

Upper Lamprey Scenic Byway Corridor Management Plan



Developed by:

Upper Lamprey Scenic Byway Council
Southern New Hampshire Planning Commission

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1. INTRODUCTION

The Upper Lamprey Scenic Byway connects the towns of Candia, Deerfield and Northwood, and contains an assortment of historical, cultural, and natural resources, ranging from hilly vistas and lakeside panorama to classic New England downtown areas. The northwestern part of the Lamprey River flows through the region, and recreational opportunities abound. In addition to scenery and recreation, the traveler experiences myriad opportunities for antiquing along the Northwood stretch. Historical architecture also exists throughout the 50-mile byway, and is a major draw for anyone interested in New Hampshire's proud days gone by.

This Corridor Management Plan (CMP) serves as the key planning document for the Upper Lamprey Scenic Byway. It begins with a description of the significance of the Intrinsic Qualities (scenic, historic, natural, cultural and/or recreational resources) along the byway that merit designation, and includes an inventory of those buildings, sites and cultural events. Next the Management Plan summarizes existing conditions along the byway, including traffic volumes and road condition, current land use, zoning and other regulations in each community. Finally, based on input gathered at a public visioning session in September 2016, multiple meetings with local selectmen and town councils over three years, and input from the Byway Council, the Management Plan identifies strategies for the preservation, enhancement and promotion of those historic buildings, scenic views and cultural events that define the area; as well as strategies for enhancing tourism opportunities along the corridor; and improving safety for all users of the Byway.

A. What is a Scenic Byway?

A Scenic Byway is a road recognized by the State of New Hampshire and the U.S. Department of Transportation for its scenic, historic, recreational, natural, cultural and/or archeological qualities. The National Scenic Byways program was established by Congress in 1991 to preserve and protect the nation's scenic but often less-traveled roads and promote tourism and economic development. In New Hampshire the program is administered by the New Hampshire Department of Transportation.

There are three levels of Scenic Byway designation. The most distinguished designation is that of *All-American Roads*. These routes are scenic enough to be tourist destinations unto themselves. Examples of All American Roads include Historic Route 66 across the southwest, or Skyline Drive in Shenandoah National Park. There are 31 All American Roads nationwide. The second category is *National Scenic Byways*, of which there are 98 nationally, including three in New Hampshire: the Kancamagus Highway, the White Mountains Scenic Trail, and the Connecticut River Byway. The final category is *State Scenic Byways*, designated at the State level as having exemplary qualities that make them attractive visitor destinations. There are 14 such byways in New Hampshire, including six in southeastern part of the state.

B. Why establish a Scenic Byway?

First and foremost, identification as a State Scenic & Cultural Byway is an honor for the communities through which the Byway passes, as the designation speaks to the beauty and value of the scenic vistas, heritage, natural areas and recreational opportunities along the route.

Second, having a byway in our communities is valuable for local tourism and economic development. America's Byways, the national Scenic Byway Program, maintains an online visitors' guide to Byway routes and standout places to visit in each state (hosted by FHWA as of August 2016). Collaborative work among neighboring communities to designate a Byway corridor can carry over into collaboration to protect the remarkable resources along the route. Finally, designation as a State Scenic & Cultural Byway and completion of a Corridor Management Plan help position communities to be more competitive in pursuing federal grant funding for projects to improve safety, protect resources or otherwise enhance the visitor experience along the byway.

C. Are there regulatory implications to designating a Scenic Byway?

It is important to differentiate *Scenic Byways* from *Scenic Roads* defined by State law under RSA 231:158. Designation of a Scenic Road carries with it regulatory implications for abutting property owners. The one regulatory aspect of Scenic Byway designation is control of billboards or other off-premises advertising, though this is already regulated under separate state law, and existing advertising of this sort where it exists would be grandfathered. The Scenic Byway program is not intended to be a regulatory program, but rather is focused on engaging communities to collaborate on tourism development, and planning for the enhancement and management of those qualities that help make byways attractive visitor destinations.

D. Federal requirements for Byway Corridor Management Plans

The Federal Highway Administration (FHWA) lists 14 components that must be in any Scenic Byway Corridor Management Plan (CMP). These are outlined below with reference to where in this Management Plan each is addressed.

The FHWA 14 requirements for Scenic Byway CMPs include:

1. A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. See Byway Route & Intrinsic Resources Map on page 10.
2. An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archeological, cultural, and recreational qualities. See Inventory of Intrinsic Qualities starting on page 8.
3. A strategy for maintaining and enhancing each of the byway's intrinsic qualities. See Action Plan and Goals and Strategies starting on page 24.
4. A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. See members of the Upper Lamprey Scenic Byway Council on page 23 and Detailed Action Plan on page 27.
5. A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities. See Goals and Strategies on page 24.
6. A plan for on-going public participation. See Action Plan, Public participation Process, Ongoing Management on pages 23 and 27.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections. Identify ways to balance safety with context-sensitive highway design

- practices that accommodate safety needs while preserving the road's character. See Current and Physical Conditions, Safety and Traffic on page 11.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians. See Management Plan, Commercial Traffic on page 13.
 9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway. This might include landscaping to screen an industrial site, relocating utility wires and poles, or planning for the sensitive location of wireless telecommunications towers along the byway. See Management Plan, Open Space/Landscaping on page 17.
 10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along scenic byways. See Management Plan, State and Local Sign Regulations on page 17.
 11. A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently. Two popular and effective ways of addressing this issue are logo signs and tourist-oriented directional signs (TODS). Logo signs are located on interstate highway rights-of-way and advertise gas, food, camping, and lodging at nearby exits. Highway-oriented businesses can advertise their company's symbol, name, trademark, or a combination of these things on a logo sign. A few states, like Utah and Maine, provide TODS primarily on non-interstate rural highways to help motorists find local businesses. TODS indicate only the name of local attractions, mileage to the establishment, and direction. See Management Plan State and Local Sign Regulations on page 16.
 12. Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that is consistent with resource protection efforts and maintenance of the byway's desired character. See Goals and Strategies on page 24.
 13. Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities. Byway groups should work with their state department of transportation to adopt context-sensitive highway design standards for the byway. Context-sensitive design takes into account the area's built and natural environment; the environmental, scenic, aesthetic, historic, community, and preservation impacts of a road project; and provides access for other modes of transportation. See Goals and Strategies on page 24.
 14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. See Goals and Strategies on Page 24.

Adapted from: "National Scenic Byways Program". Federal Register. Vol. 60, No. 96. May 18, 1995.

2. STATEMENT OF SIGNIFICANCE

The Upper Lamprey Scenic Byway was designated by the State of New Hampshire as a Scenic and Cultural Byway in May 2014. The route loops 50 miles through the towns of Candia, Deerfield, and Northwood, easily accessible to travelers from NH Route 101. In addition to roughly following the path of its namesake, the Upper Lamprey River, the route also passes through historic sections of each of the three towns.

Highlights of the route include scenic vistas, rolling farmland, cultural treasures such as the annual Deerfield Fair, monuments, historical structures, and Northwood's "Antique Alley". By driving this route, one comes to an increased appreciation for the 18th- and 19th-century history that defines these towns and makes this seldom-visited portion of the state unique.

From Candia village's surprising industrial prowess, complete with a flourishing water-powered complex of mills, to Deerfield's successful farms and inns, to Northwood's shoe shops, one can almost taste the history of this region. When combined with babbling brooks, placid lakeside sunsets and local residents' charisma, the byway beckons travelers from the northeastern US and beyond, especially those who wish to absorb themselves in the fabric of rural New Hampshire.

3. EXISTING CONDITIONS

A. Route Description

Taking Exit 3 off of NH 101, one continues straight on Old Manchester Road, then makes a right on South Road, which goes past the Smyth Memorial Building, Soldier Statue and War Plaque, and the Candia Hill area. Take a left on NH 27, then take rights on Merrill Road and New Boston Road. Make a left on to NH 43 and cross into Deerfield.

The first site of note in Deerfield is known as Butler's Corner. Making a left here, you will run past the historic farm area on Range Road before entering the Town Center Historic District. Church Street becomes Old Centre Road, which will lead past a North Road scenic vista. Make a right on NH Route 4 and proceed into Northwood.

Heading east on Route 4 (originally called First NH Turnpike), you'll cross the Northwood town line at the beginning of the "Causeway", a section of Route 4 built when the road was straightened and paved just prior to World War II. There you'll have a long view down the length of Northwood Lake, and all the way to the tower on Saddleback Mountain at the eastern end of town.

Continuing east, the boat launch for Northwood Lake can be reached by taking a right turn at the intersection of Route 4 and Lakeshore Drive, across from Heritage Hardware/Heritage Market on the left.

You'll soon come to Johnson's Field on the left, which provides a lovely, iconic view of the fields of the old Johnson farm. These fields now serve as a backdrop for the historic Johnson's

Restaurant, which began as a dairy bar.

Continuing east on the Byway, you soon will have the option to turn left onto Main Street and head into the area called Northwood Narrows, which was one of the earliest settled areas of Northwood. If you choose to turn left onto Old Canterbury Road, you will pass a cemetery on the right and have views across Johnson's Field on the left.

If you continue on Main Street you will pass the Narrows Fire Station on the left. When you reach the 4 way intersection take a left turn onto School Street. The Community Hall is on your right. Continuing on School Street, heading back to Route 4, you'll pass the Brookside School and the Advent Church on the right, and then the Bryant Library, now the Historical Society Museum, on the left. Old Canterbury Road intersects School Street, and a right turn takes you past the cow fields and two old cemeteries. If you continue on School Street, the remaining buildings of the Johnson Farm will be visible on the right and Johnson's Field will be on your left, just before the Byway returns to Route 4. Having made a full loop through the Narrows and proceeding east once again, you'll pass Johnson's Field one more time.

About 2 miles further east, you'll come to Coe-Brown Northwood Academy, a private academy that now serves as a high school for the towns of Northwood and Strafford. Just east of Coe Brown Academy on the right is the Northwood Congregational Church, which was built in 1840 and has recently undergone a restoration. You'll find an old cemetery next to the church. Past the intersection of the Byway with Bow Lake Road sit the Saint Joseph's Catholic Church, the Northwood Town Hall, and the Center School.

Northwood Meadows State Park is on the right as you continue east and begin to climb. The park has a completely accessible trail that goes all the way around Meadow Lake, the headwaters of the Lamprey River. The Lamprey River travels 50 miles to the southeast before it reaches Great Bay, a tidal inlet of the Atlantic Ocean. Other trails connect the park to conservation lands to the west and to the Saddleback Mountain area to the south.

Continuing up the hill you'll reach Northwood Ridge, which is the highest point between Portsmouth and Concord, and the head of several watersheds. The Free Will Baptist Church will be on your right, along with the Northwood School, the Ridge Fire Station and the Ridge Cemetery.

Descending from the Ridge, you'll soon reach East Northwood, a crossroads where the Byway meets up with Routes 9/202 on the left and Route 43 on the right. You'll see the First Baptist Church, the oldest church in Northwood on the left, along with the Masonic Hall. The Edgerly Chapel will be on the right, and the Chesley Memorial Library is on the corner of Route 43. Next door to the library is the East End Cemetery as you start down the hill on Route 43.

As you head south on Route 43, to the left you'll find roads that lead to a number of State Forests and Wildlife Management Areas, as well as Lucas Pond, which is stocked with trout. To the right of Route 43 is the Saddleback Mountain area, which can be accessed in Northwood from Old Mountain Road after that road becomes a municipal trail. This trail runs all the way to Blakes Hill Road and connects with Northwood Meadows State Park.

Continuing back into Deerfield, one passes historic Deerfield Parade, and eventually the Deerfield Fairgrounds. Make a left at Butler's Corner but this time stay on NH 43 South, proceeding past other Candia landmarks such as the Village Cemetery, First Settler's Plaque, Old School House #1, and Holbrook Cemetery. Return to NH 101. We hope you've enjoyed your visit to the Upper Lamprey Scenic Byway!

Getting to the Byway

☐ From Boston (I-93) – Travel north on I-93. Take Exit 7 for NH 101 East and proceed 6.4 miles to Exit 3 (NH 43, Deerfield/Candia). Follow Byway directions above.

☐ From Boston (I-95) – Travel north on I-95. Take Exit 2 for NH 101 West and proceed 24.3 miles to Exit 3 (NH 43, Deerfield/Candia). Follow Byway directions above.

☐ From Manchester Airport – Follow signs for I-293 South/NH 101 East.

From I-293, keep left at fork to get on to I-93 North/NH 101 East. Take Exit 7 to stay on NH 101 East. Proceed 6.4 miles to Exit 3 (NH 43, Deerfield/Candia). Follow Byway directions above.

Route Description by Road Segment (updated May 2016)

From NH 101, Exit 3		Mi.
Straight	Old Manchester Rd	0.4
Right on	South Rd	1.7
Left on	High St (NH 27)	2.6
Right on	Merrill Rd	1.1
Right on	New Boston Rd	2.2
Left on	Deerfield Rd	1.8
Left on	South Rd	1.6
Right on	Birch Rd	0.9
Left on	Middle Rd	0.2
Right on	Range Rd	1.2
Right on	Ridge Rd	1.7
Left on	Candia Rd	0.6
Left on	Church St	1.3
Straight	Old Centre Rd	2.0
Left on	North Rd (NH 107)	4.1
Right on	First NH Tpke (US 202 E / US 4 E)	1.9
Left on	West St (NH 107)	0.1
Left on	West St	0.6
Right on	Main St	0.7
Left on	First NH Tpke (US 202 / US 4)	5.2
Right on	Mountain Ave (NH 43)	5.9
Left on	Parade Rd	0.7
Right on	Nottingham Rd	0.6
Right on	James City Rd	0.2

Straight	Meetinghouse Hill Rd	1.0
Left on	Church St	1.3
Straight	Raymond Rd (NH 107 / NH 43)	1.9
Right on	Stage Rd (NH 43)	2.4
Left on	Old Candia Rd (NH 43)	1.1
Left on	Old Deerfield Rd	0.6
Left on	Deerfield Rd (NH 43)	1.2
Straight	Main St	1.2
Left on	Old Candia Rd	0.4

Back onto Route 101

TOTAL ROUTE LENGTH 50.4

B. Intrinsic Resources

The byway route is particularly scenic, leading visitors through quintessential New Hampshire landscapes, rolling farmland, and picturesque ponds and lakes. The route provides visitors proximity to recreational opportunities including Bear Brook, Pawtuckaway, and Northwood Meadows State Parks, and Woodman State Forest. Antiquing opportunities, restaurants and tiny village centers provide opportunities to experience the culture of the region, and offer the visitor an "off-the-beaten-path" experience through a distinctive, little-known part of the Granite State.

Historic and Natural Resources

The following pages feature brief thumbnail histories for each of the three corridor communities, noting significant characters, events and sites. Detailed information on structures and sites of historic interest can be found in the full Inventory of Intrinsic Resources included as Appendix A.

