Although these increases were significant, the attainment rates still trail the surrounding county averages.

Educational Attainment for Persons 25 years old and over in Winchester							
	1980		1990		2000		1980-2000
	Count	Percent	Count	Percent	Count	Percent	Percent Change
Did not finish high school	797	40%	817	32%	611	22%	-23%
Finished high school	853	43%	1,046	41%	1,253	45%	47%
Had 1-3 years of college	246	12%	441	17%	560	20%	128%
Had 4+ years of college	110	5%	260	10%	359	13%	226%

Source: US Census

Economic characteristics of Winchester's residents are useful in further describing the population. Winchester's median family income, although a lesser dollar amount, consistently follows state growth rate trends, increasing 40 percent from 1980 to 2000. In fact, Winchester's income growth rate is outpacing Cheshire County's rate of 32 percent.

Median Family Income				
				1980-2000
	1980	1990	2000	Percent Change
Winchester	\$30,967	\$40,427	\$43,393	40%
Cheshire County	\$38,653	\$48,163	\$51,043	32%
New Hampshire	\$41,219	\$54,846	\$57,575	40%

Source: US Census. *Adjusted for inflation to 2000 values.*

Poverty levels, measured by the percent and number of families below poverty level from 1980 to 2000, are on the decline for Winchester, the county and state. In Winchester, ten percent of the town's families live below the poverty level, compared to four percent for both Cheshire County and New Hampshire. While this figure may be startling, it is important to note that the town is experiencing rates of decreased poverty that surpass state trends.

Poverty Status								
	Percent of families below poverty level			1980-2000 % Change	Number of families below poverty level			1980-2000 % Change
	1980	1990	2000		1980	1990	2000	
Winchester	21.4	7.3	10.0	-53	153	130	109	-29
Cheshire County	10.0	5.2	4.4	-56	1,136	950	823	-28
New Hampshire	8.5	3.7	4.3	-49	14,715	12,842	13,948	-5
Source: US Census								

Reducing poverty and encouraging economic development are priorities in Winchester. Consideration must be given to assisting community members that are in need of financial assistance. For example, the Town of Winchester may pursue further work with Southwestern Community Services, encourage state agencies to have greater presence in town, and guide residents to utilizing ServiceLink Resource Centers. Additionally, economic development goals will further this assistance by attracting businesses to Winchester and pursuing jobs that offer living wages. For further economic data and goals regarding economic development, refer to the Economic Development chapter of this plan and the 2004 Economic Development Plan for Winchester/Ashuelot.

Population in a Regional Context

An analysis of population trends is not complete without an examination of regional trends, as this demonstrates how Winchester compares to other towns and reflects or contrasts regional patterns. In this section, Winchester's population trends are compared to neighboring towns, Cheshire County and the State. Swanzey is the largest neighboring town, with Winchester and Hinsdale close behind.

Population of Surrounding Towns, Cheshire County and State					
	1960	1970	1980	1990	2000
Winchester	2,411	2,869	3,465	4,038	4,144
Hinsdale	2,187	3,276	3,631	3,936	4,082
Chesterfield	1,405	1,817	2,561	3,112	3,542
Swanzey	3,626	4,254	5,183	6,236	6,800
Richmond	295	287	518	877	1,077
Warwick, MA	426	492	603	740	753
Northfield, MA	2,320	2,631	2,386	2,838	2,951
Cheshire County	43,342	52,364	62,116	70,121	73,825
New Hampshire	606,921	737,579	920,475	1,109,252	1,235,786

Sources: US Census; Franklin County Planning Commission - Greenfield, MA

Annual Percent Change of Population for Surrounding Towns, Cheshire County and State				
	1960-1970	1970-1980	1980-1990	1990-2000
Winchester	1.9	2.0	1.7	0.3
Hinsdale	5.0	1.1	0.8	0.4
Chesterfield	2.9	4.1	2.2	1.4
Swanzey	1.7	2.2	2.0	0.9
Richmond	-0.3	8.0	6.9	2.3
Warwick, MA	1.5	2.3	2.3	0.2
Northfield, MA	1.3	-0.9	1.9	0.4
Cheshire County	2.1	1.9	1.3	0.5
New Hampshire	2.2	2.5	2.1	1.1

Sources: US Census; Franklin County Planning Commission - Greenfield, MA

Winchester's population growth rate has fluctuated since 1960 between 1.7% and 2.0%, dropping to 0.3% since 1990. The last decade has seen the smallest amount of growth, which holds true for New Hampshire, Cheshire County and neighboring towns. Between 1990 and 2000, Winchester's growth rate of 0.3% has been comparable to the towns of Hinsdale, Warwick and Northfield, MA. Only the towns of Chesterfield, Swanzey and Richmond have experienced greater growth. However, while it appears that

Richmond has had the highest growth rate, this is misleading since Richmond historically has had a small population. For small towns like Richmond, it only takes the addition of a few new families to show a large percentage increase in the town's total population.

Winchester is the largest town in southwestern New Hampshire with a total land area of 55.4 square miles. In 2000, the town had a population density of 74.8, making it the most rural town after Richmond in comparison to its neighbors. Despite the population growth of the past few decades, Winchester still remains a predominately rural community. Of all of its neighbors, Winchester is probably most comparable with Hinsdale – in terms of infrastructure and population counts – yet Hinsdale has over twice as many persons per square mile than Winchester.

Population Density					
	Land Area in square miles	1990		2000	
		Population	Density	Population	Density
Winchester	55.4	4,038	72.9	4,144	74.8
Chesterfield	46.3	3,112	67.2	3,542	76.5
Hinsdale	20.8	3,936	189.2	4,082	196.3
Keene	36.6	22,430	612.8	22,563	616.5
Richmond	38.3	877	22.9	1,077	28.1
Swanzey	45.8	6,236	136.2	6,800	148.5
Cheshire County	717.2	70,121	97.8	73,825	102.9
New Hampshire	9,024.20	1,109,252	122.9	1,235,786	136.9
Sources: US Census; US Geological Survey					

HOUSING ANALYSIS

Between the years of 1970 and 2000, Winchester experienced a 89% increase in its total housing stock from 921 to 1,741 units. The town's total housing stock is comprised of 1,106 detached single-family units, 13 attached single-family units, 312 mobile homes, 134 two-family homes, and 176 structures with 3 or more units. From 1970 to 1980 and 1980 to 1990, Winchester saw housing units increase by 51.3% and 53.4%, respectively. However, from 1990 to 2000, housing growth was only 4.1% with a total of 65 new housing units built.

Winchester's Housing Supply, 1970-2000				
	1970	1980	1990	2000
Total Housing Units	921	1,342	1,673	1,741
Percent Change	--	45.7	24.7	4.1

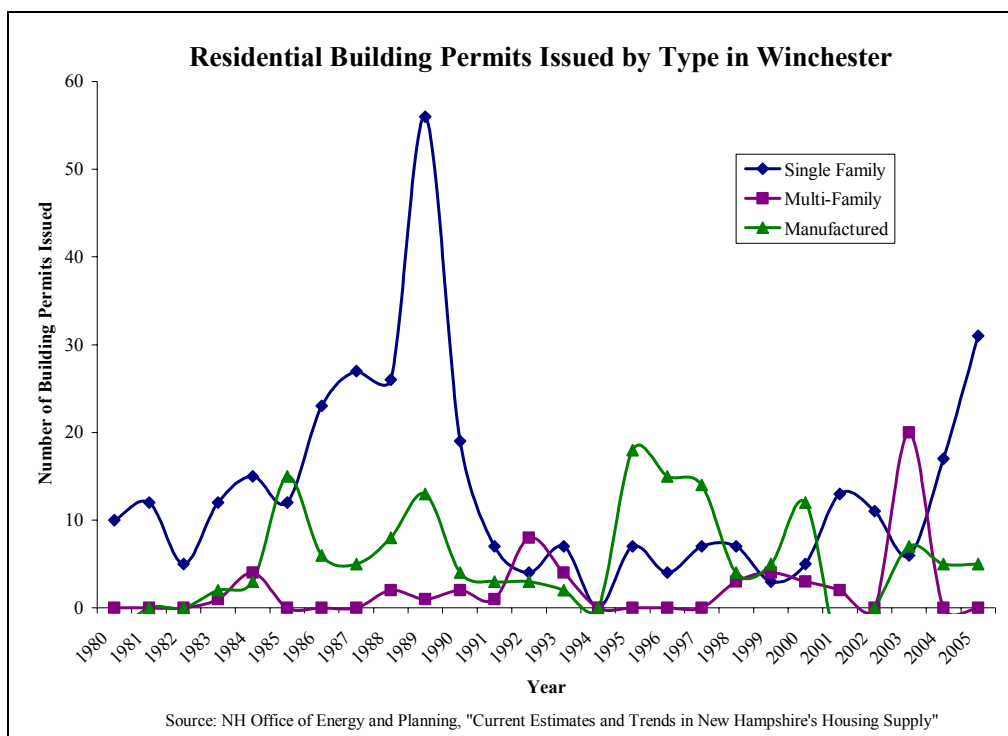
Source: US Census

Between 2000 and 2005, the Town of Winchester issued 132 new residential building permits. If one adds this to the number of housing units in 2000, it can be estimated that there were approximately 1,873 housing units in Winchester in 2005. This means that the first half of this decade has seen more growth than the entire decade from 1990-1999.

Total Residential Building Permits Issued in Winchester and Surrounding Towns, 1990 – 2006									
	1990	1995	2000	2001	2002	2003	2004	2005	2006
State	4,126	4,423	7,593	7,071	8,904	9,128	9,104	7,868	5,865
Cheshire County	349	151	290	263	358	377	519	342	300
Chesterfield	19	17	20	13	41	36	20	29	12
Hinsdale	15	13	24	20	10	27	16	32	20
Richmond	10	5	7	4	9	7	7	6	3
Swanzey	43	23	24	25	38	52	117	28	21
Winchester	25	25	20	10	11	33	22	36	19

Source: NH Office of Energy and Planning, "Current Estimates and Trends in New Hampshire's Housing Supply"

The following chart depicts the total number of building permits by type of residential housing unit since 1980. For the most part, single-family residential housing has been the dominant housing type in Winchester although manufactured housing experienced a strong growth in the mid to late 1990s.



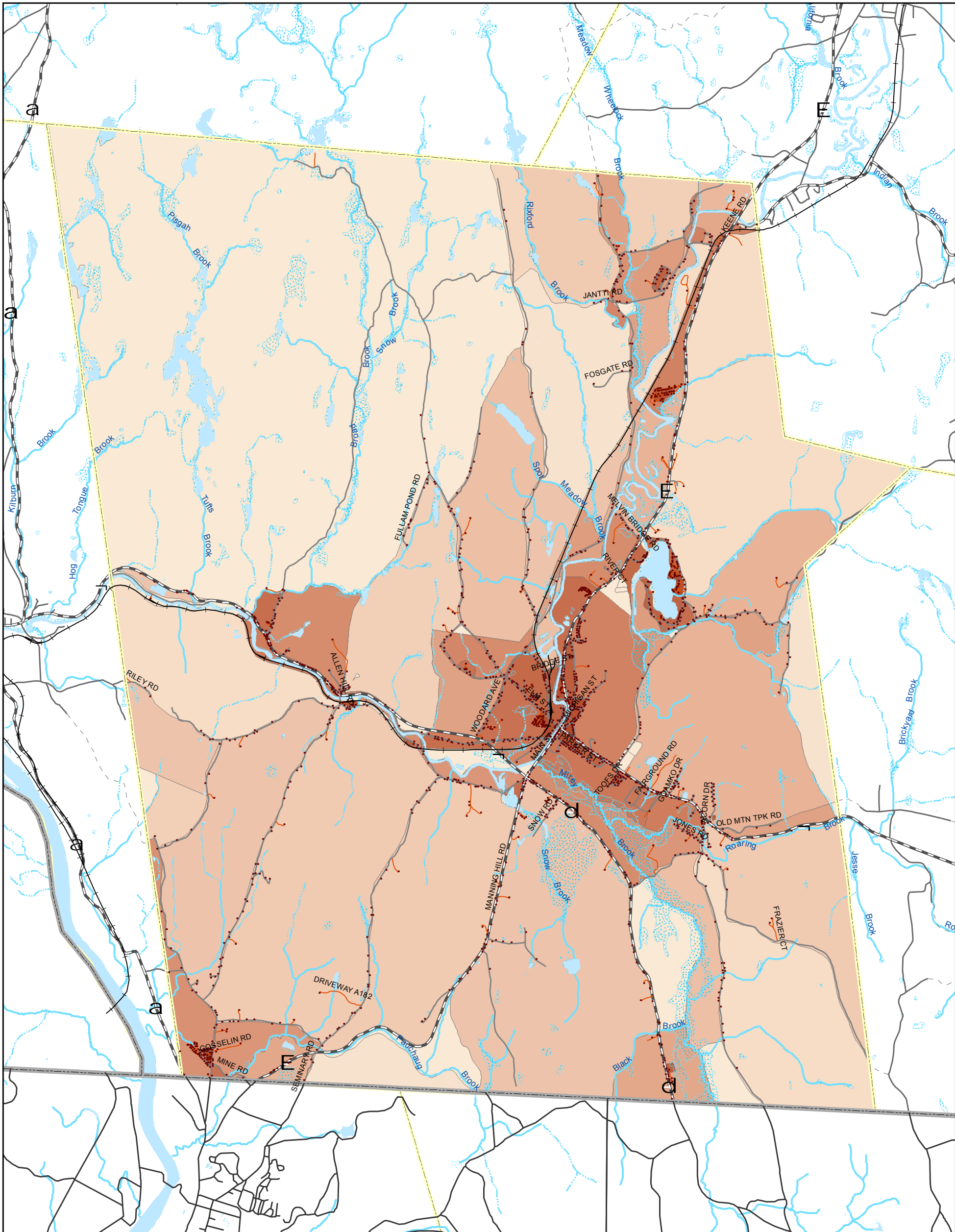
Compared with neighboring towns, Winchester is most similar to Hinsdale in both quantity and type of housing.

Housing Totals by Type in 2000							
	Single Family	Multi-Family	Manufactured Housing	Total	Percent of Total		
					Single Family	Multi-Family	Manufactured Housing
Winchester	1,106	323	312	1,741	63.5	18.6	17.9
Hinsdale	935	352	427	1,714	53.7	20.2	24.5
Chesterfield	1,446	145	35	1,626	83.1	8.3	2.0
Swanzy	1,984	569	265	2,818	114.0	32.7	15.2
Richmond	396	11	25	432	22.7	0.6	1.4

Source: US Census, NH Office of Energy and Planning

Housing Totals, 1980-2000				
	1980	1990	2000	Percent Change, 1980- 1990
Winchester	1,342	1,673	1,741	29.7
Hinsdale	1,357	1,655	1,714	26.3
Chesterfield	1,003	1,527	1,626	62.1
Swanzey	1,894	2,582	2,818	48.8
Richmond	230	398	432	87.8
Warwick, MA	212	308	343	61.8
Northfield, MA	867	1,289	1,262	45.6
Source: US Census, NH Office of Energy and Planning				

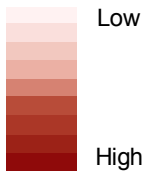
Since 1980, all of the towns surrounding Winchester, except Hinsdale, have experienced larger growth in housing. Generally, growth among these towns can be linked to the growth of Keene, NH and Greenfield, MA. Migration from Boston and other New England metro areas is contributing to regional housing growth rates.



Town of Winchester

Household Density

- Driveway Locations (E-911)
- ⚡ Rail Trail
- ▭ Municipal Boundaries
- Household Density**
* Census 2000 Data



- Lake or Pond
- ▨ Wetlands (USGS and NWI)
- ~ River or Stream
- ~ Intermittent Stream
- ▭ State Boundaries

Roads and Highways (E-911)

- ⚡ Class I, II (State)
- ~ Public Road (Municipal)
- ~ Private/Other

Presentation prepared by: **SWRPC**
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-0557
fax: (603) 357-7440
<http://www.swrpc.org/>
email: admin@swrpc.org

GRANT Digital base information provided by the
New Hampshire Geographically Referenced Analysis
and Information Transfer System (GRANT)

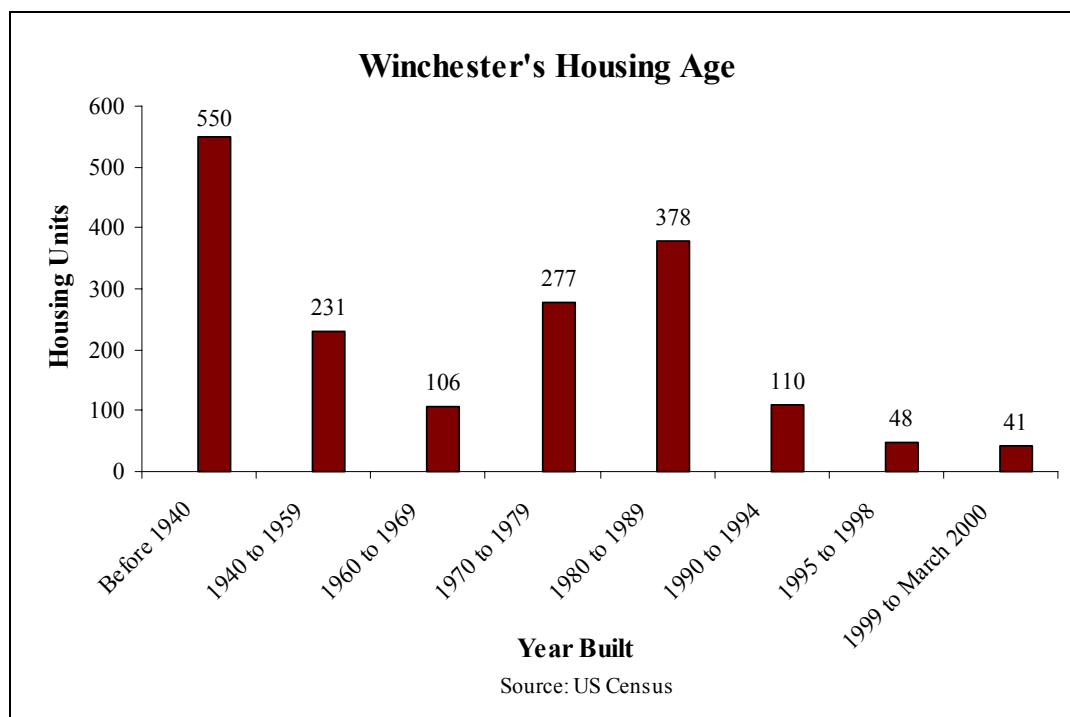
Map not intended for site specific work

October 2007

Y:\Projects2007\Winchester\MPUpdate\MXD\Winchester_Households.mxd

Housing Age

Housing built prior to 1980 constitutes 67 percent of Winchester's existing housing units. From 1980 to 1989, 21.7 percent of the housing in Winchester was built. This means that 11.4% of all housing in Winchester has been built since 1990.



As of 2000, Winchester had a total of 1,557 occupied housing units and a vacancy rate of 11.6%. The vacant units consisted of 18 units for rent, 28 units for sale, 21 units rented or sold but not yet occupied, 107 for seasonal or recreational use, and 45 other vacancies. The ratio of owner occupied homes to renter occupied units in 2000 was 2.6 (US Census Bureau).

According to the Census Bureau, of the 1,741 total occupied housing units in 2000, 1,127 are owner occupied while renter occupied units comprise 430 of the total. Of the 1,127 owner occupied units, 593 units are what are referred to as specified owner occupied housing units; this means the total number of owner occupied housing units described as either a one family home detached from any other house or a one family house attached to one or more houses on less than 10 acres with no business on the property. In 2000, Winchester's average household size was 2.61 people, declining from 2.73 in 1990.

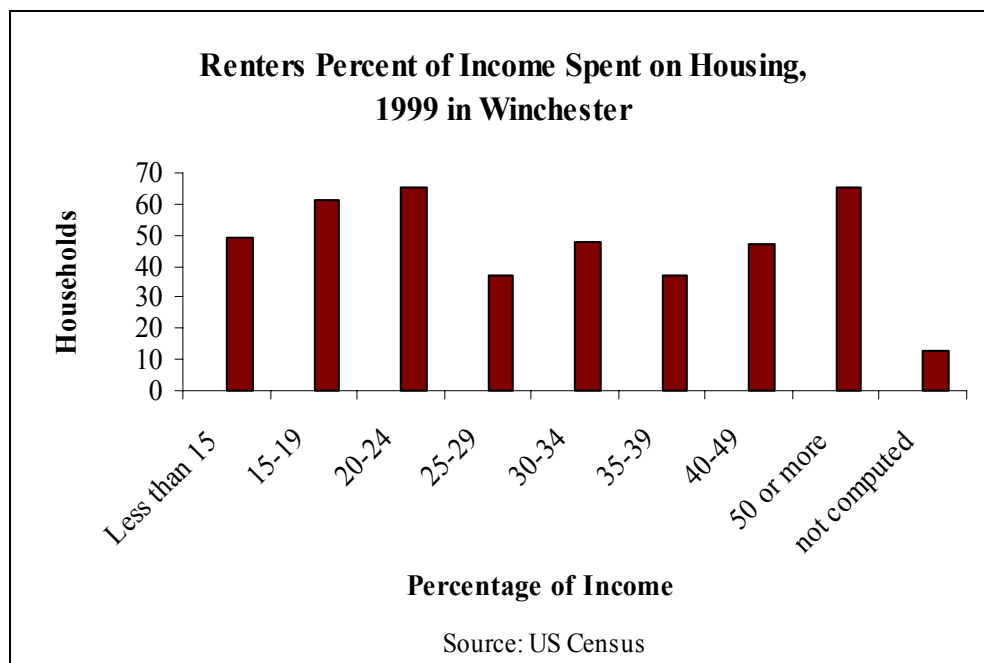
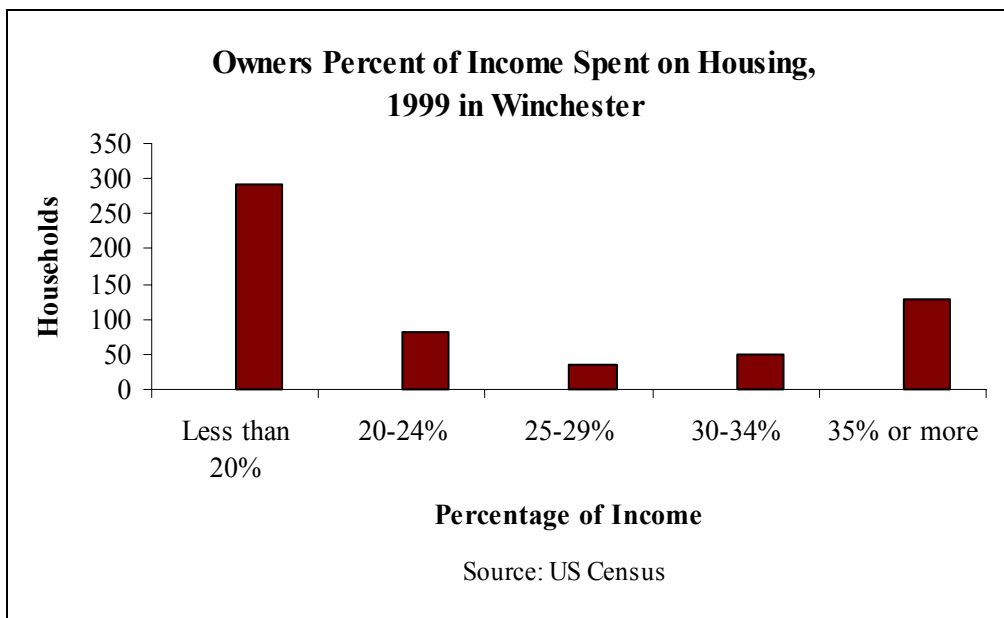
Housing Affordability

Affordable housing is gauged by a combination of household income and household size. The federal definition for “affordable housing” specifies that a cost of no more than 30% of a households’ monthly income is devoted to housing costs, which apply to both owners and renters.

The table below illustrates the costs that households pay for selected monthly owner costs as a percentage of their monthly income. The census defines the selected monthly owner costs as calculated from the sum of payment for mortgages, real estate taxes, various insurances, utilities, fuels, mobile home costs, and condominium fees. Selected Monthly Owner Costs as a Percentage of Household Income is used to measure housing affordability and excessive shelter costs. For example, many government agencies define excessive as costs that exceed 30 percent of household income.

Of the 593 specified owner occupied housing units identified in census data, 180 (30.4%) of households are faced with monthly housing costs at 30% and upward. Of the 422 renter specified units, 197 units (46.7%) have monthly housing costs that exceed 30% of their total income. Of those 197 units, approximately 33% pay above 50% of their monthly income. In sum, 37% of households in Winchester face housing costs that are not affordable based on households that reported data to the census bureau.

Percent of Income Spent on Housing		
Selected Monthly Owner Costs of Specified Owner Occupied Units as a Percentage of Household Income, 1999		
	<u>Number of Households</u>	<u>Percent of Total</u>
Less Than 20%	292	49.2
20.0 to 24.9 Percent	81	13.7
25.0 to 29.9 Percent	34	5.7
30.0 to 34.9 Percent	51	8.6
35.0 Percent or More	129	21.8
Not Computed	6	1.0
Total	593	
Gross Rent as a Percentage of Household Income, 1999		
	<u>Number of Households</u>	<u>Percent of Total</u>
Less Than 15%	49	11.6
15.0 to 19.9 Percent	61	14.5
20.0 to 24.9 Percent	65	15.4
25.0 to 29.9 Percent	37	8.8
30.0 to 34.9 Percent	48	11.4
35.0 to 39.9 Percent	37	8.8
40.0 to 49.9 Percent	47	11.1
50.0 Percent or more	65	15.4
Not Computed	13	3.1
Total	422	
Source: US Census		



Based on the assumption that no more than 30% of a household's income should be spent on housing, the possibilities for home ownership in the Town of Winchester are examined. The projected affordable home is calculated for Winchester households at the 2000 median income level adjusted for inflation to 2006 dollars. In 2000, the median income was \$37,364; adjusted for inflation to 2006 dollars the median income is \$43,748. This median household income is assuming that wage increases have followed the rate of inflation.

As defined by the federal government, moderate household income is calculated as 80% of median income; low household income is calculated as 50% of median income. Affordable housing for moderate and low-income households are calculated accordingly. The estimated property tax used in the calculation is the 2006 tax rate of \$23.76 per \$1,000 valuation. This scenario assumes that the household has no other monthly debt and would pay upfront costs of a 5% down payment and closing costs.

Homeowner Affordability in 2006			
	Average Household Income	Moderate Household Income	Low Household Income
	\$43,748	\$34,998	\$21,874
30% OF MONTHLY INCOME	\$1,093	\$874	\$547
MONTHLY PROPERTY TAX (2006)	\$257	\$205	\$128
AVAILABLE FOR MORTGAGE (includes home insurance and mortgage insurance)	\$836	\$669	\$419
ESTIMATED MORTGAGE AFFORDABLE AT 6.125% FOR 30YRS with 5% down	\$130,055	\$104,025	\$64,980
CLOSING COSTS	\$4,700	\$4,418	\$3,439
PROJECTED AFFORDABLE HOME	\$134,755	\$108,443	\$68,419
Based on Home Affordability Calculator Available at www.mortgage101.com ; assumes no other monthly debts.			

The three scenarios above show that residents earning the median household income in 2006 could spend about \$134,755 on home, whereas those earning 80% or 50% of the median household income could only spend \$104,025 or \$64,980 for a home. The median sales price for a home in 2006 was from approximately \$143,000. This price is within the affordability range of those making from 100% to 120% of the median household income. It is out of reach for those making 50% of the median household income. These calculations do not take into account recent tax increases or current regional trends of sub prime loans and foreclosures.

Housing Opportunity

Zoning

Winchester's Zoning Ordinance determines the availability of housing opportunities within the town, specifically which housing types are permitted and what the minimum lot requirements for those dwelling units are. Winchester has five zoning districts that allow both single-family and two-family residential development by right. Multi-family is allowed by right in two districts and by special exception in one. Conversion dwellings, altering single-family homes into two-family or multifamily dwellings, are allowed by right only in the Residential and Central Business districts. This zoning allows for a multitude of housing options. Further analysis is needed to assess the adequacy of current zoning ordinances in upholding the vision of Winchester's residents.

Permitted Residential Dwelling by Zone		
	Permitted by Right	Special Exception
Residential	Single Family, Two Family, Multi-Family, Conversion	
Rural Residential	Single Family, Two Family	Conversion
Agricultural	Single Family, Two Family, Manufactured Housing (only in Planned Residential Developments or existing mobile home parks)	Multi-Family Conversion
Forest Lake Overlay	Single Family, Two Family	Conversion
Central Business District	Single Family, Two Family, Multi-Family, Conversion	

Source: Town of Winchester Zoning Ordinance, 2007

"Fair Share" Allocation

In 1988, the NH State Legislature, through RSA 36:47, II, mandated that all regional planning commissions undertake a regional housing needs assessment for their region, the result of which is an indication as to whether the individual towns in the Southwest Region are providing a fair share of housing for low and moderate income households. The Southwest Region Planning Commission completed a housing needs assessment, and under the provisions of RSA 674:2, III, towns are now required to incorporate the fair share data into the housing elements of their Master Plans. This implies new responsibilities at the local level for addressing the housing needs issue.

The result of the analysis first conducted in 1980 census data and recently updated using 2000 census data, is a "number" for each town, representing its fair share of the regional need for housing targeted populations. The "fair share" concept is defined as an equitable distribution of housing assistance according to certain need criteria, which most closely measure the region's share of statewide need. The analysis represents a redistribution of households already residing in the region.

The Southwest Region Planning Commission and the NH Office of Energy and Planning recognize that there are limitations with the methodology used in the formula. These limitations are associated with the age of the census data from which the need factors are derived, and the assumptions implicit in the formula which deal with land development potential and a town's ability to absorb low and moderate income growth. Nevertheless, the results do establish an initial fair estimate of housing need at a fixed point in time, at both the regional and local levels, and should represent the town's goal over a five or ten

year period. This information, according to State statutes, must be incorporated into all local and regional housing plans.

The “fair share” percentage for each town is based on the town’s percentage of the region’s total amount of twelve different criteria. These criteria include workforce factors, fiscal capacity factors, and demographic factors. The final “fair share” percentage is a weighted percentage that roughly represents the “fair share” allocation for the town.

In Winchester's case, the analysis indicates a surplus of units for every category of income that is considered in need of affordable housing, except for renters earning 30-50% of the Annual Family Median Income (AMFI). Thus, it appears that the Town has met its fair share obligation and then some. The following two tables identify the projected proportion of Winchester’s fair share of housing in 2010, how many units existed as of 2000, how many will need to exist as of 2010, and how many new units will need to be created (or in Winchester’s case how much surplus exists) to meet the 2010 fair share for both owners and renters.

Winchester’s Proportionate Share for Owners				
	2010 Proportionate Share for Owners	Projected 2010 Supply with Proportionate Distribution	Less 2000 Existing Units for Owners at Specified Income Range	2010 Proportionate Distribution of Growth for Units for Owners Specified Income Range
Owners @ 100-120% AMFI Component	3.21%	122	134	(12)
Owners @ 80-100% AMFI Component	3.25%	126	150	(24)
Owners @ 50-80% AMFI Component	3.25%	205	244	(39)
Owners @ 30-50% AMFI Component	3.37%	152	238	(86)
Owners under 30% AMFI Component	3.32%	49	60	(11)

Winchester’s Proportionate Share for Renters				
	2010 Proportionate Share for Renters	Projected 2010 Supply with Proportionate Distribution	Less 2000 Existing Units for Renters at Specified Income Range	2010 Proportionate Distribution of Growth for Units for Renters Specified Income Range
Renters @ 100-120% AMFI Component	3.25%	24	29	(5)
Renters @ 80-100% AMFI Component	3.20%	41	43	(2)
Renters @ 50-80% AMFI Component	3.20%	93	97	(4)
Renters @ 30-50% AMFI Component	3.13%	98	83	16
Renters under 30% AMFI Component	3.40%	77	118	(41)

Winchester has clearly met its fair share contribution to the region. This does not mean that Winchester should stop seeking affordable housing for those in need. It is important to maintain a close watch on the needs of the local population to insure that Winchester will remain a viable living option for those already owning or renting in town. To balance the town's tax base, however, Winchester must encourage appropriate higher end housing units. Focusing also on economic characteristics in the town and attempting to attract higher paying jobs to the community will help raise income levels in Winchester and provide a better market for new or renovated higher end homes.

Future Housing Need

Population projections can be used to estimate future housing need, based on a person-per-unit estimate. Winchester's projected 2000-2030 growth rate is 23.8%.

Population Projections for Winchester								Change
	2000	2005	2010	2015	2020	2025	2030	2005-2030
Winchester	4,144	4,310	4,410	4,620	4,820	4,970	5,130	23.8%

Source: US Census; NH Office of Energy and Planning

Using the projected population data, it is possible to estimate the town's future housing supply by dividing the projected population by the average household population—in this case, 2.61 persons per household.²

Projected Housing Units					
Population Increase	Population Rate Increase	Number of Persons	Person/Unit	Additional Housing Units	
				Total	Per Year
2000-2030 Projection Rate	23.8%	986	2.61	378	12.6
1970-2000 Actual Rate	44.4%	1,839	2.61	705	23.5

Source: US Census; NH OEP

According to the projected data, if Winchester were to experience the same level of population growth between 2000 and the year 2030 as it did between 1970 and 2000, the town's future housing supply would be 705 housing units, approximately 23.5 new units per year. If, however, the OEP projections should prove accurate, Winchester's future housing supply would be about 378 additional units, approximately 12.6 new units per year.

Between 1970 and 2000, the population of Winchester increased by 44.4% and the number of housing units increased approximately 89%. This discrepancy in population increase versus housing units can be accounted for by a decreasing number of people per household.

² Future housing needs are estimated by dividing the population by the number of housing units to reach a person-per-unit figure. According to the 2000 U.S. Census data the person-per-unit ratio for the Town of Winchester was 2.65. In order to calculate future housing need, this report assumes that the 2000 average of 2.65 will also apply to the 2005-2030 time period.

Energy Efficient Development

Effective as of August 2007, New Hampshire State Building Codes stipulate that all new construction and renovation meet the International Energy Conservation Codes. The code goes a long way toward ensuring that builders are providing more energy efficient, comfortable dwellings for residents and should be considered a baseline. (There is an allowable exception for buildings on the historic register and for mobile homes.)

Many municipalities in the region and the nation are making forward strides toward making their communities much more energy efficient and environmentally safer. Builders are pushing beyond acceptable to zero energy homes, where the net energy usage zeros out over the year. National, state and local incentives are helping to bridge the cost gap, making the installation of alternative energy systems more feasible. Eight communities in Cheshire County have adopted ordinances to allow tax incentives for alternative energy sources, such as wind and solar, in homes. Driven by higher energy costs and consumer demand for better functioning and healthier homes, “green building” will be the norm of the not-too-distant future.

Per R.S.A. 155-A:2 VI a municipality may adopt more stringent building codes than the state provides. This makes sense for a community where housing affordability is an issue for families. A significantly lower monthly energy bill might mean the choice between eating and buying oil. Studies have proven that in schools where there is natural day lighting the children perform better on tests. Most people feel better in homes that have even temperature distribution and are affordable to heat and cool. It is recommended that Winchester residents consider adopting language into the subdivision or site plan review regulations that require site development to occur in a way that maximizes the passive solar heating and cooling opportunities for that site.

An example of site plan language:

1. Buildings are to be oriented in such a way as to optimize passive solar heating and cooling.
2. Buildings are to be oriented so as to minimize wind loads on the building.
3. Windows are to be placed and appropriately shaded to maximize solar penetration during the winter months and minimize solar penetration in the summer months.
4. Landscaping is to be designed to provide shading and cooling during the summer months while minimizing reduction of solar heating in the winter months.
5. Landscaping is to be environmentally sensitive and should include native plants and designs, and a reduced need for chemical fertilizers and pest control
6. Building design should discourage pest infestation, i.e. sloped roof to prevent roosting pigeons

In addition, it is recommended that the town adopt building ordinances that require all new commercial construction and renovation to meet the Green Building Council Leadership in Energy and Environmental Design (L.E.E.D.) standards. L.E.E.D. is a national standard of evaluation that covers six elements: sustainable site, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, innovation in design. The building is evaluated using a point system and ranked on how well it scores.

According to the Housing Age chart 67% of Winchester’s housing stock was built before 1980 and only 11.4% is newer than 1990. 550 homes were built before 1940. Many homes built before 1980 have elements that are functionally obsolete according to today’s codes and standards. For instance, some of the older framing techniques will not allow for a full 8” of insulation to be inserted into the walls, so there will be instances that will not conform. While that is understandable, Winchester should be striving for high quality renovation work that meets or exceeds the International Energy Conservation Code as required by NH Law.

There are many resources for the town to take advantage of in implementing energy efficiency guidelines and included as an addendum is a pamphlet titled *Energy Efficient Development*, which provides a wealth of information for consideration.

Dark Skies

A recurring theme from past Master Plans, community questionnaires and committee work is that very clearly the residents of Winchester want their community to remain “rural”. A lengthy and continuing discussion that this sub-Committee had was about the definition of “rural”. Other towns have gone to great lengths to define rural in their Master Plans. While a definition is not included here, the Committee has derived many objectives with that goal in mind.

One element that is distinctly rural is the darkness of the night sky. Casual visitors to the area from more urban settings are often amazed that they can see the stars! This is something that we take for granted but that can swiftly erode with more business and industry coming to the area. While that may seem like a far off notion, it is an eventuality that is wise to plan for. Having some simple guidelines for outdoor lighting fixtures would ensure that all Winchester’s residents have access to the starlight and moonlight. Consider the guidelines in the Appendix from The International Dark-Sky Association (www.darksky.org). It is recommended that this be applied to all lighting, not just newly installed lighting, giving businesses and residences a time frame in which to make their fixtures compliant.

Conclusion

Historically, Winchester has had a very stable population base. Since 1960 the town has experienced a slow and steady population increase averaging 1.9 percent annually. The most recent period from 1990 to 2000 has shown a drop to 0.3 percent annual growth, consistent with drops in the region and State. Trends demonstrate that many of Winchester’s neighbors are growing faster than Cheshire County, but slightly lower than the State. While Winchester mirrors this pattern, the town trails behind other towns in the region.

Natural increase plays a minimal role in current population growth for Winchester and New Hampshire. Additionally, predictions demonstrate that growth in older age categories will continue due to aging of current Winchester residents and migration of older adults. Domestic in-migration accounts for most of the state’s recent population gain with the largest source coming from metro-Boston. Particularly of interest to Winchester, growth rates appear to be greatest in non-metropolitan New Hampshire, where older migrants are attracted to recreation and amenity areas. Capitalizing on this trend by attracting retirees, second home owners and telecommuters may assist Winchester’s tax base and diversity of housing stock.

Goals

1. Continue to monitor population and housing changes to better adjust to the needs of Winchester in keeping with the rural character of the town.
2. Recognize and plan for the expanding elderly population.
3. Recognize and plan for the expanding in-migration from out of state.
4. Diversify the housing types to expand the availability of high end and moderate housing options.
5. Encourage new housing to meet higher standards of energy efficiency.

Objectives

1. In 2011, after the census, adjust this area of master plan to update population and housing statistics.

2. Use census data, OEP data, real estate trends & building permits to assure compliance with meeting the diverse economic housing demands.
3. Adjust zoning to address the housing needs of all income levels and physical needs of the elderly. Concentrate on tighter density in the downtown area.
4. Actively promote larger lots in the outer limits of the town.

Implementation

Population and Housing Objective 1

In 2011, after the census, adjust this area of master plan to update population and housing statistics.

Who

Planning Board, Master Plan Sub-Committee

Actions

In 2011 the Planning Board, Master Plan Sub-Committee and SWRPC will use the new population and housing data from the 2010 census to update this chapter.

Population and Housing Objective 2

Use census data, OEP data, real estate trends & building permits to assure compliance with meeting the diverse economic housing demands.

Who

Planning Board

Actions

Yearly evaluate and adjust, if necessary, building permit issuance to comply with smart growth policies and affordable housing statutes.

Population and Housing Objective 3

Adjust zoning to address the housing needs of all income levels and physical needs of the elderly. Concentrate on tighter density in the downtown area.

Who

Planning Board

Actions

Within the next two years, or when the infrastructure allows, amend the zoning ordinance at town meeting to allow tighter density in the downtown area.

Population and Housing Objective 4

Actively promote larger lots in the outer limits of the town.

Who

Planning Board

Actions

Promote to the residents of Winchester the benefits of larger lot sizes in the outskirts of town and amend the zoning ordinance at town meeting.

Traffic and Transportation Analysis

Introduction

The transportation system is one of the most important and expensive parts of a town's infrastructure. This infrastructure has a direct and profound influence on land use throughout the entire town. All land use activities require some sort of access via suitable transportation routes and will most likely locate where access has been proven to be the easiest. Following this pattern, future improvements to the transportation system will serve to alter existing land uses by providing access to once inaccessible areas or by improving capacity.

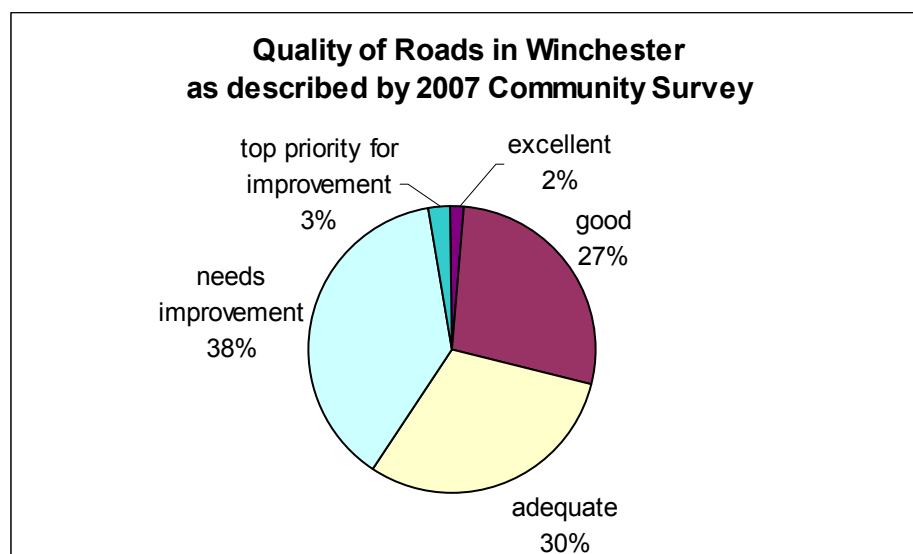
The purpose of this transportation analysis is twofold: to describe the existing system; and to identify the current and future transportation needs of the town. By looking at the existing road network, analyzing the impact of local and regional growth on traffic volumes, identifying road deficiencies, and outlining specific objectives, this study should be a great help in providing data that will contribute to an orderly schedule of road improvements. In addition, this study will address ways in which future land use can be affected by the transportation system.

An ancillary purpose of this document is to enable the town of Winchester to fully participate in all levels of transportation planning - not only local, but regional, state, and federal, as well. Transportation infrastructure is heavily dependent on public funds. The New Hampshire Department of Transportation (DOT) sets the priorities for infrastructure spending through the development and implementation of a statewide Transportation Plan and a statewide Transportation Improvement Program; both of these are required under 1991 federal legislation known as the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA prescribes the federal DOT disbursements to the states. In order to qualify for New Hampshire's full allocation, NH DOT must comply with the planning requirements.

To accomplish its task, NH DOT has requested each of the nine New Hampshire regional planning commissions to develop a regional transportation plan, which shall describe existing state road conditions, identify problems and concerns, declare goals and objectives for the regional transportation network, and make specific recommendations for improvements. These regional plans provide the town with an opportunity to link municipal planning, state spending and federal policy. This local transportation plan will take the regional issues into account in the process of ensuring that Winchester's transportation network supports and promotes the town's overall community plan. The Southwest Region Regional Transportation Plan was last updated in 2006.

Community Survey Results

Results of the 2007 Community Opinion Survey demonstrate a mixed view of the condition of roads in Winchester and their need for improvement. Respondents split almost evenly when describing the quality of roads in town – 30 percent stating they were good or excellent, 30 percent stating they were adequate, and 40 percent stating they need improvement. However, a majority (52 percent) saw expenditures for roads favorably. Additionally, respondents ranked roads as the top priority for major town expenditures, followed by sewer and school improvements. These results demonstrate a considerable concern for road conditions and a desire for funding road improvements. Residents listed the three worst roads as Old Westport Road, Scotland Road and Forest Lake Road.



Highway Classification

The first step in evaluating a transportation network is to define the roads by the type of service they provide or the funding which is available to build, maintain and repair them. There are three categories used to accomplish this: functional classification, state-aid classification, and federal-aid classification. These are discussed below.

Functional Classification

A functional classification identifies roads by the type of service provided. The function is expressed on a continuum from increased mobility to increasing access to local land uses and neighborhoods. These classifications attempt to identify the role of each highway within the state system based upon standards developed by the U.S. Department of Transportation (USDOT). The functional classification of a highway details how each road provides for the efficient channeling of traffic throughout an area and how much of an impact that particular highway makes.

The functional classification system provides a way to connect the land planning and transportation elements of the Master Plan. By staying with a highway's intended functional use, possible conflicts between land use and adjoining roads can be avoided.

There are two categories of functional classes: Rural Areas and Urban Areas; in Winchester's case, only the Rural definitions apply. Listed below are descriptions of the relative capacities and purposes of the Rural Areas Functional Classes located within the Southwest Region highway network:

Principal Arterial/Controlled Access

Principal arterials mainly consist of the Interstate system and some primary state routes. Designed to move large volumes of truck and car traffic through and between population centers without disturbing local traffic and land uses, these facilities are usually multi-laned, divided highways with few, if any, at-grade intersections.

In Winchester, there are no Principal Arterials.

Major Arterials

Major arterial highways are designed to carry the largest percentage of traffic entering and leaving a region as well as the greatest amount of traffic traveling through the region. Major arterials provide direct access to big traffic generators (malls, factories, recreation areas) and are intended to segregate regional traffic from local traffic. The majority of trips throughout a region that do not require a stop in the area should be handled by the major arterial highway.

In Winchester, there are no Major Arterials.

Minor Arterials

Minor arterials serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials. They provide access to geographic areas smaller than those served by the higher system. Minor arterials also provide intra-community continuity but do not penetrate identifiable neighborhoods.

In Winchester, NH 10 is a Minor Arterial.

Collectors (Major/Minor)

The collector system provides more in the way of local access than do arterial highways. Collector streets may enter residential areas, business districts, and industrial areas. A collector street will often act as a

funnel by channeling traffic onto a minor arterial highway, which in turn may channel this traffic to a major arterial. Collector streets differ in another way from arterial highways, as they are more likely to distribute traffic on to its ultimate destination than a major or minor arterial.

In Winchester, NH 119 and NH 78 are both Major Collectors. There are no Minor Collectors in Winchester.

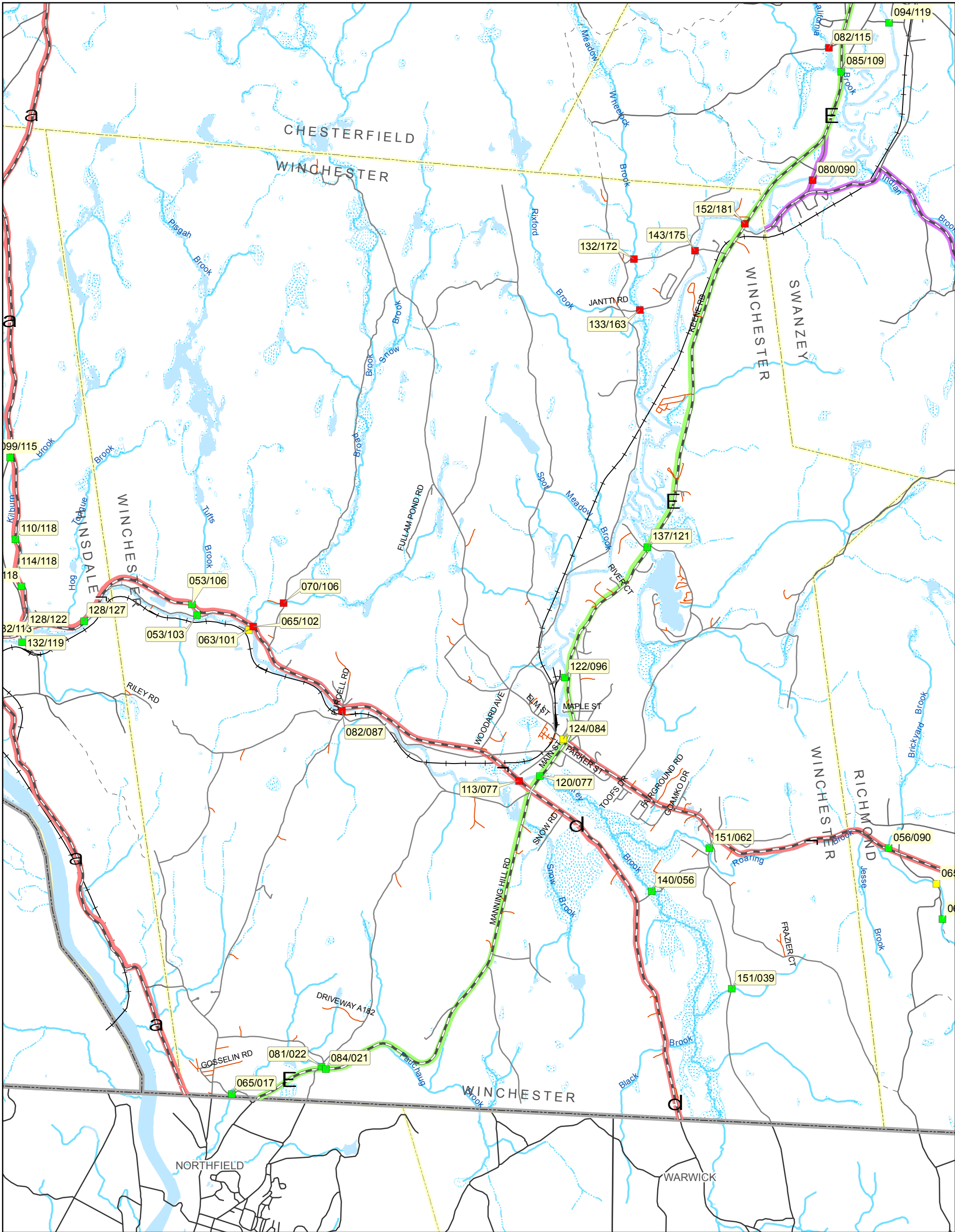
Local Streets

The local street system includes all other streets not already classified by the higher systems. The primary function of the local system is to provide direct access to higher systems and abutting properties. Local streets offer the lowest level of mobility and through traffic is generally deliberately discouraged.

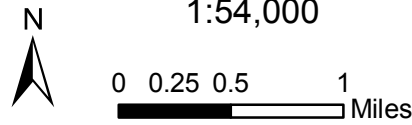
The map entitled **Transportation Infrastructure and Functional Classification** illustrates the functional classifications of the state roads in Winchester. When looking at the map, these classifications should not be confused with the local importance of these roads. Roads that serve as primary arteries within Winchester are not necessarily of regional importance. The table below presents the total miles of road in Winchester according to this functional classification:

Winchester Road Mileage by Functional Classification			
Classification	Mileage	Jurisdiction	Federal Aid Eligible
Minor Arterial	10.31	NH DOT	Yes
Major Collector	11.00	NH DOT	Yes
Local	58.72	Town	No
TOTAL	80.03		

Source: NH DOT 2006



Town of Winchester, NH
Transportation Infrastructure
and Functional Classification



NHDOT Functional Classifications

- Minor Arterial (Rural)
- Major Collector (Rural)
- Minor Collector (Rural)

Bridges (2006) and Bridge ID Number

- Good
- Red Listed
- Functionally Obsolete/Structurally Deficient
- Other/Conditions Unknown
- State Boundaries

- Municipal Boundaries
- Wetlands (USGS and NWI)
- Lake or Pond
- River or Stream
- Intermittent Stream
- Rail Trail
- Roads and Highways (E-911)
 - Class I, II (State)
 - Public Road (Municipal)
 - Private/Other

Presentation prepared by: **SWRPC**
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-0557
fax: (603) 357-7440
http://www.swrpc.org/
email: admin@swrpc.org

Digital base information provided by the
New Hampshire Geographically Referenced Analysis
and Information Transfer System (GRAKIT)

Map not intended for site specific work

State Classification

Public roads are defined by DOT by the type of service they provide and/or by the funding that is available to build, maintain, and repair them. New Hampshire statute RSA 229:5 specifies the following roads within the state system:

- Class I: Trunk Line Highways. These belong to the primary state highway system, and the state assumes full control and responsibility for construction and maintenance.
- Class II: State Aid Highways. These belong to the secondary state highway system. The DOT assumes full control and responsibility for construction and maintenance.
- Class III: Recreational Roads. These consist of all roads leading to and within state reservations designated by the NH Legislature. The DOT assumes full control and responsibility for construction and maintenance.
- Class III-a: Boating Access Roads. These consist of roads that lead to public waters from any existing highway. The DOT assumes full control and responsibility for these roads.
- Class IV: Town and City Streets. These consist of all sections of road that fall within urban compact areas of towns and cities with populations greater than 7,500. The municipality assumes full control and responsibility for construction and maintenance.
- Class V: Rural Highways. These consist of all other maintained roads that are not in the state system. They are town-owned and maintained.
- Class VI: Unmaintained Highways. These include all other existing public roads that are not maintained by the town and have not been maintained by the town for at least five years. The road may be closed subject to gates and bars, but it continues as a public roadway.

Classes I-III are the responsibility of the state to construct and maintain. The state and the town share responsibility for Class IV roads, while the town is responsible for all Class V and Class VI roads.

These state classifications are also illustrated on the **Transportation Infrastructure and Functional Classification Map**, and the road mileage for the classes has been generated from the development of the maps. The table below presents the mileage for each road class in town, as well as the breakdown of Class V roads by surface type. Winchester has no Class III or IV roads.

Road Mileage by Classification and Type		
	Mileage	Percent
Class I (Routes 10 & 63)	14.9	12.7
Class II (Routes 119 & 78)	7.6	6.5
Class V Paved	44.6	37.9
Class V Unpaved	14.12	12.0
Class VI	10.2	8.7
Other/Private	26.2	22.3
Total Road Mileage	117.6	

Source: NH DOT 2006

As is typical in most towns, Class V roads make up the largest percentage of total road miles. Winchester also has a fairly significant percentage of Class VI roads. Even though the town is under no obligation to maintain these roads, it is important for the master planning process to know where they are and what, if any development is either already located on these roads, or in near enough proximity so that pressure to reopen these roads could be anticipated. Currently, in Winchester the Board of Selectmen approves or limits development on Class VI roads after consultation with the planning board and road agent. This process would benefit from a formal Class VI road policy to ensure balanced development that matches community goals and available municipal facilities.

Scenic Roads

In addition to the state and federal classifications, RSA 231:157 allows towns, by a vote at Town Meeting, to designate any road other than a Class I or II highway as a Scenic Road. The effect of this designation is that, except in emergency situations, there shall be no tree cutting or alteration of stone walls within the right-of-way without approval of the Planning Board, after a duly-noticed public hearing. The law does not affect the rights of individual property owners; nor does it affect land uses as permitted by local zoning. The statute also authorizes towns to adopt provisions dealing with Scenic Roads that are different from, or in addition to, those that are spelled out in the law. The Town of Winchester currently has no roads designated as Scenic Roads. Winchester has two covered bridges – the Ashuelot Covered Bridge and the Coombs Covered Bridge – that are national historic landmarks.

Federal-Aid Classification

This classification determines whether or not a particular road is eligible for a share of federal funding for reconstruction, rehabilitation and resurfacing activities. In addition, if a town has been designated part of an urban area because of population concentration, then it will also have roads on the Federal-Aid Urban System, which are eligible for additional funding. Also, if the town has over 7,500 residents, it will have a designated Urban Compact, which means that the town is responsible for providing the local share for any Federal-aid or State-aid projects on roads within this boundary. At this point in time, Winchester has no roads that fall within this classification.

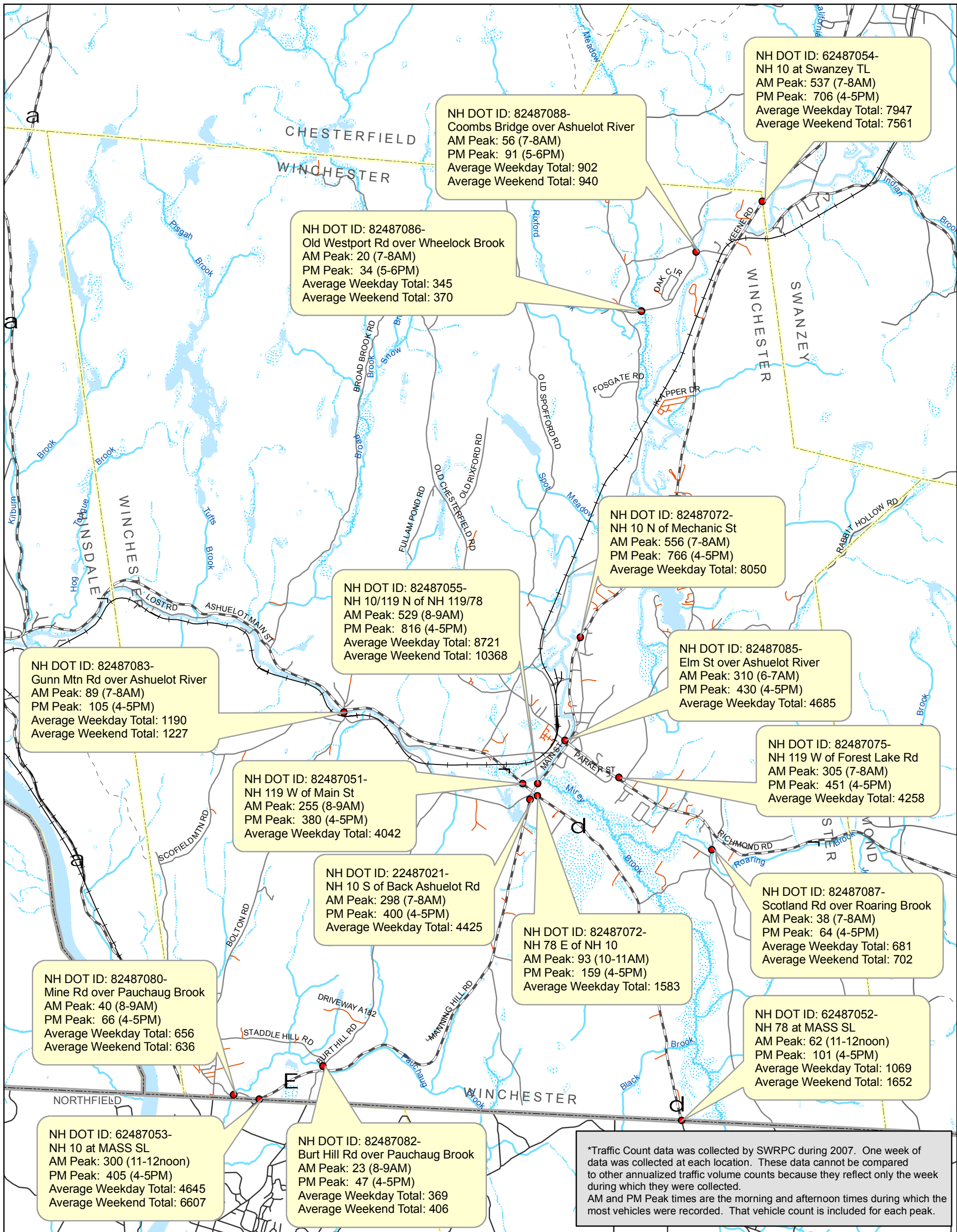
Traffic Patterns

Traffic Volumes

Population increases within the past decade in the southwest region of New Hampshire have resulted in increased traffic volume on state and local roads. The NH DOT and the Southwest Region Planning Commission conduct routine traffic counts at established locations on state highways at town lines, near important intersections, and at population centers. Some of these counters are permanently installed under the roadway and provide figures based on a full year count, while others are set out on a rotating basis for varying lengths of time – generally during the months of May to October for a seven-day period. Permanent counters are used only on state roads, while the temporary counters are used on both state and local roads. There are no permanent counters in Winchester. Counts are collected using pressure-activated tube counters. Traffic counts are reported as Annual Average Daily Trips (AADT) at those locations, which means that the counts have been annualized using seasonal adjustment factors. The following table shows the AADT for 2001 and 2004 along with the percent change between those years.