Candia

First settled in 1748 as part of Chester, the town was originally called Charmingfare, probably because of its many parades, which are bridle paths winding through pleasant scenery. It was separated from Chester and named Candia in 1763 by Governor Benning Wentworth, possibly in memory of his sea travels as a Portsmouth trader following his graduation from Harvard in 1715. Candia was the name of the principal city of Crete, the largest of the Greek islands. Candia was the birthplace of poet, journalist, and publisher Sam Walter Foss.¹

In the mid- to late-1800s, the Candia Village, located on the North Branch of the Lamprey River, was an industrially-active community. Its flourishing water-powered complex of grist mill, saw mill, shingle mill, carding mill and tanning operations created a vibrant settlement that encouraged other commercial ventures. There were shoe shops using leather tanned and processed at the mill, a hatting shop, cabinet shops, carriage shops, a coffin maker, a tan yard, a church, schools, a cemetery, several general stores, and a Post Office with an inn. There was a blacksmith, millwright, wheelwright, clothiers, a harness maker, a butcher, a mason, a stonecutter, tenement owners, an undertaker and farmers. Villagers served the needs of each other.²

Deerfield

Deerfield was originally part of the Town of Nottingham, but in 1756 residents petitioned for organization as a separate parish. They were denied in 1765. While a second petition was pending, according to local legend two hunters presented Colonial Governor Benning Wentworth with a fat deer, and "Deerfield" was incorporated in 1766. Deerfield Parade, a hilltop district first settled in 1740, and located on the first postal route between Concord and Portsmouth, became the half-way stage coach stop on the route, with up to seven inns located in the district, and became the early professional, cultural and business center of the town. The

¹ From NH Employment Security Town Profile, Jan. 2016

² From "Candia Village – A Walking Tour", Feb. 2016

first high school, or Academy, was built there in 1798, financed by local "Gentlemen". Unfortunately it burned to the ground in 1842. Once a thriving farm community, in 1876 the Deerfield Fair, now billed as New England's Oldest Family Fair, was established. It still draws huge crowds throughout its annual four day September/October run. Deerfield today offers all the advantages of rural New England life, balanced by a diverse and progressive community with a warm, small-town feel. U.S. Census figures for 2010 list the population at 4,280.

Northwood

Northwood was founded by settlers from Nottingham, NH who petitioned the King of England to set up their own township in 1773. First NH Turnpike, now State Route 4, was built in the early 1800's to connect the port city of Portsmouth with Concord, the new State capital. This road, which covers the full length of Northwood, has been the main location in the Town for businesses ever since.

In the early days many taverns and inns for travelers popped up along First NH Turnpike, and some of the buildings that contained them can still be seen. Shoe shops, a major industry in Northwood from 1850 to 1920, were located along the Turnpike as well as on side roads, and a remnant of these shops can be found on the grounds of the Town Hall. More recently, antique shops and other interesting local businesses have shared Route 4 with the many sites that display Northwood's historical and cultural heritage.

In the 20th century, Northwood's many lakes, ponds and surrounding landscapes became an attraction to people from New Hampshire and beyond who were looking for vacation spots and summer camps. To this day, Northwood's population more than doubles in the summer.

Northwood's rich history and especially its lovely and varied landscapes and natural resources, which include a state park with trails, the headwaters of three watersheds, several wildlife management areas and a small mountain, make this community well worth visiting.

Recreational Resources

Recreational opportunities in the three byway towns include:

- Northwood Meadows State Park (<https://www.nhstateparks.org/visit/state-parks/Northwood-Meadows-State-Park.aspx>)
- Bear Brook State Park (<https://www.nhstateparks.org/visit/state-parks/Bear-Brook-State-Park.aspx>)
- Pawtuckaway State Park (<https://www.nhstateparks.org/visit/state-parks/Pawtuckaway-State-Park.aspx>)
- Woodman State Forest (<http://www.wildlife.state.nh.us/maps/wma/lamontagne.html>)

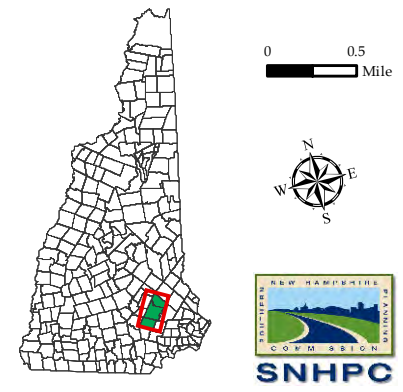
Upper Lamprey Scenic Byway

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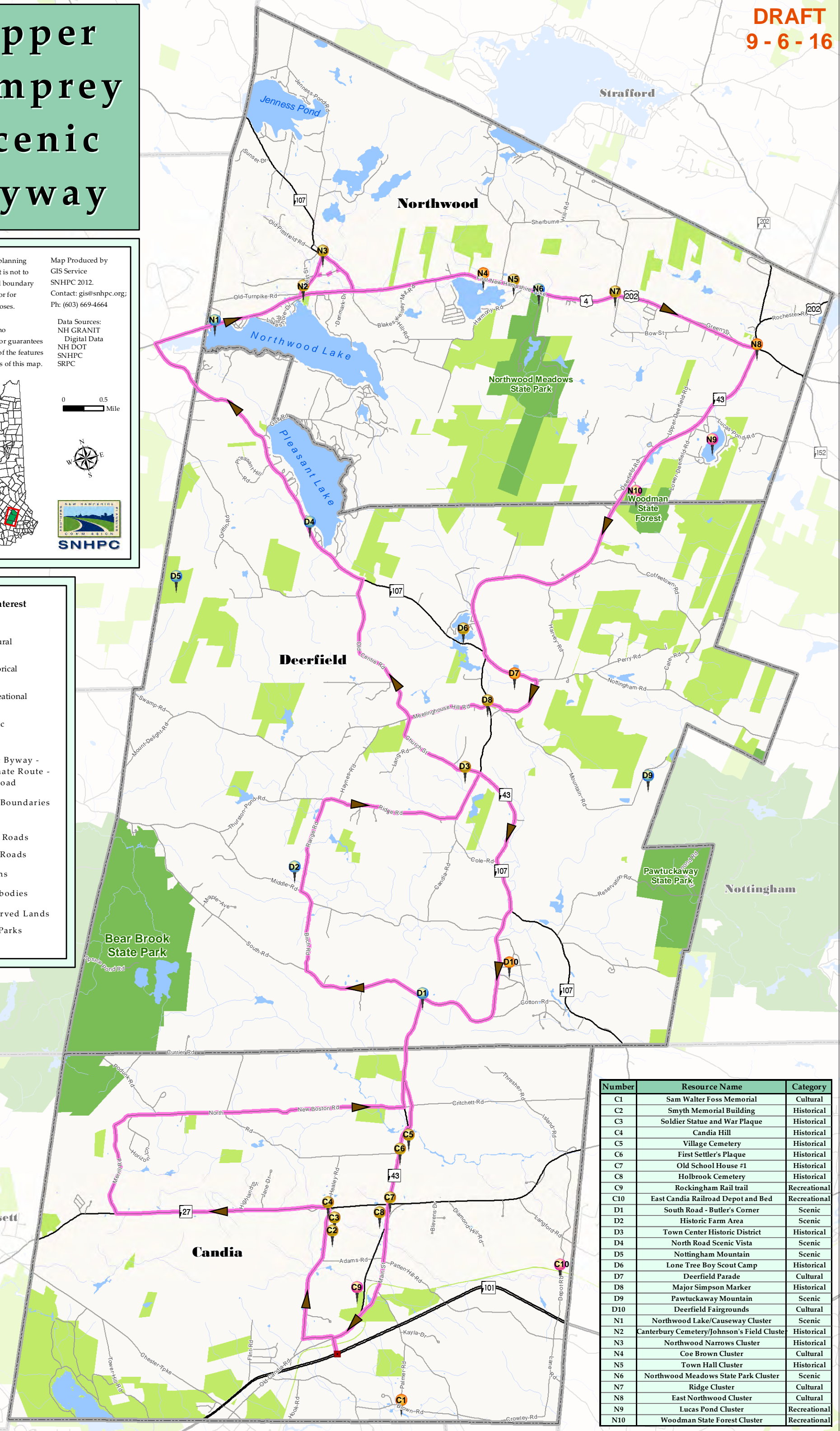
This map is for planning purposes only. It is not to be used for legal boundary determinations or for regulatory purposes.

Map Produced by
GIS Service
SNHPC 2012.
Contact: gis@snhpc.org;
Ph: (603) 669-4664

Data Sources:
NH GRANIT
Digital Data
NH DOT
SNHPC
SRPC



- Points of Interest**
- Category**
- Cultural
 - Historical
 - Recreational
 - Scenic
- Scenic Byway -
Alternate Route -
Dirt Road
- Town Boundaries
- Roads**
- Major Roads
 - Local Roads
 - Streams
 - Waterbodies
 - Conserved Lands
 - State Parks



Number	Resource Name	Category
C1	Sam Walter Foss Memorial	Cultural
C2	Smyth Memorial Building	Historical
C3	Soldier Statue and War Plaque	Historical
C4	Candia Hill	Historical
C5	Village Cemetery	Historical
C6	First Settler's Plaque	Historical
C7	Old School House #1	Historical
C8	Holbrook Cemetery	Historical
C9	Rockingham Rail trail	Recreational
C10	East Candia Railroad Depot and Bed	Recreational
D1	South Road - Butler's Corner	Scenic
D2	Historic Farm Area	Scenic
D3	Town Center Historic District	Historical
D4	North Road Scenic Vista	Scenic
D5	Nottingham Mountain	Scenic
D6	Lone Tree Boy Scout Camp	Historical
D7	Deerfield Parade	Cultural
D8	Major Simpson Marker	Historical
D9	Pawtuckaway Mountain	Scenic
D10	Deerfield Fairgrounds	Cultural
N1	Northwood Lake/Causeway Cluster	Scenic
N2	Canterbury Cemetery/Johnson's Field Cluster	Historical
N3	Northwood Narrows Cluster	Historical
N4	Coe Brown Cluster	Cultural
N5	Town Hall Cluster	Historical
N6	Northwood Meadows State Park Cluster	Scenic
N7	Ridge Cluster	Cultural
N8	East Northwood Cluster	Cultural
N9	Lucas Pond Cluster	Recreational
N10	Woodman State Forest Cluster	Recreational

C. Road & Traffic Assessment

Safety and Traffic

The primary roads along the byway are NH 43, NH 27, NH 107, and NH 4. These roads are classified as state maintained primary roads. All of these are heavily traveled and are primary routes from Manchester to points northeast. There are several safety hazards that have been identified by local officials including police chiefs as well as hazards identified from transportation plans.

Candia:

NH 43/Old Candia Road/Old Manchester Road is a four-way unsignalized intersection located in the southern portion of the Town. At this location, NH 43 provides access between NH 101 Exit 3 and the village. NH 43 is a two lane rural major collector roadway with 12-foot travel lanes and 10-foot shoulders. It has a posted speed limit of 35 miles per hour. NH 43 and Old Candia Road are maintained by the State and Old Manchester Road is maintained by the Town.

This intersection has a history of crashes involving eastbound Old Candia Road traffic and left turns from the westbound NH 43 approach. Confusion concerning vehicle rights of way at the intersection often results in eastbound through traffic on Old Candia Road failing to yield the right of way to the westbound NH 43 left turns.

SNHPC provided assistance to the Town to address the safety issues at this intersection and in May 2010, collaborated with NH DOT, FHWA and the Town to conduct a Roadway Safety Audit (RSA) for this location. In addition to the numerous conflicts between eastbound through traffic and westbound left turns at the intersection, the RSA also identified additional instances of westbound left turning vehicles striking the guardrail and excessive speed on NH 43 north of the intersection.

As a result of the completion of the RSA, the following short solutions were identified:

1. installation of a signage package on the eastbound Old Candia Road approach indicating that on-coming (westbound) traffic does not stop; and
2. targeted enforcement of the intersection.

Deerfield:

SNHPC and the Deerfield Council reps reached out to the Deerfield Police Department however they did not identify any particularly dangerous or troublesome areas along the byway.

Northwood:

SNHPC and the town reps surveyed the Northwood Police Department to see where they

experience traffic issues in the Town. The Police Department identified the area between the intersection of NH 4 and Bow Street and NH 4 and Ridge Road as having a high volume of traffic and poor visibility for vehicles turning onto NH 4 from Bow Street. Additionally, Police noted that there areas on Main Street and School Street where they experience a noticeable amount of speeding vehicles.

When asked about potential flooding issues in the Town, Police identified the intersection of Main Street and School Street flooded during the “Mother’s Day” floods in 2006. Similarly, Police stated that there are potential flooding issues at the bottom of the hill on NH 43 approaching NH 4.

The Police Department noted that there are visibility issues at the following intersections:

- NH 4 and Bow Street
- NH 4 and Ridge Road

Top 10 Accident Locations on the Upper Lamprey Scenic Byway

(Data from 2004-2013)

<i>Rank</i>	<i>Town</i>	<i>Location</i>	<i># of Acc*</i>
1	Epsom	US 4 and NH 107	26
2	Northwood	NH 43 and US 4	22
3	Northwood	US 4 between Harmony Rd and Bow Lake Rd	20
4	Northwood	US 4 and Lords Mill Rd	16
5	Northwood	US 4 and Bow Lake Rd	16
6	Deerfield	NH 43 and Raymond Rd/Main St	15
7	Deerfield	NH 107 and Mountain View Rd	14
8	Northwood	US 4 and Ridge Rd	14
9	Deerfield	NH 43/107 @ NH 43	13
10	Candia	NH 43 and Old Manchester Rd	11

* Includes all accidents within 100 feet of intersection

Commercial Traffic

All the roads on the byway are state-maintained paved roads and are able to accommodate two-wheel drive passenger vehicles. Tour buses are capable of traveling most of the route, but some roadways would be impassable due to narrow width and sharp turns. Most commercial traffic will be experienced on NH 43 at the southern end of the byway, and on US 4/202 in Northwood, as Average Annual Daily Traffic (AADT) counts on some segments of these routes exceeds 10,000. Traffic is generally far lighter in Deerfield and on back roads in all three communities.