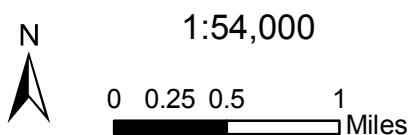
The SWRPC has collected data at the same locations in 2007 that has yet to be adjusted for seasonal factors by NH DOT. Rather, average weekday and weekend counts are shown for various weeks in the months of April and May 2007. The data for these counts are illustrated on the **Traffic Counter Locations Map** and also included in the following table.

Annual Average Daily Trips in Winchester						
	<u>2001</u>	<u>2004</u>	<u>2007*</u>		<u>2001-2004</u>	<u>2004-2007</u>
Location			Average Weekday	Average Weekend	Percent Change	Percent Change**
NH 10 (MANNING HILL RD) SOUTH OF BACK ASHUELOT RD	--	3,600	4,425	--	--	22.92
NH 119 (HINSDALE RD) WEST OF MAIN ST	3,300	3,700	4,042	--	12.12	9.24
NH 78 (WARWICK RD) AT MASS SL	860	990	1,069	1,652	15.12	7.98
NH 10 (MANNING HILL RD) AT MASS SL	3,800	4,100	4,645	6,607	7.89	13.29
NH 10 (WEST SWANZEY RD) AT SWANZEY TL	7,000	7,200	7,947	7,561	2.86	10.38
NH 10/119 (MAIN ST) NORTH OF NH 119/78 West	7,800	8,500	8,721	10,368	8.97	2.60
NH 78 EAST OF NH 10	4,600	4,600	1,583	--	0.00	-65.59
NH 10 (KEENE RD) NORTH OF MECHANIC ST	--	7,500	8,050	--	--	7.33
NH 119 WEST OF FOREST LAKE RD (URBAN AREA LINE)	--	4,100	4,258	--	--	3.85
LOST RD OVER TUFTS BROOK	110	140	--	--	27.27	--
MINE RD OVER PAUCHAUG BROOK	290	900	656	636	210.34	-27.11
BURT HILL RD OVER PAUCHAUG BROOK	120	180	369	406	50.00	105.00
GUNN MOUNTAIN RD OVER ASHUELOT RIVER	450	660	1,190	1,227	46.67	80.30
ELM ST OVER ASHUELOT RIVER	2,200	1,900	4,685	--	-13.64	146.58
OLD WESTPORT RD OVER WHEELLOCK BROOK	230	260	345	70	13.04	32.69
SCOTLAND RD OVER ROARING BROOK	600	670	681	702	11.67	1.64
COOMBS BRIDGE RD OVER ASHUELOT RIVER	--	470	902	940	--	91.91
*2007 data reflects traffic counts that have not been seasonally adjusted. Therefore, the 2007 data is not directly compatible with the seasonally-adjusted annual average daily trips for 2001 and 2004.						
** 2004-2007 Percent Change utilizes average weekday totals in 2007 for comparison to 2004.						
Source: NH Department of Transportation, SWRPC						



Town of Winchester, NH

Traffic Counter Locations



- Traffic Counter Data*
- Municipal Boundaries
- State Boundaries
- Lake or Pond
- Wetlands (USGS and NWI)

- River or Stream
- Intermittent Stream
- Rail Trail
- Roads and Highways (E-911)**
- Class I, II (State)
- Public Road (Municipal)
- Private/Other

Presentation prepared by: **SWRPC**
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-0557
fax: (603) 357-7440
<http://www.swrpc.org/>
email: admin@swrpc.org

Digital base information provided by the New Hampshire Geographically Referenced Analysis and Information Transfer System (GRANT)

Map not intended for site specific work
October 2007

Y:\Projects2007\Winchester\MPUpdate\MXDswinchester_traffic.mxd

Further detail on the peak travel times in Winchester, as found through the 2007 traffic count process, is listed in the table below. The AM and PM peak hours along with those peak counts are included. It is important to note that while the AM peak hour changes depend on what location the count was collected, the PM peak hour is between 4-5pm at all but two locations in town.

Peak Travel Time for Weekdays in Winchester					
Location	AM Peak Hour	AM Peak Average Vehicles	PM Peak Hour	PM Peak Average Vehicles	Dates Data Collected
NH 10 (MANNING HILL RD) SOUTH OF BACK ASHUELOT RD	7-8AM	298	4-5PM	400	4/30/07-5/4/07
NH 78 (WARWICK RD) AT MASS SL	11-12noon	62	4-5PM	101	5/4/07-5/11/07
NH 10 (MANNING HILL RD) AT MASS SL	11-12noon	300	4-5PM	405	5/4/07-5/11/07
NH 10 (WEST SWANZEY RD) AT SWANZEY TL	7-8AM	537	4-5PM	706	8/13/07-8/27/07
NH 119 (HINSDALE RD) WEST OF MAIN ST	8-9AM	255	4-5PM	380	4/30/07-5/4/07
NH 10/119 (MAIN ST) NORTH OF NH 119/78 West	8-9AM	529	4-5PM	816	5/4/07-5/11/07
NH 78 EAST OF NH 10	10-11AM	93	4-5PM	159	4/30/07-5/4/07
NH 10 (KEENE RD) NORTH OF MECHANIC ST	7-8AM	556	4-5PM	766	4/30/07-5/4/07
NH 119 WEST OF FOREST LAKE RD (URBAN AREA LINE)	7-8AM	305	4-5PM	451	4/30/07-5/4/07
MINE RD OVER PAUCHAUG BROOK	8-9AM	40	4-5PM	66	5/4/07-5/11/07
BURT HILL RD OVER PAUCHAUG BROOK	8-9AM	23	4-5PM	47	5/4/07-5/11/07
GUNN MOUNTAIN RD OVER ASHUELOT RIVER	7-8AM	89	4-5PM	105	5/4/07-5/11/07
ELM ST OVER ASHUELOT RIVER	6-7AM	310	4-5PM	430	4/30/07-5/4/07
OLD WESTPORT RD OVER WHELOCK BROOK	7-8AM	20	5-6PM	34	5/4/07-5/11/07
SCOTLAND RD OVER ROARING BROOK	7-8AM	38	4-5PM	64	5/4/07-5/11/07
COOMBS BRIDGE RD OVER ASHUELOT RIVER	7-8AM	56	5-6PM	91	5/4/07-5/11/07
Source: 2007 Traffic Counts, Southwest Region Planning Commission					

The SWRPC has also collected one traffic count that recorded the various vehicle classes and speeds of vehicles on Manning Hill (NH 10). This data was collected on Tuesday, March 14, 2007 for a 24-hour period. Passenger cars and trucks constituted 91 percent of that day's traffic. Traveling speeds ranged from 20 to 80 miles per hour, with 80 percent of the traffic traveling between 40 and 65 miles per hour. Further detail on the Manning Hill study is included in the Appendix.

Local Traffic Generators

Travel can be defined by a wide variety of characteristics, including the purpose of the trip, the time the trip was made, the mode that was used, and the length of the trip. A starting point in all transportation studies is the number of trips generated for a particular land use. This measure is called trip generation and is usually described in terms of person trip generation or vehicle trip generation.

Winchester has several large trip generators: Kulick's Mall; Winchester School; Winchester Roll Products, Inc.; the landfill/recycling center; the downtown stores, collectively; Plumb Pak; and several housing and mobile home developments. The three race tracks on Route 10 - Monadnock Speedway and Winchester Speed Park - are large trip generators on weekends in the summer. Most of these uses are located on or very near the state road network, which has the capacity to adequately handle the traffic generated by these uses.

Accident Locations

Crash data was obtained from the New Hampshire Department of Transportation from 1995 through 2006. During this period, there were a total of 396 accidents in Winchester. The highest reported yearly accident count was 60 in 1995 and the lowest was 17 in both 1998 and 2004. Within this range, the number of accidents per year fluctuates and does not represent a clear trend. The following table shows the history of accidents in Winchester:

Accident History in Winchester 1995-2006	
Year	Total Number of Accidents Reported
1995	60
1996	55
1997	23
1998	17
1999	33
2000	33
2001	30
2002	26
2003	24
2004	17
2005	35
2006	43
Source: NH DOT Accident Location Data Report	

In early 2007, the SWRPC conducted an analysis on accidents on the stretch of Route 10 from Route 119 to the Massachusetts state line as part of an overall study of accident trends at various locations of concern in the southwest region. Accident data for 1995-2002 was collected from NH DOT reports while data from 2003-2006 was obtained from town records. The following tables show the results of this analysis.

Accidents on Manning Hill/Route 10 from 1995 to 2006

Accidents by year	
1995	12
1996	9
1997	3
1998	2
1999	0
2000	1
2001	2
2002	3
2003	11
2004	11
2005	10
2006	9
Total	72

Accidents by Month	
Jan	4
Feb	8
Mar	10
Apr	8
May	4
Jun	2
Jul	5
Aug	5
Sep	6
Oct	3
Nov	9
Dec	8

Number of Vehicles Involved	
1 vehicle	40
2 vehicles	31
4 vehicles	1

Cause of Accident	
Weather	36
Hit Animal	4
Driver Error	29
Unknown	3

Source: NH DOT, Winchester town records

In summary, there were 72 accidents reported during the years 1995-2006 along NH 10 from NH 119 south to the Mass state line. A majority of the accidents occurred during winter months. More crashes involved just one vehicle. 36 accidents could be attributed to adverse weather conditions (snow, ice, slush, or rain). 29 accidents could be attributed to driver error (distractions while driving or turning).

Data on fatal accidents in Winchester was also compiled from the NH DOT accident reports and is presented below. A total of five fatalities were the result of traffic accidents. All of the fatalities reported were in the 1990's. There have been no fatal accidents reported since 1999.

Fatal Accident Locations in Winchester, 1995-2006		
Year	Number of Fatalities	Location
1997	1	Route 10 & Westport Village Road
1998	2	Route 10 & Mechanic Street
1999	1	Burt Hill Road
1999	1	Route 10

Source: NH DOT Accident Location Data Report

Road and Bridge Conditions

Surface Widths

Roads in Winchester are of varying pavement widths and surface conditions. The width of a road is not necessarily related to the ownership – i.e. state roads are not always wider than town roads, although they are more likely to have wider shoulders and more right-of-way.

The NH DOT has developed standards for road construction, published in December 2003, titled “Suggested Minimum Design Standards for Rural Subdivision Streets”. The specifications recommend minimum width and materials based on average daily traffic – in other words, the more traffic a road carries, the wider the traveled way and shoulders, the deeper the base and top coat, etc.

According to these standards, the minimum width for the least-traveled road should be 18 feet, plus a two-foot shoulder; this is for a road carrying no more than 50 vehicle trips per day. Most roads in New Hampshire towns do not meet this standard and, even with new construction, many small towns will approve an 18-foot width for a Class V town road carrying more than 50 vehicle trips per day.

Widths of pavement in the Town of Winchester vary. Pavement widths of 25 feet or less exist throughout town. The pavement widths of major roads like NH 10, 78 and 119 are between 21 and 25 feet wide, while less-traveled roads are between 6 and 10 feet. The **Pavement Characteristics Map** shows pavement widths of all roads.

As development in the rural areas of Winchester increases, traffic volumes on narrow roads will rise and road improvements may become more pressing. However, many narrow roads in Winchester contribute to the town’s rural character. Consequently, widening every narrow road may not be warranted. Consideration should be given to creating a policy on road improvements that considers safety, capacity and community goals of maintaining rural character. Consulting the American Association of State Highway and Transportation Officials (AASHTO) Flexible Road Standards may assist in creating alternative road design standards.

Bridges

Bridges present an ongoing maintenance and repair concern for all towns, oftentimes accounting for a large portion of local highway budgets. Bridges also present the potential for a number of safety hazards in instances where they are severely deteriorated or are significantly narrower than the road they serve. Bridges are rated by NH DOT, using a system based on federal standards for type of construction, widths, surface condition, and ability to handle traffic volume, etc.

The table below shows the status of all bridges in the Town of Winchester. Brides located on state roads are owned by the state while the town owns those located on town roads. However, NH DOT inspects all bridges on a regular schedule. The **Transportation Infrastructure and Functional Classification Map** identifies the locations of all the bridges in Winchester.

Bridges in Winchester						
Road	Over	DOT Rating	Notes	Last Inspection Date	FSR	Year Built; Rebuilt
Lost Road	Tufts Brook	N/A		Aug-06	86.0	1972
NH 119	Tufts Brook	N/A		Aug-06	62.1	1930
Recycle Way	Ashuelot River	Functionally Obsolete		Jul-04	81.7	1947; 1985
Mine Road	Pouchaug Brook	Not Deficient		Sep-04	100	1994
NH 119	Broad Brook	N/A	State Redlist	Mar-07	54.0	1930
Broad Brook Rd	Broad Brook	Structurally Deficient	Municipal Redlist	Oct-06	27.5	1900; 1981
Burt Hill Road	Pouchaug Brook	N/A		Sep-04	86.0	1985
Gunn Mountain Rd	Ashuelot River	Not Deficient	Ashuelot Covered Bridge - Municipal Redlist	Dec-06	26.6	1864; 1999
NH 10	Pouchaug Brook	N/A		Aug-06	59.5	1935
NH 119	Ashuelot River	Structurally Deficient	State Redlist	Mar-07	67.5	1962
NH 10	Mirey Brook	Not Deficient		Aug-06	96.7	1940
Bridge Street	Ashuelot River	Structurally Deficient	Closed Bridge	Sep-04	34.0	1949
Elm Street	Ashuelot River	Functionally Obsolete		Sep-04	70.9	1921; 1995
Verry Brook Rd	Wheelock Brook	N/A	Municipal Redlist	Oct-06	41.0	1980
Old Westport Rd	Wheelock Brook	Structurally Deficient	Municipal Redlist	Oct-06	35.4	1940
NH 10	Forest Lake Outlet	N/A		May-07	64.7	1900; 1974
Pine Woods Rd	Mirey Brook	Not Deficient		Sep-04	57.4	1920; 1998
Coombs Bridge Rd	Ashuelot River	Structurally Deficient	Coombs Covered Bridge - Municipal Redlist	Oct-06	33.9	1837; 1997
Scotland Rd	Brook	N/A		Sep-04	71.6	1955
Scotland Rd	Roaring Brook	Not Deficient		Sep-04	61.6	1955
NH 10	Ashuelot River	Structurally Deficient	State Redlist	Mar-07	23.8	1935
Source: NH DOT Bridge Summary- 2007						

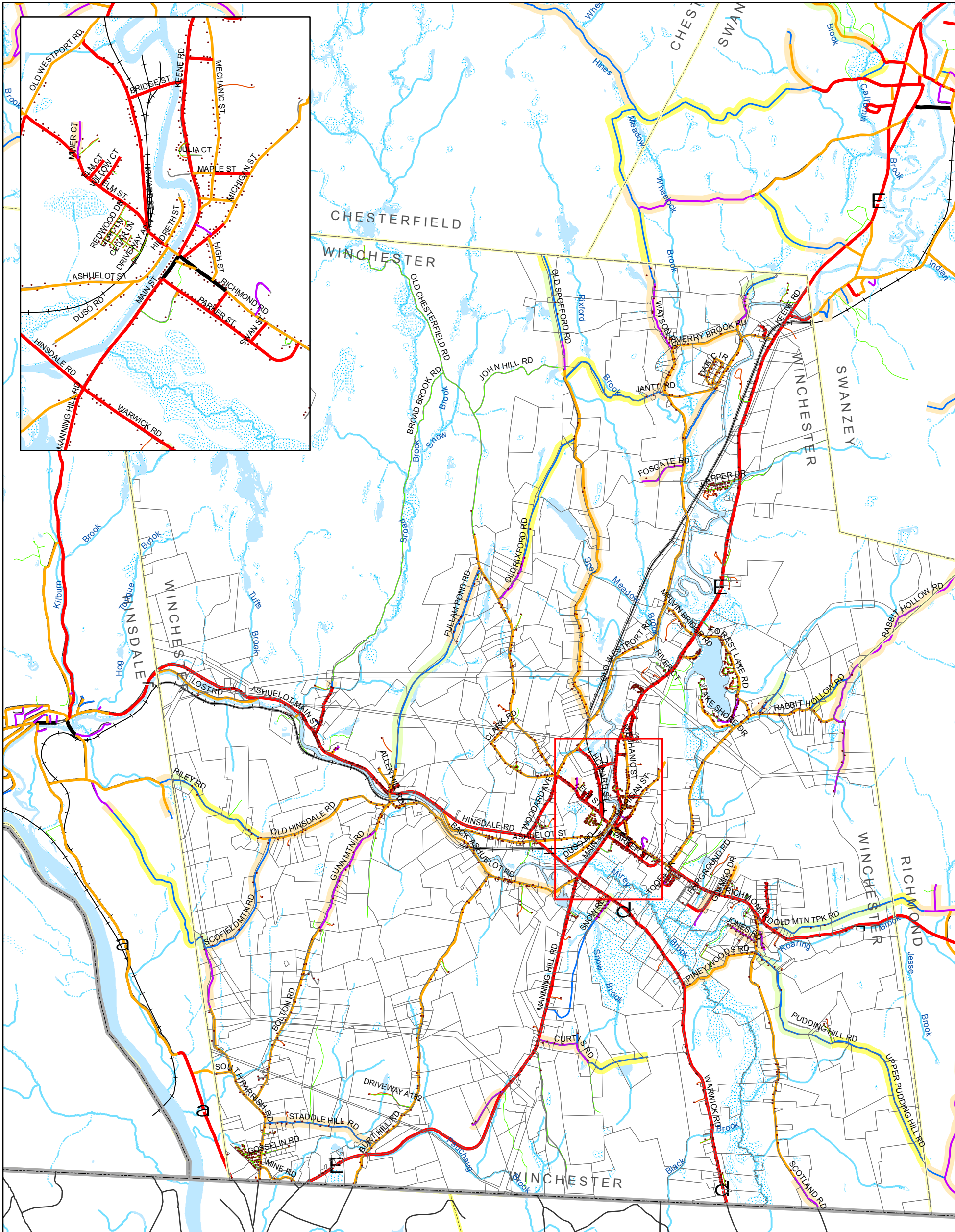
NH DOT's inventory of bridges in NH relies on Federal Sufficiency Ratings (FSR), a nationally accepted method for evaluating bridges. The FSR represents the relative overall effectiveness of a bridge as a modern day transportation facility. An FSR greater than 80 means that a bridge is in overall good condition. A bridge having an FSR between 50 and 80 is eligible for Federal bridge rehabilitation funding. A bridge with an FSR less than 50 is eligible for either Federal bridge replacement or rehabilitation funding.

Functionally obsolete refers to a bridge with substandard deck width, under clearance, approach roadway alignment, or inadequate waterway. Structurally deficient refers to a bridge with one or more deteriorated components whose condition is critical enough to reduce the safe load carrying capacity of the bridge. A redlisted bridge is not necessarily functionally obsolete or structurally deficient. Redlisting instead refers to how often the bridge is inspected to ensure safety. Typically, NH DOT inspects bridges every two years. A bridge listed as State Redlist is a state owned bridge that is inspected twice a year, while a Municipal Redlist is a municipal owned bridge that is inspected yearly.

Problem Areas

The Highway Supervisor met with SWRPC staff to discuss existing transportation problems in Town. This discussion led to the creation of a transportation matrix depicted in the following table and illustrated in the **Problem Areas Map**. The numbers in the first column of the table correspond to the ID numbers on the map. The matrix focuses on the problem and location, description, development potential, and possible solutions to problems such as road width, surface type/condition, drainage, and other safety hazards. Items are not listed in order of priority, though the last column ranks each problem in terms of high, medium or low priority. The following table and map serve as guides for the Planning Board and community when reviewing subdivisions and site plans. These materials demonstrate necessary roadway, drainage and off site improvements to be considered when assessing future development plans.

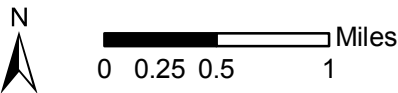
While Winchester continues to identify problem areas, it should be noted that the town has accomplished a number of road improvements as highlighted in the 1996 Master Plan. These improved roads include: Burt Hill, Forest Lake, Old Chesterfield Road, and two miles of Old Westport Road.



Town of Winchester, NH

Pavement Characteristics

1:54,000



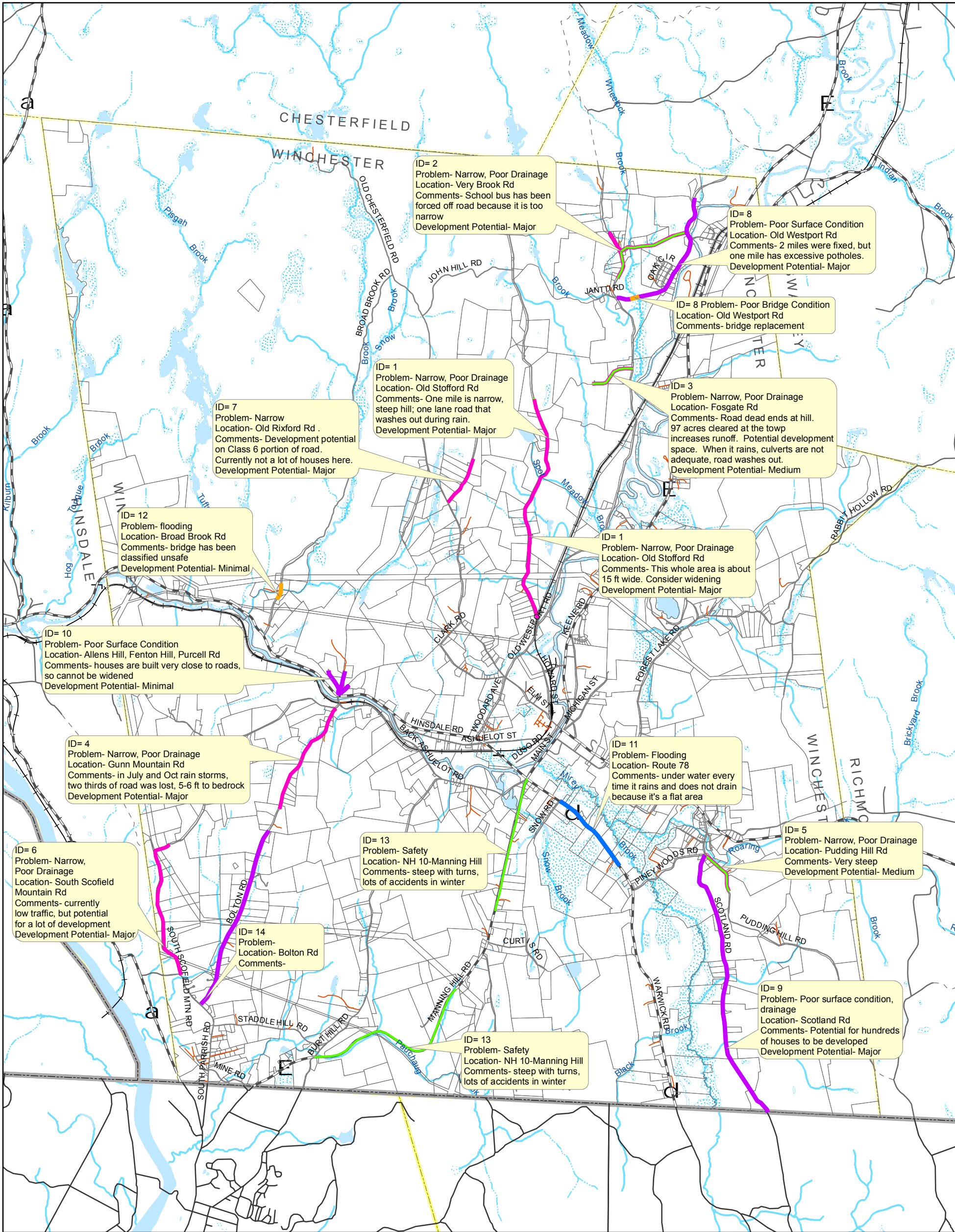
- Road Surface Width**
- 0-5
 - 6-10
 - 11-15
 - 16-20
 - 21-25
 - 26-30
 - Other Roads
 - Rail Trail
 - Parcel Boundaries (1997)
 - Driveway Locations (E-911)

- Unpaved**
- Unimproved (Dirt)
 - Gravel/Dirt
 - Gravel (Maintained)
 - Municipal Boundaries
 - State Boundaries
 - Lake or Pond
 - Wetlands (USGS and NWI)
 - River or Stream
 - Intermittent Stream

Presentation prepared by: **SWRPC**
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-0557
fax: (603) 357-7440
<http://www.swrpc.org/>
email: admin@swrpc.org

GRANT Digital base information provided by the New Hampshire Geographically Referenced Analysis and Information Transfer System (GRANT)

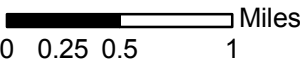
Map not intended for site specific work



Town of Winchester, NH

Problem Areas

1:54,000



Problem Category

- Dangerous
- Bridge
- Flood
- Widen Road
- Reclamation
- Parcel Boundaries (1997)
- Municipal Boundaries
- State Boundaries

- Rail Trail
- Other Roads
- Lake or Pond
- Wetlands (USGS and NWI)
- River or Stream
- Intermittent Stream
- Class I, II (State)
- Public Road (Municipal)
- Private/Other

ID Numbers correspond to the table in the Traffic and Transportation section of the Master Plan Update.

Presentation prepared by: **SWRPC**
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-0557
fax: (603) 357-7440
http://www.swrpc.org/
email: admin@swrpc.org

Digital base information provided by the New Hampshire Geographically Referenced Analysis and Information Transfer System (GRANIT)

Problem Roads* and Bridges in Winchester						
#	Location	Development Potential	Problem	Description	Possible Solutions	Priority
1	Old Spofford Rd	Major	Narrow, Poor Drainage	A safety concern. One mile of the road is a narrow, steep hill - essentially a one-lane road that washes out every time it rains. Additionally, consideration should be given to widening the entire road south of this problem area, which is currently about 15 feet wide.	One mile of complete reconstruction.	High
4	Gunn Mountain Rd	Major	Narrow, Poor Drainage	In July and October rain storms, two-thirds of the road was lost, 5-6 feet depth to bedrock.	Widen and improve drainage.	High
8	Old Westport Rd	Major	Poor Surface Condition, Poor Bridge Condition	Two miles were fixed. However, one mile has excessive pot holes and the bridge needs replacement. Bridge known as "Kelly Bridge".	One mile of reclamation and bridge replacement.	High
12	Broad Brook Rd	Minimal	Flooding	The bridge has been classified unsafe. Minimal traffic and residential use.	Replace bridge. NH DOT funding scheduled for 2012/2013.	High
13	Manning Hill	--	Safety	Steep and windy. Snow and ice cause a large number of accidents. Also road tends to be blocked in winter storms due to tractor trailer trucks being unable to negotiate the straight steep hill.	Under discussion with the State to be included in the NH DOT ten year plan.	High
14	Bolton Rd	Minimal	Poor Drainage, Steep	Two miles of poor road conditions. Problematic for road care equipment.	Reclamation.	High
2	Very Brook Rd	Major	Narrow, Poor Drainage	The school bus has been forced off the road because the road is too narrow.	Widen and improve drainage	Medium
3	Fosgate Rd	Medium	Narrow, Poor Drainage	Extremely narrow "cow path." Road dead ends at top of hill with one house. 97 acres are being cleared at the top of the hill which contributes to run off and potential development area. When it rains, the culverts are not adequate, get plugged and the road is washed out.	Half mile of complete reconstruction.	Medium
<p>* Roads included are Class I – V, not Class VI. Source: Winchester Highway Superintendent and Land Use Assistant</p>						

Problem Roads* and Bridges in Winchester, Continued						
#	Location	Development Potential	Problem	Description	Possible Solutions	Priority
6	South Scofield Mountain Rd	Major	Narrow, Poor Drainage	Currently low traffic, but potential for a lot of development.	Three-quarters of a mile complete reconstruction to widen and improve drainage. Trees will need to be removed.	Medium
9	Scotland Rd	Major	Poor Surface Condition, Poor Drainage	Potential for residential development	Three-quarters of a mile complete reconstruction to widen and improve drainage.	Medium
11	Route 78	Medium	Flooding	Under water every time it rains and does not drain because it is a flat area.		Medium
16	Bridge St	--	Bridge Closed	Prime economic development site for mixed use. Vehicular access is limited to Howard Street via Elm St Bridge, making truck traffic impractical.	Replace bridge.	Medium
5	Pudding Hill Rd	Medium	Narrow, Poor Drainage	Very steep.	One-third of a mile Complete reconstruction.	Low
7	Old Rixford Rd	Major	Narrow	Development potential on class 6 portion of the road; currently few home sites.	Half mile of complete reconstruction.	Low
10	Allens Hill, Fenton Hill, Purcell Roads	Minimal	Poor Surface Condition	Houses are built very close to the road so cannot be widened.	Repave and improve drainage.	Low
15	Lost Rd	--	Poor Surface Condition, Poor Drainage	Potential economic development site. Access from Hinsdale requires a sharp turn to cross the bridge, making truck traffic impractical.	Reclamation.	Low
17	Forest Lake Rd	Medium	Poor Surface Condition	Winter frost heaves create poor surface condition. Summer pedestrian use is quite high and their safety should be considered when improving this road.	Reclamation.	Low
<p>* Roads included are Class I – V, not Class VI. Source: Winchester Highway Superintendent and Land Use Assistant</p>						

Road Improvement Program

State Projects

The State Department of Transportation's Ten Year Transportation Improvement Program directs the spending of state and federal money on highways. This plan is a product of federal priorities, federal and state prioritization, the Advisory Commission on Highways, and public input.

New Hampshire's 2009-2018 Ten Year Plan marks the first fiscally constrained plan in many years. At the time of writing, Governor John Lynch has handed over his version of the plan to lawmakers, which encompasses \$2.1 billion in projects over the next ten years. The state's approach to new transportation projects is very different from years past. In the past, in order to appease local political pressure, New Hampshire continually added projects to previous ten-year plans without having anyway to pay for the additional projects. Prior to the cuts that were made to produce the 2009-2018 Ten Year Plan, state officials estimated that it would take 35 instead of 10 years to implement the plan at an additional cost of 2 billion dollars that the state did not have. In addition to the high demand for projects, the state now has less purchasing power for its projects since record inflation has hit hard most of commodities that are used to build our transportation infrastructure including steel, concrete, petroleum, asphalt, and construction machinery. The result is Winchester and other towns in New Hampshire must now adapt to a new transportation funding reality. New Hampshire and other states are focusing more and more on preserving and maintaining the existing transportation system and less and less on investing in transportation improvements.