Upper Lamprey Scenic Byway

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Legend

Lane Width

- 7-12 Feet
- 13-18 Feet

Shoulder Width*

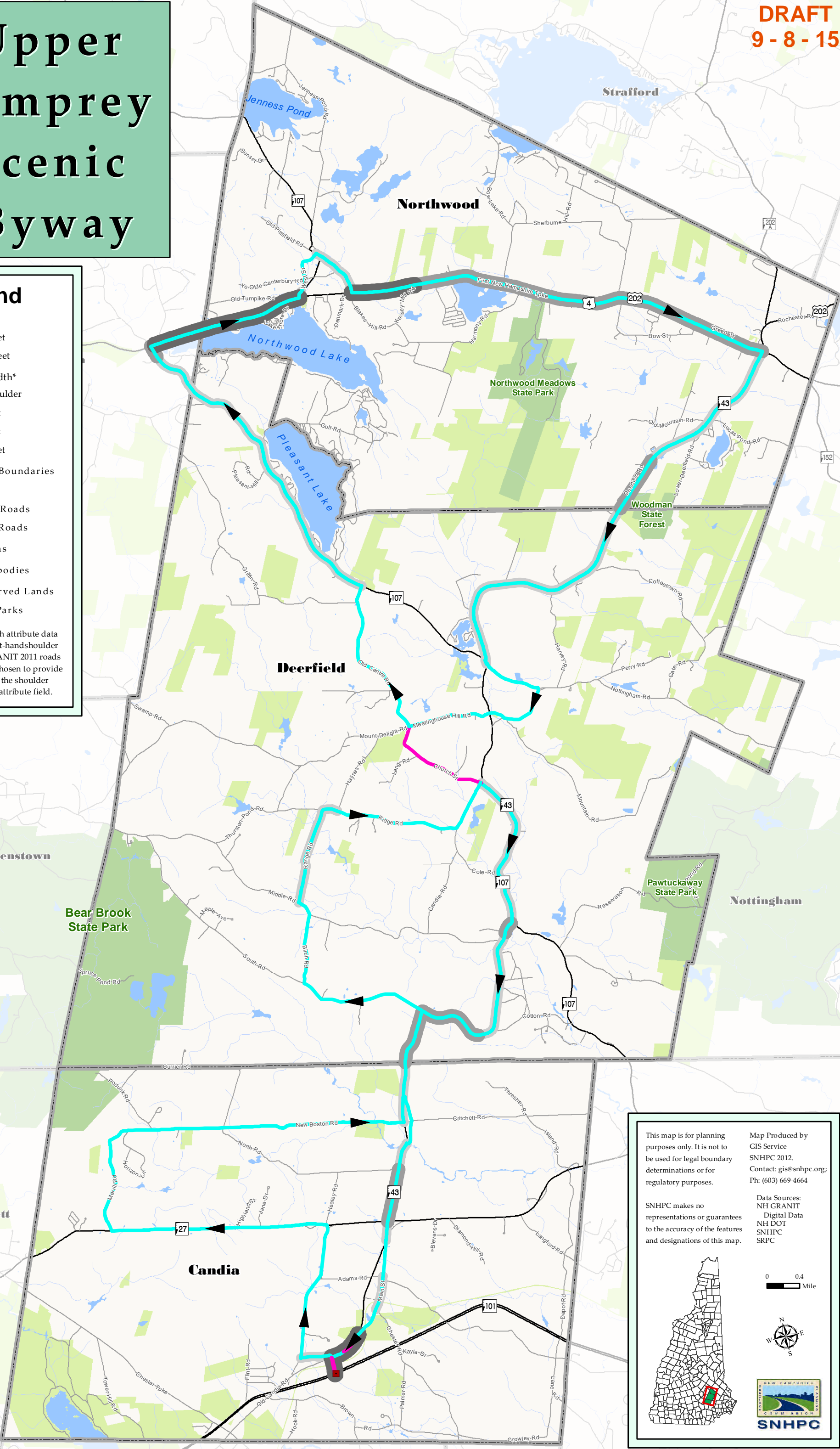
- No Shoulder
- 2-4 Feet
- 5-6 Feet
- 8-10 Feet

Town Boundaries

Roads

- Major Roads
- Local Roads
- Streams
- Waterbodies
- Conserved Lands
- State Parks

*Shoulder Width attribute data reflects the right-hand shoulder for the NH GRANIT 2011 roads layer, the side chosen to provide information for the shoulder type (material) attribute field.

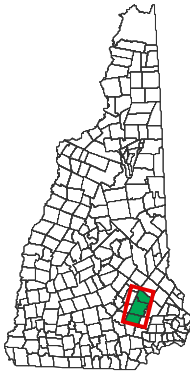


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SNHPC makes no representations or guarantees to the accuracy of the features and designations of this map.

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SNHPC 2012.
Contact: gis@snhpc.org;
Ph: (603) 669-4664

Data Sources:
NH GRANIT
Digital Data
NH DOT
SNHPC
SRPC



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Upper Lamprey Scenic Byway

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9 - 21 - 2015

Legend

Number of Accidents*

- 1
- 2 - 6
- 7 - 12
- 13 - 20

Top Ten Accident Locations

Scenic Byway

Town Boundaries

Roads

Major Roads

Local Roads

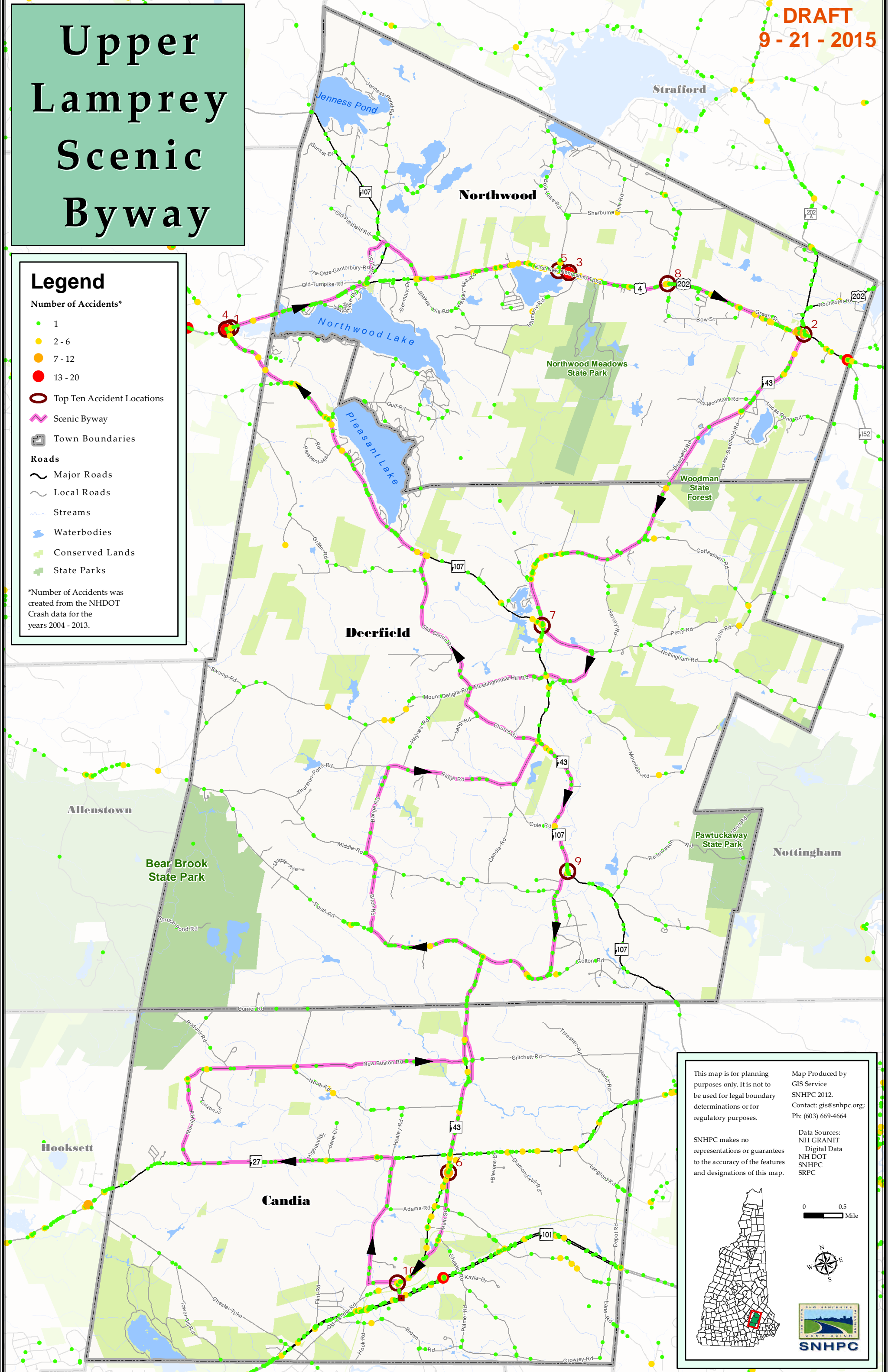
Streams

Waterbodies

Conserved Lands

State Parks

*Number of Accidents was created from the NHDOT Crash data for the years 2004 - 2013.



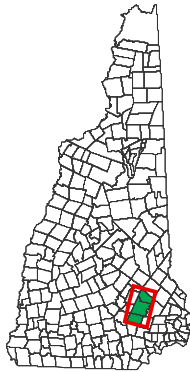
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Map Produced by
GIS Service
SNHPC 2012.
Contact: gis@snhpc.org;
Ph: (603) 669-4664

Data Sources:
NH GRANIT
Digital Data
NH DOT
SNHPC
SRPC

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Mile



D. Land Use & Zoning

Planning and Land Use Regulations

Master Plans and Zoning Ordinances

Each community addresses future development in their Master Plans and Zoning Ordinances. The byway passes through portions of Candia and Deerfield that are primarily zoned residential. Additionally, there are conservation zones adjacent to parts of the byway in Deerfield and in Northwood.

Northwood does not have specific zoning districts where there is commercial, industrial, and residential zones clearly outlined on a map that one may be familiar with in other communities. In Northwood, non-residential and multi-family use is allowed on a site by site basis according to the regulations.³ However, the byway largely passes through areas of Northwood with residential use. While the byway travels through relatively few commercial zones, it does pass through the commercially zoned center of Candia on Route 43.

The communities along the byway are predominately rural areas, with a small variety of existing land use along the route; land use is primarily residential in all three communities. Residential and agricultural lands are predominant as the byway heads west in Candia along NH 27. Upon entering Deerfield, travelers pass through a mix of residential, municipal, agricultural and conservation lands. In Northwood, the byway passes through the northern end of Northwood Meadows State Park, a 674.5 acre conservation area. Similarly, as the byway makes its way out of Northwood, south into Deerfield, travelers pass through state conservation lands and can enjoy a scenic stop at Woodman State Forest.

State and Local Sign Regulations

Part of the byway is on a Federal-aid primary highway system and is subject to 23 U.S.C 131 (s) that prohibits outdoor advertising on a state designated scenic byway. In addition to the federal regulation, New Hampshire has enacted a regulation, RSA 238:24, that prohibits outdoor advertising on any state designated scenic and cultural byway with two exceptions: (1) any directional sign that would cater to the traveling public, such as hotels and restaurants and (2) on-premises signs. As such, this regulation would apply since the entire Upper Lamprey Scenic Byway has been approved as state scenic byway. Local sign regulations for each community are in compliance or stricter than the state regulation. There are a few signs that appear to be out of compliance although it is believed that these signs have been grandfathered in prior to these regulations.

³ Text taken from the Town of Northwood's "Doing Business in Northwood" document. Retrieved from <http://www.northwoodnh.org/biz.pdf>

Design Standards

There is a historic district in Deerfield, located on Candia Road and Old Center Road. While Deerfield has not established design guidelines within the district, the town has strategies in their Master Plan (2008) to incorporate historical markings within the district. Although Northwood and Candia are rich in historical resources, neither town has established a historical district.

Open Space/Landscaping

Potential needs for landscaping exist at each of the gateways of the three towns. The byway council has the potential to work with the town planning boards and private landowners to incorporate landscaping guidelines into the site plans.

Sign Management

Currently there is no signage along most of the route. It is expected that signage will be designed during the marketing phase of the Corridor Management Plan process. Installation of signs will be contingent on procuring adequate funding and/or receiving donations from businesses or stakeholders within the corridor.

The application for a Tourist-Oriented Directional Signage (TODS) permit is in Appendix I.

Upper Lamprey Scenic Byway

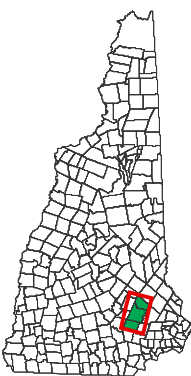
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9 - 8 - 15

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Data Sources:
NH GRANIT
Digital Data
NH DOT
SNHPC
SRPC



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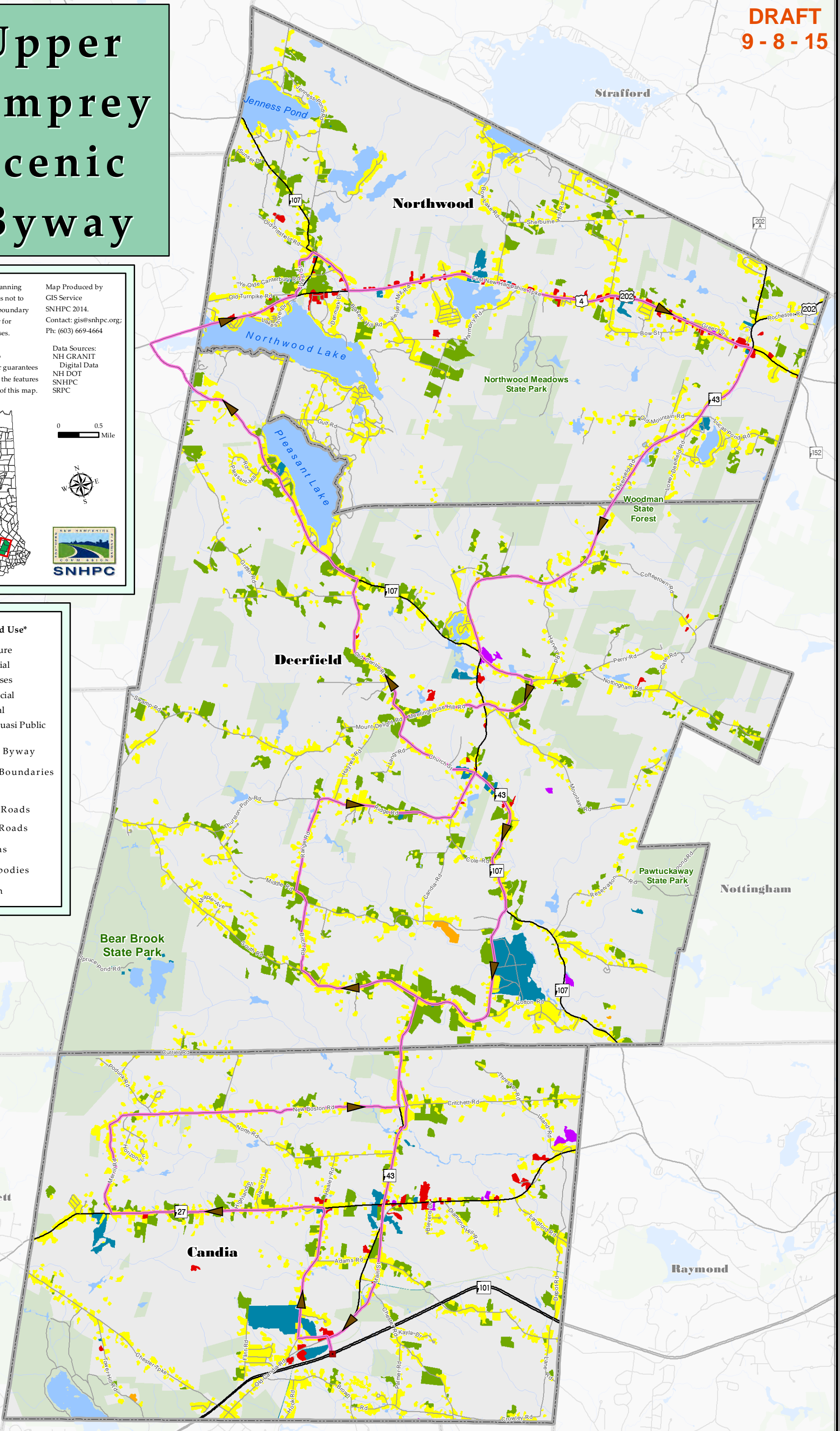
Existing Land Use*

- Agriculture
- Residential
- Mixed Uses
- Commercial
- Industrial
- Public/Quasi Public

- Scenic Byway
- Town Boundaries

Roads

- Major Roads
- Local Roads
- Streams
- Waterbodies
- consnh



Upper Lamprey Scenic Byway

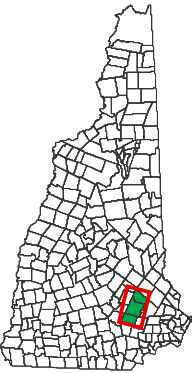
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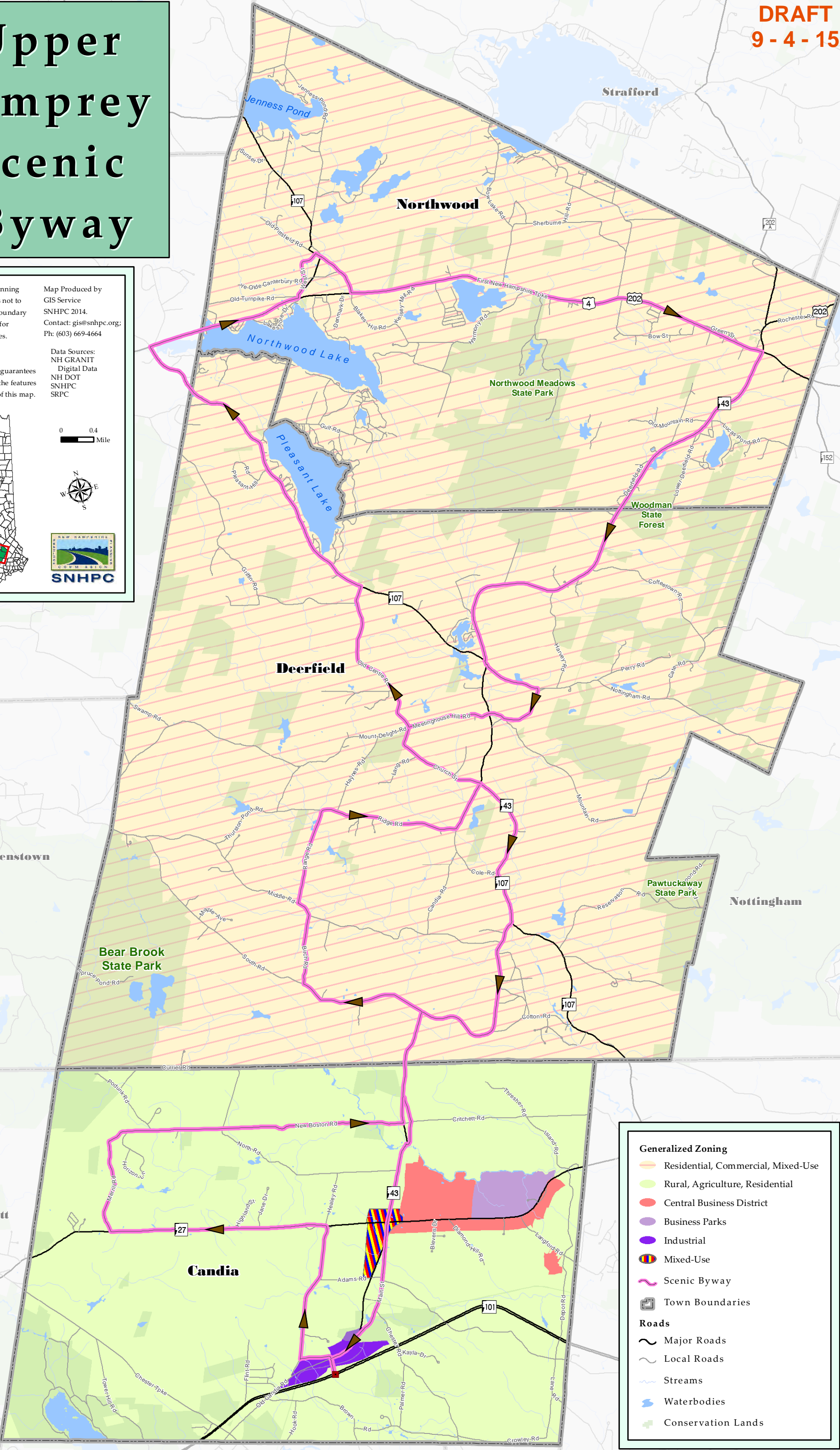
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Data Sources:
NH GRANIT
Digital Data
NH DOT
SNHPC
SRPC



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Generalized Zoning

- Residential, Commercial, Mixed-Use
- Rural, Agriculture, Residential
- Central Business District
- Business Parks
- Industrial
- Mixed-Use

Scenic Byway

Town Boundaries

Roads

- Major Roads
- Local Roads
- Streams
- Waterbodies
- Conservation Lands

E. Visitor Services & Amenities

An inventory of visitor services and amenities for Byway travelers was developed along with the inventories of Intrinsic Resources described in the previous sections. Key amenities (as of July 2015) include the following:

Public Rest Rooms – Public Rest Rooms are available in the following locations along the Byway:

- Candia Town Hall – 74 High Street, Candia, NH 03034
- Candia Library – 55 High Street, Candia, NH 03034
- Deerfield Town Offices – 8 Raymond Road –
- Deerfield Library – 4 Church Street, Deerfield, NH 03037
- Northwood Town Hall – 818 1st New Hampshire Turnpike, Northwood, NH 03261
- Northwood Library – 8 Mountain Avenue, Northwood, NH 03261
- Hannaford Supermarket – 174 1st New Hampshire Turnpike, Northwood, NH 03261
- Circle-K Irving – 185 1st New Hampshire Turnpike, Northwood, NH 03261
- Mobil Gas Station – 546 1st New Hampshire Turnpike, Northwood, NH 03261

Visitor Information & Interpretive Centers

- Byway information will be available at all Town Halls and Libraries along the Byway, as listed above

Restaurants

Candia House of Pizza	Candia	3 Main St	483-5920
Lindy's Gourmet Deli & Pizzeria [sic]	Candia	285 Old Candia Rd	483-4888
Pasquale's Ristorante Italiano	Candia	143 Raymond Rd	483-5005
Stubby's Place	Candia	26 Old Manchester Rd	483-5581
9 Lions Tavern	Deerfield	4 North Rd	463-7374
Commerce Corner Café	Deerfield	43 North Rd	463-3010
Yanni's Pizzeria	Deerfield	8 Raymond Rd	463-7300
Cooper Hill Pizzeria	Northwood	261 First NH Turnpike	942-5804
Dunkin Donuts	Northwood	546 First NH Turnpike	942-8568
Johnson's Seafood & Steak	Northwood	1334 First NH Turnpike	942-7300
Ma's n Mine	Northwood	758 First NH Turnpike	942-6024
Northwood Diner	Northwood	1335 First NH Turnpike	942-5018
Northwood House of Pizza	Northwood	258 First NH Turnpike	942-5068
Payao's Thai Cookin'	Northwood	635 First NH Turnpike	303-2092
Subway	Northwood	185 First NH Turnpike	942-5936
Susty's Vegetarian Restaurant	Northwood	159 First NH Turnpike	942-5862
Tough Tymes Grille & Pub	Northwood	221 Rochester Rd	942-5555

Lodging

- Wild Orchard Guest Farm, Deerfield
67 Candia Road, Deerfield, NH 03037 - 603-261-7742

<http://www.wildorchardguestfarm.com/>

- Under the Elm Bed and Breakfast
308 Ridge Road, Northwood, NH 03261 - 603-942-8318
<http://www.undertheelm.com/>
- Meadow Farm Bed and Breakfast
545 Jenness Pond Road Northwood, NH 03261 - 603-942-8619
<http://meadowfarmbedandbreakfast.com/>
- Lake Shore Farm Inn
275 Jenness Pond Road Northwood, NH 03261 - 603-560-0997
<http://www.lakeshorefarminn.com/>

Additional amenities are identified above in descriptions of Intrinsic Qualities.

4. FINDINGS

A. Summary of Public Process

Timeline:

- January 2012: initial byway meeting held
- November 2012: towns formally endorse Byway concept
- January 2013: nomination for State Scenic & Cultural Byway designation completed and submitted to NH DOT
- January 2014: public hearing held in Deerfield
- May 2014: designation as State Scenic & Cultural Byway
- September 2016: public visioning session held in Deerfield
- November 2016: Corridor Management Plan submitted to State Scenic & Cultural Byways Council

B. Key Issues

The following key issues have been identified through ongoing discussion by the Byway Council. These issues shape the goals and strategies identified in Section 5.

Public Appreciation for Historic Resources

A 2013 statewide survey by the UNH Survey Center for New Hampshire's nine regional planning commissions showed strong public interest in historic character. A full 90% of respondents indicated that their communities should be actively involved in protecting historic buildings and neighborhoods, second only to promoting local agriculture. Similarly, access to Cultural and

Recreational Sites was identified as among the top five factors important to have in their community, with 82% of respondents identifying this as “important” or “very important”. At the same time, when it comes to development review, or management of publicly-owned historic resources, the perception of participants in the Byway public input event was that historic resources are not as well understood or appreciated as they should be. The Recommendations section proposes a range of actions to improve public awareness of local history, from historic markers to audio tours to incorporating local historical resources into 4th grade New Hampshire history curriculum.

Traffic Safety

While there are no areas of profound concern, traffic speeds and volumes on US 4/202 in Northwood are considerable, and could affect visitors’ enjoyment of the Northwood section of the byway. Given the rural nature of most of Deerfield and Candia, other traffic concerns are fairly minimal.

Natural and Historical Resource Protection

Protecting key buildings, sites and vistas that shape the history and character of the Byway corridor communities is a goal that has been identified throughout the planning process. At the same time there is a desire to accomplish this as much as possible through private sector volunteer activity rather than through regulatory means.

Economic Development

Any discussion of economic development revolves around the increased number of visitors to local businesses due to tourism marketing initiatives. Restaurants, shops, and bed-and-breakfasts stand to benefit from visitors’ increased awareness of the byway, both within New Hampshire and beyond.

Efforts to market the byway will commence in 2017, and potentially include development of:

- Website/interactive map
- Brochures
- Logo/signage
- Photo contest

Funding for Byway Improvements

With the 2012 passage of MAP-21, the current federal transportation funding legislation, there is no longer a stand-alone pool of federal funding for marketing, safety or amenity improvements along designated Scenic Byways. The federal Scenic Byways program was one of four separate funding programs consolidated into the new federal Transportation Alternatives Program (TAP), along with Transportation Enhancements, Recreational Trails and Safe Routes to School programs. With this consolidation came an overall funding cut of approximately 30%. In New Hampshire these TAP funds amount to approximately \$2.25 million per year statewide, and are very competitive. TAP is a reimbursement program providing an up to 80% federal funding share for selected projects. As with all transportation funding in New Hampshire, this funding is

highly competitive. As if this situation weren't bleak enough, NH's TAP Statewide Advisory Committee has recommended that these limited funds be used entirely for non-motorized transportation. While advocacy for opening this funding stream back up to byways is possible, there is no guarantee that subsequent rounds of TAP funding will be utilized in this manner.

Intersection improvement or other safety projects can also be put forward by Towns for general highway funding through the biennial solicitation of projects for the State Ten Year Transportation Plan and the four-year State Transportation Improvement Program (STIP).

5. RECOMMENDATIONS

A. Vision Statement

The Upper Lamprey Scenic Byway will celebrate and help protect the historical features, rural character, and natural and scenic qualities of the three communities through which it passes. It will showcase the region's unique, varied landscapes, pristine natural features, and diverse wildlife habitat while telling the story of how the area was shaped by the early subsistence settlement patterns, the transportation corridor from the seacoast to Concord, and later economic initiatives, such as raising sheep and manufacturing footwear. More broadly, the Byway will offer an enriching historical and cultural experience for the traveler while also helping connect residents to local history and the region's heritage.

B. Ongoing Management

The Upper Lamprey Scenic Byway Council consists of six voting members, including two members appointed by each of the three corridor communities; plus non-voting members including representatives from the Southern New Hampshire (SNHPC) and Strafford Regional (SRPC) Planning Commissions. Additional organizations with an interest in the mission of the Byway may be invited to participate as non-voting members on the Council. Invitation will be by majority vote of the existing membership. Please see list of members below.

The Council meets 4-6 times per year at the call of the Chair to coordinate efforts among the three communities. SNHPC and SRPC have prepared this Corridor Management Plan with the support and consensus of the Council, and have provided administrative support to the Council. The Council will continue to work with each of their respective communities to encourage public participation in the implementation of the strategies and actions identified on the following pages, and in the overall management of the Byway.

Upper Lamprey Scenic Byway Council Membership (as of October 2016)

Name	Organization
Dick Snow	Town of Candia
Al Hall	Town of Candia
Tricia Lynn	Town of Deerfield
Courtney Moser	Town of Deerfield

Victoria Parmele	Town of Northwood
Lucy Edwards	Town of Northwood
<i>Vacant</i>	Strafford Regional Planning Commission
Adam Hlasny	Southern NH Planning Commission

C. Goals and Strategies

The following goals and strategies were identified and developed by the Upper Lamprey Scenic Byway Council for the ongoing management of the Byway. These goals and strategies will be achieved by the measures outlined in the detailed action plan. The detailed action plan will involve the coordination between the Council, the individual communities, state and federal agencies, local community groups, non-governmental organizations, and the regional planning commissions to achieve these goals.

Goal 1: Protect the historical and cultural features of the Upper Lamprey Scenic Byway. Encourage new development consistent with the historical character of the area.

Strategies:

- ☐ Work with property owners, developers and town staff to maintain historical sites and properties.
- ☐ Suggest development of design guidelines in Planning Board site regulations in all the Byway towns.
- ☐ Work with local historical societies and historic district commissions to add historical points of interest to the State and National Registers of Historical Places.
- ☐ Continue pursuit of active land conservation initiatives through current use taxes. For example, Northwood has a petition warrant article this year to buy the First Baptist Church, the oldest church in town, to use as a meeting hall/adjunct space for the library.

Goal 2: Encourage the traveling public and local residents to investigate the historical and cultural resources of the byway.

Strategies:

- ☐ Develop a Byway website with information on historic, scenic, cultural and resources, other visitor attractions and a calendar of events. Link website through State Scenic Byways program, State Division of Travel and Tourism, local chambers of commerce, and regional planning commissions.
- ☐ Continue to update the Byway's Facebook page, especially with new photos, event listings, etc., that will allow visitors to keep tabs on what's happening in the three byway communities.
- ☐ Develop an informational brochure and map for the Byway with visitor information, for distribution through chamber visitor centers, Manchester-Boston Regional Airport, state highway rest stops, and local businesses.
- ☐ Work with print and broadcast media outlets to provide information about the Byway, including newspapers, radio, statewide and local cable television.
- ☐ Develop podcasts and/or an application for mobile devices with interpretive information

for travelers to access while driving on the route.

- ☐ Work with the NH Department of Resources and Economic Development Travel and Tourism Division in promoting the Byway.
- ☐ Engage elementary school teachers from the three communities to cooperatively develop local history lessons linked to the Byway targeting 4th graders as part of the statewide New Hampshire History curriculum.
- ☐ Develop a series of interpretive signs for key locations along the corridor using a locally-created Byway logo with a consistent graphic design.