While two projects were originally listed for the Town of Winchester in the 2009-2018 Ten Year Plan, it is unclear at this time whether these projects will be funded. The first project proposed was the replacement of the bridge over the Ashuelot River along NH 10 near the Swanzey Town Line (Project ID-1873) at a cost of \$3.71 million. The second project was the reconstruction/rehabilitation of NH 10 from the Massachusetts state line to NH 119 (Manning Hill Rd). This project (ID- 2770) is estimated to cost \$4.75 million. The scope of the Manning Hill project has been reduced and consistently pushed back in terms of start date. It is uncertain if and when this project will actually be started. The town should continue to monitor subsequent Ten Year Plans to ensure that these projects are included and scheduled for funding and construction. Additionally, continued conversation with both NH Department of Transportation and Southwest Region Planning Commission is critical to ensure Winchester is taking full advantage of available transportation projects, such as Road Safety Audits, Context Sensitive Solutions and Complete Streets.

Local Projects

A road improvement program should be based upon specific goals and objectives, which properly evaluate all elements affecting the transportation system. A specific highway improvement program that evaluates new road projects, reviews road improvements, and schedules these projects over a period of several years is an essential part of a sound transportation plan. Beyond just scheduling these projects, a transportation plan must also evaluate impacts of proposed projects on the environment and local land use.

After the identification of major road deficiencies, a program for the elimination of those deficiencies should be developed. Because of the implications these improvements have on land use, the development of a road improvement program must include input from the Planning Board, Road Agent, and Board of Selectmen.

Road deficiencies also need to be prioritized, correcting first those problems that pose the greatest threat to safety. Second on the priority list should be those roads serving the largest and/or the fastest growing

population area in the town. Finally, other deficiencies can be included based upon the funds available and the percentage of population served by the particular road.

Once a priority list has been developed, costs should be estimated and funding obtained. To implement projects, it is necessary that they are included in the Capital Improvements Program (CIP). Use of a CIP insures that adequate consideration is given to Winchester's ability to finance road improvements while maintaining other town services at appropriate levels. In addition to specific road improvements, every CIP should include a continuous maintenance program for Class V roads throughout the town. The Town of Winchester should ensure that its CIP is updated on a regular basis in an effort to ensure that it can be an effective transportation planning tool. Additionally, developing an impact fee schedule would greatly benefit the town. By implementing this schedule, impact fees can be levied on new developments and subdivisions to fund the expansion of town services to meet this new need.

Public/Alternative Transportation Modes

Public Transportation and Human Services

In late 2006, the Southwest Region Planning Commission (SWRPC) completed a Coordinated Community Transportation Plan for the Southwest Region. Some of the recommendations that came from this Plan include the following:

- Expanding transportation services from Keene to Winchester along the NH Route 10 corridor could result in meaningful benefits, especially since this route could serve senior and assisted living housing developments.
- Working Futures serves low income residents of Cheshire and western Hillsborough Counties with educational, vocational, and volunteer training opportunities. Working Futures does not provide transportation services, but they estimate 30 percent of their clients need it. They see a need for reliable transportation as a key to successfully employing clients, and feel there is a need for more services to low income housing in Keene, Swanzey and Winchester. They also see a need for transportation services geared towards getting children to daycare and for transporting people from outlying communities into Keene.
- The American Red Cross - NH West Chapter provides a Rural Rides program in Antrim/Bennington, Hancock, Dublin, Greenfield, Jaffrey, Peterborough, Rindge and surrounding areas. They provide approximately 7,000 demand response trips a year. They serve about 2,000 clients who are dependant on transportation assistance to medical appointments with free transportation using 65 volunteers. They see a need for additional transportation services in Hinsdale and Winchester, and long distance service to the Dartmouth-Hitchcock Medical Center in Lebanon, NH as well as Boston and other central New England areas.
- Home Healthcare, Hospice and Community Services (HCS) currently operates the only fixed route transit system in the Region, as well as Para transit service and flexible route system for the elderly and handicapped. HCS also coordinates transportation with the Red Cross and the Wyman Way Cooperative. Their transportation service area covers most of the City of Keene and some northern sections of the Town of Swanzey. They see a need for additional transportation services in the rural areas. They also see additional need for services to Swanzey, Marlborough, Winchester, Troy, and Hinsdale.

To continue this work, SWRPC will soon be conducting a study to examine the feasibility of acquiring Job Access and Reverse Commute (JARC) federal funds. JARC, is a federally funded program designed to improve access to transportation services to employment and employment related activities for low income individuals and to transport residents of no urbanized areas to suburban employment opportunities. The study will engage institutional stakeholders and target service populations in a process to explore new programs with existing service providers, creating new organizational structures, and facilitating grassroots responses, such as car pooling and car sharing. New services and assistance will be designed in part to take advantage of City Express service in Keene, since Keene is a major employment center for the region. The Town of Winchester must continue to be in conversation with SWRPC to understand the potential public transport opportunities and ensure residents' needs are met.

Rail/Trails

The Ashuelot River Rail/Trail is a 23 mile trail from Keene to Hinsdale. The Ashuelot Rail Trail travels along the southern river bank of the Ashuelot River from Hinsdale through Ashuelot Village in Winchester, then crosses the river and continues through downtown Winchester where it turns north

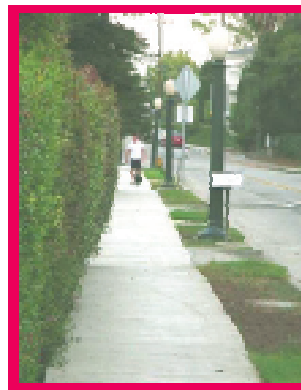
toward Westport Village, Swanzey and Keene. The trail serves as a multi-seasonal recreation and transportation trail. Residents and visitors enjoy the trail for walking, biking and snowmobiling.

Complete Streets

Pedestrian safety concerns in Winchester were raised by a number of residents during the master plan process. Planning for all users of the town's transportation infrastructure is important and can be approached through the concept of complete streets. Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Road projects resulting in a complete street must be appropriate to local context and needs. The photographs below demonstrate a road improvement to create a complete street:



BEFORE



AFTER

For additional information on complete streets visit www.completestreets.org.

Techniques for Addressing Transportation Issues

Planning Strategies

- Focus development in the downtown and surrounding area.

Provide for mixed uses and higher densities in the more concentrated parts of town rather than in the outlying parts.

- Identify appropriate land uses.

Existing land uses can be monitored and the Zoning Ordinance consulted to ensure that development will be compatible with the road system. Applications for development must always be reviewed with the scale of proposal relative to the road network and abutting land uses in mind.

- Plan for pedestrian and bicycle connections.

The Town can make sure that it is always at the table when the NHDOT is considering plans involving state routes, and make every effort to see that all due consideration is given to the accommodation of non-motorized traffic and complete streets. NH DOT's Safe Routes to School program can assist with financing for pedestrian improvements to connect residential neighborhoods and schools.

- Develop and adopt a Road Policy.

The Planning Board, in conjunction with the Board of Selectmen, can develop a road policy that would guide development in town based on the status of existing roads and any future plans for roads. This can go far to ameliorate potential questions and problems when applications are submitted for the upgrading of a road, or for a building permit on a Class VI road.

- Develop a Road Improvement Plan and Regularly Update CIP.

Creating a Road Improvement Plan and updating the town's CIP regularly insures that adequate consideration is given to Winchester's ability to finance road improvements while maintaining other town services at appropriate levels.

- Develop Impact Fees for Road Improvements.

Implementing an impact fee schedule would allow impact fees to be levied on new developments and subdivisions to fund the expansion of town services that are affected by the new development.

- Participate in SWRPC Transportation Advisory Committee

Participation in this Committee provides an opportunity for the Town to be involved in the development of the Region's 10-Year Highway Plan.

- Utilize Context Sensitive Solutions.

NH DOT is offering training and assistance in utilizing Context Sensitive Solutions (CSS). CSS is a collaborative approach to transportation planning that involves stakeholders and local users in the process. CSS also takes into account physical setting for the project in such a way that preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

Regulatory Strategies: Subdivision and Site Plan Considerations

Access Management Techniques

Access management is a set of guidelines and standards for the design and location of driveways, major entrances, and new roads intended to reduce conflicts between traffic turning into and entering from roadside development and through traffic. By integrating these techniques for road and driveway standards into Winchester's Site Plan and Subdivision Review Regulations, the Town will ensure that future development will not negatively affect the transportation network, and will increase safety for bicyclists, pedestrians and motorists. Once the access management techniques become part of the Town's regulations, the NH DOT and Winchester can enter into a Memorandum of Understanding (MOU) by which the NH DOT will communicate with the Town regarding proposed curb cuts along state routes. The NH DOT will not grant permits without communicating with the Town and will look to the Town's access management regulations to make sure the proposed curb cut complies.

Road Standards

Included in the Subdivision Regulations administered by the Planning Board are standards for road construction. These address such things as width of the traveled way, width of shoulders, type of materials to be used and depth of each level. The Board also has the option, through a waiver procedure, of accepting plans for new roads with modified standards: for example, approving a graveled road rather than a paved road for developments of low traffic impact. Integrating access management principles into Winchester's existing road standards can contribute to a safe and efficient road network, and ensure safety for bicyclists, pedestrians and motorists. Some of these principles include:

- aligning roads either opposite one another or offset them by a safe distance;
- constructing an internal road system with access to new parcels rather than providing access from an arterial or collector roadway;
- designing a coordinated street network for subdivisions which provide rights of way or stubs for future connections to adjacent subdivisions;
- providing dedicated turn lanes where appropriate;
- considering frontage and/or back roads which provide alternative access to parcels adjacent to main roadways; and
- accommodating for pedestrians and bicyclists.

Driveway Standards

The Planning Board is allowed by state statute to adopt and administer regulations for the construction and permitting of driveways. The NH DOT regulates curb cuts on state roads; towns are allowed the same authority for town roads. A local driveway regulation, however, can cover all aspects of driveway construction for the entire length, not just the access area off of the road. While Winchester currently has local driveway regulations, further integrating principles of access management into these standards can contribute to safe and efficient transportation corridor management for bicyclists, pedestrians and motorists. Some of these principles include:

- separating curb cuts and intersections;
- aligning residential driveways and major entrances either opposite one another or offset them by a safe distance;
- addressing sight distance from the access point. Adequate sight distance will depend on the road classification and traffic volumes, but ideally, sight distance should be at least 11 times the speed limit;

- relating residential driveway and major entrance design such as width, length and curb radii, to travel speed and traffic volumes;
- requiring two-way driveways to intersect the road at an angle of 75-90 degrees;
- avoiding curb cuts on sharp hills;
- limiting driveway grades within 20 feet of the road to no more than 3% uphill and 6% downhill; and
- prohibiting parking that requires backing out onto the road.

Parking Lot Location and Design

The location and design of parking lots also contributes to an efficient transportation network, and driver, pedestrian and bicycle safety. Some techniques that can be used are:

- locating the building(s) close to the road; putting the parking on the side or in the rear of the parcel;
- requiring shared parking, when feasible;
- requiring interior circulation between adjacent parking;
- planning for future shared parking by designating reserved areas on the plan;
- accommodating pedestrians and bicyclists by integrating sidewalks and bike lanes;
- prohibiting parking and loading that requires backing out onto the street; and
- including the use of vegetative buffers between parking lots and roads.

During the subdivision or site plan review process the Planning Board has an opportunity to review all proposals based on the transportation issues identified in this section. Some of the pertinent issues include:

Looking Beyond the Individual Parcel

It is always important to step back from an individual plan and look the site in relation to the neighboring properties and land uses. If the lot fronts on more than one road, decisions can be made about which roads would better serve as access, how the parking should be laid out, etc.

Lot Layout

When the opportunity presents itself through a multi-lot subdivision, the subdivision design should consider an interior street, with lots fronting off of the interior rather than the main roads. While the Town has addressed this, the Planning Board should continue to monitor future subdivision designs.

Goals

1. Initiate a program for road improvements and projects that balance the needs of the residents with concerns for safety.
2. Plan a financial program and use the Capital Improvements Program (CIP) to consistently maintain and upgrade our roads with the least burden on taxation
3. Continue connections with NH Department of Transportation and the Southwest Region Planning Commission's transportation advisory committee on the state's "Transportation Plan" and other projects effecting Winchester.
4. Work with NH DOT and SWRPC to improve the safety of Manning Hill, Route 10.
5. Evaluate upgrading certain portions of Class 6 roads to allow for adequate emergency egress.
6. Re-evaluate the subdivision and driveways regulations for road and driveway standards.
7. Support a livable, walkable community, particularly in our downtown village.
8. Encourage alternative transportation such as public buses, park and ride lots, car pooling and alternative fuels.

Objectives

1. Keep yearly inventories of town road conditions and bridge conditions.
2. Enact a financial program for road upgrades by various avenues of funding.
3. Work with the State on coordination of approvals curb cuts, push for adequate funding for bridge repairs and prioritize the need for immediate safety improvements on Manning Hill Road.
4. Form a study committee to look at the feasibility to enact a class 6 road policy.
5. Upgrade and expand the downtown sidewalks and crosswalks on the length of Main Street.
6. Work with Southwest Region Planning Commission to explore appropriate alternative transportation strategies for Winchester.

Implementation

Transportation Objective 1

Keep yearly inventories of town road conditions and bridge conditions.

Who

Highway Superintendent

Actions

The superintendent will report yearly to the Selectmen and the Planning Board road conditions on a yearly basis.

Transportation Objective 2

Enact a financial program for road upgrades by various avenues of funding.

Who

Highway Superintendent, Selectboard

Action

Use the CIP program, grant monies, exaction fees and impact fees for road repair and upgrades.

Transportation Objective 3

Work with the State on coordination of curb cut approvals, push for adequate funding for bridge repairs and prioritize the need for immediate safety improvements on Manning Hill Road.

Who

Highway Superintendent, Selectboard, Planning Board, SWPRC and State Reps.

Action

Create a working plan with the state DOT to address disparities in curb cuts on state roads, push for state funding on repairs for Broad Brook Road and Bridge Street. And implore the need for immediate safety repairs to Manning Hill Road.

Transportation Objective 4

Form a study committee in 2008 to create a Class 6 road policy.

Who

Selectboard, Highway Superintendent, Planning Board & Zoning Board.

Action

Creation of a study committee that addresses the possible need to upgrade certain class 6 roads for emergency egress and to determine if continued building on class 6 roads should continue in these rural areas.

Transportation Objective 5

Upgrade and expand the sidewalk system downtown.

Who

EDC/Revitalization, Selectmen

Action

Design and establish funding sources for sidewalk upgrades in the downtown.

Transportation Objective 6

Work with Southwest Region Planning Commission to explore appropriate alternative transportation strategies for Winchester.

Who

Highway Superintendent, Selectboard, Planning Board, SWPRC

Action

Identify grant funding and appropriate public transportation projects that will enhance transportation options in Winchester.

Economic Development

Winchester and Economic Revitalization in 2007-2008

In May 2007 the town reconvened an Economic Revitalization Committee, which had been dormant for several years, to address some immediate needs and to help provide a cohesive vision for the future. The Committee is guided by a vision statement that honors the past and looks forward to building a prosperity that renews the community pride and eases the tax burden on the residents.

The current work of the Economic Revitalization Committee builds on the past work of many town residents, previous Economic Development Committees and town administrations. Previous committees have recognized the potential the town has in recreational opportunities, land, abundant natural resources, a strong agricultural base and potential for growth in business and residential sectors. The town residents have been involved in the process of guiding the decision making processes and giving the committees feedback on important issues. The comprehensive 2004 Economic Development Plan has served as a guiding document for this committee and is included in an addendum here for reference.

There is a general consensus among business and community members that the town is well poised for growth. High traffic counts on the Route 10 corridor, growth to our south and northern border, good developable land, and proximity to Interstate 91, Keene, and Brattleboro, Vermont contribute to Winchester's appeal as a desirable location for business. The town continues to compete with the neighboring towns for new business and must strive to carve out a niche market.

The past few years have brought some major changes to the town with the closing of two historic paper mills, one due to flood damage and the other from economic hardship. In addition, the Crestwoods lumberyard was foreclosed. The 118 jobs lost from these traditional occupations have had an economic and psychic effect on the town. Winchester is at a crossroads and is beginning to remake itself for the 21st century within the greater context of the surrounding community's economy.

The Economic Revitalization Committee recognizes that there is much work to be done and that the task of attracting new business to our community is a multi-faceted one, which requires the collaboration of local committees, elected officials, regional planners and state departments. The process is a slow and deliberate one that will take the patience of all involved. It is imperative that the groundwork be laid well for future expansion if the town is to retain its small town feel. Winchester wants to continue to enjoy a quality of life that people in rural communities enjoy while growing in a way that will ease the tax burden. The town needs to continue to reassess how it fits into the larger economy of the region and make adjustments when necessary.

Southwest Regional Planning Commission has been an invaluable resource in assisting with this process, providing guidance and technical assistance in evaluating traffic, land use, housing, population, consolidating resources and in projecting future growth. The Planning Board and the Economic Revitalization Committee are continuing to evaluate our Historic, Commercial, Industrial, and developed and undeveloped land resources and have identified some important steps to take.

To date the Economic Revitalization Committee has analyzed needs and come up with some goals and objectives that follow.

Goals

1. Support the Select Board, Planning Board and Economic Revitalization Committee in focusing on revitalizing the downtown “Main St.” area.
2. Support creation of a downtown “Welcome Park” with river views/access in the currently town owned vacant lot next to the Pisgah Diner.
3. Support creation of a Tax Increment Financing¹ (TIF) district/s as an incentive for new business to locate here and to compete with neighboring towns that have TIF districts in place.
4. Support efforts to improve infrastructure such as sewer plant, roads, sidewalks, and water to enhance the opportunities to attract business in desirable locations, to make the community safer and to facilitate ease of walking in the downtown area.
5. Encourage development that focuses on the recreational and natural beauty of the town of Winchester and reflects the community’s desire to preserve our natural resources.
6. Actively promote tourism and the recreational opportunities of Pisgah State Park, Forest Lake and the Ashuelot River.
7. Actively pursue businesses to locate in Winchester that are consistent with the residents’ vision.
8. Adopt ordinances that new commercial/industrial buildings meet or exceed nationally recognized green building standards established by Leadership in Energy and Environmental Design (LEED)². Significant renovation of older commercial/industrial buildings should be encouraged to meet LEED standards as well.
9. Ensure that zoning regulations facilitate growth in the area where it is most suitable, such as on Route 10 North.

¹ Tax Increment Financing allows for financing of public improvements with the incremental taxes created either by new construction, expansion or renovation of property within a defined portion (district) of the community. For further detail on TIF districts, consult the NH Office of Energy and Planning’s Technical Bulletin 13, available at <http://www.nh.gov/oep/resourcelibrary/documents/13-taxincrementfinancing.pdf>.

² The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is the nationally accepted benchmark for the design, construction and operation of high performance green buildings. Visit the US Green Building Council’s website to learn more at <http://www.usgbc.org>.

Objectives

1. Provide incentives for local business and property owners in the downtown area to keep buildings in good repair. For those in need of repair, tax or other incentives may be appropriate, (RSA 79E: Community Revitalization Tax Relief Incentive¹ is one example), which do not penalize owners for improving the appearance and condition of buildings.
2. Create a plan of action for replacing sidewalks, burying electric lines, installing lighting, and planting trees along the Main St.
3. Obtain drawings and bids for a “Welcome Park” that will include landscaping, benches, tourist info, and will encourage visitors and residents to spend some time downtown. It will also serve to open up a visual link to the Ashuelot River, one of our greatest resources.
4. Strongly support adopting the provisions of RSA 162-K, Municipal Economic Development and Revitalization Districts, for the creation of TIF districts in specific areas in town most conducive to re-development.
5. Continue to improve the public water and sewer facilities as well as 3-phase power, to encourage commercial and industrial development at appropriate sites.
6. Promote Winchester as a recreational destination and its variety of recreational options including hiking, biking, snowmobiling, 4-wheeling, moto-cross, horseback riding, kayaking/canoeing, fishing and hunting. This can be done through brochures that are distributed out of the area, our Welcome Park trails map, the town website and links to various club sites and Pisgah State Park’s website.
7. Direct our growth to the industries and businesses that are compatible with the goals in our Master Plan.
8. Target market vacant sites to preferred businesses. Maintain communication with Southwest Regional Planning Commission, Monadnock Economic Development Corporation and Department of Resources and Economic Development to advertise properties available for development.
9. Solicit Request for Proposals (RFPs) for mixed-use development on both the A.C. Lawrence Tannery property and the gravel pit off Richmond Road, town owned properties that are excellent sites for development.
10. Utilize the town website as a resource of information for developers with complete zoning regulations, property descriptions and maps of areas available for development.
11. Review zoning ordinances to ensure zoning promotes or discourages growth in accordance with the master plan vision.

¹ RSA 79E, the Community Revitalization Tax Relief Incentive, encourages investment in downtowns and village centers. A property owner who wants to substantially rehabilitate a building located downtown may apply to the local governing body for a period of temporary tax relief. For more information, view the fact sheet at <http://www.nh.gov/oep/programs/MRPA/conferences/documents/FrostSpring07-1.pdf>

Implementation

Objective 1

Support the Select Board, Planning Board and Economic Revitalization Committee in focusing on revitalizing the downtown “Main Street” area.

Who

Economic Revitalization Committee, Selectboard, Zoning Board, Code Enforcement/Building Inspector

Actions

In March 2008, RSA 79E, the Community Revitalization Tax Relief Incentive, was passed in Winchester. Downtown property owners must be notified in writing with personal letters from the Revitalization Committee or the Selectboard detailing how this will positively affect them and offering help with the process.

Economic Revitalization Committee must focus on maintaining close ties with property owners and reaching out to new business.

Code enforcement can and should be consistent with the objectives.

Objective 2

Support efforts to improve infrastructure such as sewer plant, roads, sidewalks, and water to enhance the opportunities to attract business in desirable locations, to make the community safer and to facilitate ease of walking in the downtown area.

Who

Selectboard, Revitalization Committee, voters

Action

Selectboard is currently waiting approval for the Plan NH Charette program. If awarded to Winchester, the town can move forward with designers and planners in assessing how to create a new vision for downtown. The Charrette is tentatively planned for spring 2008. Much work will be detailed after the Charrette.

Selectboard must solicit estimates/bids for work on the west side of Main Street including burying electric lines, quotes on lighting, trees, tree grates, pouring new sidewalks, etc. The Economic Revitalization Committee can assist with the process. Sewer plant upgrades must be included in the town’s CIP and as a future warrant article. Warrant article for capital improvements can be placed on the ballot for 2009.

Objective 3

Obtain drawings, and bids for a “Welcome Park” that will include landscaping, benches, tourist info, and will encourage visitors and residents to spend some time downtown. It will also serve to open up a visual link to the Ashuelot River, one of our greatest resources.

Who

Economic Revitalization Committee, Selectboard

Action

Drawings have been submitted for what is tentatively named, Major Leonard Wood Park. Details are being finalized, and a meeting is scheduled for late March with professionals who are donating their labor

for tree takedown and site prep. A letter is being drafted for distribution to potential donors so that the Park can be built with little or no taxpayer monies.

Objective 4

Strongly support adopting the provisions of RSA 162-K, Municipal Economic Development and Revitalization Districts, for the creation of TIF districts in specific areas in town most conducive to redevelopment.

Who

Selectboard, Planning Board, voters

Actions

R.S.A. 162-K, Municipal and Economic Development and Revitalization Districts, should be put on the 2009 ballot for the voters to adopt. Selectboard shall schedule a Hearing R.S.A. 162-K:4 at least 15 days prior to a vote taking place on adopting R.S.A. 162-K.

Community Facilities

Introduction

Winchester's municipal government is headquartered in the Town Hall located at the intersection of Route 10 and Richmond Street. The Town Hall is architecturally significant as a fine masonry Gothic Revival, the only medieval style town hall in Cheshire County and was added to the National Register of Historic Places in August of 1987. The Town Hall was built in 1911.

Many renovations have occurred over the years to accommodate the people's needs and current building codes, such as a ramp for handicap accessibility, fire escapes, and metal doors. Inside renovations have included the following: lowering the ceiling over the main hall, removing the balcony to allow for basketball games, creating offices and meeting rooms in the basement and constructing offices upstairs in the space of the previous balcony.

The Town Hall has always been the focal point of local government. Town Meetings, elections, and numerous boards meetings are still held there weekly.

Municipal Government

Within the Town of Winchester there are 16 different departments and an additional 14 boards, commissions or committees. Presently there are seven full time employees at the town hall and 6 part time employees. The Town Hall houses the offices of Assessing, Selectmen, Town Clerk, Tax Collector, Water/Sewer Office, Town Manager, Accounting, Land Use, Supervisors of the Checklist, Welfare Office, Health, and Code Enforcement and Building Inspector Office. The Town Hall is open Monday-Friday 8am-5pm.

The Select Board is comprised of 5 members and meets Wednesdays at 7pm.

The Planning Board is comprised of 7 members and meets the 1st & 3rd Monday of each month at 7pm.

The Zoning Board of Adjustment is comprised of 5 members and meets the 1st Thursday of each month at 7pm.

The Conservation Commission is comprised of 7 members and meets the 4th Thursday of the month.

The Historic Commission is comprised of 5 members and meets when necessary on the fourth Monday of the month.

The Town also supports various other citizen committees or trustees whom have specific responsibilities. These include: Conant Public Library Trustees, Thayer Public Library Trustees, Winchester Community Park Committee, Town Beach Committee, Economic Development/Revitalization Committee, Joint Loss Management Committee, and Trustee of the Trust Funds.

Police Department

The Winchester Police Department is a full service police agency that provides services twenty four hours a day, seven days a week. The personnel consist of a Chief, a Detective Sergeant, a Patrol Sergeant, a Corporal and two full time and six part time Patrol Officers. The Department is made up of two divisions, Patrol and Detective. The department also offers a part time animal control officer.

The Police Department is housed in the Winchester Emergency Services building, which it shares with the ambulance department, fire department and emergency management. These shared quarters have become cramped and decisions will need to be made in the future for more space.

The department hires a law firm to prosecute district court and motor vehicle hearings. The department is

also a member of Southwestern mutual aid in Keene, which coordinates all dispatch for Cheshire County.

It is anticipated that as the town grows additional officers will be needed and a Community Resource officer would be beneficial to be proactive in juvenile, residential and business security.

Emergency Management

The primary purpose of this department is to initiate, coordinate and sustain an effective local response to disasters and emergency situations. An Emergency Operations Plan (EOP) carries this out. This department has an emergency management director as well as a staff comprised of certain department heads, Selectmen, Firemen and policemen. There are four core fireman, and five core policemen. There are 12-14 volunteers for the operations center. Vermont Yankee can compensate these individuals for Vermont Yankees' emergencies.

The EOP applies to natural disasters, manmade incidents and technological situations. This plan comes into play for protective actions prior to, during and after any type of disaster.

Future plans include a system to keep residents, schools, churches, businesses and organizations informed and updated regarding information provided by New Hampshire Homeland Security and Emergency Management; to utilize appropriate training programs in a variety of areas. Identifying areas for more financial support and improved procedures for evacuations.

Fire Department

The Winchester Fire Department is housed in the emergency services building and shares this facility with the police department, ambulance department and emergency management. The department has an enhanced 911 system, which allows quicker response to situations and better communications.

The department is comprised of one Chief, one Assistant Chief, two Captains, Two Lieutenants, a Forest Fire Warden, several deputy wardens and 22 firemen. The department will welcome dedicated new members. The department is a paid on call service. The department is always upgrading their safety gear and equipment as well as attending training seminars to always be prepared to serve the public needs.

The fire department equipment consists of: a 1984 Mack with 1250 gallon pump 750 gallon tank, a 1992 Freightliner with 1250 gallon pump 1000 gallon tank, A 2000 Ford F450 rescue van, a 2007 International with 1500 gallon pump 3000 gallon tank, a Hovercraft, a John Deere Gator, Hurst Jaws of Life, Dodge Power Wagons, a Chevy brush truck, and a Military 5 ton brush truck.

As with the police, ambulance and emergency management departments who share the same building, space is at a minimum and will need to be addressed in the near future. The department plans to continue to upgrade their equipment not only for safety reasons but to be in compliance with NFPA. The 1984 pumper truck will probably need to be replaced in the next five to seven years.

Ambulance Department

The Winchester Ambulance Department has provided emergency care since 1970. Our service works 24 hours a day, 7 days a week to serve Winchester's community of 4370 residents. The department also treats hundreds of travelers who are visiting the area or passing through.

The staff is lead by the department head and is joined by 20 nationally registered emergency medical technicians who volunteer their time to treat and save the lives of the sick and injured. The members consist of many who have been in the department for years and many newcomers who have just begun their EMT careers. The department also provides paramedic level care through the DiLuzio ambulance service located in Keene.

The vision for the future involves setting up a training center to teach classes for new students. To continue to strive to have excellence in the patient care we provide and to keep our equipment as up to date as our financial capability and technology allow. The department always welcomes new members and provides the training necessary. As said before, the building that we share by the previous listed departments is too small and creates many disadvantages.

Highway Department

The highway department is located at 14 Forest Lake Road. The crew is comprised of five full time employees. This includes the Highway Superintendent and a Foreman. The Highway department may hire seasonal employees when needed.

The staff maintains a network of about 60 miles of town roads and a system of sidewalks. Town highway department equipment includes three 8-yard dump trucks with plows, a one-ton dump truck with plow, one backhoe, one John Deere loader, a trackless sander/sidewalk plow and a John Deere grader.

Future projects include implementing avenues for upgrading/repairing of town roads. A long-term goal is the building of a more efficient public works building.

Solid Waste Disposal Facility

The Winchester landfill was closed and capped in 1996. However, the expenses associated with the landfill continue. The Town must complete surface water, ground water, and methane gas testing three times per year. The capped portions must be mowed, checked for erosion, reseeded if necessary, and the drainage swales must be kept clean and inspected. These operations must be done for a period of at least 30 years in accordance with the New Hampshire Department of Environmental Services (NHDES).

The transfer station opened in October 1996 at 105 Forest Lake Road. It offers containers for recyclables, rubbish, tires, construction and demolition debris and metals. The landfill and transfer station is overseen by the Landfill Superintendent and the daily transfer operations are managed by a private company. The Town of Richmond shares the transfer station with Winchester, and this formation is known as the Solid Waste Management District. NHDES conducts periodic inspections.

Costs associated with transfer stations are skyrocketing. Since 1994, Winchester has seen a 200% increase in costs to dispose of our trash. Most landfills are now closed in New Hampshire, which means our waste is shipped out of state. Finding ways to decrease these costs is a priority. Many options are being discussed, such as pay-as-you-throw, better monitoring of recycling, or composting of materials.