Goal 3: Ensure that the Byway is clearly marked, safe and attractive for both visitors and residents.

Strategies:

- ☐ Develop coordinated directional signage for the byway between the NH DOT and the public works directors and town road agents.
- ☐ Pursue safety improvements at intersections as needed.
- ☐ Add to the inventory of roadway hazard areas included in this plan, including hazard areas for bicycles and pedestrians. Engage town road agents, public works directors and NHDOT in formulating safety improvement projects using NHDOT's Context Sensitive Solution (CSS) process.
- ☐ Identify, improve and/or create appropriate pullover locations for scenic areas.
- ☐ Identify improve and/or create off road parking areas for points of interest, picnic areas and recreational activities.
- ☐ Work with the planning commissions in applying for federal funding to partially underwrite improvements to safety and visitor amenities, including from the Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives (TA) program and Highway Safety Improvement Program (HSIP).
- ☐ Engage volunteers in beautification projects, whether through ongoing adopt-a-highway relationships or periodic volunteer beautification projects such as landscaping and gardening.

Goal 4: Encourage appreciation and protection of the area's natural resources.

Strategies:

- ☐ Identify unprotected parcels of land which hold scenic and environmental value along the route. Consider working with local land trusts and land owners to place critical locations into easements and continue preservation of currently-protected conservation lands
- ☐ Identify, improve, and/or create off-road parking areas for points of interest, picnic areas and recreational activities.
- ☐ Encourage communities to adopt or update open space plans.
- ☐ Identify areas for landscaping improvements, including native plants and wildflowers. Initiatives to accomplish this may be approached through private sector volunteer activities and through local municipal planning and funding activities.

Goal 5: Expand existing local businesses, including local artists, agriculture, and tourist-related businesses. Encourage businesses and communities to market the Byway in their

advertising. Promote new tourism-related businesses.

Strategies:

- ☐ Work with each community to incorporate the Byway in its economic development strategy.
- ☐ Provide assistance to small businesses applying to NHDOT for permits for Tourist Oriented Directional Signs (TODS) to help attract visitors.
- ☐ Disseminate Byway visitor information through local businesses, including brochures on-site, and encourage links to the Byway website from business websites.
- ☐ Work with business owners to get involved in the byway planning process.
- ☐ Inventory and promote local agricultural activities, including community gardens, farms, farm stands and farmer's markets.

Goal 6: Encourage recreational opportunities including sport fishing, hiking, walking, non-motorized boating and cross country skiing along the route.

Strategies:

- ☐ Continue to advocate for bicycle and pedestrian amenities in the most appropriate locations along the byway.
- ☐ Develop a recreational guide of biking, hiking and cross-country ski trails in the area including publicly-owned forest and conservation land, and privately-held conservation lands where owners allow recreational uses.
- ☐ Encourage outdoor recreation-oriented businesses.
- ☐ Host recreational events.

Goal 7: Establish and monitor a set of performance measures to ensure that the goals are met and the action plan is implemented by targeted deadlines.

Strategies:

- ☐ Create a visitor survey to administer at key locations along the Byway and gather feedback on visitors' experiences on the Byway, and needs and preferences for Byway improvements. Conduct a baseline survey in 2018, and repeat periodically.
- ☐ Track visitation at key destinations along the Byway
- ☐ Work with partner agencies and volunteers to conduct counts.
- ☐ Track traffic volume and crash statistics along the Byway.
- ☐ Encourage local businesses to track sales in relation to any Byway special events
- ☐ Track Byway website traffic.
- ☐ Continue to recruit new council members to ensure robust and reliable participation in the above activities.

Goal	Action/Description	Responsible Party	Resources	Timeline
<i>Protect the historical and cultural features of the ULSB</i>	Work with property owners, developers and town staff to maintain historic sites and properties.	Byway Council		Ongoing
	Suggest development of design guidelines in Planning Board site regulations in all byway towns.	Byway Council	SNHPC	Ongoing
	Work with local historical society to add historical points of interest to the state and/or National Register of Historical Places.	Byway Council	Historical records	Ongoing
<i>Encourage the traveling public and local residents to investigate the historical and cultural resources of the byway</i>	Develop a Byway website with information on historic, scenic, cultural and resources, other visitor attractions and a calendar of events. Link website through State Scenic Byways program, State Division of Travel and Tourism, local chambers of commerce, and regional planning commissions.	Byway Council	Other byways, local web developers	Near
	Continue to update the Byway's Facebook page, especially with new photos, event listings, etc., that will allow visitors to keep tabs on what's happening in the three byway communities.	Byway Council	SNHPC, local photographers	Ongoing
	Develop an informational brochure and map for the byway with visitor information, for distribution through chamber visitor centers, Manchester Airport, state highway rest stops, and local businesses.	Byway Council	Marketing subcommittee?	Near
	Work with print and broadcast media outlets to provide information about the byway, including newspapers, radio, statewide and local cable television.	Byway Council	Media	Mid
	Develop podcasts and/or an application for mobile devices with interpretive information for travelers to access while driving on the route.	Consultant?	Local web developer	Mid/Long
	Work with the NH Department of Resources and Economic Development Travel and Tourism Division in promoting the byway.	Byway Council		Ongoing
	Engage elementary school teachers from the three communities to cooperatively develop local history lessons linked to the Byway targeting 4th graders as part of the statewide New Hampshire History curriculum.	Byway Council	Historical societies?	Mid/Long
	Develop a series of interpretive signs for key locations along the corridor using a locally-created Byway logo with a consistent graphic design.	Byway Council	Local school graphic design dept?	Near
<i>Ensure that the byway is clearly marked, safe and attractive for both visitors and residents</i>	Develop coordinated directional signage for the byway between the NH DOT and the public works directors and town road agents.	Byway Council		Near/Mid
	Pursue safety improvements at intersections as needed.	Byway Council	Fed. Grant programs?	Mid/Long
	Add to the inventory of roadway hazard areas included in this plan, including hazard areas for bicycles and pedestrians. Engage town road agents, public works directors and NHDOT in formulating safety improvement projects using NHDOT's Context Sensitive Solution (CSS) process.	Byway Council	CSS process	Long
	Identify, improve and/or create appropriate pullover locations for scenic areas.	Byway Council	Lack of funding will hinder efforts	Long
	Identify, improve and/or create off road parking areas for points of interest, picnic areas and recreational activities.	Byway Council	Lack of funding will hinder efforts	Long
	Work with the planning commissions in applying for federal funding to partially underwrite improvements to safety and visitor amenities, including from the Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives (TA) program and Highway Safety Improvement Program (HSIP).	Byway Council/ SNHPC	SNHPC staff	Mid/Long
	Engage volunteers in beautification projects, whether through ongoing adopt-a-highway relationships or periodic volunteer beautification projects such as landscaping and gardening.	Byway Council	Local garden clubs	Near
<i>Encourage appreciation and protection of the area's natural resources</i>	Identify unprotected parcels of land which hold scenic and environmental value along the route. Consider working with local land trusts and land owners to place critical locations into easements and continue preservation of currently-protected conservation lands	Byway Council		Long
	Identify, improve, and/or create off-road parking areas for points of interest, picnic areas and recreational activities.	Byway Council	Lack of funding will hinder efforts	Long
	Encourage communities to adopt or update open space plans.	Byway Council	Planning Boards	Long
	Identify areas for landscaping improvements, including native plants and wildflowers.	Byway Council	Local garden clubs	Near/Mid

Goal	Action/Description	Responsible Party	Resources	Timeline
<i>Expand existing local businesses, including local artists, agriculture, and tourism-related businesses. Encourage businesses and communities to market the byway in their advertising. Promote new tourism-related businesses.</i>	Work with each community to incorporate the Byway in its economic development strategy.	Byway Council	Econ. Dev. Reps	Mid/Long
	Provide assistance to small businesses applying to NHDOT for permits for Tourist Oriented Directional Signs (TODS) to help attract visitors.	Byway Council		Mid
	Disseminate Byway visitor information through local businesses, including brochures on-site, and encourage links to the Byway website from business websites.	Byway Council	Marketing subcommittee?	Near/Mid
	Work with business owners to get involved in the byway planning process.	Byway Council	Local businesses	Near
	Inventory and promote local agricultural activities, including community gardens, farms, farm stands and farmer's markets.	Byway Council		Near
<i>Encourage recreational opportunities including sport fishing, hiking, walking, non-motorized boating and cross country skiing along the route.</i>	Continue to advocate for bicycle and pedestrian amenities in the most appropriate locations along the byway.	Byway Council/ SNHPC		Near/Mid
	Develop a recreational guide of biking, hiking and cross-country ski trails in the area including publicly-owned forest and conservation land, and privately-held conservation lands where owners allow recreational uses.	Byway Council	Lack of funding will hinder efforts	Long
	Encourage outdoor recreation-oriented businesses.	N/A	Not in council's purview	Long
	Host recreational events.	Byway Council	Marketing subcommittee?	Mid/Long
<i>Establish and monitor a set of performance measures to ensure that goals are met and the action plan is implemented by targeted deadlines.</i>	Create a visitor survey to administer at key locations along the Byway and gather feedback on visitors' experiences on the Byway, and needs and preferences for Byway improvements. Conduct a baseline survey in 2018, and repeat periodically.	Byway Council		Near/Mid
	Track visitation at key destinations along the Byway including _____, _____, _____.	Byway Council		Near/Mid
	Work with partner agencies and volunteers to conduct counts.	SNHPC	BPTAC	Mid/Long
	Track traffic volume and crash statistics along the Byway.	SNHPC	NHDOT crash DB	Ongoing
	Encourage local businesses to track sales in relation to any Byway special events.	Byway Council		Mid
	Track Byway website traffic.	Byway Council/ SNHPC		Ongoing
	Continue to recruit new council members to ensure robust and reliable participation in the above activities.	Byway Council/ SNHPC	Good food	Ongoing

Timeline

Near Term = 1-3 years

Mid Term = 4-6 years

Long Term = 6-10 years

Ongoing

Appendix A

Upper Lamprey Scenic Byway Resource Inventory

November 2016



Town: Northwood

Property Name: The Causeway

Address:

Nearest Cross-Street/Landmark: Route 107 and Northwood Lake

Intrinsic Qualities: Historic

Historic Designation: None

Owner Type: Public

Amenities:

Notes: Built just before WWII when the turnpike was straightened, you can find some of the original road in places in the west end of town and into Epsom as Old Turnpike Rd. The entrance to Northwood from the west and presenting a wonderful view of Northwood Lake and Saddleback Mountain.

Completed By: SNHPC

Date Completed: August 2016

Photo: Lucy Edwards



Town: Northwood

Property Name: Northwood Lake and Northwood Lake Beach

Address:

Nearest Cross-Street/Landmark: Franklin Pierce Highway

Intrinsic Qualities: Recreational

Historic Designation: None

Owner Type: Public

Amenities: Northwood Lake has a free and unencumbered boat launch (located next to the town beach off of Route 4 across from the Northwood Country Market), a town beach and a Boy Scout camp.



Notes: Northwood Lake is a long, narrow lake that lies primarily in the town of Northwood, with lesser portions in Epsom and Deerfield. It is situated approximately 18 miles east of the capital city of Concord, and has approximately 2 miles of shoreline on Route 4, the major east-west highway between the capital city area and the State University, seashore, and State of Maine. The lake is a popular fishing destination. It sustains healthy populations of largemouth and smallmouth bass, chain pickerel and pinfish.

Completed By: SNHPC

Date Completed: August 2016

Photo: Northwood Lake Watershed Association



Town: Northwood

Property Name: First NH Turnpike Historical Marker

Address: US 4 At JCT NH 107 NORTH

Nearest Cross-Street/Landmark: Route 107 and Northwood Lake

Intrinsic Qualities: Historic

Historic Designation: NRHP

Owner Type: Public

Amenities:

Notes: One of the few remaining milestones that were placed a mile apart from Portsmouth to Concord when the road was constructed in the early 1800s. "Extending 36 miles from Piscataqua Bridge in Durham to the Merrimack River in East Concord, this highway was originally a toll road. The first of more than 80 New Hampshire turnpikes built by private corporations in the nineteenth century, this was the only one connecting Portsmouth, the state's seaport, with the interior settlements. Chartered in 1796, the corporation began to build the road about 1801. Much of the present Route 4 follows the four rod (66 foot) right-of-way of this first turnpike."

Completed By: SNHPC

Date Completed: August 2016

Photo: New Hampshire Historical Highway Markers



Town: Northwood

Property Name: Northwood Meadows State Park - Meadow Lake

Address: 755 First NH Turnpike

Nearest Cross-Street/Landmark: Dashingdown Road

Intrinsic Qualities: Recreational

Historic Designation: None

Owner Type: State of New Hampshire

Amenities: Biking, hiking, snowmobiling, and cross-country skiing

Notes: Northwood Meadows State Park spans 674.5 acres in a wilderness setting. This wooded park has a vast wetlands area and is excellent for nature walks and picnicking. The park includes a pond created by a dammed brook - a popular place for fishing and non-motorized boating. The easily accessible trails also make the park an ideal place for biking, hiking, snowmobiling, and cross-country skiing.

Completed By: SNHPC

Date Completed: August 2016

Photo: New Hampshire State Parks





Town: Northwood

Property Name: Coe-Brown Northwood Academy

Address: 907 First NH Turnpike

Nearest Cross-Street/Landmark: Harvey Lake

Intrinsic Qualities: Educational

Historic Designation: None

Owner Type: Public academy

Amenities:

Notes: Coe-Brown Northwood Academy, founded in 1867, is a comprehensive secondary institution offering the highest quality curriculum of studies to the residents of Northwood, Strafford, and surrounding towns.

Completed By: SNHPC

Date Completed: August 2016

Photo: Coe-Brown Northwood Academy



Town: Northwood

Property Name: Harvey Lake

Address: 1st New Hampshire Turnpike

Nearest Cross-Street/Landmark: Coe Brown Academy, Northwood Town Hall

Intrinsic Qualities: Recreational

Historic Designation: None

Owner Type: State

Amenities:

Notes: Harvey Lake is a 116-acre water body located in the area of Northwood known as Northwood Center. On its banks is its most notable landmark, the private secondary academy - Coe Brown Academy - that serves as high school for the towns of Northwood, Strafford and Deerfield. In the near vicinity are St. Joseph Roman Catholic Church, Northwood Congregational Church and Northwood Town Hall. A little further away but near the watershed are Northwood Meadows State Park, considered part of the headwaters of the Lamprey River.

Completed By: SNHPC

Date Completed: August 2016

Photo: Harvey Lake Watershed Association



Town: Northwood

Property Name: Harvey Lake Cemetery

Address: 881 First NH Turnpike

Nearest Cross-Street/Landmark: Harvey Lake

Intrinsic Qualities: Cemetery

Historic Designation: None

Owner Type: Northwood Congregational Church

Amenities:

Notes: Also known as Northwood Congregational Church Cemetery

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Northwood

Property Name: Saint Joseph's Church

Address: 844 First NH Turnpike

Nearest Cross-Street/Landmark: Harvey Lake

Intrinsic Qualities:

Historic Designation: None

Owner Type:

Amenities:

Notes: The current church was built in 1958 on land donated by Marie Giffels.