Water Department

Municipal water is available to residents and businesses in downtown Winchester, the densely populated sections nearby and to the majority of Ashuelot Village. The department operates a water distribution system composing of 28.25 miles of mains, 190 fire hydrants, one 550,000-gallon storage tank, three gravel packed wells and 1,052 service connections. Water consumption ranges from a daily demand of 350,000 to 550,000 gallons depending on seasonal conditions.

Currently the department is required by the New Hampshire Department of Environmental Services (NHDES) to treat the water with a phosphate blend to reduce corrosion that may cause increases in the lead and copper content of the water. Water samples are collected according to a schedule from NHDES and meet or exceed all State and Federal guidelines for safe drinking water. Winchester is known for having one of the best tasting municipal waters in New Hampshire.

Long-term goals of the department are to continue to provide an adequate supply of safe drinking water to

the Town for a variety of uses. In order to meet these goals several projects need to be undertaken; upsizing and looping of water mains to provide sufficient flows throughout our system, construction of a second or larger storage tank to meet demands under all conditions and the installation of a fourth well. This is required to meet future demands of our current customers and for the future growth of the Town both residential and commercial.

The department is staffed with two full time employees – a superintendent and an assistant – and a part time clerical worker.

Waste Water Treatment

In 1979, the town constructed a primary treatment facility permitted to discharge to the Ashuelot River up to 284,000 gallons of clean effluent daily. The plant was built at the end of Duso Road. The plant initially was only available to businesses and residences in the center area of Winchester. In 1989, the sewer lines were extended to the properties of Ashuelot Village, along Main Street to Broad Brook Road. The bond for the original plant was paid off in 2007 and the Ashuelot addition will be paid off in 2011.

Since 2006, an outside contractor has overseen Winchester's wastewater plant operations. The town has one full time employee assisting in the operations of the plant.

Over the last fifteen or so years it had become evident that infiltration inflow from leaks in the collection system and illegal household connections from sump pumps were using up valuable capacity. This is especially prominent in the wet seasons. Many studies and repairs have been done over these years but they have only been temporary fixes. The Town has been very cautious in allowing hook ups to the sewer system. As of March 2008, New Hampshire Department of Environmental Services has to approve all new hook ups because our facility is at capacity.

In 2007, The Board of Selectmen hired an engineering firm to assist the town in deciding the best direction to address these serious problems. The State of New Hampshire has strongly recommend repairs and upgrades be done. The engineering firm and the Board of Selectmen have chosen a plan that will significantly decrease the infiltration problem and produce serious upgrades to the plant so that it may continue and allow new hookups for another 20-30 years. This will require the town to get the voters approval, acquire bonds, grants and other various types of funding.

Health and Welfare

Winchester is committed to providing a high level of assistance to its residents in a variety of forms. This may be in the means of rental assistance, fuel assistance, food vouchers and job search assistance. The recipients are also directed to various other organizations for help such as the Community Kitchen, local food banks, Monadnock Family Services and Southwestern Community Services. Recipients must actively pursue employment and keep records of work search. The number of recipients in 2007 was 153, just about the same as ten years ago.

Conant Library

The Conant Public Library is located next to the Town Hall on Main Street. The brick Romanesque Revival style building was built in 1890. The two story building is listed on the National Register of Historic Places.

The function of the library is to provide the people of the community with access to a balanced collection of books and other materials which will serve their educational, cultural and recreational needs. The library is dedicated to making the town a rewarding, attractive and pleasant place in which to work, live and visit.

The library serves the people of Winchester and Ashuelot area without fees. Out of town members pay a small annual fee. The library is open 34 hours a week and is staffed by a head librarian and two part time staff members. Volunteers also join the staff in the running of the operations. The library is governed by an elected board of trustees.

In addition to books and magazines, the library provides audio/CD books and VHS/DVDs. State and National interlibrary borrowing is available without fees. The library offers adult reading/discussion groups as well as many reading programs for the children. The upstairs of the library houses many fine antiques and artifacts of the Town's history. This area also houses two Henry Pratt organs that were made in Winchester in the late 1790s. The library is in the process of categorizing these treasures and preserving them for the future

Thayer Public Library

The Thayer Public library is located on Main Street in the Village of Ashuelot across from the covered bridge. The library occupies the first floor of a two story building that was constructed in 1909. This may be a small library but it participates in the New Hampshire Interlibrary Loan Program. The library is staffed by one part time staff member and volunteers. The library is governed by an elected board of trustees.

Cemeteries

There are nine cemeteries located in Winchester, although only four still have remaining burial sites available. All of the cemeteries are part of the town's heritage with several cemeteries dating back to the early 1700's. The Evergreen Cemetery is now accepting natural burials, which involves a simplified casket and minimal disturbance of the landscape. Though a growing number of people are considering this option, natural burial is not widely offered. Winchester's cemetery staff consists of the Head of Operations and a few part-time, seasonal staff. The table below displays detail for all of the town cemeteries.

Cemeteries in the Town of Winchester			
Cemetery	Location	Date Established	Sites
Evergreen*	Richmond Street	Late 1700's	7,000
South Parrish*	Barber District	Early 1700's	700
Ashuelot or Tufts*	Old Hinsdale Road	Early 1800's	125
Willis	Ashuelot Street	Early 1800's	100
Rixford*	Old Westport Road	Early 1800's	100
Carlton	Old Spofford Road	Early 1800's	40
Franklin	Off Route 10	Early 1800's	8
Lawrence	Off Old Westport Road	Early 1800's	30
Ware	Off Route 10	Early 1800's	2
* Cemeteries with available burial sites.			

Postal Service

The Town of Winchester offers two post offices, one in Winchester and the other in the Ashuelot Village. Each hosts their own zip code. The Winchester Post Office also serves the Town of Richmond.

Located on Richmond Street next to the Town Hall, the Winchester Post Office is a brick building built in 1966. The Winchester branch is staffed by a Postmaster and nine employees; serving a total of 2,395

customers, with 330 postal boxes in the building, city delivery of 445 locations, and four rural routes comprising 1,620 customers.

The Ashuelot branch occupies 600 square feet of a privately owned building on the upper Main Street of the Ashuelot Village. Staffing consists of a Postmaster and this office has 152 postal boxes. The Winchester Post Office delivers to Ashuelot's rural patrons, which is 92 customers.

Churches

While churches are not town owned or in any way supported by the town, churches are an important part of Winchester's community. The four churches in town are the United Church of Christ, Saint Stanislaus, Grace Christian Fellowship, and Winchester Assembly of God.

Education

The Winchester School is located on Parker Street, near the town center. The elementary school was built in 1971 and is a single story structure. The original Thayer High School was built in 1922 as a brick three-story structure. Over the years many additions and renovations have been done. Major changes occurred in 2004 when residents voted to renovate Thayer High School and send students to Keene High for high school education. The reconstruction has expanded the building to allow more room for elementary, middle school and special education students. Winchester High students are now permanently part of Keene High School.

Presently the elementary school educates students in pre-school through grade four. This section of the school is 36,712 square feet and consists of 22 classrooms and a cafeteria. The fifth grade wing consists of seven classrooms at 10,454 square feet. The middle school area consists of seven classrooms, a gym, cafeteria and a library at a total of 67,350 square feet. The third floor area is not being used. All three sections allow ample space for administrative areas.

The Winchester School staff is comprised of two administrators, one principal, one half-time assistant principal, 24 classroom teachers, one part time literacy coordinator, one reading recovery teacher, two special education teachers, one social worker, one guidance counselor, one nurse, three and a half title one teachers, one Spanish teachers, one technology integrationist, one physical education teacher, one and a quarter music teachers, and one art teacher. The school presently has 34 aides that work with children in various capacities.

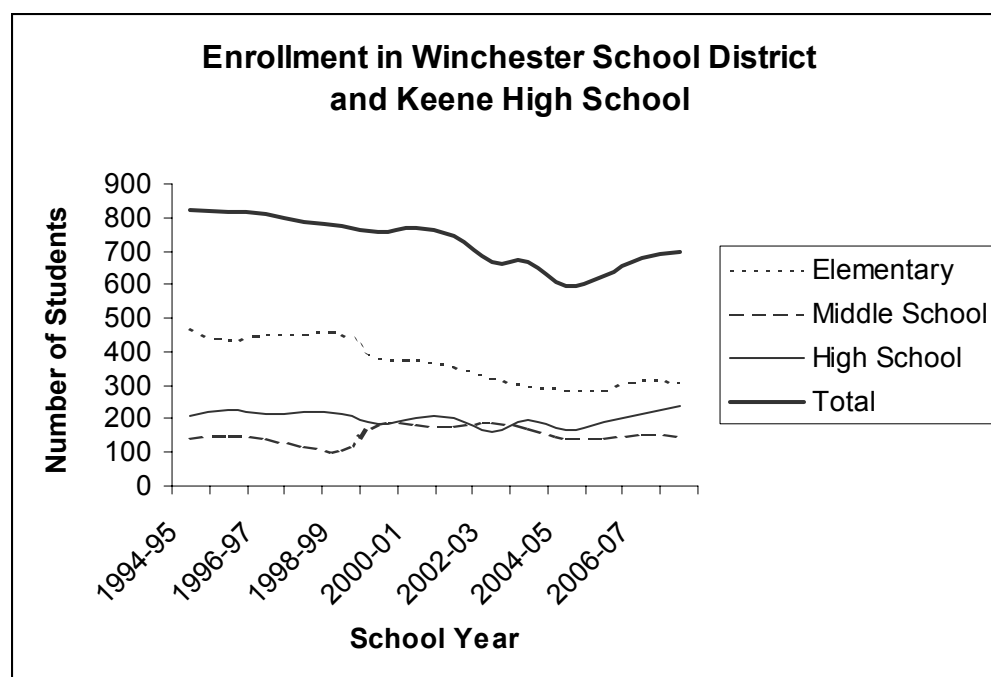
The Winchester School also has support staff from the SAU to assist in areas such as speech, occupational therapy and a school psychologist. The school offers before and after school programs funded by the 21st Century grant and student fees. This program is known as the ACCESS program and is very popular. The school also offers soccer, baseball, softball, basketball and cheerleading.

Winchester is fortunate to have two other preschools – the Ashuelot Head Start and the Winchester Learning Center. Both organizations offer early education with a strong focus on social, nutrition, sharing, motor, listening and speaking skills. Both centers are non-profit and rely on various sources of funding. These programs better prepare students for entrance into the regular school system.

As of January 2008 the present school population is as follows: Preschool (half days three & four year olds) 14 students and 16 students respectively, Kindergarten (full time) 47, First Grade 55, Second Grade 43, Third grade 50, Fourth grade 46, Fifth grade 37, Sixth grade 41, Seventh grade 62, and Eight grade 43. The table and graph below present recent enrollment trends.

Enrollment in Winchester School District & Keene High School										
	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08
Elementary	451	384	376	359	319	300	288	288	315	311
Middle School	110	187	186	181	190	175	145	142	154	147
High School	214	185	204	205	158	194	165	193	212	240
Total	775	756	766	745	667	669	598	623	681	698

Source: Winchester School District, Opening Day Enrollment

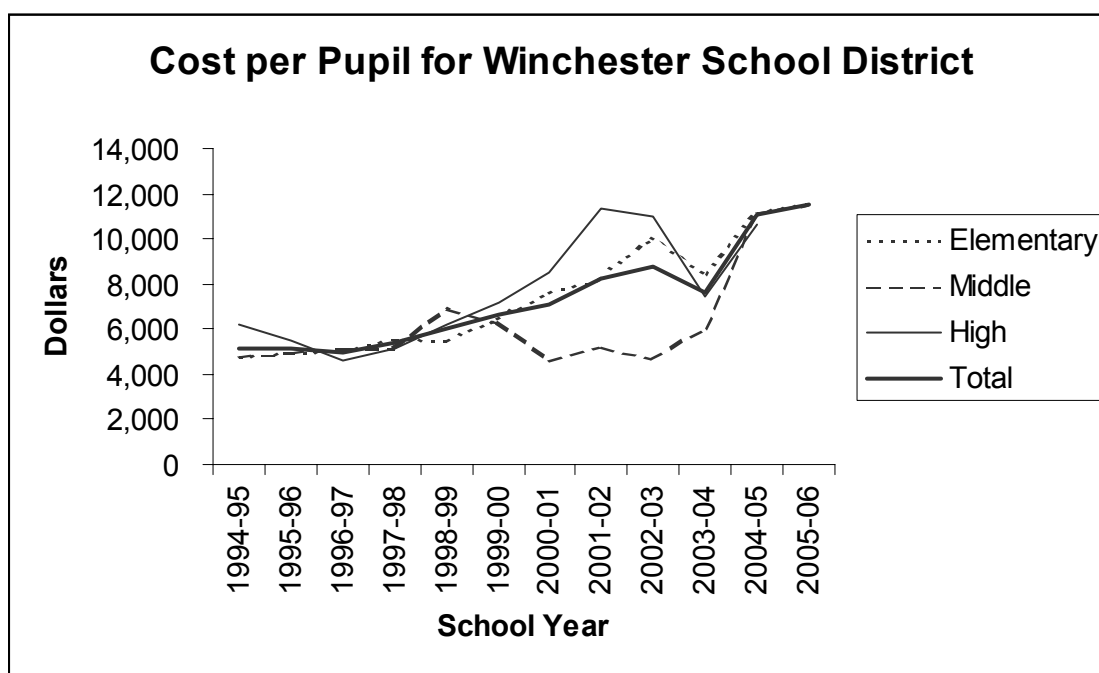


Source: Winchester School District, Opening Day Enrollment

School funding for the Town of Winchester has increased dramatically in recent years – a thirty percent average annual increase from 1980 to 2007. Winchester is not unique. Costs for the entire region are rising. The significant rise in the cost of education can be attributed to many factors, including reliance of property taxes for funding, growth, and inadequate decisions by the State government. The following tables demonstrate cost per pupil for the Town of Winchester and a comparison to other towns in the region.

Cost per Pupil for Winchester School District (Dollars)								
	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06
Elementary	5,519	6,492	7,629	8,226	10,091	8,396	11,125	11,568
Middle	6,930	6,315	4,646	5,187	4,684	5,994	11,125	11,507
High	6,204	7,211	8,472	11,351	11,029	7,471	10,601	--
Total	6,066	6,633	7,114	8,254	8,816	7,648	11,068	11,547

Source: Winchester School District



Cost per Pupil by District, 2005-2006	
School District	Cost per Pupil
Chesterfield	10,974
Fall Mountain Regional	10,207
Hinsdale	10,222
Jaffrey-Rindge Cooperative	9,102
Keene	11,290
Marlboro	11,305
Monadnock Regional	11,805
Westmoreland	10,647
Winchester	11,547
New Hampshire Average	12,108
Source: NH State Department of Education	

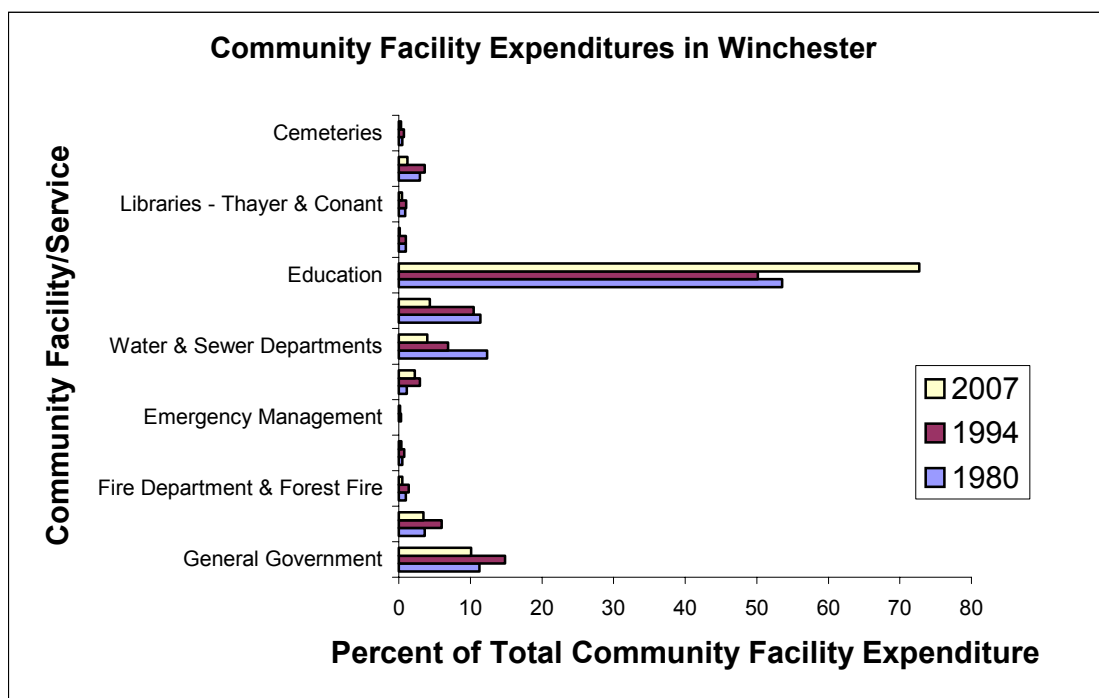
Community Facility Expenses

The following tables and graph displays the recent and previous annual expenses for community facilities in Winchester.

Annual Community Facility Expenditures in Winchester						
	1980		1994		2007	
	Dollars	Percent	Dollars	Percent	Dollars	Percent
General Government	208,545	11.3	641,754	14.9	1,241,200	10.1
Police Department	66,692	3.6	257,873	6.0	425,250	3.5
Fire Department & Forest Fire	18,619	1.0	60,438	1.4	60,848	0.5
Ambulance	8,706	0.5	33,322	0.8	45,208	0.4
Emergency Management	26	0.0	12,854	0.3	21,856	0.2
Solid Waste Disposal Landfill	20,476	1.1	126,774	2.9	272,625	2.2
Water & Sewer Departments	228,695	12.3	296,442	6.9	490,397	4.0
Highway Department	210,888	11.4	452,046	10.5	533,439	4.3
Education	992,384	53.5	2,166,012	50.1	8,943,682	72.7
Recreation & Cultural Facilities	18,600	1.0	42,166	1.0	19,196	0.2
Libraries - Thayer & Conant	16,214	0.9	43,500	1.0	56,000	0.5
Health & Welfare	54,369	2.9	155,436	3.6	150,286	1.2
Cemeteries	8,983	0.5	30,718	0.7	37,344	0.3
Total Facility Expenditure	1,853,197		4,319,335		12,297,331	
Source: Winchester Annual Reports						

Average Annual Percent Change of Community Facility Expenditures in Winchester			
	1980-1994	1994-2007	1980-2007
General Government	14.8	7.2	18.3
Police Department	20.5	5.0	19.9
Fire Department & Forest Fire	16.0	0.1	8.4
Ambulance	20.2	2.7	15.5
Emergency Management	3524.2	5.4	3109.7
Solid Waste Disposal Landfill	37.1	8.8	45.6
Water & Sewer Departments	2.1	5.0	4.2
Highway Department	8.2	1.4	5.7
Education	8.4	24.1	29.7
Recreation & Cultural Facilities	9.0	-4.2	0.1
Libraries - Thayer & Conant	12.0	2.2	9.1
Health & Welfare	13.3	-0.3	6.5
Cemeteries	17.3	1.7	11.7
Total Facility Expenditure	9.5	14.2	20.9

Source: Winchester Annual Reports



Source: Winchester Annual Reports

Goals

1. To maintain the historic building of the Town Hall, while improving upon its emergency efficiency, aesthetics, accessibility and healthy working environment for employees and citizens.
2. Address the need for expanded municipal facility space due to the overcrowding of the three departments within the emergency services building.
3. Renovate the Highway Department building for energy efficiency.
4. Expand the involvement of citizen volunteers for committees and volunteer boards.
5. Increase sewer capacity and upgrade the town water systems.
6. Investigate the use of town land to improve/expand on the various needs of space concerns for certain departments.
7. Promote an energy efficient town with environmentally friendly buildings and renovations.

Objectives

1. Form a facilities committee to evaluate the concerns of American with Disability Act, health, environmental, and lack of space issues, and inefficiencies of town government buildings such as better access to downstairs, increased storage, address mold issues and the need for fresh air.
2. Investigate town owned parcels to see if location, size and possible uses would accommodate departments in need of expansion or greater accessibility.
3. Recruit willing and knowledgeable volunteers for committees and volunteer departments.
4. Update the CIP to establish timeframes and finances for infrastructure upgrades.
5. Investigate the green building techniques and making present facilities more efficient.

Implementation**Community Facilities Objective 1 & 2**

Form a facilities committee to evaluate the concerns of American with Disability Act, health, environmental, and lack of space issues, and inefficiencies of town government buildings such as better access to downstairs, increased storage, address mold issues and the need for fresh air. Investigate town owned parcels to see if location, size and possible uses would accommodate departments in need of expansion or greater accessibility.

Who

Selectmen

Action

To form a facilities committee of all department heads and some local professionals in 2008 to analyze the needs of 1) upgrading the town hall, 2) formulate a plan of expanding or moving a department(s) out of the emergency services building, 3) examine the Highway building to have it be more efficient and giving part of the town owned gravel pit to Evergreen cemetery for future expansion.

Community Facilities Objective 3

Recruit willing and knowledgeable volunteers for committees and volunteer departments.

Who

Board Chairs, Committee members, fireman, and ambulance personnel.

Action

Organize a day of recruitment where the public will have the opportunity to ask questions and gain knowledge of what different boards and committees do.

Community Facilities Objective 4

Update the CIP to establish timeframes and finances for infrastructure upgrades.

Who

Selectmen, water and sewer departments.

Action

Implement plans and use the CIP already available in the most cost efficient manner.

Community Facilities Objective 5

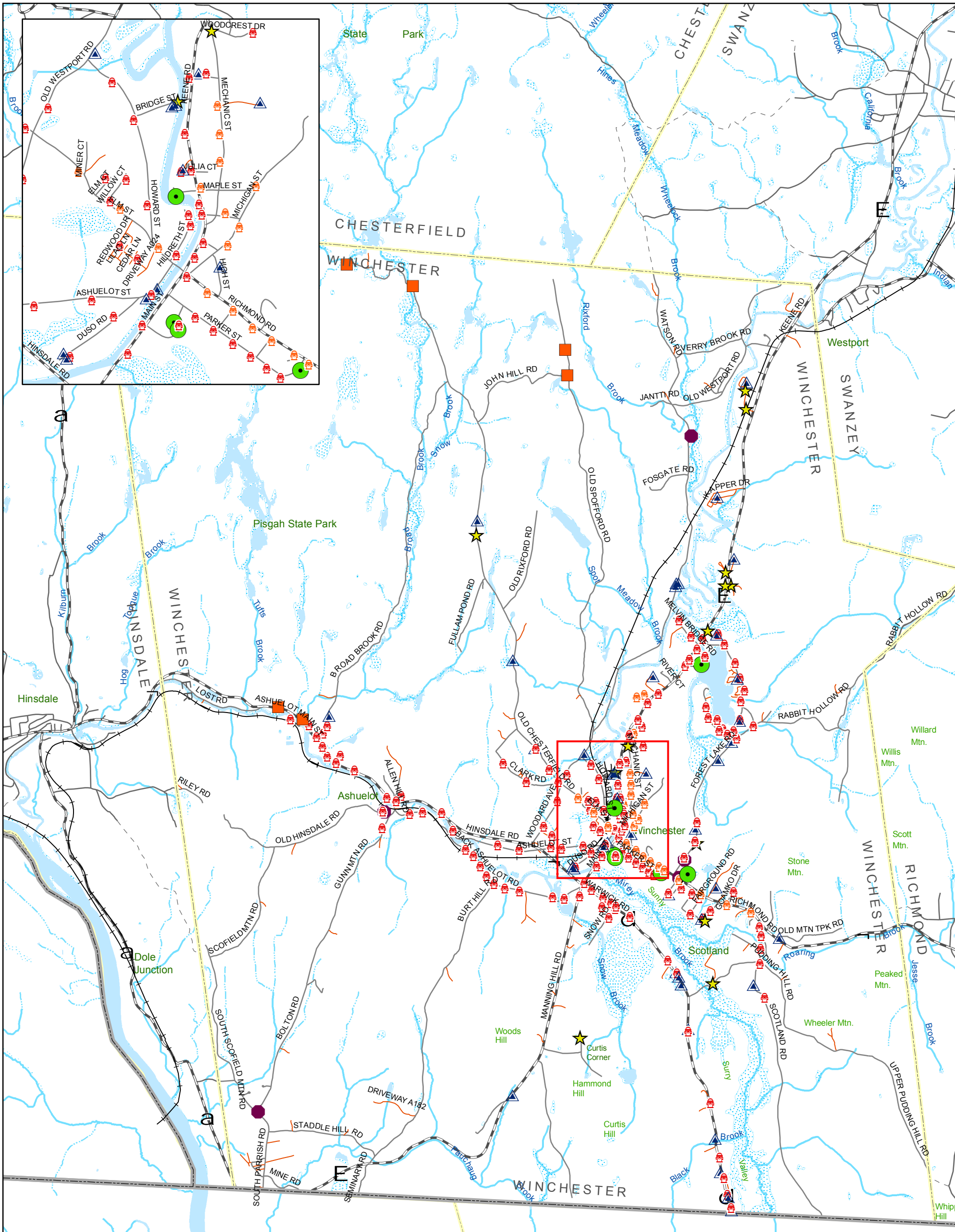
Investigate the green building techniques and making present facilities more efficient.

Who

The building inspector

Action

Inform the facilities committee of how to incorporate green building techniques.



Town of Winchester

Landmarks

1:54,000



0 0.25 0.5 1 Miles

- Cemetery
- Gate
- Dry Hydrant
- Pressurized Hydrant
- Outbuilding
- Recreation Area
- Trailhead
- Rail Trail
- Municipal Boundaries

- Lake or Pond
- Wetlands (USGS and NWI)
- River or Stream
- Intermittent Stream
- State Boundaries
- Roads and Highways (E-911)
- Class I, II (State)
- Public Road (Municipal)
- Private/Other

Presentation prepared by: **SWRPC**
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-0557
fax: (603) 357-7440
http://www.swrpc.org/
email: admin@swrpc.org

GNIT Digital base information provided by the
New Hampshire Geographically Referenced Analysis
and Information Transfer System (GNARITS)

Map not intended for site specific work

Historic Resources

A Brief History of the town

Early history

The town of Winchester has a long and colorful history dating back to 1733 when the first grant for the town was given to Colonel Josiah Willard and associates for land east of the Connecticut River to be known as Earlington. Colonel Willard, the Commander of Fort Dummer on the Connecticut River and his associates had chosen a beautiful site to settle along the curving banks of the Ashuelot River as it wound its way south and emptied into the Connecticut River. The land under their feet had once been part of a floating continent broken off of Africa, compressed under a mile of glacial ice. As the ancient glacier covering the land receded, raking the hills, depositing boulders and silt, the melt waters became a great glacial lake covering thousands of acres. Over time the land separating this lake from the Connecticut River gave way at its southwestern boundary and the lake drained out as it does today through the Ashuelot River.

1600's

Because of this geologic activity Winchester is blessed with excellent water, abundant supplies of gravel, and high grade soils, all of which have shaped the fortunes of the town and people who have lived here. There have been marked eras of settlement in the Ashuelot River Valley beginning with the Squakeag Indians who lived on an abundance of fish, game, wild foods, and cultivated lands. This band of Native Americans was involved in active trade with the Dutch, French and English for years before the English began to purchase the land and build towns. 65,000 acres of land that comprises Winchester and beyond was sold to the whites in 1687 by "Nawelet", a Squakeag chief, for \$89 dollars (in today's currency) worth of trade goods. This type of "sale" was repeated continually as European settlers moved westward and negotiated their idea of fee simple land ownership with the Native Americans who held no such concept.

1700's

The first Europeans began clearing land and building homes after the 1733 grant was finalized and continued until the French and Indian War began in 1744. By this time most of the Squakeag had fled to Canada due to violent attacks from outside tribes such as the Mohawk who were aligned with the French. All the homes and buildings in Winchester were burned in 1743 and the residents fled back to the fort in Northfield and Lunenburg, Massachusetts for safety until the war was over some 9 years later. As soon as the war ended the residents returned to rebuild their homes and farms. The town boundaries were amended in 1753 when part of the original land granted along the Connecticut River was re-granted to create the town of Hinsdale. To make up the loss in acreage, land was given from Warwick, Richmond and Swanzey.

1800's

An 1880's description of the town has a population of 2,444, "twenty stores, three churches (Methodist, Universalist and Congregational), eight manufactories of boxes, buckets and pails, three blacksmith shops, two livery stables, one hotel, a savings bank, a National Bank, a public library of about 3,000 volumes, two lawyers and one dentist." In addition there were mills along the river – paper, woolen and cotton, sawmills, a gristmill on Roaring Brook, a mining company, the tannery – and everywhere farms. The first large manufacturer of musical instruments was located in Winchester, the Graves & Co. The railroad came through in the mid 1800's and goods were shipped in and out by rail. But the railroad and Westward expansion took a toll on the local farms. The Midwest farmers, most of whom left farms in New England for better land and more of it, were now directly competing with the local farmers for

market share. The mills took over as the main employers and an influx of immigrants from all over Europe as well as Canada, began to flock to the mill towns.

1900's

The early part of the 1900's was a time of great expansion in manufacturing and transportation of goods. Immigration played a huge role in shaping the community with workers moving here from many countries to work in the mills and live and worship in the community. Construction of mill housing was needed to house the burgeoning workforce. New businesses grew with the increased population and needs. The A.C. Lawrence Leather Company, New England Box Company, the paper mills, kept many residents employed. In the 1930's once again the mill towns suffered with Southern cotton and woolen mills taking a large share of the business south. The decline of the typical mill towns was well under way.

Late 1900's

Despite these changes in the economic landscape, lumber mills, small paper mills, and the Tannery continued well into the middle of the century before falling behind and closing their doors. In the mid 1960's the State of New Hampshire created Pisgah State Park taking lands in Chesterfield, Hinsdale and Winchester. While at the time there was bitterness and resentment in the taking and high expectations that were never realized, Pisgah Park has had a decidedly positive impact for the town, drawing people from all over the area for recreational activities. New Hampshire has become a destination for those seeking a rural and recreational lifestyle. With low unemployment and easy access to interstate highways, this corner of Southwest New Hampshire has seen people from neighboring states moving here to escape the hustle and bustle of more densely populated areas.