Completed By: SNHPC

Date Completed: August 2016

Photo: Saint Joseph's Church



Town: Northwood

Property Name: Northwood Congregational Church

Address: 881 First NH Turnpike

Nearest Cross-Street/Landmark: Harvey Lake

Intrinsic Qualities: Historic

Historic Designation: NRHP

Owner Type: Private Organizaiton

Amenities:

Notes: Historic church on US 4 in Northwood, New Hampshire. The Greek Revival wood frame building was built in 1840, and is one of the finest and least-altered Greek Revival churches in the state. Its main facade is built to resemble a class Greek temple front, with four fluted columns supporting a full triangular pediment, above a recessed entry. The tympanum of the pediment is flushboarded. The entry facade has two doorways, each flanked by pilasters which stand behind the columns of the facade. The church is topped by a three-stage tower with an 1888 bell. The building was listed on the National Register of Historic Places in 1979.

Completed By: SNHPC

Date Completed: August 2016

Photo: Northwood Congregational Church



Town: Northwood

Property Name: Tucker Brook

Address:

Nearest Cross-Street/Landmark: Northwood Meadows State Park

Intrinsic Qualities:

Historic Designation: None

Owner Type: State

Amenities:

Notes: Not far from the entrance to the Northwood Meadows State Park, Tucker Brook flows under Route 4 and into the Park. A small fire pond near the Park gate drains into Tucker Brook. From there the Brook flows under the main park road (known as Dashingdown Road) through a spillway and the remains of an old mill site, and then into Huckins Meadow. Tucker Brook then flows under Harmony Road into Harvey Lake, which eventually flows into Northwood Lake (Burt 1994). This Brook is within the Little Suncook River watershed and is therefore part of the larger Merrimack River drainage.

Completed By: SNHPC

Date Completed: August 2016

Photo: Hike New England



Town: Northwood

Property Name: Harmony Hill Farm

Address: Harmony Road

Nearest Cross-Street/Landmark: North Meadows State Park

Intrinsic Qualities: Conservation

Historic Designation: None

Owner Type: Northwood Area Land Management Collaborative (NALMC)

Amenities:

Notes: The 211-acre Harmony Hill Farm is located on both sides of Blakes Hill Road/Winding Hill Road with some frontage on Harmony Road. The Farm is located at the height of land, between 620 and 733 feet. Formerly where Black Angus cattle were raised, the diverse habitats are now under a conservation easement. Trails in the area connect with Northwood Meadows State Park.

Completed By: SNHPC

Date Completed: August 2016

Photo: NALMC



Town: Northwood

Property Name: Forest Peters Wildlife Management Area

Address: Forest Peters WMA can be accessed from Northwood Meadows State Park, or from Blakes Hill Rd, Mountain Rd., or Tower Rd.

Nearest Cross-Street/Landmark: North Meadows State Park

Intrinsic Qualities: Conservation

Historic Designation: None

Owner Type: State of New Hampshire

Amenities:

Notes: Forest Peters abuts the LCIP-acquired 662-acre Northwood Meadows State Park and another 300 acres owned by the University of NH on Saddleback Mountain. Another LCIP local project in Deerfield lies between the Northwood Meadows/Peters tracts and Pawtuckaway State Park, nearly linking them. This network of outstanding conservation land is all within 30 miles of Concord and provides excellent wildlife habitat as well as tremendous passive recreation opportunities. Forest Peters WMA can be accessed from Northwood Meadows State Park, or from Blakes Hill Rd, Old Mountain Rd., or Tower Rd.

Completed By: SNHPC

Date Completed: August 2016

Photo: NALMC



Town: Northwood

Property Name: First Baptist Church

Address: 166 1st NH Turnpike

Nearest Cross-Street/Landmark: North Meadows State Park

Intrinsic Qualities: Conservation

Historic Designation: None

Owner Type: State of New Hampshire

Amenities:

Notes: The oldest church in Northwood, dating back to 1779.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Northwood

Property Name: Chesley Memorial Library

Address: 8 Mountain Ave

Nearest Cross-Street/Landmark: Route 43 and 1st NH Turnpike

Intrinsic Qualities: Library

Historic Designation: None

Owner Type: Northwood

Amenities:

Notes: Founded in the 1950's, the mission of the Chesley Memorial Library to assemble, preserve, and administer, in organized collections, books and related educational recreational, and informational materials in order to promote learning, inform citizens, and to enrich personal lives. For the history of the library, please see <http://www.chesleylib.com/about-us.html>.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Northwood

Property Name: East Northwood Cemetery

Address: First NH Turnpike (Rte. 4) and Mountain Avenue (Rte. 43)

Nearest Cross-Street/Landmark: Chesley Memorial Library

Intrinsic Qualities: Cemetery

Historic Designation: None

Owner Type: Northwood

Amenities:

Notes:

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Northwood

Property Name: Northwood Town Forest

Address: Giles, Parsonage, School and Deslaurier Lots

Nearest Cross-Street/Landmark: Northwood Meadows

Intrinsic Qualities: Recreation, Conservation

Historic Designation: None

Owner Type: Northwood

Amenities:

Notes: The Northwood Town Forest is comprised of forestlands consisting of four parcels: Parsonage, School, Giles and Deslaurier collectively compile a total acreage of 363+/- acres. The Town Forestlands became designated Town Forest in 1989 and the responsibility of management for these woodlands are overseen by the Northwood Conservation Commission.

Completed By: SNHPC

Date Completed: August 2016

Photo: (School lot) Lucy Edwards



Town: Northwood

Property Name: Lucas Pond

Address: Lucas Pond Road, Upper Camp Rd

Nearest Cross-Street/Landmark: Northwood Meadows

Intrinsic Qualities: Recreation, Conservation

Historic Designation: None

Owner Type: Northwood

Amenities: Public Water Access via Canoe/Cartop, shorebank, and ramp access

Notes: 40 acre coldwater pond located off Lucas Pond Road. A no motor access trout pond.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Northwood

Property Name: Saddleback Campground

Address: 41 Campground Rd

Nearest Cross-Street/Landmark: Route 43

Intrinsic Qualities: Recreation

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Saddleback Campground is a small, family owned and operated campground located away from the hustle and bustle of normal everyday life where Mother Nature supplies our amenities. All of the camp sites have a view of the spring fed pond where you can swim or fish (no license required). Other camp sites are very large and naturally shaded by trees. The campground has sites to accommodate every person's idea of camping, from tents to a 50 foot motor home.

Completed By: SNHPC

Date Completed: August 2016

Photo: Saddleback Campsite



Town: Northwood

Property Name: Saddleback Mountain

Address: Saddleback Mountain Rd, Deerfield, NH

Nearest Cross-Street/Landmark: Route 43

Intrinsic Qualities: Recreation

Historic Designation: None

Owner Type: Public

Amenities:

Notes: Saddleback Mountain in Deerfield and Northwood is one of the most noticeable landmarks in the area. The television and radio tower on its summit is one of the tallest in the state, and is home to Channel 11 NHPTV and the NOAA weather service amongst others. It is also home to 2 adjacent land/wildlife conservation areas that also abut Northwood Meadows State Park to form over 1000 acres of natural habitat. This ridge makes for a nice day hike from that state park with a variety of features to explore.

Completed By: SNHPC

Date Completed: August 2016

Photo: Saddleback Campsite



Town: Northwood

Property Name: Northwood Community Hall

Address: 818 1st New Hampshire Turnpike

Nearest Cross-Street/Landmark: Coe-Brown Academy

Intrinsic Qualities: Recreation

Historic Designation: None

Owner Type: Public

Amenities:

Notes: Originally a school, the Northwood Community Hall was moved to this location, served as the Advent Church until the current building was constructed. Fell into disrepair until the early 2000's, when the town allocated money for repairs. Now serves as a meeting place for many town organizations and committees.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Northwood

Property Name: Advent Church

Address:

Nearest Cross-Street/Landmark:

Intrinsic Qualities:

Historic Designation:

Owner Type:

Amenities:

Notes: The present building was built in 1888. The church also owns the Brookside School next door.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Northwood

Property Name: Old Post Office, Northwood Narrows:

Address:

Nearest Cross-Street/Landmark:

Intrinsic Qualities:

Historic Designation:

Owner Type:

Amenities:

Notes: Old Post Office: Before 1963 Northwood had 4 post offices. After the transition to zip codes, the operations were centralized, and this little post office - which had originally been inside a store located at that location, and then moved to this separate building - was saved when the store was torn down, and set up on the corner. It is cared for by the Northwood Historical Society.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Northwood

Property Name: Bryant Library and Museum

Address: 76 School St.

Nearest Cross-Street/Landmark:

Intrinsic Qualities:

Historic Designation:

Owner Type:

Amenities:

Notes: The James Bryant Library was made possible through a bequest from Rev. Bryant in the 1930s in which he stipulated that the library be located in the Narrows. This building served the west end of town for four decades until it was closed as a circulating library in 1989. Today, it continues to serve the towns - people through an agreement between the Library Trustees and NHS.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Northwood

Property Name: Canterbury Road Cemetery

Address: Old Canterbury Road

Nearest Cross-Street/Landmark: Johnson's Field

Intrinsic Qualities:

Historic Designation:

Owner Type:

Amenities:

Notes: Laying behind a historic rock wall is Canterbury Cemetery with gorgeous view of Johnson's Field.

Completed By: SNHPC

Date Completed: August 2016

Photo: SNHPC



Town: Northwood

Property Name: Johnson's Field

Address:

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Scenic

Historic Designation: None

Owner Type:

Amenities:

Notes: Johnson's Field is located just east of Johnson's Dairy Bar in Northwood. The field is named after the family that has owned it since 1900, and the rich, well-drained farmland soil there has been farmed continuously for 200 years.



Completed By: SNHPC

Date Completed: August 2016

Photo: Friends of Johnson's Field Facebook



Town: Northwood

Property Name: Northwood Town Hall

Address: 818 1st New Hampshire Turnpike

Nearest Cross-Street/Landmark: Harvey Lake

Intrinsic Qualities: Cultural, Social

Historic Designation: None

Owner Type: Municipal

Amenities:

Notes: The original Northwood Town Hall was built as a church for the Congregationalists in town at the location the current building stands, and occasionally town meetings were held there as well as church services. This building burned down in 1847.

Completed By: SNHPC

Date Completed: August 2016

Photo:

Town: Northwood

Property Name: Shoe Shop on Town Hall Grounds

Address:

Nearest Cross-Street/Landmark:

Intrinsic Qualities:

Historic Designation:

Owner Type:

Amenities:

Notes: Moved from Nottingham for the Bicentennial as an example of the sort of shops where shoes were made before the large shoe shops were built.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Northwood

Property Name: Center School

Address: 820 First New Hampshire Turnpike

Nearest Cross-Street/Landmark: Town Hall

Intrinsic Qualities: Education

Historic Designation: None

Owner Type: Private, not for profit organization

Amenities:

Notes: Established in 1979, this parent-run preschool has educated hundreds of children from Northwood, Deerfield, Strafford, Nottingham, Epsom and the surrounding communities. This is the oldest school in Northwood.

Completed By: SNHPC

Date Completed: August 2016

Photo: Saddleback Campsite



Town: Candia

Property Name: Flint Road Town Forest

Address: Flint Road

Nearest Cross-Street/Landmark: Route 101

Intrinsic Qualities: Recreation

Historic Designation: None

Owner Type: Public

Amenities: This 66 acre parcel contains Kinnicum Pond and a heron rookery. These sites are sensitive to disturbances, so please stay on marked trails and platforms.

Notes: The Flint Road Town Forest is a 66 acre tract located on Flint Road. A trail on the property is named after a local doctor, Hermann Sander, who donated the land to the town. Some of the trails leading through it were developed by Candia Eagle Scouts. This parcel sits on the edge of one of the few remaining large unfragmented blocks in Candia, which the town Open Space Plan recommends for protection. The block also contains Kinnicum Pond and a heron rookery. The Conservation Commission has developed a management plan for the town forest, which will be used as an exemplary model for local landowners/ loggers.

Completed By: SNHPC

Date Completed: August 2016

Photo: Candia Conservation Commission



Town: Candia

Property Name: Smyth Memorial Building

Address: 194 High St

Nearest Cross-Street/Landmark: Jesse Remington High School

Intrinsic Qualities: Historical

Historic Designation:

Owner Type: Public

Amenities:

Notes: The Smyth Memorial Building was originally received by the Town as a gift from the estate of New Governor and Candia native Frederick Smyth. From 1932 to 2002 the building served as the Town Library until the current library was constructed. In 2007, the Smyth Memorial Building was added to the New Hampshire and National Register of Historic Places.

Completed By: SNHPC

Date Completed: August 2016

Photo: Town of Candia



Town: Candia

Property Name: First Baptist Church

Address: 188 Deerfield Road

Nearest Cross-Street/Landmark: Candia General Store

Intrinsic Qualities:

Historic Designation:

Owner Type:

Amenities:

Notes: This 1846 property has always been occupied by the Candia Baptist Church. The steeple houses the clock with a welcoming and assuring sign of a viable Christian village. This remarkable antique wooden clock is maintained weekly with the keeper climbing steep stairs to raise its heavy iron weights to wind the clock and adjust the time. Behind the Church there is a steep hill exposing the once very active mill pond where a mill(s) operated for several years. Also in the vicinity lies the original Village Cemetery.

Completed By: SNHPC

Date Completed: August 2016

Photo: SNHPC



Town: Candia

Property Name: Candia Woods Golf Links

Address: 313 South Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Recreation

Historic Designation:

Owner Type:

Amenities:

Notes: The 18-hole "Candia Woods" course at the Candia Woods Golf Links facility in Candia, New Hampshire features 6,558 yards of golf from the longest tees for a par of 71. Designed by Philip A. Wogan, ASGCA, the Candia Woods golf course opened in 1964. Ted Bishop, PGA manages the course as the Director of Golf.

Completed By: SNHPC

Date Completed: August 2016

Photo: Candia Woods Golf Links



Town: Candia

Property Name: Different Drummer Farm

Address: 55 South Road

Nearest Cross-Street/Landmark: Candia Four Corners

Intrinsic Qualities: Recreation

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Different Drummer Farm was purchased in 1979 with the intent of starting a resident camp and top shelf training facility for serious hunt seat riders in an atmosphere that was also lovely for raising children and young horses. The picturesque New England farm is situated on 15 acres with a 15 stall barn, 2 outdoor riding rings and numerous paddocks and pastures.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Candia

Property Name: Candia Historic Four Corners

Address: Healy Rd/High St/South Rd Intersection

Nearest Cross-Street/Landmark: Smyth Memorial Building

Intrinsic Qualities: Historic

Historic Designation:

Owner Type:

Amenities:

Notes: Much of the town of Candia's business, governmental, and recreational facilities are located near the Four Corners. The Candia Town Hall, Moore Park, and the Smyth Public Library are also located on High Street. Deerfield Road is the location of the Candia Volunteer Fire Department's station and the Henry W. Moore School. All of these facilities are located within approximately 500 feet (150 m) of the main intersection, effectively making it the focal point of the town.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Earth



Town: Candia

Property Name: Historic Period Houses

Address: 93 High Street to 199 High Street

Nearest Cross-Street/Landmark: Candia's Historic Four Corners

Intrinsic Qualities: Historic

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Stretching along High Street from the Candia municipal offices to Candia's Historic Four Corners, sits multiple historic New England homes that highlight the character and culture of this rural New Hampshire town.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Candia

Property Name: Stephen Clay Bread & Breakfast

Address: 193 High Street

Nearest Cross-Street/Landmark:

Intrinsic Qualities: HOS

Historic Designation:

Owner Type:

Amenities:

Notes: Stephen Clay built this historic home on 45+ acres in the late 1700's. The homestead later became the "Highland View Inn and Resort" in the 1800's; a home for orphaned boys in the early 1920's and later a town doctor's office from mid 1930's – 1970's.