All of these inhabitants have left traces of their lives along this tributary of time in the land and buildings that make up Winchester today. From the stone walls tracing their way along every ridge and property line to huge barns, stone cellar holes, covered bridges and town buildings, Winchester's history is visible everywhere you look. Without proper planning though, some of these landmarks may be endangered.

The state of New Hampshire Department of Historic Resources (DHR) has a range of Historic Preservation programs, grant sources and resources available to towns. The New Hampshire DHR also administers the State Register of Historic Places, which anyone can apply to. Winchester should consider the DHR as a partner in helping to organize and prioritize preservation projects in town. Below is the list of potential projects for the L-Chip program, which is available to communities or non-profits, as an example. Eligible L-Chip applicants may apply for grant funds for the protection, restoration or rehabilitation of the following natural, cultural, or historic resources (as listed in statute):

1. archaeological sites;
2. historic buildings and structures which house cultural events and programs;
3. historic properties including buildings and structures;
4. historic and cultural lands and features;
5. ecologically significant lands;
6. existing and potential public water supply lands;
7. farmland;
8. forestland;
9. habitat for rare species or important wildlife;
10. lands for recreation;
11. riverine, lake, estuarine, and ocean shore lands;
12. scenic areas and viewsheds; and
13. wetlands and associated uplands.

The State Register of Historic Places guidelines are on the DHR website. Private individuals or communities may apply to have a property listed. The town can make this information available to resident owners of historic properties that may want to have their properties listed.

Winchester has several active Historic organizations, two designated Historic Districts and four structures on the National Register of Historic Places. Town historian Edith Atkins, played a key role in the acquisition of and in administering the collections that exist in the Conant Library and the Sheridan House. Her death in 2003 was a loss, but her lifework continues with the local preservation organizations.

Local Preservation Programs

The town has several historic resources that are important for the preservation of artifacts, documents and historic buildings. All of these organizations note that there is much more work needed before we can be assured that we are adequately preserving and are able to pass down as much of the town's remaining history as possible.

The Conant Public Library houses a vast collection of many articles from letters and photographs to the Henry Pratt organ. This collection, which is in no particular order, is in the process of being sorted out and cataloged by volunteers, one item at a time.

The Winchester Historical Society (WHS) is a private, non-profit organization, which owns and curates the Sheridan House Museum in Ashuelot. The organization has been remodeling the building and has a few rooms to go before the house is completely renovated. The collections are arranged by room and are open to the public seasonally. The WHS is also renovating the barn, which houses some old fire engines.

The town has two Historic Districts – one in Winchester Village and one in Ashuelot Village – overseen by the **Historic District Commission**. Responsible for oversight and approval of any changes to the exterior of buildings in the district, the Historic District Commission is in a position to have a valuable impact on the town and to play a proactive role in establishing a baseline for future projects.

Historic District Ordinance

The voters of Winchester passed the Historic District Ordinance at Town Meeting in 1997. The purpose of this ordinance is to:

- a. Safeguard the heritage of the Town of Winchester by providing for the protection of the structures and areas representing significant elements of its cultural, social, economic, political and architectural history;
- b. Enhance the visual character of the municipality by encouraging and regulating the compatibility of new construction within the historic districts to reflect or respect established architectural traditions;
- c. Foster public appreciation of, and civil pride in, the beauty of the Town of Winchester and the accomplishments of its past;
- d. Strengthen the economy of the Town of Winchester by protecting and enhancing the attractiveness of the community to residents, tourists, and visitors;
- e. Conserve property values with the Town of Winchester;

- f. Promote the private and public use of structures and areas within the Historic Districts of the Town of Winchester for the education, pleasure, prosperity, and general welfare of the community.

This ordinance provided for two “overlay” Historic Districts – the center of Winchester Village, containing 34 properties and the center of Ashuelot Village, containing 31 properties. At the present time neither of these districts contain properties with significant subdivision potential.

Properties on the National Register of Historic Places

The following chart displays properties in Winchester that are registered with the National Register of Historic Places.

Winchester Properties on the National Register of Historic Places				
Property	Address	Constructed	Date Listed	Record #
Conant Public Library	Main Street		1987-08-27	87001420
Coombs Covered Bridge	N of Winchester off NH 10	1837	1976-11-21	76000122
Universalist Heritage Museum, also known as Winchester Memorial Church	Michigan Street		1980-05-15	
Winchester Town Hall	Main Street		1987-08-27	
Ashuelot Covered Bridge	Route 119 and Back Ashuelot	1864	1981	81000069

Ashuelot Bridge

The Ashuelot covered bridge, located in the Village of Ashuelot, is considered by local historians to be one of New Hampshire's most elaborate covered bridges. Lattice truss was patented by Connecticut architect, Ithiel Town, in 1820 and 1835, for an original cost of \$4650.00. When constructed in 1864, the original purpose of the bridge was to transport wood across the river for use by the Ashuelot Railroad. The railroad had a station in the village of Ashuelot. This structure has also been called the Village Bridge or Village Station Bridge. Some sources credit Nicholas Powers as the builder. The Ashuelot Bridge was listed on the National Register of Historic Places in 1981 and was refurbished in 1998. The bridge is 169 feet long and made up of two spans of 77 feet and 77 feet in length. (World Guide # 29-03-02, N.H. #1).⁶

Coombs Bridge

The bridge, built in 1837, was named after its original builder and owner – Anthony Coombs. The Coombs Bridge in Westport Village of Winchester once played an important role in both the social and commercial development of the area. Although it is not a necessary transportation link today, it is still convenient to students and tourists near NH Route 10. Extensive repairs were made in 1964 and the bridge was reopened the same year. The bridge was rehabilitated in 1971 at a cost of \$13,340. Today, the bridge is in need of major repairs. In 1984, state officials recommended bypassing the bridge using existing town roads. Such a bypass would require significant improvements to local gravel roads in both

⁶ Bridge information taken from *New Hampshire Covered Bridges*, compiled and edited by Richard G. Marshall, Chief System Planning of New Hampshire Department of Transportation.

Winchester and Swanzey and would result in a considerable detour for residents of this section of both communities. The Coombs Bridge was listed on the National Register of Historic Places in 1976. The bridge has a length of 106.5 feet with a clear span of 102 feet. The structure is currently posted for six tons. (World Guide #29-03-03, N.H. #2).⁷

Goals

1. Generate more interest and involvement in the town's Historic District.
2. Continue to provide support for the Winchester Historical Society, the Sheridan Museum, and the Edith Atkins Collection in the Conant Library and to support higher visibility for the collection.
3. Support review of the Historic Preservation Ordinance to determine if it is adequate protection for important buildings.
4. Consistently evaluate proposals brought to the Historic District Commission for review of changes to buildings in the Historic District.
5. Develop a clear and concise plan for the future of the Historic District, including a thorough inventory and written guidelines for evaluation.
6. Assess our historic farm buildings and research what options are available to preserve and protect our historic agricultural landscape.
7. Better utilize the available state, local and national resources available for preservation.

Objectives

1. Support the Historic District Commission in creating a set of guidelines for review of proposed changes to buildings in the district.
2. Support the Historic District Commission members in obtaining training on historic preservation and connection with the New Hampshire Department of Historic Resources.
3. Research the appropriateness of a "demolition delay" ordinance to ensure that important historic buildings are not torn down without proper review. See appendix.
4. Obtain grant money through the Housing and Conservation Planning Program to promote a thorough inventory of all buildings in the Historic District.
5. Determine which additional buildings are eligible for inclusion in the State and/or National Register of Historic Places and assist with the application process.
6. Consider having the town apply for the "Certified Local Government" Program, which makes the town eligible for grant money for historic preservation and analysis of buildings on the National Register of Historic Places.

⁷ Same as above.

7. Convene a local committee to perform a barn inventory of historic agricultural buildings in town using the “Farm Reconnaissance Inventory Form” from the New Hampshire Division of Historic Resources.
8. Determine which of Winchester’s resources the L-Chip or other grant programs may apply to and go forward with application for grant money.

Implementation

Historic Resources Objective 1

Support the Historic District Commission in creating a set of guidelines for review of proposed changes to buildings in the district.

Who

Planning Board and Historic District Commission

Action

The Historic District Commission should work on creating a clear set of guidelines for review of proposals in the Historic District such as the Secretary of the Interior’s Standards of Rehabilitation. See appendix.

Historic Resources Objective 4

Apply for municipal grant money from Housing and Conservation Planning Program through the New Hampshire Office of Energy and Planning. Phase one grant money covers technical assistance with inventorying historic resources, among other things.

Who

Planning Board, Selectmen

Action

Application process requires that information be gathered and a budget submitted with the application. This is being done now, spring 2008.

Historic Resources Objective 3, 5, 6

Consider a demolition delay ordinance, determine which buildings are eligible for the State and/or National Register of Historic Places, and consider application to the “Certified Local Government” program.

Who

Select Board, Historic District Commission, Planning Board

Action

Future growth will put pressure on the Historic District to change. The respective Boards can schedule agenda items to discuss developing an overarching, cohesive plan for the Historic District. This could include review of the Historic District Ordinance and Zoning Ordinances review of the “Certified Local Government” program and of the Historic District Commission’s review procedures to determine what resources are available to facilitate the preservation of the Historic District. An inventory of the Historic District would be of great value in helping determine where we are now.

Historic Resources Objective 7

Convene a local committee to perform a barn inventory of historic agricultural buildings in town using the “Farm Reconnaissance Inventory Form” from the New Hampshire Division of Historic Resources.

Who

Historic District Commission and/or Select board

Action

A committee of local interested citizens can work on cataloguing brief histories, photographs and sketches of any agricultural property whose owners are interested in participating. The purpose of this would be to compile a database of lands currently used as agricultural properties, those that are not actively farming, but have historic and/or scenic value. As the town wishes to remain a rural community that embraces it’s agricultural past, it seems appropriate that an inventory of this sort be done to provide an overview of agricultural lands. Identification of agricultural structures may be one way to slow the loss of Winchester’s historic past and provide a way for the community to be involved in the process.

Cultural and Recreational Resources

Introduction

This chapter is particularly important to the Master Plan 2008 of Winchester. Upon review of the 1996 Master Plan Document, it was recognized that despite the expressed discontent with the recreational and cultural resources in Winchester we did not have a tool in place to identify missing opportunities. This chapter will identify the resources that are available. We will address the barriers that, as a community, we will need to overcome to optimize our resources and recommendations on how to achieve those goals.

Winchester is a scenic and rural town, rich with the natural resources of wilderness trails and bodies of water utilized for countless types of recreation from trail hiking to river kayaking. Through the inventory process it has become evident that Winchester's residents have become more interested in recreation that promotes a healthier lifestyle, hence inspiring new initiatives to expand water opportunities on Ashuelot River, Mirey Brook and Forest Lake.

Winchester has an outstanding amount of social and civic groups supporting and celebrating the diversities of Winchester's interest. Organizational collaborations unite many of these groups creating a sense of community unity and pride among our residents.

Having no recreation center itself, the town of Winchester contracts with the E.L.M.M. Community Center to provide organized youth athletic and specific recreational activity. In support of its mission and in recognition of the lack of recreation we faced a decade ago, the E.L.M.M. Community has expanded its programming to become a major source of recreation for residents of all ages.

Winchester's Historical Society and the Conant Library offer an eclectic mix of historical, cultural and recreational opportunities for all to enjoy year round. Organ concerts, folk singers and concerts in the park are quickly becoming a part of Winchester's tradition.

Inventory of Recreational and Cultural Resources

E.L.M.M. Community Center

20-21 Durkee Street, Winchester
603/239-4316

"I hereby dedicate these grounds and these buildings to the encouragement of the eternally glorious arts of design, of music, of drama and of the practical handicraft; to the fostering of community ideals and community action; to the development of wholesome sports and recreation; to the dissemination of a spirit of neighborliness, of tolerance in opinions, of civil enterprise and good citizenship".

~ Gov. Francis Parnell Murphy, 1938

The E.L.M.M. Community Center is two buildings consisting of a 4 lane candlepin bowling alley, auditorium, full kitchen and several meeting rooms atop nearly 40 acres of land. Many parcels of this property were gifts bequeathed to the ELMMCC in support of the Gov. Murphy's mission.

Outdoor amenities open to the public include:

- Tennis Court
- Basketball Court
- Beach Volleyball Court
- Three Baseball Fields

- Picnic Area
- Mirey Brook Wilderness Trail
- Playground

The mission of the Ellen Lambert Murphy Memorial Community Center is to promote community spirit through greater socialization within our facility, the community and beyond. The center's purpose is to serve the needs of the community through the offering of recreation, health and human services, educational opportunities, social, and athletic activities. The center is committed to offering this quality programming for people of all ages.

Programming continues to expand and the ELMC Board of Trustees continues to explore new cultural enrichment, athletic and leisure opportunities for the community. This incorporated non profit is run by two volunteer boards and relies heavily on organizational collaboration and partnerships; the rental fees associated with the building and grounds; bowling alley and flea market revenues; donations, grants and the tax dollars voted by Winchester's residents to fulfill its mission to serve wholesome recreation for the residents of all ages.

Recreation programs:

- February Vacation Week Camp
- April Vacation Week Camp
- Youth Spring Baseball
- Youth Fall Soccer
- E.L.M.C.C. Summer Day Camp
- Summer Hoops Basketball (grades 9 and up)
- Summer Beach Volleyball
- Youth and Adult Bowling Leagues
- Adult exercise classes, yoga, T'ai Chi and Age In Motion
- Girl Scouts of America
- Boy Scouts of America
- BSA Teen Venture Crew
- Youth Dart Leagues

Sponsored Activities and Community Events:

- Christmas Bazaar
- Front Yard Flea Market
- Winter Fest
- Community Red Cross Blood Drive
- Senior Foot Clinic
- Winchester's Senior Luncheon Club
- Winchester's Garden Club

Other Recreational Facilities

Winchester Speedpark

517 Keene Rd., Winchester
603-239-6406

Winchester Speedpark is located on Rte 10 in the Beautiful Monadnock Valley. WSP offers two parks adjacent to one another off rte. 10 in Winchester. The original park, racing since the 50's, was converted to a super-cross track, racing Saturday nights under the lights. The park is situated at the base of "Rattle

Snake Mountain" on 14 acres with a 2 1/2 acre super-cross arena track with a playground, arcade, concessions and indoor restroom facilities.

Monadnock Speedway

840 Keene Rd., Winchester
603-239-4067

The Monadnock Speedway's track is a 1/4 mile high banked oval (16 degrees & 18 degrees of banking). At this facility, sanctioned by NASCAR, competitors compete every Saturday Night, April – September.

Forest Lake Camping Ground, Inc.

Route 10, 331 Keene Rd., Winchester
603-239-4267

Forest Lake Camping Ground has easy access to many of the areas wonderful attractions, or if you just want to stay in, provides many distractions, to make your camping some of the best in New England. Forest Lake Camping Ground provides 150 large, wooded, and open tent and trailer sites, 2 large restrooms with full facilities, picnic tables, and fireplaces. Every weekend between Memorial Day and Labor Day is full of activities scheduled to make your camping trip full of fun.

The Sheridan House Museum

391 Back Ashuelot Rd.
603-239-7399

It is the purpose of the Winchester Historical Society to engage in research relating to the Town of Winchester, New Hampshire, to gather and preserve historical and genealogical data and artifacts, to promote research pertaining to the town's history, by other individuals and organizations and to increase the awareness and interest of the public in the town's history.

Local Natural Features and Outdoor Recreation

Pisgah State Park

Pisgah State Park includes 13,421 acres (5695 in Chesterfield) of rough forested terrain encompassing a complete watershed north of the Ashuelot River. Within the Cheshire County towns of Winchester, Chesterfield and Hinsdale, the park protects seven ponds, four highland ridges and numerous wetlands. The area's 21 square miles make it the largest property in the New Hampshire state park System.

Six trailheads around the park disperse use, lessening visitor impact and encouraging the discovery of Pisgah's natural and cultural features. Year-round, trailheads provide options for short, moderate and long treks into the backcountry. Park staff monitor the impact of motorized and bicycle use on the park seasonally. Trail and road use designations, specific to surface conditions, can be found on the park map.

Forest Lake

Forest Lake is spread over 85 acres and stocked by N.H. Fish and Game Department populating warm water fish species of rainbow trout, brown trout, hornpout, large mouth bass and pickerel. Town beach offers public access; however, not a public boat ramp.

Ashuelot River

The Ashuelot River flows 64 miles from its origin at Butterfield Pond in Pillsbury State Park in Washington, NH through 8 other southwest New Hampshire towns to join the Connecticut River in Hinsdale, NH.

Winchester's residents and visitors alike treasure the Ashuelot River and forested riverbanks for year-

round outdoor recreation including hiking, biking, fishing, hunting, snow-mobiling, canoeing and kayaking, or just sight-seeing from the car. There are opportunities for all challenge levels from a family roadside picnic to all-day mountain biking or world class white-water boating. Kayak and canoe access to the river is located on the northern side of the green bridge on Rte. 10.

Mirey Brook

Mirey Brook is a 6.5 mile long stream located in southwestern New Hampshire in the United States. It is a tributary of the Ashuelot River, itself a tributary of the Connecticut River, which flows to Long Island Sound.

Mirey Brook begins in the town of Warwick, Massachusetts, at the confluence of Mountain Brook and Kidder Brook at the foot of Mount Grace. Flowing north, the brook quickly enters the town limits of Winchester, New Hampshire, just as the valley changes from steep and narrow to flat and wide.

State Route 78 follows Mirey Brook for the brook's entire length.

A major tributary of Mirey Brook is Roaring Brook, which enters from the east near the village of Scotland, New Hampshire.

Ashuelot Recreational Trail

The Ashuelot Recreational Trail is a 21 miles multi-use trail that runs into neighboring Keene, N.H. During the winter months this trail is apart of an 85 miles stretch groomed and maintained by the Winchester Trailriders snow mobile club. Trail maps are available at Gary's Power Equipment on Warwick Road.

Other Resources for Outdoor Recreation

- Musterfield Park, Richmond Rd., Winchester
- Country Critters Farm, Forest Lake Rd., Winchester
- Kelley Farm, Old Westport Rd., Winchester

Community Events

Winchester Pickle Festival

Winchester's annual Pickle Festival is an old-fashioned town fair held during the month of September. Downtown Winchester becomes the fairgrounds, with Main Street (Route 10) the parade route. Kids march along with the parade, which features local pickle-themed floats, plenty of pickle costumes and marching bands. Along the route are craftsmen (many demonstrating), food booths, and a lively competition among local cooks for the best jar of pickles. There are free pickles for everyone.

Live music goes on all day, with everything from blues and country-western to a barbershop quartet and violin ensemble.

Local Social, Civic and Service Organizations

- Mt. Pisgah Sportsman's Club
- Winchester Trailriders (snowmobile club)
- Winchester's Garden Club
- Pickle Fest Committee
- Rabbit Hollow Ranch

- Country Critters Farm
- The Kelley Farm & 4H
- Sunbeam 4H
- Arlington Grange
- Pomona Grange
- Winchester's Historical Society
- Winchester's Town Band
- Kiwanis Club of Winchester
- Winchester Woman's Club
- Winchester Wildlife Refuge
- Red Hatters
- Veterans of Foreign Wars Post #799
- Winchester's Historical Society

Recommendations

In the most recent town survey, the recreational opportunities received a poor rating by the residents of Winchester. However, data does not clearly identify their desires or specific interests or needs. While the recreational and cultural inventory indicates a tremendous amount of growth in services offered for specific interests, targeted age groups and physical capabilities in the last decade, it is also important to understand the needs of those not being met.

Addressing the needs of only 25% of Winchester's population, senior, adult and families are the most under served in our community of nearly 4,200 residents. For activities that are in place to promote strong family values and recreation for senior, is not clear that the general public knows where and who to receive information from.

First, we need to identify the needs and wants for senior programming, designating a place for senior recreation and establish the requirements for accessibility to those with physical limitations.

Second, make the residents aware of recreational and cultural opportunities available and encourage organizational collaboration to minimize the costs of programs. In a community where 17% of families live below the poverty line, it is important to keep programming costs affordable. Natural resources for recreation are under utilized and perhaps under marketed. It is recommended that the town provide printed materials, trail maps of natural resources, organizational brochures that educate the public of the recreational and physical activities of all; and make the community aware of those resources; and initiating and maintaining, partnerships with community landowners and organizations to optimize various kinds of free activity.

Lastly, the town may want to consider organizing a committee, comprised of organizational leaders and town officials, fostering new initiatives for programming and to pursue funding opportunities for facility updating and community outreach.

Goals

1. Support existing recreation and explore new initiatives for residents of all ages in the most efficient and cost effective manner.

2. Encourage collaboration between organization leaders, business proprietors, managers of open space and town officials to meet the social, recreational, cultural and leisure needs of all residents.
3. Encourage Winchester's leaders to cooperate and coordinate social, recreational and cultural opportunities with adjacent towns.
4. Recognize and promote the mission and visions of local service organizations, groups and clubs offered within the town of Winchester.

Objectives

1. Enact a senior center and recruit volunteers for those recreational needs.
2. Engage community leaders in the planning and implementing of community events and to encourage their participation with community events and projects.
3. Implement a system that brings community leaders together, setting agendas in support of existing and new programs and finding ways to adequately staff, fund and promote these events.
4. Create a residential informational contact center providing printed materials supporting and promoting existing programs, new events and our natural resources for recreation.
5. Encourage the state to open a public accessible boat ramp on Forest Lake.

Implementation

Cultural and Recreational Resources Objective 1

Enact a senior center and recruit volunteers for those recreational needs.

Who

ELMM Community Center, Economic Development Committee

Action

Create a plan including avenues of funding and staff, to offer a vibrant, creative atmosphere for our seniors to address the growing elderly population.

Cultural and Recreational Resources Objective 2 & 3

Engage community leaders in the planning and implementing of community events and to encourage their participation with community events and projects. Implement a system that brings community leaders together, setting agendas in support of existing and new programs and finding ways to adequately staff, fund and promote these events.

Who

ELMM Community Center, Selectboard, and social leaders

Action

Conduct meetings in 2008 with the leaders to devise a plan to better organize, promote, finance, expand and staff the community events.

Cultural and Recreational Resources Objective 4

Create a residential informational contact center providing printed materials supporting and promoting existing programs, new events and our natural resources for recreation.

Who

EDC/Revitalization, Selectboard, social leaders

Action

Form and fund an information center in a central location to give residents access to information on existing and new events, as well as social and civic groups and recreational opportunities.

Cultural and Recreational Resources Objective 5

Encourage the state to open a public accessible boat ramp on Forest Lake.

Who

Forest Lake Committee, ELMM Community Center, Selectboard

Action

Approach NH Division of Parks and Recreation to explore steps necessary for creating public boat access to Forest Lake. Consider establishing limits on the number of boats, speed and size of motor.

Natural Resources

Introduction

Winchester has significant natural resources, which have and will continue to shape the rural character of the town. The most striking characteristics are the preponderance of steep slopes and the large, high yield, high quality aquifers. Together these two natural features have physically shaped the town and have been determining factors in the location of villages, farms, and working forests. Prime farmland soils and the soils associated with local, historical agricultural areas also shaped our history and will influence Winchester's future. However, these natural resources require thoughtful and careful consideration immediately. Random development, modern technology, new building techniques, financial pressures on farms of all types, severe logging practices, and the encroachment of growth from more urban areas are only some of the immediate pressures on Winchester's natural resources and the quality of life in the Ashuelot and Connecticut River valleys.

Although Winchester has a steep slopes ordinance, which will slightly reduce development pressure on steep slopes, the benefits of our myriad of mini mountains is threatened by haphazard fragmentation of uses. Presently and for at least the last one hundred years, the proximity of steep slopes to each other has been one of the most defining characteristics of Winchester's rural character. These slopes protected wildlife and varied land cover. They provided wildlife corridors, which today enable Winchester to be home to as many wildlife species as the northern woods. These corridors, made possible by our rugged terrain, provide for natural movement of wildlife and the genetic strength of both plants and animals associated with such migration. These sometimes difficult slopes protect many sensitive plants and micro-organisms simply by reducing human traffic. They offer safe haven for many of our predominant animal species, and offer the solitude needed by the more reclusive animal, plant and fungal residents.

People have appreciated these steep slopes. In addition to offering views from within and without, the interconnection of these steep slopes makes Winchester a destination for hunting, fishing, hiking, bird watching and all the other woodland recreational activities. These slopes even contribute to the area being a hawk migration route with updrafts, abundant small game, and good nesting cover. Logging has been managed successfully in these uninterrupted forest areas and is a little noticed economic engine for the town, providing jobs, revenue, and other commercial opportunity. Residents have benefited from the positive ratio of tax revenue to town expense associated with these areas, not to mention the proximity to woodland recreation. Breaking the connection of Winchester's steep slopes to each other diminishes these benefits and threatens the rural character of the town. Once broken or interrupted, it is unlikely to ever be reestablished. The forces which lead to the creation of Pisgah Park, one of Winchester's significant natural resources in its own right, is unlikely to happen in today's political environment.

At a time when climate change is indisputable, communities are concerned about sufficient water resources. Winchester has abundant ground and surface water. The town also has beautiful and integral wetlands that protect the aquifers. Unfettered development, pollution of high ground areas, over aggressive logging, run off from impervious surfaces, excessive road salting, more roads, more septic systems, and failed municipal treatment systems are some of the immediate threats to Winchester's abundant water resources. Once lost or polluted, restoration is a long, difficult and expensive task. The town's Aquifer Protection Overlay must be upheld and used to strengthen water quality control.

Winchester can continue to be rural without farms, but an important part of our heritage would be lost with their disappearance. A glance at the Farmland Soils Map in the 2007 Natural Resources Inventory (see appendix) reveals that much of the prime and locally significant soils are currently hosting development not farms. Dramatic steps are needed to keep Winchester's important soils. Page 4 of the Natural Resources Inventory begins with the statement: "Soil is a complex and irreplaceable resource." It goes on to say, "Our land-use decisions in the past may not have fully accounted for the economic importance of soil potential for agriculture, timber production, water protection, and the ecological importance of soil ecosystems to biodiversity." The combination of financial pressures on farming and ease of developing existing fields is a combination difficult to overcome. Therefore, if dramatic steps are not taken now, the rural character of Winchester will be dramatically diminished.

Winchester's natural resources are the envy of most areas. In addition to being thankful, Winchester must be thoughtful and pragmatic if these abundant resources are to be preserved. The 2007 Natural Resources Inventory of Winchester chronicles these resources in detail and should be used for further reference. Additionally, planning along the river must be conducted in line with the Ashuelot River Corridor Management Plan.

Goals

1. Maintain and preserve the abundance of Winchester's diverse natural resources.
2. Identify those natural resources that are most important and most threatened and establish plans to protect them.
3. Integrate land use policy and financial incentives to encourage protection of critical resources and the essential components of a rural environment.
4. Purchase or otherwise protect the development rights of the highest priority natural resources located in Winchester.

Objectives

1. Maintain a financial fund dedicated to preserving important natural resources.
2. Actively partner with national and local conservation organizations to ensure proactive protection of Winchester's valuable natural resources.
3. Encourage and promote farming and agricultural uses of existing resources. Offer incentives to protect prime farmland soils and the continuation of existing farms. Create incentives to protect working fields and maintain large tracts of uninterrupted woodland.
4. Protect and expand public access, both physical and visual, to the Ashuelot River.
5. Promote the protection of greenway corridors that connect open spaces, provide wildlife travel corridors, and create further recreational access.
6. Designate forest protection, soil protection, and conservation overlays to protect the interconnection of steep slopes, maintain large tracts of uninterrupted land, and maintain a viable forest economy.

Implementation

Objective 1

Maintain a financial fund dedicated to preserving important natural resources.

Who

Conservation Commission, Selectmen

Actions

Conservation Commission identifies areas most in need of protection. Selectmen vote to approve or disapprove the designation. Once agreed, establish a group to create an implementation plan. Town pays for professional advice if needed. Selectmen approve a plan.

Objective 2

Actively partner with national and local conservation organizations to ensure proactive protection of Winchester's valuable natural resources.

Who

Selectmen, Conservation Commission, state and federal government agencies, land conservation organizations

Actions

Selectmen formally request assistance, both financial and administrative, from federal, state and local government agencies and land conservation organizations to purchase or otherwise obtain development rights to conservation areas or natural resources protection zones.

Objective 3

Encourage and promote farming and agricultural uses of existing resources. Offer incentives to protect prime farmland soils and the continuation of existing farms. Create incentives to protect working fields and maintain large tracts of uninterrupted woodland.

Who

Planning Board, Conservation Commission, Selectboard, voters

Actions

Planning Board recommend incentives to protect and encourage farming and, in addition, offer voters a right to farm ordinance for approval.

Conservation recommends logging best practice recommendations to maintain a sustainable forestry economy in the area. Planning Board offer voters a forestry timber management ordinance for approval.

Selectmen consider supporting proposed legislation to apply current use tax provisions to land under farm structures. Planning Board and Selectmen agree on significant incentives to protect existing farms and encourage new farms.

APPENDICES

Appendix

2007 Citizen Opinion Survey Results for Winchester's Master Plan

	Count	Percentage
1a. Year Round Residency		
Yes	128	97.7%
No	3	2.3%
1c. Length of Time in Residence		
Under 1 year	3	3.2%
1-3 years	15	15.8%
4-6 years	12	12.6%
7-9 years	7	7.4%
10-19 years	33	34.7%
Over 20 years	25	26.3%
1d. Tenancy		
Own	113	95.0%
Rent	6	5.0%
1e. Lifelong Residency		
Yes	27	24.3%
No	84	75.7%
2. Age		
18-25	0	0.0%
26-45	29	21.6%
46-65	59	44.0%
Over 65	46	34.3%
3. Employment		
Employed	80	58.8%
Unemployed	1	0.7%
Retired	55	40.4%
4. Workplace		
Winchester	33	35.5%
Keene	25	26.9%
VT	3	3.2%
MA	8	8.6%
Other	24	25.8%
5. Education Attainment		
High School	15	13.8%
2 Year College	28	25.7%
4 Year College	35	32.1%
Graduate Degree	31	28.4%
6a. Reasons for living in Winchester		

	Very Important	Somewhat Important	Not Important
Rural Lifestyle	75.4%	20.3%	4.2%
Family Ties	44.2%	20.2%	35.6%
Property Tax	43.6%	37.2%	19.2%
Reasonable Commute to Work	39.4%	31.7%	28.8%
Access to Urban Areas	29.4%	42.4%	28.2%
Prox. to Recreation	23.7%	40.9%	35.5%
School System	21.7%	31.3%	47.0%
Views/Lake			
Affordable			

6b. Reasons for Leaving Winchester	Count	Percentage
High Taxes	59	46.1%
Life Changes	29	22.7%
Political Atmosphere	10	7.8%
Community too small/large	9	7.0%
School System/School Board	7	5.5%
Lack of Adequate Town Services	5	3.9%
Crime	3	2.3%
People	3	2.3%
Blight	2	1.6%
No assisted living facilities	1	0.8%

7. Conservation and Preservation	Most Imp				Least Imp
Forested Areas	58.9%	17.7%	9.7%	4.0%	4.8%
Wildlife Habitat	56.5%	20.2%	10.5%	3.2%	6.5%
Existing farm land	56.1%	16.3%	14.6%	4.9%	3.3%
Wetlands (ponds and streams)	53.3%	17.2%	15.6%	4.1%	4.9%
Aquifers	50.4%	14.0%	17.1%	5.4%	5.4%
River shore lands	46.6%	22.1%	18.3%	3.8%	4.6%
Farms	42.6%	28.7%	20.6%	2.2%	2.9%
Historic Areas	40.7%	22.0%	16.1%	11.0%	6.8%
Historic Buildings	38.1%	22.2%	18.3%	10.3%	7.9%
Hilltops and hill sides	30.8%	20.3%	25.6%	8.3%	7.5%

8. Describe the Character of Winchester	Count	Percentage
Rural	101	26.9%
Residential	65	17.3%
Stagnant	61	16.2%
Agricultural	51	13.6%
Bedroom Community	45	12.0%
Depressed	15	4.0%
Other	10	2.7%
Suburban	9	2.4%
Commercial	7	1.9%
Friendly	5	1.3%
Prosperous	4	1.1%
Industrial	3	0.8%
Count		Percentage

9. Is Winchester:

Changing for the better	64	57.7%
Changing for the worse	47	42.3%

10.a. Do you favor growth controls

Yes	50	53.8%
No	43	46.2%

10.b. What growth control measures do you favor?

Zoning	13	26.5%
Limit BP's	8	16.3%
No Low Income Housing	6	12.2%
Lot Size	5	10.2%
Exclusion of Mobile Homes	4	8.2%
Tax Incentives	3	6.1%
Limit Business	3	6.1%
More Business	3	6.1%
Open Space	2	4.1%
Road Frontage	1	2.0%
Balance	1	2.0%

11. Development that should be encouraged:

Single Family Dwellings	103	9.4%
retail shops	100	9.1%
business and professional offices	97	8.9%
restaurants	96	8.8%
light industry	89	8.1%
home-based business	85	7.8%
summer vacation	82	7.5%
retirement community	65	5.9%
heavy industry	63	5.7%
Two Family Dwellings	59	5.4%
motel/inns	59	5.4%
condominiums	42	3.8%
shopping centers	38	3.5%
apartments	33	3.0%
convenience stores	32	2.9%
Low-income housing	29	2.6%
gasoline stations	24	2.2%

12. Residential growth should occur:

along town roads	55	22.0%
on new roads near existing development	47	18.8%
along state roads	44	17.6%
around village center	39	15.6%
anywhere	34	13.6%
on new roads in outlying areas	31	12.4%

Count

Percentage

13. Commercial/Retail Development is preferred:

along state highways	67	27.8%
in/around village centers	65	27.0%
in new commercial developments	52	21.6%
scattered throughout town	28	11.6%
along town roads	17	7.1%
none is needed/wanted	12	5.0%

14. Industrial Development is preferred:

along state highways	63	30.1%
in new industrial parks	61	29.2%
in existing industrial districts only	59	28.2%
along town roads	16	7.7%
none is needed/wanted	10	4.8%

15. In the last five years Winchester has grown:

Too slow	50	41.3%
Just right	56	46.3%
Too fast	15	12.4%

16. In the next five years do you want Winchester growth to:

speed up	60	49.2%
remain the same	45	36.9%
slow down	17	13.9%

17. Land use regulations should:

be more lenient	31	27.0%
remain the same	49	42.6%
be stricter	35	30.4%

18. Open Space and Greenbelts

establish now	51	64.6%
plan now and gradually establish	17	21.5%
not important	11	13.9%

19. Should Winchester have a policy of actively encouraging economic growth?

Yes	75	94.9%
No	4	5.1%

19b. Suggestions

attract commercial business	28	46.7%
revitalize downtown/Main Street	7	11.7%
establish econ dev committee	5	8.3%
infrastructure	5	8.3%
controlled commercial growth	4	6.7%
tax incentives	4	6.7%
controlled residential growth	3	5.0%
sell town property	2	3.3%
supermarket	2	3.3%

Count

Percentage

20. Prioritize need for major expenditures:

roads	63	26.6%
sewer	47	19.8%
school	46	19.4%
water	37	15.6%
public safety	31	13.1%
economic growth	4	1.7%
Main Street	4	1.7%
software	3	1.3%
enforcement	2	0.8%

22. Need for recreation programs

Yes	68	69.4%
No	30	30.6%

23. Desire more Parks and Facilities for Recreation

Yes	72	69.2%
No	32	30.8%

24. Where do you obtain the following goods and services:

	Winchester	Keene	Brattleboro	Greenfield	Other
Clothing	0.6%	70.1%	4.8%	2.4%	22.2%
Hardware	40.8%	52.4%	2.6%	1.7%	2.6%
Groceries	29.9%	49.1%	7.7%	5.1%	8.1%
Medical	21.7%	61.4%	8.2%	1.6%	7.1%
Entertainment	7.2%	58.9%	9.2%	4.3%	20.3%

Three Worst Roads

Old Westport Road	22
Scotland Road	18
Forest Lake Road	16

Recommend major road improvements:

Yes	15	51.7%
No	9	31.0%
Maybe	5	17.2%

Rate Town Services:

	Excellent	Good	Adequate	Needs Improvement	Top Priority Improvement
School	10.5%	28.9%	28.1%	28.1%	4.4%
Fire/Rescue	25.8%	48.3%	15.0%	9.2%	1.7%
Police/Safety	20.0%	40.0%	28.3%	10.0%	1.7%
Town Government	8.0%	40.7%	31.0%	17.7%	2.7%
Recreation	4.3%	27.0%	36.5%	31.3%	0.9%
Roads	1.7%	27.4%	29.9%	38.5%	2.6%
Waste Disposal	12.2%	32.2%	25.6%	25.6%	4.4%
Library	38.2%	40.7%	17.9%	3.3%	0.0%
	Count				Percentage

Suggestions for Improvement:

Fix Main Street	35	52%
No more gravel pits/tattoo parlors/car dealers/junk shops	9	13%
Less problem town government	6	9%
Enforcement	4	6%
Cleaner dump	4	6%
Economy	3	4%
Town beach	3	4%
Preservation	3	4%

Sources for 2007 Land Use in Winchester

Residential	Aggregate total of single family, duplex, and multi-family
Single Family	Query of town tax assessment data into excel. If parcel was larger than 2 acres, only considered 2 acres in calculating the acres in land use. Mobile/manufactured home parks are included with the full acreage of the park and listed as only one property per park (a total of 4), not by number of units. Mobile/manufactured home parks appear in the town assessment data query as commercial.
Duplex	Query of town tax assessment data into excel. If parcel was larger than 2 acres, only considered 2 acres in calculating the acres in land use.
Multi-Family	Query of town tax assessment data into excel. If parcel was larger than 2 acres, only considered 2 acres in calculating the acres in land use. Senior housing developments are included with the full acreage of the development and listed as only one property per development (a total of 4), not by number of units. Senior housing developments appear in the town assessment data query as commercial.
Commercial/Industrial	Query of town tax assessment data. Withheld three vacant industrial properties from these totals. Manual checked the database for gravel pits that query missed for an unknown reason.
Public/Semi-Public	Aggregate total of town, public utility, and state.
Town Owned	Query of town tax assessment data.
Public Utility	Query of town tax assessment data.
Non-profit & State Owned	Query of town tax assessment data. Listed as State Owned but included Kiwanis, VFW, etc.
Roads/Highways	Calculated by assuming a 40 foot right-of-way multiplied by the number of miles of roads in town. Roads, including all classes (I - VI) and private roads, total 117.6 miles.
Conservation	Aggregate total of town conservation land, Pisgah State Park, and Monadnock Conservancy owned parcels. Does not include conservation easements nor deed restrictions.
Town Conservation Land	List by map and lot number provided by conservation commission, acreage found by looking at each parcel's tax assessment data.
Pisgah State Park	Town tax assessment data that listed these parcels as Pisgah State Park and State Owned.
Monadnock Conservancy	Identified parcel on conservation commission map, acreage found through town tax assessment data.
Total Developed	Added residential, commercial/industrial, public/semi-public, roads/highways and conservation.
Undeveloped	Total land area minus developed
Total Land Area of Winchester	SWRPC data file.
Surface Water	SWRPC data file.

Energy Efficient Development

Related Tools: Minimum Impact Development, Dark Skies, Conservation Subdivision

Background and Purpose

Familiarity with energy efficient design and project planning has been steadily increasing in recent years. Site design techniques that take advantage of sun exposure, differences in microclimate, and landscaping reduce a development's demand for fossil fuel derived energy sources and overall reduce energy consumption. These planning techniques can be used in designing housing and non-residential developments, deciding on density levels, integrating different land uses, and designing transportation and circulation systems. Energy efficient planning principles can be implemented and upheld through subdivision and site plan review regulations, zoning ordinance, and building codes.

Current building codes represent the minimum legal energy efficiency for structures.

These standards are not uniformly enforced, and baseline studies in Massachusetts and other states with similar codes indicate many structures are not built to code.

Furthermore, these standards focus on the building envelope and mechanical systems and disregard natural and renewable means of reducing a building's environmental impacts. By applying passive solar design in conjunction with building codes, energy utility bills can be decreased by 30 percent. Add to that "well insulated and tightly constructed building shells" and the savings can reach 75 percent. (Urban Land Institute, 119)

As with most provisions that may be initially opposed by developers or builders, providing a set of incentives may draw interest that would not otherwise exist. While the return on the initial, more costly investment of energy efficient systems is usually seen in less than ten years, and as fast as only a few years, incentives can help lessen the initial cost burden. Incentives may essentially offer a subsidy to the development through possible tax deferments, deductions, credits, or abatements. Other incentives may include awarding developments a special certification status or the provision of technical and design assistance from the town. Traditional incentives such as density bonuses or reduced standards found in other ordinances may also be used. Additionally, there is the prospect of net metering or receiving a refund for excess power generated on site and pumped back into "the grid."

Appropriate Circumstances and Context for Use

For energy efficient development to be realized, it needs to first be outlined as a critical element in a community's Master Plan, similar to all other innovative land use controls adopted into local ordinances. The master plan should identify energy efficient development as a need and a priority in the community.

Voluntary energy efficient development regulations will be most effectively implemented in communities, regions or states that have a system of incentives in place encouraging the private sector to move from traditional development systems to high performance models. This could include property tax credits or density bonuses.

Legal Basis and Considerations for New Hampshire

There are several ways communities can incorporate energy efficiency into their municipal ordinances. If a community has adopted zoning and declared energy efficiency a priority in its master plan, then simple provisions related to the construction orientation and building siting can be incorporated into site plan and subdivision regulations as part of the design standards. If the municipality has a building inspector, additional building codes may be adopted that are more stringent than state codes and will produce greater energy savings. Lastly, if the community has a building inspector and feels confident they have ample code enforcement support staff, a comprehensive zoning ordinance may be adopted.

Energy efficient development ordinances are permitted in New Hampshire as a means of carrying forth the purposes of zoning ordinances established in NH RSA 674:17. Section I (j) of that statute encourages the uses of solar, wind, or other renewable energy systems. The law also gives zoning ordinances the power to establish buffer zones or other zoning districts that overlap any existing districts. When these zoning provisions, promoting renewable energy and efficiency, are combined with enabling legislation for performance standards under RSA 674:21 I (h), communities can develop a comprehensive zoning article that provides incentives to developers in exchange for meeting a number of energy efficiency performance standards.

Communities can implement energy efficiency standards into their subdivision regulations through power granted in RSA 674:36 II (k), which establishes the groundwork for the protection of energy sources through the establishment of lot standards, street orientation, and other requirements. These provisions are similar in their intent as is provided for Zoning Ordinances, under RSA 674:17 I (j), as described above. When supported by the master plan communities may also include energy efficiency language in their site plan review regulations as allowed as a innovative land use control per RSA 674:44 II (i).

RSA155-D requires that all new construction comply with State energy efficiency codes and receive a permit certifying compliance. While the Public Utilities Commission (PUC) is charged with administering the code, it is the responsibility of the local building code official to “review plans and specifications to determine if all pertinent data and features of the structure and the equipment systems conform with the provisions of the code.” In communities with a part time building official, the PUC may provide support through application review and compliance certification. Additionally, if there is no local

building code, the contractor or owner-builder is responsible for submitting plans and specifications to the PUC for review.

RSA 155-A:2 VI allows municipalities to adopt more stringent building codes than the state codes. This chapter presents some examples of more stringent standards a community may adopt to achieve desired energy savings.

RSA 72:61-72 allows municipalities to adopt property tax exemptions for property owners that have installed solar, wind-powered, or central wood heating energy systems on their property. Only 56 New Hampshire communities offered exemptions as of 2003. The southernmost three counties in the State contained the most communities offering tax exemptions. Hillsborough County had the most communities with 10, while Cheshire and Rockingham Counties each had eight.

Another incentive offered by the State is backward or net metering allowed through PUC Rule 900. Net metering focuses on how much energy a household produces and consumes through the use of a solar, wind, or water-powered generators. Whenever the household is generating more electricity than it is consuming, the meter runs backward, and the homeowner is billed only for the net meter reading. Additionally, under RSA 477:49-51 a landowner can guarantee solar access for an abutter's solar installation through a solar skyspace easement.

Amendments to RSA 198:15-b, effective July 22, 2005, increase support to school districts building high performance schools. Additional state financial support is available to districts building high performance schools. The School Building Aid formula can be augmented by up to three percent, or \$100,000 per year, for districts that design and construct a facility consistent with the high performance school standards published by the State Department of Education. The revised statute also requires districts building to these standards to apply to their utility companies (electric and gas, when available) for the appropriate rebate payments offered on high performance energy equipment.

Examples where Energy Efficient Development Ordinances have been Applied

There are currently no energy efficient development ordinances in New Hampshire. To date, the only efforts regarding energy efficient development are a result of the Cities for Climate Protection programs in Keene and Nashua. Many communities have examples of developers voluntarily undertaking energy efficient measures in their individual endeavors.

Peterborough, New Hampshire's Union Mill project is a prime example of voluntary energy efficient development. The project uses a combination of geexchange heat pumps and solar thermal panels for heating and cooling; and a wood-pellet backup

furnace will assist in heating when necessary. The building will use Energy Star windows and R-49 insulation. In addition, natural building materials will be used in place of more conventional ones. Cotton insulation, soy based urethane foam insulation, formaldehyde free plywood, and natural paints and recycled materials are a few examples of the materials specified for the building.

Elsewhere in New England, Burlington, Vermont's "Guidelines for Energy Efficient Construction" is a series of amendments to the International Energy Conservation Code 2000, which is the same code utilized by the State of New Hampshire. The amendments customize the code to Burlington's climactic conditions and other local needs. These requirements are more oriented toward building codes than zoning ordinance provisions. The Ordinance covers administration and enforcement, as well as defining terminology. It goes into depth on design conditions, including details on residential building design. The Ordinance also touches upon lot standards.

Model Language, Illustrations, and Guidance for Implementation

To successfully implement regulations to promote energy efficiency there are three ordinance components a community may adopt, dependent on the availability of building inspection and code enforcement personnel and support staff. The more comprehensive the regulatory approach, the greater the level of staff capability is required. The most effective way for a community to generate change and see positive results from their energy efficiency regulations is to adopt a combination of all three regulatory approaches.

For communities just beginning, the easiest and least burdensome on municipal staff is to simply adopt language into development regulations such as **subdivision or site plan review regulations** that requires site development to occur in a fashion that optimizes the passive solar heating and cooling opportunities. A second level is to adopt additional **building codes** that exceed the state energy codes for residential and non-residential construction. This however requires an established building inspector and code enforcement system. The third and most comprehensive method is to adopt a performance **zoning ordinance** encouraging the voluntary implementation of energy efficient practices for new construction in exchange for a set of incentives or bonuses. This however, requires the most staff time of any of the three options. When all three alternatives are used in combination the greatest energy savings results will be achieved.

Alternatively, rather than implementing a set of energy efficient development regulations as are proposed here, communities may choose to require all new development and renovations meet the requirements of the various US Green Building Council Leadership in Energy and Environmental Design (LEED) programs including:

- LEED-NC: New commercial construction and major renovation projects
- LEED-EB: Existing building operations
- LEED-CI: Commercial interiors projects
- LEED-CS: Core and shell projects

- LEED-H: Homes
- LEED-ND: Neighborhood development

Another alternative is for communities to adopt the Energy Star standards for all new construction and renovations.

Development Regulations (Subdivision and Site Plan Review Regulations)

The following should be incorporated as a new subsection within the local development regulations' design standards section.

Energy Efficiency

- I. All buildings are to be sited and developed in such a way as to maximize the benefits of the site for solar heating and passive cooling through the following:

Margin Note: This is not a fixed list of requirements, but instead a list of the fundamentals. Planning Boards can and should review this list prior to implementation. This list can be expanded upon, but should not be reduced.

- A. Buildings are to be oriented on the site to optimize passive solar heating and cooling opportunities.
- B. Buildings are to be oriented so as to minimize wind loads on the structure.
- C. Windows are to be placed, and appropriately shaded, to maximize solar penetration during the winter months and minimize solar penetration during the summer months.
- D. Landscaping is to be designed to provide shading and cooling during the summer months while minimizing reduction of solar heat penetration during the winter months.
- E. Landscaping is to be environmentally sensitive and should include native drought resistant plants and designs; and a reduced need for chemical fertilizers and pest control.
- F. Building design features are to discourage pest infestation, such as sloped roofs to minimize pigeons roosting.

Margin Note: Before putting energy efficiency provisions into development regulations, Planning Boards should review some of the references identified at the end of this chapter to better understand how an applicant can meet these standards.

Building Codes

The following provisions may be adopted in addition to, or used to revise, the Statewide Energy Codes including the International Energy Conservation Code 2000 for residential construction and ASHRAE 99 for commercial and industrial development. They may be utilized in their entirety, or in part, as desired. The provisions should be reviewed by the community's building inspector, code enforcement officer, planning board and/or staff, and municipal legal counsel prior to adoption

Alternatively, communities may directly reference and require that construction meet the standards of Energy Star for Homes or the U.S. Green Building Council's LEED program. Additionally, communities may wish to review the ASHRAE Advanced Energy Design Guide for Small Office Buildings (2004) to guide the establishment of energy efficient building codes for non-residential construction.

While it may not be practical or feasible to require that permit applicants provide an on-site renewable energy source, it is something that can be recommended or encouraged during the review process.

The building codes presented here have predominantly relied on research derived from the New Hampshire Public Utilities Commission, the Environmental Protection Agency's Energy Star Fact Sheets, LEED-NC and LEED-H standards, and Guidelines for Energy Efficient Construction for the City of Burlington, Vermont.

Energy Efficiency

I. Applicability

Wherever the following standards conflict with other building code requirements, those that are more restrictive, and with the greater energy efficiency savings, shall prevail.

II. General Construction Standards

For all new construction and substantial improvements, buildings must comply with the following:

Margin Note: Each community will need to define substantial improvement in their regulations. A standard definition is: "Substantial Improvement" means any combination of repairs, reconstruction, alteration, or improvements to a structure in which the cumulative cost equals or exceeds fifty percent of the market value of the structure. The market value of the structure should equal either the appraised value prior to the start of the initial repair or improvement, or in the case of damage, the appraised value of the structure prior to the damage occurring.

- A. A minimum of fifty (50) percent of all non-hazardous construction or demolition debris materials must be either recycled or salvaged. Calculation of the percent recycled or salvaged can be based on either weight or volume,

but the measure used must be consistent for all calculations under this provision.

- B. Seventy-five (75) percent of the existing building structure and envelope, based on surface area and including the structural components of the building's walls, floors, and roof, and the building's exterior skin, shall be maintained in the case of substantial improvements to existing buildings. The following building components are exempted from the calculation of maintained materials: hazardous materials remedied or removed, window assemblies, and non-structural roofing materials.
- C. Re-use existing interior non-structural components or other recycled building materials such as the interior walls, doors, floor coverings, and ceilings in at least fifty (50) percent of the completed building, as calculated by area, in substantial improvements to existing buildings.
- D. A minimum of five (5) percent of the total project material costs must be for salvaged, refurbished, or reused materials. Additionally, another five (5) percent of the total material costs must be for products with post-consumer recycled content.
- E. The project must use building materials that provide long-term durability and decreased maintenance costs; are extracted, processed and manufactured within 500 miles of the project site; and are made from renewable resources or materials wherever possible.
- F. The project must provide adequate storage and collection of recyclables both during and post construction. Post construction recyclable areas must be easily accessible to all building occupants/users and be sufficiently sized for storage and collection of non-hazardous materials including at a minimum paper, corrugated cardboard, glass, plastics, and metals.
- G. The project must reduce the building's heat load by either using roofing materials with a minimum Solar Reflectance Index (SRI) of 78 for roof slopes less than or equal to 2:12 or a minimum SRI of 29 for slopes greater than 2:12; or install a vegetated roof for at least 50 percent of the roof area.
- H. Air ventilation rates, calculated by the Breathing Zone Outdoor Airflow Ventilation Rate Procedure, must be exceed the *State/Local* Building Codes' minimum standards for all mechanically ventilated spaces by at least 30 percent.

- I. Within all naturally ventilated spaces the permit applicant must demonstrate that the room-by-room air flows will effectively ventilate at least 90 percent of the occupied area based on the minimum ventilation rates established in the *State/Local Building Codes*.

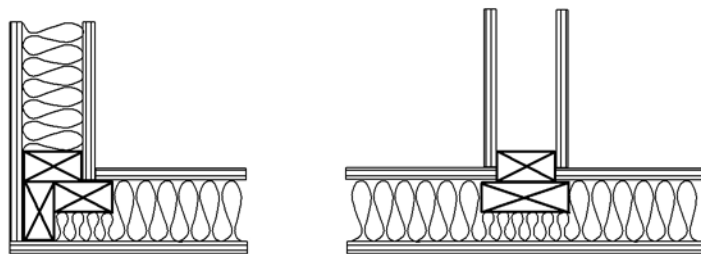
Margin Note: Since energy efficiency is highly dependent on restricting air leakage from conditioned to unconditioned spaces, careful attention needs to be given to the supply of fresh air and to monitoring the indoor air quality.

III. Residential Construction Standards

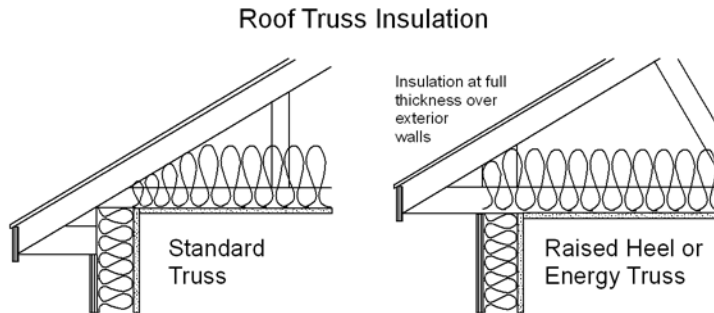
For all residential new construction and substantial improvements, buildings must comply with the following:

- A. Covered and secure bicycle storage facilities must be provided on site allowing sufficient capacity for a minimum of one bicycle per dwelling unit. This may be provided as a separate storage facility or as individual carports or garages if part of the proposed design.
- B. Wood framed construction must use “Value-Engineered Framing” to improve the building envelope’s energy efficiency.
 1. All exterior wall framing to be 2x6 stud framing, 24 inches on center.
 2. Align window openings with stud spacing to minimize narrow openings between studs that are difficult to insulate.
 3. Utilize plywood box beam or insulated headers with a minimum R-10 value.
 4. Arrange wall studs in corners to minimize uninsulated or difficult to insulate small pockets. Examples of ideal corner stud configurations:

Value-Engineered Corner Framing



- C. Either provide insulation for flat ceilings at an R-Value of 49 for standard truss construction or an R-Value of 38 with a minimum six inch raised heel or energy truss.



- D. Windows must meet or exceed ENERGY STAR criteria for Windows by 10 percent or more.
- E. Window air leakage shall not exceed 0.2 cubic feet per minute of air leakage per linear foot of window pane (CFM/FT).
- F. Air leakage tested to less than or equal to 0.25 air changes per hour (ACH).
- G. Duct leakage is tested to less than or equal to 3.0 CFM25 per 100 square feet to the outdoors.
- H. All ductwork must be insulated to a minimum of R-6 if located in an unconditioned space, including attics, basements, and exterior walls. Exceptions include insulation for exhaust air ducts or ducts within HVAC equipment. In addition, instances where the design temperature difference between the air in the duct and surrounding air is 15 degrees or less at the most extreme temperature differential are exempt from this provision.
- I. HVAC piping in unconditioned spaces conveying fluids at temperatures above 120 degrees or chilled fluids at less than 55 degrees must be insulated to a minimum of R-5.
- J. Circulating hot water systems flowing through unconditioned areas must be insulated to a minimum of R-4.
- K. All heating and cooling distribution systems must be designed to minimize their total run or length of ductwork, be as compact as possible, and minimize direction and size changes.

- L. Heating and cooling systems, including boilers, furnaces, heat pumps, programmable thermostats, and air conditioners, must meet or exceed ENERGY STAR labeled product standards.
- M. Range hoods must be provided and vented to the outdoors.
- N. Mechanical rooms must be enclosed and insulated to a minimum of R-11.
- O. Ventilation must at a minimum be provided through a bath fan rated for continuous use and set on an independent timer.
- P. Insulation values throughout new construction must meet the following minimum standards based on the planned glazing percentage.
 - 1. The Planned Glazing Percentage equals:

$$100 \times \frac{\text{The Glazing Area (square feet)}}{\text{Gross Wall Area}}$$

Performance Standards	Planned Glazing Percentage				
	10%	13%	15%	18%	25%
Window U-Value	.35	.33	.31	.30	.27
Ceiling R-Value	38	38	38	38	38
Above Grade Wall R-Value	19	19	21	21	21
Floor R-Value	30	30	30	30	30
Door U-Value	.35	.35	.35	.35	.35
% AFUE Efficiency	85	84	86	90	87
Basement Wall R-Value	13	19	19	19	19
Slab R-Value	10	10	10	10	13
Standard Roof Assembly R-Value	49	49	49	49	49
Raised Truss Roof	38	38	38	38	38
Cathedral Ceiling – up to 500 S.F.	30	30	30	30	30

IV. Non-Residential Construction Standards

For all non-residential new construction and substantial improvements, buildings must comply with the following:

- A. Whenever possible the building must incorporate high-efficiency mechanical equipment that meets or exceeds ENERGY STAR ratings, for those products rated by the US EPA Energy Star Program. Products that are not reviewed by the US EPA should be selected from the most energy efficient available.
- B. All insulation R-values must exceed *State/Local* Building Code standards by at least 15 percent.

- C. All new buildings must demonstrate a 20 percent improvement of the proposed building performance rating over the baseline building performance rating per State Building Codes/ASHRAE 99 by a whole building project simulation using Appendix G, Building Performance Rating Method, of ASRAE/IESNA Standard 90.1-2004. Existing building renovations must demonstrate a minimum 15 percent improvement of the overall building performance rating.
- D. Cargo doors and loading docks must have weather seals to minimize air infiltration when vehicles are parked in the doorway.
- E. Vestibules must be provided as a buffer between the interior conditioned air and the outdoors. Interior and exterior doors must be a minimum of seven feet apart when both sets of doors are closed.
- F. Recessed lighting fixtures must be Type IC rated and sealed, prohibiting air infiltration between conditioned and unconditioned air spaces. OR Type IC or non-IC rated fixtures must be installed inside a sealed box constructed with ½ inch gypsum wall board, or other air tight assembly, with a minimum ½ inch clearance from combustible materials and a minimum 3 inch clearance from insulation material.
- G. All windows must have a U-Value of .35 or lower.
- H. The applicant must demonstrate (through either computer simulation or other manual computation of indoor light measurements that the proposed building provides a minimum daylight illumination level of 25 horizontal footcandles in 75 percent of the occupied areas. Measurements shall be based on clear sky conditions, at noon, on the equinox, 30 inches above the finished floor. Measurements must be taken on a 10-foot grid and documented on the building floor plans. Exception: This provision may be waived if the applicant can demonstrate that the indoor area use would be hindered or impeded by the introduction of daylight.
- I. The building's lighting design must provide individual lighting controls for ninety (90) percent of the building occupants/users (either as individuals or groups) to make adjustments to suit their individual (or group) needs and preferences.
- J. The building's thermal comfort design must provide controls so that 50 percent of the building's occupants/users (either as individuals or groups) may make adjustments to suit their individual (or group) needs and preferences.

- K. Design all HVAC systems to meet the requirements of ASHRAE's Thermal Comfort Conditions for Human Occupancy.
- L. Building HVAC ductwork must be placed in insulated or conditioned spaces or must be insulated to exceed the R-values specified in the *State/Local* Building Code standards by at least 15 percent. Exception: Dust insulation is not required on ducts located within equipment or when the design temperature difference between the interior and exterior of the duct or plenum does not exceed 15 degrees.
- M. There shall be no use of CFC-based refrigerants in new building construction for heating, ventilation, air conditioning, and refrigeration systems or CFCs as found in fire suppression systems. For conversions or renovations to existing building, there must be a complete CFC phase out prior to building completion.
- N. All non-residential new construction or major renovations must provide bicycle racks for five percent of the building's occupants or users within 200 yards of the building entrance and separate shower facilities for men and women.
- O. Window air leakage shall not exceed 0.2 cubic feet per minute of air leakage per linear foot of window pane (CFM/FT)
- P. Air leakage tested to less than or equal to 0.25 air changes per hour (ACH).
- Q. Duct leakage is tested to less than or equal to 3.0 CFM25 per 100 square feet to the outdoors.

Zoning Ordinance Article

I. Purpose

The purpose of this *Article* is to encourage and provide for energy efficient development within Community for both new and substantially improved buildings. It is intended to reduce energy consumption and promote the use of alternative fuel sources. This *Article* was established in order to meet the goals related to energy efficiency set forth in the Community Master Plan.