The Stephen Clay Homestead Bed and Breakfast opened for business in 2000. My husband, Ed, and I, Theresa, purchased this beautiful historic 200+ year old colonial in order to restore and open our own B&B.

Completed By: SNHPC

Date Completed: August 2016

Photo: Stephen Clay Bread & Breakfast



Town: Candia

Property Name: Fitts Museum

Address: 185 High Street

Nearest Cross-Street/Landmark: Civil War Soldier's Monument

Intrinsic Qualities: Museum

Historic Designation:

Owner Type:

Amenities:

Notes: The Fitts Museum is located in the historic center of the community. Candia's first town meeting was held in a nearby home in 1764. The Old Meeting House was located where the Civil War Soldier's Monument now stands. Parades, fairs and militia drills were held on the "common". Many of the men and women who have shaped the town of Candia have gathered with their families here on the hill.

Completed By: SNHPC

Date Completed: August 2016

Photo: Forumhomes.org



Town: Candia

Property Name: Soldier's Monument

Address: 187 High Street

Nearest Cross-Street/Landmark: Smyth Memorial Building

Intrinsic Qualities: Memorial

Historic Designation: None

Owner Type: Local

Amenities:

Notes: A gift from the Hon Frederick Smyth, a former NH governor and Candia native. It was dedicated on Friday, 13 Oct 1893, in a large ceremony, with the members of numerous GAR posts, veteran associations, and state militia units marching in. It was erected on land where the town's meeting house once stood.

Completed By: SNHPC

Date Completed: August 2016

Photo: Charles W Canney Camp



Town: Candia

Property Name: Candia Congregational Church

Address: 1 South Road

Nearest Cross-Street/Landmark: Jesse Remington High School

Intrinsic Qualities: Religious

Historic Designation: None

Owner Type: Private Organizaiton

Amenities:

Notes: Located in Candia's Historic Four Corners.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Candia

Property Name: Hill Cemetery

Address: 200 High Street

Nearest Cross-Street/Landmark: Candia Four Corners

Intrinsic Qualities: Cemetery

Historic Designation: None

Owner Type: Candia Congregational Church

Amenities:

Notes: Located behind the Candia Congressional Church in Candia's Historic Four Corners.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Candia

Property Name: Old School House

Address: 11 South Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Historic

Historic Designation:

Owner Type:

Amenities:

Notes: In 1955, Old Sturbridge Village, a famous living museum in Western Massachusetts was looking for an authentic one-room school house. As Ed Hood, Vice President of the village explains, after looking around New England they found the perfect one built in the early 1800s in Candia.

Completed By: SNHPC

Date Completed: August 2016

Photo: NHPR



Town: Candia

Property Name: Jesse Remington School

Address: 15 Stevens Lane

Nearest Cross-Street/Landmark: Candia Congressional Church

Intrinsic Qualities: Education

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Jesse Remington High School offers a classical Christian education with project-based learning. The school was founded in 1992 by Jeffrey Philbrick under the auspices of Candia Congregational Church. The school's namesake, Jesse Remington, had been a pastor at the same church two hundred years prior, during the American War of Independence.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Candia

Property Name: Mountain View - Stone Farm

Address: 393 High Street

Nearest Cross-Street/Landmark: Jesse Remington High School

Intrinsic Qualities: Scenic

Historic Designation: None

Owner Type:

Amenities:

Notes: Stone Farm was once a resting place for folk traveling though Candia.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Candia

Property Name: Old School House #5

Address: 686 High Street

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Historic

Historic Designation:

Owner Type:

Amenities:

Notes:

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Candia

Property Name: Candia Vineyards

Address: 702 High Street

Nearest Cross-Street/Landmark: Charmingfare Farm

Intrinsic Qualities: Agriculture

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Along the rows of Candia Vineyards, unique grapes grow fat on the vine before eventually transforming in to some of New England's best award-winning wines. Available on the premises most days, they offer a wide selection of wines, ranging from traditional dry wines to the most fruit-forward and exotic, to nearly extinct heritage vines from the 1800's, and aromatic new varieties.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Candia

Property Name: Charmingfare Farm

Address: 774 High Street

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Recreation

Historic Designation:

Owner Type:

Amenities:

Notes: Charmingfare Garden CSA is a subscription based, Community Supported Agricultural (CSA) garden. The CSA sells shares of our harvest, to our members who want quality, locally grown, fresh produce, at reasonable prices. The farm also offers visitors a chance to experience their zoo where they host wild native animals.

Completed By: SNHPC

Date Completed: August 2016

Photo: Charmingfare Farm



Town: Candia

Property Name: Old School House #7 (Marker)

Address: 660 North Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Historic

Historic Designation:

Owner Type:

Amenities:

Notes:

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Candia

Property Name: Wingedspur Ranch

Address: 24 Currier Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Recreation

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Opened in 1968, Wingspur Rand is a 35 acre New England farm featuring an indoor arena, heated viewing room with heated bathroom, and spacious 12x12 matted stalls. The farm offers miles of trails leading right to Bear Brook State Park.

Completed By: SNHPC

Date Completed: August 2016

Photo: Wingedspur Ranch



Town: Candia

Property Name: Walnut Hill Farm (circa 1775)

Address: 391 New Boston Road

Nearest Cross-Street/Landmark: Wingedspur Farm

Intrinsic Qualities: Agriculture

Historic Designation: None

Owner Type: Private

Amenities:

Notes:

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View

Town: Candia

Property Name: Maple Terrace Farm

Address: 287 New Boston Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Agriculture

Historic Designation: None

Owner Type: Private

Amenities:

Notes:

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Candia

Property Name: Legacy Farm

Address: 255 New Boston Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Agriculture

Historic Designation:

Owner Type:

Amenities:

Notes: Candia, New Hampshire Full Service Boarding Facility, Open 7 Days a Week, Horseback Riding Lessons, Stall Boarding, Private Riding Lessons, Outdoor Arena, English, Daily Individual Turnouts, Western, Indoor Riding Arena, Beginner Lessons On Own Or School Horses., Pasture Board, Showing Program, Round Pen, Riding Trails Available, Equitation, English Pleasure, Group Instruction, Layovers, Stopovers, Group Activities, Horse Summer Day Camp for Kids and Horse/Pony Birthday Parties.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Candia

Property Name: Deerfield Road Conservation Area

Address: North on Route 43 before Deerfield Town Line

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Conservation

Historic Designation: None

Owner Type: Public

Amenities:

Notes: Thanks to the generosity of the townspeople of Candia at the 2005 Town Meeting, Candia was able to purchase the Deerfield Road Town Forest—82 acres on Deerfield Road. It is a key parcel in the important wildlife corridor linking Bear Brook and Pawtuckaway State Parks. There are two hiking trails on the property.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Candia

Property Name: School House #9 (circa 1826)

Address: 60 Old Deerfield Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Historic

Historic Designation:

Owner Type:

Amenities:

Notes: Shoemaker Jonathan Bean III was an early settler in the 1830s. His son, Yeoman Richard Bean, owned it in 1893. The front door has an inscription naming it The Tom Thumb House. Legend has it that it achieved its name of fame after a visit by the famed performer Tom Thumb. This property is also the home of the Candia Schoolhouse #9 c.1826.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Candia

Property Name: Historic Candia High School

Address: 184 Deerfield Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Historic

Historic Designation: None

Owner Type: Private

Amenities:

Notes: This 1804 home was owned by early settler, Nicholas French II, a cooper. In 1893, it was owned by grocer Woodbury Dudley and served as a Post Office and was used as a grain store; at one time it was called Dudley's Store. The upstairs was used as a school (possibly high school grades) and presently exhibits the mounting holes in the floor for desks. It is now a private home owned by Peter Foti and Laura Short.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Candia

Property Name: Village Cemetery

Address: 171 Deerfield Road

Nearest Cross-Street/Landmark: First Baptist Church

Intrinsic Qualities: Cemetery

Historic Designation: None

Owner Type:

Amenities:

Notes:

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Candia

Property Name: Henry W. Moore School

Address: 12 Deerfield Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Education

Historic Designation:

Owner Type:

Amenities:

Notes: Kindergarten through eighth grade public education is provided for Candia residents at the Henry W. Moore School, located near the Candia Four Corners on Deerfield Road. High school education is provided through a contract at Manchester Central High School in Manchester, New Hampshire.

Completed By: SNHPC

Date Completed: August 2016

Photo: Henry W. Moore School



Town: Candia

Property Name: Candia Volunteer Fire Department

Address: 11 Deerfield Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Institution

Historic Designation: None

Owner Type: Public

Amenities:

Notes: Built 1939, Candia's Volunteer Fire Department has over twenty crew members and eight officers.

Completed By: SNHPC

Date Completed: August 2016

Photo: Candia Fire Department



Town: Candia

Property Name: Smyth Public Library

Address: 55 High Street

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Library

Historic Designation:

Owner Type:

Amenities:

Notes: Candia's 6200 square foot Smyth Public Library opened in December of 2002. It is situated between the Candia Elementary School, the Candia Park, and the new (2004-5) Candia Town Pond & Natural Area; it is linked to all three via a new sidewalk and trail system. Among the library's features is a working fire-place in the Leisure Reading area, an art display gallery, and an outdoor Reading Garden with extensive perennial flower plantings and comfortable benches overlooking the pond.

Completed By: SNHPC

Date Completed: August 2016

Photo: Smyth Public Library



Town: Candia

Property Name: Henry W. Moore Park

Address: 64 High Street

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Recreation

Historic Designation: None

Owner Type: Henry W. Moore School

Amenities: Baseball Field

Notes: Located across the street from the Henry W. Moore School, sitting behind the municipal offices, Moore Park offers residents a wide open grass field including a baseball and soft-ball diamond.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Earth



Town: Candia

Property Name: Candia Town Offices

Address: 74 High Street

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Institution

Historic Designation: None

Owner Type: Public

Amenities: Town Clerk, Town Meeting Room

Notes:

Completed By: SNHPC

Date Completed: August 2016

Photo: Town of Candia



Town: Candia

Property Name: Holbrook Cemetery

Address: 76 High Street

Nearest Cross-Street/Landmark: Intersection of Routes 43 and 27

Intrinsic Qualities: Cemetery, Cultural, Scenic

Historic Designation: None

Owner Type: Public

Amenities:

Notes:

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Candia

Property Name: Old School House #1

Address: 29 High Street

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Historic

Historic Designation:

Owner Type: Municipal

Amenities:

Notes:

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Town: Candia

Property Name: Candia Court House

Address: 110 Raymond Road

Nearest Cross-Street/Landmark: Henry W. Moore School

Intrinsic Qualities: Institution

Historic Designation: None

Owner Type: NH CIRCUIT COURT

Amenities:

Notes: Located near the Henry W. Moore School, this courthouse is the 10th Circuit – District Division with jurisdiction over the Towns of Auburn, Candia, Deerfield, Northwood, Nottingham, and Raymond.

Completed By: SNHPC

Date Completed: August 2016

Photo: Town of Candia



Town: Candia

Property Name: Birchwood Plaza

Address: 143 Raymond Road

Nearest Cross-Street/Landmark: Candia District Court

Intrinsic Qualities: Commercial

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Centrally located, Candia's Birchwood Plaza is home to a quilt shop, karate facility, physical therapy office, a tanning salon, and a brick oven pizzeria.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View



Historic Motor Sports
It's all about the cars!

Town: Candia

Property Name: Historic Motor Sports

Address: 174 Raymond Road

Nearest Cross-Street/Landmark: Birchwood Plaza

Intrinsic Qualities: Commercial

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Historic Motor Sports is a repair and restoration shop for your classic, antique, vintage or historic vehicle needs. The business specializes in repairs and restoration of historic cars and trucks from the 1930's to the late 1960's and also work on pre-emissions British sport cars and vintage race cars.

Completed By: SNHPC

Date Completed: August 2016

Photo: Historic Motor Sports



Town: Candia

Property Name: Candia Springs Water Park

Address: 446 Raymond Road

Nearest Cross-Street/Landmark: Raymond Road/Deer Run Road

Intrinsic Qualities: Recreation

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Candia Springs Adventure Park offers activities for everyone. In addition to the four water slides and small pool, Candia Springs offers an adventure challenge course with different obstacles as well as ziplines with an off-road tour.

Completed By: SNHPC

Date Completed: August 2016

Photo: Candia Springs Water Park



Town: Candia
Property Name: Island Road Cemetery
Address: 33 Beane Island Road
Nearest Cross-Street/Landmark:
Intrinsic Qualities: Cemetery
Historic Designation: None
Owner Type: Municipal
Amenities:

Notes:

Completed By:
Date Completed: August 2016
Photo:

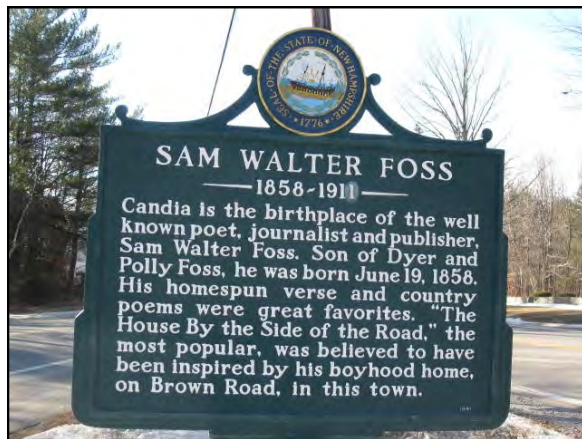


Town: Candia
Property Name: Farmer's Wife Farm Market
Address: 20 Main Street
Nearest Cross-Street/Landmark: Henry W. Moore School
Intrinsic Qualities: Commercial
Historic Designation: None
Owner Type: Private
Amenities:

Notes: Local farmer's market offering locally grown vegetables and meats .



Completed By: SNHPC
Date Completed: August 2016
Photo: Farmer's Wife Farm Market



Town: Candia

Property Name: Samuel Walter Foss Memorial

Address: 388 Brown Road

Nearest Cross-Street/Landmark:

Intrinsic Qualities: Memorial

Historic Designation: New Hampshire Historical Highway Markers

Owner Type: Public

Amenities:

Notes: Poet, journalist, humorist. Born into a rural New Hampshire farm family, he was graduated from Portsmouth, New Hampshire High School, and earned a bachelor's degree from Brown University in 1882. He became owner and editor of the Lynn, Massachusetts Saturday Union newspaper. Foss also contributed a humor column to the paper once a week. His popular homespun verse and his poetry were soon being published nation wide. In 1891 he moved to Boston where he wrote for Yankee Blade, The Boston Globe, and The Christian Science Monitor until his death in 1911. Probably best known for his inspirational poem, The House By the Side of the Road .