II. Authority

The provisions of this *Article* are adopted pursuant to RSA 674:17 I (j) and are for the purpose of promoting the use of solar, wind, or other renewable energy systems and to protect access to energy sources by the regulation of orientation of streets, lots, and

buildings, establishment of maximum building height, minimum set back requirements, and limitations on type, height, and placement of vegetation.

III. Applicability

The provisions of this *Article* are permitted as a conditional use within *all zoning districts* defined in this Ordinance. Any building constructed to meet the energy efficiency standards of this *Article* shall be certified by the Community Zoning Department / Planning Department / Building Inspector as an Energy Efficient Building.

IV. Definitions

Demand – the rate at which energy is delivered to loads and scheduling points by generation, transmission or distribution facilities. It is the produce of voltage and the in phase component of alternating current measured in units of watts or standard multipliers thereof, e.g., 1,000 W=1kW.

Energy Efficient Building – any building that is proven to exceed the minimum legal efficiency standards provided by the Statewide Energy Codes, including the International Energy Conservation Code 2000 for residential construction and ASHRAE 99, or any subsequent revisions adopted by the State, for commercial and industrial development.

Load Profiling – the process of graphing a customer's demand for energy over a period of time, typically a day, season or year.

Renewable Energy Generation – is energy generation from renewable resources including, but not necessarily limited to, biomass, solar thermal, photovoltaic, wind, geothermal, small hydropower of 30 megawatts or less, digester gas, landfill gas and municipal solid waste generation technologies.

Substantial Improvement – any combination of repairs, reconstruction, alteration, or improvements to a structure in which the cumulative cost equals or exceeds fifty percent of the market value of the structure. The market value of the structure should equal either the appraised value prior to the start of the initial repair or improvement.

Utility Distribution Companies – the entities which will continue to provide regulated services for the distribution of electricity to customers and serve customers who do not choose direct access.

V. Conformance and Incentives

Applications under this *Article* are eligible for status as an Energy Efficient Building and density bonuses based on their energy efficiency performance as demonstrated by completion of the checklists provided in section VI of this *Article*; and computation of their energy efficiency score as provided below.

Margin Note: Communities can modify the minimum score provision provided in section V.B to earn a bonus. The density bonus proposed in section V.C is also malleable and should be reviewed to ensure the bonus is sufficient within the local market. Alternatively, density bonuses could instead be based on how much an application exceeds the State Energy Codes' baseline building performance rating standards. The standards provided in section VI could then serve as an educational piece to help applicants achieve efficiency levels beyond existing code requirements.

- A. An applicant's score is calculated as follows:

For residential applications: Add the score earned in section VI.A to the score earned in VI.B, divide by a maximum possible score of [*insert the total number of checklist items in sections VI.A and VI.B*] and multiply by 100.

For non-residential applications: Add the score earned in section VI.A to the score earned in VI.C, divide by a maximum possible score of [*insert the total number of checklist items in sections VI.A and VI.C*] and multiply by 100.

- B. To earn the status of an Energy Efficient Building, an application under this *Article* must earn a minimum score of 50 out of a maximum 100.
- C. All applications that earn the status of an Energy Efficient Building under this *Article* are eligible for a density bonus of fifteen percent (15%).

Margin Note: Communities should also inform applicants of other incentives to creating an energy efficient building, such as the State's local option property tax exemption program, the Energy Policy Act of 2005 tax credits, net metering, and others that may become available in New Hampshire.

VI. Energy Efficiency Standards

The following standards should serve as a check list for applicants. All applicants under this *Article* shall complete section VI.A and then either section VI.B for residential applications or section VI.C for non-residential applications.

- A. All applicants under this *Article*, both residential and non-residential applicants for new construction and substantial improvements to existing structures, should consider the following methods to achieve energy efficiency. Applicants should check off all energy efficient principles on this list that are utilized in the proposal. All subdivision and site plan review applications must document that these check points have been included in the design, and be certified by a registered architect or engineer or other qualified third party testing entity.

Check all those that have been incorporated in this application:

- ☐ The proposal represents an optimized resource efficient design and minimizes the building materials to be consumed
 - ☐ Buildings have been oriented on the site to maximize passive solar heating and cooling opportunities and to minimize wind loads on the structure
 - ☐ Windows have been placed, and appropriately shaded, to maximize solar penetration during the winter months and minimize solar impacts during the summer months
 - ☐ Utilize additional passive cooling and heating systems
 - ☐ All insulation R-values exceed code standards by at least 5 percent
 - ☐ Building HVAC duct work is placed in insulated spaces
 - ☐ Building materials will be reused by recycling demolition materials and seeking used materials for new construction or rehabilitation
 - ☐ The project uses building materials that provide long-term durability or decreased maintenance costs
 - ☐ The project provides for adequate storage and collection of recyclables both during and post construction
 - ☐ Landscaping is designed to provide shading and cooling during the summer months while minimizing reduction of solar heat penetration during the winter months
 - ☐ Environmentally sensitive landscaping, which should include native drought resistant plants and designs and a reduced need for chemical pest control
 - ☐ Building design features have been employed to discourage pest infestation, such as sloped roofs to minimize pigeons roosting
 - ☐ Includes onsite renewable energy generation
- Type: _____

____ Score: the total number of checkmarks out of a possible [*insert the total number of checklist items in sections VI.A]*

- B. All residential construction applicants for new construction and substantial improvements to existing structures should consider the following additional methods to achieve energy efficiency. Applicants should check off all energy efficient principles on this list that are utilized in the proposal. All Subdivision Plan and Site Plan applications must document that these check points have been included in the design, and be certified by a registered architect or engineer or other qualified third party testing entity.

Check all those that have been incorporated in this application:

- ☐ Meets ENERGY STAR criteria for Homes or LEED-R
- ☐ Wood framed construction utilizes “Value-Engineered Framing” to improve the building envelope’s energy efficiency
- ☐ Air leakage tested to less than or equal to 0.25 ACH
- ☐ Windows exceed ENERGY STAR criteria for Windows by at least 5 percent
- ☐ Duct leakage is tested to less than or equal to 3.0 CFM25/100 square feet to the outdoors
- ☐ Heating and cooling systems meet or exceed ENERGY STAR standards for HVAC systems
- ☐ All appliances are certified ENERGY STAR appliances
- ☐ All installed lighting fixtures use energy efficient fixtures and controls
- ☐ The house perimeter and gross area are smaller than the local averages as determined by the Community Building Inspector/Code Enforcement Officer

____ Score: the total number of checkmarks out of a possible [*insert the total number of checklist items in sections VI.B*]

- C. All non-residential construction applicants for new construction and substantial improvements to existing structures should consider the following additional methods to achieve energy efficiency. Applicants should check off all energy efficient principles on this list that are utilized in the proposal. All Subdivision Plan and Site Plan applications must document that these check points have been included in the design, and be certified by a registered architect or engineer or other qualified third party testing entity.

Check all those that have been incorporated in this application:

- ☐ Incorporate day lighting as much as possible based on the structure typology to reduce demand for electric lighting fixtures
- ☐ Utilize appropriate window glazings with Low-E coatings and high R-value or low U-factor ratings
- ☐ Optimizes the electrical lighting design to minimize the need for artificial lighting
- ☐ Utilize full cutoff lighting fixtures outdoors to eliminate light pollution
- ☐ Lighting fixtures are energy efficient
- ☐ Incorporate high-efficiency mechanical equipment
- ☐ Optimize HVAC systems

- ☐ Utilize energy efficient appliances and office equipment that meet or exceed ENERGY STAR ratings whenever possible
- ☐ Provide bicycle racks for five percent of the building's occupants or users within 200 yards of the building entrance and separate shower facilities for men and women.

____ Score: the total number of checkmarks out of a possible [insert the total number of checklist items in sections VI.C]

Margin Note: The lists of performance standards in section VI are not fixed lists, but instead suggestions of ideal content, and can be modified by the Planning Board after careful review. Once a fixed list is established, the total number of items on each list needs to be inserted into the score calculation text in this section and in section V.

VII. Certification of Compliance

- A. Written confirmation of energy efficient system performance shall be provided by the applicant from an independent licensed engineer or architect, or other agency certified to perform energy efficiency audits. Additional independent third party testing of the projects energy efficiency shall be conducted upon completion of construction and submitted to the Community Building Inspector/Code Enforcement Officer. The building inspector/code enforcement officer shall verify that each of the energy saving systems is installed and functions properly.
- B. No certificate of occupancy shall be issued for an Energy Efficient Building without written confirmation of the building's energy efficiency performance as required in section 7.1 above.

Margin Note: Municipalities may also elect to require a performance guarantee, similar to a road bond, based on the percent of the total building value to ensure compliance. The guarantee may be structured to designate a specified number of years to bring the efficiency performance up to the permitted level or the town will utilize the funds to carry it out.

VII. Monitoring and Enforcement

- A. This article shall be administered by the *Planning Board/Local Planning Department/Building Inspector/Code Enforcement Officer*. Applications for the provisions provided under this *Article* shall be made to the Planning Board and shall be part of the submission of an application for Site Plan or Subdivision Plan approval.

- B. The applicant or building owner is required to monitor the energy saving systems and document their performance over time, through tracking and documenting the number of energy units from either their electrical, oil, natural gas monthly bills or in the case of on site power generation the units of energy produced by those sources, to certify that they are in fact achieving the energy savings that approval of the project was based on. This documentation should be provided to the Community Building Inspector/Code Enforcement Officer semi-annually following issuance of a certificate of occupancy.

References

The following documents and websites provide a good general understanding of energy efficient development. Many of these explain the overall how-to's, demonstrate ways to create a successful energy efficient design, and provide a general background on energy efficient development.

AIA Vermont. 2005. *Benefits of High Performance: Building Owner's Guide*. Vermont: Author.

City of Burlington Planning and Zoning. 2005. "Design Review Guide: Energy Efficient Construction." <http://www.ci.burlington.vt.us/planning/dguide/energy_efficiency.pdf> October 24, 2005.

Energy Star. 2006. "Features of ENERGY STAR Qualified New Homes." (See also associated fact sheets by clicking on the links) <http://energystar.gov/index.cfm?c=new_homes_features.hm_es_label> February 1, 2006.

Howard, Bion D. 2005. "Greener Building Basics: Special Report" <energybuilder.com/greenhome-basics.htm> October 24, 2005.

Lober, Joe, Lowell Ungar, David Weitz, and Harry Misuriello. 2005. *Building on Success: Policies to Reduce Energy Waste in Buildings*. Washington, DC: Alliance to Save Energy. <<http://www.ase.org/images/lib/buildings/Building%20on%20Success.pdf>> October 24, 2005.

Public Technology, Inc. 1996. *Sustainable Building Technical Manual*. Washington, DC: US Department of Energy. <<http://www.sustainable.doe.gov/pdf/sbt.pdf>> October 24, 2005.

Urban Land Institute. 2000. *The Practice of Sustainable Development*. Washington, DC: Author.

US Green Building Council. 2005. "An Introduction to the US Green Building Council and the LEED Green Building Rating System." <<http://www.usgbc.org/chapters/newyork/docs/ppt/usgbcintroBRANY.ppt>> October 24, 2005.

US Green Building Council. 2006. "LEED: Leadership in Energy and Environmental Design" <<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>> March 29, 2006.

Rocky Mountain Institute. 2005. "Community Energy Workbook: Excerpts." <www.rmi.org/sitepages/pid307.php> October 24, 2005.

Wolcott, Barbara. 2004. "Sun, Wind, Water, Earth," *Planning*, Vol. 70 No. 11, December 2004, pp 4-7.

The following references are existing energy efficient regulations and standards that go beyond standard energy codes and were developed either by local governing bodies or building related organizations. Also included here are guidelines for creating such regulations.

American Planning Association (APA). 2004. "Policy Guide on Energy." <<http://www.planning.org/policyguides/energy.htm>> October 19, 2005.

Built Green Colorado. "Environmental Benefits." <www.builtgreet.org/government/environment.htm> October 24, 2005.

Burlington Electric Department. 2001. "Guidelines for Energy Efficient Construction for the City of Burlington, Vermont." <<http://www.burlingtonelectric.com/EnergyEfficiency/constord.htm>> October 24, 2005.

Minnesota Planning Environmental Quality Board. 2000. *From Policy to Reality: Model Ordinances for Sustainable Development*. Minnesota: Author. <<http://www.mnplan.state.mn.us/pdf/2000/eqb/ModelOrdWhole.pdf>> October 24, 2005.

National Association of Home Builders Research Center. 2004. *NAHB Model Green Home Building Guidelines*. Washington, DC: National Association of Home Builders.

<http://www.nahbrc.org/greenguidelines/complete_guidelines.pdf> October 24, 2005.

US Green Building Council. 2005. "LEED for Homes Pilot Checklist." <https://www.usgbc.org/FileHandling/show_general_file.asp?DocumentID=851> March 29, 2006.

US Green Building Council. 2005. "LEED-NC: Green Building Rating System for New Construction and Major Renovations, Version 2.2." <https://www.usgbc.org/FileHandling/show_general_file.asp?DocumentID=1095> March 29, 2006.

Vermont Builds Greener. 2005. "Vermont Builds Greener." <<http://www.bsr-vt.org/vermontbuiltgreenprogram.html>> January 27, 2006.

The following are links to many of the existing energy efficiency programs offered by the State of New Hampshire or by the U.S. Government. These programs can serve as valuable incentives to developers and communities. Many provide financial or planning support.

Database of State Incentives for Renewable Energy. <www.dsireusa.org> October 26, 2005.

National Association of Home Builders Research Center. 2002. *Summary of Existing Green Building Programs*. Colorado: National Renewable Energy Laboratory. <http://www.nahbrc.org/Docs/MainNav/GreenBuilding/3643_Summarycomplete.pdf> October 24, 2005.

New Hampshire Office of Energy and Planning. 2005. "Energy Efficiency Programs in New Hampshire." <<http://nh.gov/oep/programs/energy/resources.htm>> October 25, 2005.

New Hampshire Office of Energy and Planning. 2005. "Renewable Energy Incentives and Tax Exemptions in New Hampshire." <<http://nh.gov/oep/programs/energy/renewableenergy/RenewableEnergyIncentiveandTaxExemptionsinNewHampshire.htm>> October 24, 2005.

New Hampshire Partnership for High Performance Schools. 2005. <www.nhphps.org> October 24, 2005.

State of New Hampshire. 2005. "Chapter 72 Persons and Property Liable to Taxation, Sections 72:61 to 72," *State of New Hampshire Revised Statutes Online*. <<http://www.gencourt.state.nh.us/rsa/html/indexes/V.html>> October 20, 2005.

United States Department of Energy: Energy Efficiency and Renewable Energy. 2005. "EERE State Activities and Partnerships." <www.eere.energy.gov/states/state_specific_information.cfm/state=NH> October 24, 2005.

United States Department of Energy: Energy Efficiency and Renewable Energy. 2005. "Partnerships," *Solar Energy Technologies Program*. <www.millionsolarroofs.org/articles/static/1/1102001401_1023713684.html> October 24, 2005.

United States Department of Energy. 2006. "The Energy Policy Act of 2005." <<http://www.energy.gov/taxbreaks.htm>> February 1, 2006.

For more information on existing regulations and energy planning in New Hampshire, energy consumption and other base data, refer to the following publications.

Building Environmental Science and Technology. 2005. "Good for the Environment -- Good for the Economy!" <energybuilder.com/nrgeffic.htm> October 27, 2005.

New Hampshire Governor's Office of Energy and Community Services. (2002. *New Hampshire Energy Plan*. New Hampshire: Author. <<http://nh.gov/oep/programs/energy/StateEnergyPlan.htm>> October 24, 2005.

New Hampshire Office of Energy and Planning. 2005. "New Hampshire Eighteen Month Price Trend for Petroleum-Based Fuels July 2004-December 2005." <<http://www.nh.gov/oep/programs/energy/documents/NH20MonthPriceTrend1205.pdf>> February 1, 2006.

New Hampshire Public Utilities Commission. 2006. "Energy Codes." <<http://www.puc.state.nh.us/EnergyCodes/energypg.htm>> March 29, 2006.

State of New Hampshire. 2005. *House Bill 185*. <www.gencourt.state.nh.us/legislation/2005/HB0185.html> October 24, 2005.

State of New Hampshire Office of the Governor. 2005. "Governor Signs Executive Order Directing State Agencies to Cut Energy Use by 10 Percent." <www.nh.gov/governor/news/071405SaveEnergy.htm> October 24, 2005.

Public Service of New Hampshire. 2006. "Impact of Energy Prices," *Living with Energy*, January 2006, pp 3.

The following organizations and websites provide a wealth of information on energy efficiency.

Alliance to Save Energy. <www.ase.org>

BuildingGreen, Inc. <www.buildinggreen.com>

Building Science Corporation. <www.buildingscience.com>

Efficiency Vermont. <www.encyvermont.com>

Energy Federation, Inc. <www.efi.org>

Energy Star. <energystar.gov>

Healthy Building Network. <www.healthybuilding.net>

McDonough Braungart Design Chemistry. <www.mbdc.com>

New Hampshire Sustainable Energy Association. <www.nhsea.org>

Northeast Sustainable Energy Association. <www.nesea.org>

Sustainable by Design. <www.susdesign.com>

The Jordan Institute. <www.thejordaninstitute.org>

US Green Building Council. 2006. <www.usgbc.org>

Appendix - Simple Guidelines for Lighting Regulations for Small Communities, Urban Neighborhoods, and Subdivisions

The purpose of the regulation is to:

- Permit reasonable uses of outdoor lighting for nighttime safety, utility, security, and enjoyment while preserving the ambiance of the night;
- Curtail and reverse any degradation of the nighttime visual environment and the night sky;
- Minimize glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary;
- Conserve energy and resources to the greatest extent possible;
- Help protect the natural environment from the damaging effects of night lighting.

All outdoor lighting fixtures (luminaires) shall be installed in conformance with this Regulation and with the provisions of the Building Code, the Electrical Code, and the Sign Code, as applicable and under permit and inspection, if such is required.

Comment: Practical Considerations:

1. The idea that more light always results in better safety and security is a myth. One needs only the right amount of light, in the right place, at the right time. More light often means wasted light and energy.
2. Use the lowest wattage of lamp that is feasible. The maximum wattage for most commercial applications should be 250 watts of high intensity discharge lighting should be considered the maximum, but less is usually sufficient.
3. Whenever possible, turn off the lights or use motion sensor controlled lighting.
4. Incorporate curfews (i.e. turn lights off automatically after a certain hour when businesses close or traffic is minimal). This is an easy and fast way to initiate dark sky practices.

Maximum Lamp Wattage and Required Luminaire or Lamp Shielding:

All lighting installations shall be designed and installed to be fully shielded (full cutoff), except as in exceptions below, and shall have a maximum lamp wattage of 250 watts for commercial lighting, 100 watts incandescent, and 26 watts compact fluorescent for residential lighting. In residential areas, light should be shielded such that the lamp itself or the lamp image is not directly visible outside the property perimeter.

Lighting that is exempt from these regulations:

1. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
2. Exit signs and other illumination required by building codes.
3. Lighting for stairs and ramps, as required by the building code.
4. Signs are regulated by the sign code, but all signs are recommended to be fully shielded.
5. Holiday and temporary lighting (less than thirty days use in any one year).
6. Football, baseball, and softball field lighting, but only with permit from the authority recognizing that steps have been taken to minimize glare and light trespass, and utilize sensible curfews.

7. Low voltage landscape lighting, but such lighting should be shielded in such a way as to eliminate glare and light trespass.

Additional requirements:

- Lighting attached to single-family home structures should not exceed the height of the eave.
- Residential pole height restrictions can be considered to control light trespass on adjacent properties.

Notes:

1. The general belief that more light means better safety and security is just a myth. All that is needed is the right amount, in the right place, at the right time. More light just means wasted light and energy.
2. Use the lowest wattage of lamp as possible. For cost saving purposes, consider compact fluorescent lamps rather than incandescent, as they use much less energy and have a much longer lifetime.
3. Whenever possible, turn off the lights.

Definitions:

Glare

Intense and blinding light. Causes visual discomfort or disability.

Landscape lighting

Luminaries mounted in or at grade (but not more than 3 feet above grade) and used solely for landscape rather than any area lighting.

Obtrusive light

Spill light that causes glare, annoyance, discomfort, or loss of visual ability. Light Pollution.

Luminaire (light fixture)

A complete lighting unit consisting of one or more electric lamps, the lamp holder, any reflector or lens, ballast (if any), and any other components and accessories.

Fully shielded (full cutoff) luminaire

A luminaire emitting no light above the horizontal plane.

Spill light

Light from a lighting installation that falls outside of the boundaries of the property on which it is located. Usually results in obtrusive light.

Appendix: 2007 Traffic Count on Manning Hill (NH 10)

The SWRPC conducted a traffic count study on Manning Hill (NH 10) that recorded the various vehicle classes and speeds of travel. This data was collected on Tuesday, March 14, 2007 for a 24-hour period. The following tables demonstrate the 13 different vehicle classes and the data collected in this study.

Vehicle Classes		
Class	Category	Description
1	Light Duty Vehicles: Passenger vehicle	Motorcycles
2	Light Duty Vehicles: Passenger vehicle	Passenger cars
3	Light Duty Vehicles: Passenger vehicle	Pickup truck/sports utility, four-tire vehicles
4	Medium Duty Vehicles: Single unit truck	Full size school and transit buses
5	Medium Duty Vehicles: Single unit truck	Two-axle six tire, delivery type van or heavy duty pickup
6	Medium Duty Vehicles: Single unit truck	Three-axle single unit, short-haul delivery truck, dump truck
7	Medium Duty Vehicles: Single unit truck	Four-axle single unit, short-haul delivery truck, concrete truck
8	Heavy Duty Vehicles: Tractor-trailer truck	Less than five-axle tractor/single trailer, medium-haul delivery
9	Heavy Duty Vehicles: Tractor-trailer truck	Five-axle tractor/single trailer, "18 Wheeler"
10	Heavy Duty Vehicles: Tractor-trailer truck	More than five-axle tractor/single trailer, tanker truck, logging truck
11	Heavy Duty Vehicles: Tractor-trailer truck	Less than six-axle multi trailer truck
12	Heavy Duty Vehicles: Tractor-trailer truck	Six-axle multi trailer truck
13	Heavy Duty Vehicles: Tractor-trailer truck	More than six-axle multi trailer truck
Source: Department of Transportation		

Vehicle Class and Speed on Manning Hill (NH 10) in Winchester for Tuesday, March 14, 2007

<u>Speed (mph)</u>															<u>Speed Totals</u>	
		<u>Class</u>														
		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>		
5 - 10	|	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
10 - 15	|	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
15 - 20	|	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
20 - 25	|	.	1	1	.	.	.	.	.	.	.	.	.	.	2	0.1%
25 - 30	|	.	19	6	.	.	2	.	.	2	.	.	.	.	29	0.9%
30 - 35	|	.	65	29	.	2	.	.	.	5	1	.	.	.	102	3.3%
35 - 40	|	1	157	48	1	1	5	1	2	12	2	1	.	.	231	7.4%
40 - 45	|	1	366	131	16	7	3	1	.	12	4	.	.	.	541	17.4%
45 - 50	|	2	372	162	9	10	2	1	6	12	5	1	.	1	583	18.7%
50 - 55	|	1	162	231	10	11	1	.	6	11	.	1	.	.	434	13.9%
55 - 60	|	3	79	384	5	17	1	.	2	13	1	1	.	.	506	16.2%
60 - 65	|	.	40	337	7	23	.	1	2	4	1	1	.	.	416	13.4%
65 - 70	|	.	11	159	2	6	1	.	1	4	.	.	.	.	184	5.9%
70 - 75	|	1	5	53	.	1	.	.	.	1	.	.	.	.	61	2.0%
75 - 80	|	.	.	15	.	3	.	.	.	.	.	.	.	.	18	0.6%
		<u>9</u>	<u>1277</u>	<u>1556</u>	<u>50</u>	<u>81</u>	<u>15</u>	<u>4</u>	<u>19</u>	<u>76</u>	<u>14</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>3107</u>	
		<u>0.3%</u>	<u>41.0%</u>	<u>50.0%</u>	<u>1.6%</u>	<u>2.6%</u>	<u>0.5%</u>	<u>0.1%</u>	<u>0.6%</u>	<u>2.4%</u>	<u>0.4%</u>	<u>0.2%</u>	<u>0.0%</u>	<u>0.0%</u>		
Class Totals																

THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

Rehabilitation may be considered as a treatment when repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular period of time is not appropriate. Prior to undertaking work, a documentation plan for rehabilitation should be developed.

1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.
8. Archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing, to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

These standards were initially developed in 1975 and were revised in 1983 and 1992. This revision of the Standards was codified as 36 CFR Part 68 in the Federal Register, Vol. 60, No. 133, July 12, 1995; it replaces the Federal Register notice, Vol. 48, N. 190, September, 1983.



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Resources
19 Pillsbury Street, Concord, NH 03301-3570
TDD Access Relay NH 1-800-735-2964
www.nh.gov/nhdhr

603-271-3483
603-271-3558
FAX 603-271-3433
preservation@dcr.nh.gov

PROTECTING HISTORIC RESOURCES THROUGH DEMOLITION REVIEW

BY EMILY PAULUS, PRESERVATION PLANNER

Earlier this year, a local New Hampshire paper reported a Massachusetts developer's plans to demolish an early 19th-century house that was eligible for listing on the National Register of Historic Places. While it turned out the developer was only planning to demolish a 1950s barn on the property, the brief scare was enough to awaken residents to the fact that any historic building in the community could be torn down on a whim – even those listed on or eligible for the National Register. This scenario has played out in countless communities across the state, and has led many to take proactive steps to prevent the demolition of historically significant buildings. One approach is through the establishment of a demolition review process.

What is Demolition Review and How Does it Work?

Demolition review is a preservation tool that ensures potentially significant buildings and structures are not demolished without notice to the community and review by a heritage or historic district commission. A demolition delay ordinance can be adopted as an amendment to the building code, implemented as a stand-alone ordinance, or as a bylaw in an existing historic preservation or zoning ordinance. This legislation can be a very effective tool in helping to protect historically significant resources in the community. A demolition delay ordinance or bylaw cannot prevent demolitions indefinitely, ensure that demolition will be avoided, or prevent demolition of any and all “old” buildings or structures within a given community. Rather, the process allows for review of proposed demolitions to assess a building's historical significance. If the building is determined to be historically or architecturally significant, the issuance of the demolition permit is delayed for a specific period of time – typically anywhere from 30 to 90 days, but in some cases up to 12 months. While this may sound like a lengthy period for an owner to wait, a major construction project typically involves many months of planning before actual demolition will occur; most construction projects take a year or more to get through concept and site planning, design and drawing, local reviews and approvals, and finally permitting before even getting to the construction phase. If demolition review is conducted during the early conceptual stages of project development, alternatives can be explored in earnest and without undue hardship to the applicant.



During the delay period, a public hearing is scheduled where the review body, building owner, and members of the community can consider alternatives to demolition and options for preserving the building. Successful alternatives might include incorporating the building into the design of the project, selling the property to a purchaser interested in rehabilitating the building, or finding alternative sites for the proposed project. If no feasible alternatives can be found, the delay period can allow the building to be documented and for architectural features to be salvaged.

What Actions Trigger Demolition Review?

Most demolition review procedures are triggered by the filing of a demolition permit, but they can also begin in other ways, such as when an application for site plan review has been submitted and the intent to demolish a building is indicated, or when the building or code inspector receives a letter of intent to demolish. An effective demolition review ordinance defines what constitutes a demolition. In most cases, demolition is generally defined as the act of either demolishing or removing fifty percent or more of the roof area or exterior walls, or any exterior wall facing a public street.

What Properties Are Subject to Review?

A demolition review ordinance should spell out specific criteria for determining which properties are subject to review. Most communities require some level of review for all buildings or structures at least fifty years old, but others have restricted review to those at least one hundred years old. Other communities have applied demolition review to properties previously identified through a historic resources survey or listed on the State or National Register of Historic Places. Finally, some communities decide to apply protection to a specific geographic area, such as a downtown or Main Street. In most cases, the historic resources survey or tax assessment records can verify the age of a building proposed for demolition. If no survey information exists, the burden of establishing the date of construction can rest on the applicant, or can be left to the review body. Once a building or structure has been determined to meet the age or geographic criteria, the review body – often with the assistance of municipal staff – typically determines whether it is significant. Significance can be determined by analyzing the building's association with historic persons or events, or with the architectural, cultural, economic, or social history of the community. The review process works best when a historic resources survey exists to verify a building's age, as well as its architectural and historical significance, or where there is properly trained municipal staff to assist with the necessary research. In both Keene and Concord, for example, the demolition review committee, which is comprised of three members of the Heritage Commission, is responsible for conducting the initial review, making the official determination of significance, and holding the meeting to explore alternatives.

Why Do Communities Need Demolition Review?

Many communities in New Hampshire are experiencing rapid population growth. This growth can lead to development pressure in older neighborhoods and unanticipated “teardowns,” which can slowly erode community character and identity. A demolition review ordinance allows a community to proactively prevent the demolition of historically significant buildings. Demolition review works best when it is paired with other preservation tools and policies, such as heritage or historic district commissions or completion of a historic resource survey. In cases where a community can not garner the local or political support for a local historic district, demolition review can be the only viable means for preventing the loss of significant buildings. Communities with demolition review in place, such as Concord, report wide success in preventing the loss of significant buildings.

How Does a Community Get Started?

Start by talking to the Division of Historical Resources, who can answer specific questions and assist in mapping out a successful education and outreach effort. Research and talk to communities with successful demolition review programs, and review their ordinances (though avoid copying an ordinance verbatim – it should always be tailored to the specific needs of the community). New Hampshire communities with demolition review in place include Concord, Keene, Weare, and Stratham. Set up an informational meeting with your local Heritage or Historic District Commission and Planning Board, and invite an expert to answer questions. Remember that the Preservation Planner at the Division of Historical Resources is available to meet with your organization at any time and provide technical assistance. Prepare a handout with frequently asked questions, and photos of significant buildings in your community. Grants may also be available to hire a preservation consultant to assist in drafting the ordinance.

RESOURCES FOR DEMOLITION REVIEW

Hengen, Elizabeth Durfee. *Preserving Community Character: A Preservation Planning Handbook for New Hampshire*. New Hampshire Preservation Alliance, 2006. See page 9.

Miller, Julia H. *Protecting Potential Landmarks Through Demolition Review*. National Trust for Historic Preservation, 2006. See www.nationaltrust.org/teardowns/Demolition_Review.pdf.

Norton Historical Commission, Demolition Delay By-Law Q&A. See <http://www.nortonma.org/documents/Norton%20DemoDelay%20FAQ.pdf>.