Completed By: SNHPC

Date Completed: August 2016

Photo: SNHPC



Town: Deerfield

Property Name: Pawtuckaway Mountain

Address: 190 Reservation Rd

Nearest Cross-Street/Landmark: Raymond Road

Intrinsic Qualities: Recreational

Historic Designation:

Owner Type: New Hampshire Department of Resources & Economic Development

Amenities:

Notes: North Pawtuckaway Mt., which lies along Deerfield's eastern boundary in Nottingham, has a 200' south facing cliff about 1/2 mile in from Round Pond. Geologists believe rocks from the cliff were transported by glaciers between the cliff and the pond, now designated as the Pawtuckaway Boulders.

Completed By: SNHPC

Date Completed: August 2016

Photo: New Hampshire Department of Resources & Economic Development



Town: Deerfield

Property Name: Major John Simpson Marker

Address: Located on Route 107 and 43, at Meetinghouse Hill Road, .6 miles south of the junction of Route 107 and 43.

Nearest Cross-Street/Landmark: Raymond Road

Intrinsic Qualities: Historical

Historic Designation: 25

Owner Type:

Amenities:

Notes: John Simpson gained fame by his unauthorized first shot at the Battle of Bunker Hill. He served as private in Captain Dearborn's company of Colonel Stark's regiment, was reprimanded and afterward served with honor. The Simpson homestead is on Lang Road. He was buried in the Old Center Cemetery on Meetinghouse Hill.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Deerfield

Property Name: South Road, Butler's Corner

Address: 70 South Road

Intrinsic Qualities: Historical

Historic Designation: None

Owner Type: Private

Amenities:

Notes: House on corner built by Josiah Butler, cousin of Josiah Butler (born in 1818 on Deerfield Parade). The prominent marker was probably a discarded tombstone when new monument placed in local cemetery (north on Rt. 43). Considered by some the south "entrance" to Deerfield from Candia.

Completed By: SNHPC

Date Completed: August 2016

Photo: SNHPC



Town: Deerfield
Property Name: Historic Farm Area
Address: South Road
Intrinsic Qualities: Historical, Scenic
Historic Designation: None
Owner Type: Private
Amenities:

Notes: Sanborn farm buildings, other buildings in the area former sites of general store, post office, creamery and Grange Hall. In the early 1800's butter from the creamery entered in the Paris exposition and won a bronze medal!



Completed By: SNHPC
Date Completed: August 2016
Photo: Google Street View



Town: Deerfield
Property Name: Nottingham Mountain
Address: Access via Tarlton Road, Epsom, NH
Intrinsic Qualities: Recreational
Historic Designation:
Owner Type:
Amenities:

Notes: The highest elevation in town, 1340' on the western boundary line, on south facing cliff is a natural cave or shelter formed by overhanging ledge 12-14' in depth, known for nearly 2 centuries as Indian Camp.

Completed By: SNHPC
Date Completed: August 2016
Photo:



Town: Deerfield

Property Name: North Road Scenic Vista

Address:

Intrinsic Qualities: Scenic

Historic Designation:

Owner Type:

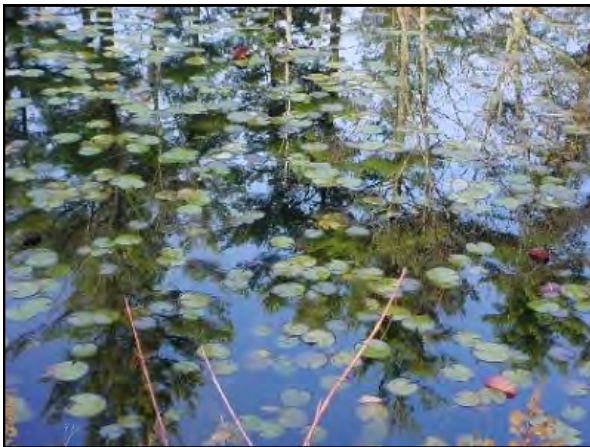
Amenities:

Notes: Old farms, Pleasant Lake - once the water source for the town of Pembroke.

Completed By: SNHPC

Date Completed: August 2016

Photo: Google Earth



Town: Deerfield

Property Name: Freese's Pond, Lone Tree Boy Scout Camp

Address: Hammond Road, NH 107, NH 43

Intrinsic Qualities: Recreation

Historic Designation: None

Owner Type: State

Amenities: Canoe access

Notes: Originally a Mill Pond owned by the Freese family from the late 1700's. From 1900 to 1980, the mill was no longer active but was enjoyed by residents for fishing and boating. From 1919 to 1937

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Deerfield

Property Name: Deerfield Parade & Cemetery

Address:

Intrinsic Qualities:

Historic Designation:

Owner Type:

Amenities:

Notes: Original commercial and political center - doctors, lawyers, High School Academy (burned in 1842), Inns, Taverns, general stores and a Stage Coach stop were all located in this historic location. The Parade was a half-way point on the first mail route from Portsmouth to Concord. One former tavern still stands on the Nottingham Rd. corner. First structure in Deerfield, the Garrison, was located just 1/2 mile east on Nottingham Rd. (Plaque on boulder by Pendleton Farm).



Completed By: SNHPC

Date Completed: August 2016

Photo: Google Street View

Town: Deerfield

Property Name: Chase Corner—Old Center

Address:

Intrinsic Qualities:

Historic Designation:

Owner Type:

Amenities:

Notes: An entrance stone to cemetery marks where first Meeting House stood. Also originally referred to locally as "Gun House Hill" - where the cannon to fend off French and Indian war raids was stored.

Completed By: SNHPC

Date Completed: August 2016

Photo:



Town: Deerfield

Property Name: Deerfield Fairgrounds

Address: 34 Stage Rd

Intrinsic Qualities: Cultural, Recreation

Historic Designation: None

Owner Type: Private

Amenities:

Notes: Originated in 1877. One remaining building from depression era when CCCamps were sited there. Largest agricultural Fair in New Hampshire.



Completed By: SNHPC

Date Completed: August 2016

Photo: Deerfield Fairgrounds

Appendix B

Byway Nomination

January 2013

Upper Lamprey Scenic Byway Nomination

(Updated January 9, 2013)

Section 1: Essentials

- A. **Designation Sought.** State Scenic Byway
- B. **Multi-Jurisdiction Nomination.** This nomination is submitted jointly by the Towns of Candia, Deerfield, and Northwood.
- C. **Nomination of an Extension.** No
- D. **Byway Name.** The proposed route will be known as the Upper Lamprey Scenic Byway

Location Description. The proposed Upper Lamprey Scenic Byway contains outstanding scenic vistas, natural resources, and historic villages that celebrate the scenic and cultural heritage of New England.

E. Intrinsic Qualities

- ☐ Archaeological
- ☒ Cultural
- ☒ Historic
- ☒ Natural
- ☒ Recreational
- ☒ Scenic

F. Primary Photo



Deerfield Bible Church (1834)
(Photo taken 8/3/2012)

Section 2: Statement of Qualification

- A. Theme. Provide a brief description of the unifying theme you plan to use to promote your byway. Please note that this should relate to the Intrinsic Quality(s) for which the route is being nominated. Does your theme reflect the central focus of your byway's nomination story?

The proposed Upper Lamprey Scenic Byway contains an assortment of historical, cultural, and natural resources, ranging from hilly vistas and lakeside panorama to classic New England downtown areas. The northwestern part of the Lamprey River flows through the region, and recreational opportunities abound. In addition to scenery and recreation, the traveler experiences myriad opportunities for antiquing along the Northwood stretch. Historical architecture also exists throughout the 45-mile byway, and is a major draw for anyone interested in New Hampshire's proud days gone by.

- B. Traveler Experience. Provide an overview of what visitors will experience when they drive the route. Note that you will have the opportunity to create a traveler itinerary later in the Visitor Experience section of the nomination application.

The proposed Upper Lamprey Scenic Byway contains outstanding scenic vistas, natural resources, and historic villages that celebrate the scenic and cultural heritage of New England.

Regional Significance. Explain and justify what is special, significant or unique about your byway in relation to the primary Intrinsic Quality for which you are nominating the road.

Winding through the towns of Candia, Deerfield, and Northwood, one arrives at panoramic views of the mountains to the north, farms and forests to the east and west, and historic and cultural relics at every corner.

Section 3: Route Information

- A. Official Route Description (Written). Provide a complete, sequential route description that documents all road segments including any gaps and/or intrusions. Please include all the road segments which, when linked together, match the legal description used by your State/Indian tribe/Federal land management agency to officially designate the road and include total miles.

Narrative Route Description

Road	Description	Mileage
Old Manchester Road	Begin by taking Exit 3 off NH 101. Stay straight, crossing over NH 43 on to Old Manchester Road	0.4
South Road	Take a right on to South Road	1.7
Healey Road	Proceed across NH 27 at the Old Smyth Library on to Healy Road	0.7
North Road	Take a left on to North Road	1.7
New Boston Road	Take a sharp right on to New Boston Road	2.2
NH 43/Deerfield Road	Take a left on to NH 43/Deerfield Road	1.4
South Road	Take a left on to South Road	1.6
Birch Road	Take a right on to Birch Road	0.9

Middle Road	Take a left on to Middle Road	0.2
Range Road	Take a right on to Range Road	1.2
Ridge Road	Take a right on to Ridge Road	0.8
Candia Road	Take a left on to Candia Road	0.6
Church Street	Take a left on to Church Street	1.2
Old Centre Road	At four-way intersection, stay straight on to Old Centre Road	2.0
North Road/NH 107	Take a left on to NH 107	3.6
US 4/202/ NH 9 (First NH Tpke)	Take a right on to NH 4/202/9 East	1.8
West Street	Take a left on to West Street	0.6
Main Street	Take a right on to Main Street	0.6
US 4/202/NH 9 (First NH Tpke)	Take a left back on to NH 4/202/9	4.3
NH 43	Take a right on to NH 43	5.5
Parade Road	Bear left on to Parade Road	0.7
Nottingham/James City Road	Take a right on to Nottingham/James City Road	0.8
Meeting House Hill Road	At intersection w/NH 43/107, stay straight on to Meeting House Hill Road	1.0
Church Street	Take a left on to Church Street	1.2
NH 43/107	Take a right on NH 43/107	1.9
NH 43	At fork, bear right on NH 43	2.4
NH 43	Take a left to continue on NH 43	1.1
Old Deerfield Road	Bear left on to Old Deerfield Road	0.6
NH 43	Take a left to get back on to NH 43	1.2
Main Street	Bear left on to Main Street	1.3
NH 43	Take a left to get back on to NH 43	0.4
NH 101	Left on NH 101 (Terminus of Upper Lamprey Scenic Byway)	
		45.6

B. Route Map. Provide the following information on a single map to use as a central reference point along with the other materials you include in the nomination application. The scale and size of the map will be relative to the location and length of your nominated byway. In some cases, this may require two or more pages. To facilitate review, we require that route maps be submitted in electronic form. The map and supporting legend should clearly show:

- ☒ The location of the byway within the State, Indian tribe, or Federal lands
- ☒ The location of the byway in relation to other State, Indian tribe, and/or Federal land management agency byways and America's Byways® in your region
- ☒ Each end point of the byway
- ☒ Location of gaps and/or intrusions (NA)
- ☒ The location of each community along the route
- ☒ Boundaries and/or management areas of major entities (e.g., parks, forests, reserves)
- ☐ Locations of critical directional signage, if any (to be added with CMP)
- ☐ Locations of existing interpretive panels/information (to be added with CMP)
- ☐ Locations of public visitor centers and other visitor amenities (food, fuel, restrooms, etc.) (to be added with CMP)
- ☒ Locations of points of interest detailed in the Visitor Experience section of the nomination application

- C. Continuity of the Route. Provide explanations for any gaps and/or intrusions in your route that interrupt the continuity of the traveler experience (e.g., local zoning decisions, lack of community support, etc.).

There are no gaps or intrusions in the route of the Upper Lamprey Scenic Byway that would interrupt the continuity of the traveler experience.

Section 4: Route Conditions

- A. Confirm that passenger vehicles are accommodated along the entire route, and describe how this is facilitated if segments of the road are not paved.

The entire proposed route for the Upper Lamprey Scenic Byway follows paved roads that are maintained year round.

- B. Describe the accommodation of bicycle and pedestrian travel along the byway, if applicable.

Much of the proposed Byway route was identified as a State Bicycle Route by the NH Department of Transportation in 2001.

- C. Describe any restrictions to the types of vehicles that are allowed along the route.

Any vehicle allowed on a State Highway is allowed on the proposed Byway.

- D. Describe any seasonal closures or other restrictions along the route.

There are no seasonal closures or restrictions along the route.

- E. Describe, in one sentence, the best time during the year to drive the byway and experience the primary Intrinsic Quality(s) identified in this application

Early autumn is the best time to visit the byway, to enjoy fall color, recreational opportunities, and other town activities.

- F. In one sentence, describe any travel concentrations or high seasons when byway visitors might be more likely to encounter crowds or extra traffic.

Summertime traffic accessing the lakes and ponds in the corridor communities, as well as during the annual Deerfield Fair in late September, represent the most predictable congestion.

- G. Describe all of the factors of your roadway that contribute to its safety for travelers.

As noted above, much of the proposed Byway route was identified as a State Bicycle Route by the NH Department of Transportation in 2001. These designations were made based on an analysis of safety factors – in particular shoulder width and traffic speed and volume.

Section 5: Visitor Experience

- A. Convey information about how prepared your byway is to have visitors. Describe planning to address the following elements of the visitor experience:

1. Getting to the Byway

- From Boston (93) – Travel north on I-93. Take Exit 7 for NH 101 East and proceed 6.4 miles to Exit 3 (NH 43, Deerfield/Candia). Follow Byway directions above.
- From Boston (95) – Travel north on I-95. Take Exit 2 for NH 101 West and proceed 24.3 miles to Exit 3 (NH 43, Deerfield/Candia). Follow Byway directions above.
- From Manchester Boston Regional Airport – Follow signs for I-293 South/NH 101 East. From I-293, keep left at fork to get on to I-93 North/NH 101 East. Take Exit 7 to stay on NH 101 East. Proceed 6.4 miles to Exit 3 (NH 43, Deerfield/Candia). Follow Byway directions above.

2. Traveler Services

Below is a preliminary list of Traveler Services along the Byway. A comprehensive inventory of services will be completed as part of the Corridor Management Plan process.

- Public Rest Rooms – Public Rest Rooms are available in the following locations along the Byway:
 - Candia Town Hall
 - Candia Library
 - Deerfield Town Hall
 - Deerfield Library
 - Northwood Town Hall
 - Northwood Library
- Visitor Information & Interpretive Centers
 - Byway information will be available at all Town Halls and Libraries along the Byway, as listed above
- Restaurants
 - Candia
 - Pasquale's Ristorante Italiano, 483-5005
 - Candia House of Pizza, 483-5920
 - Lindy's Gourmet Deli and Pizzeria [sic], 483-4888
 - Stubby's Place, 483-5581
 - Deerfield
 - Yanni's Pizzeria, 463-7300

- Lazy Lion Café, 463-7374
- Commerce Corner Café

Northwood

- Northwood Diner, 942-5018
- Johnsons Seafood and Steak, 942-7300
- Lou's Garden, 942-7328
- Dunkin Donuts, 942-8568
- Northwood House of Pizza, 942-5068
- Cooper Hill Pizzeria, 942-5804
- Subway, 942-5936
- Recreation/Lodging
 - Candia Woods Golf Course
 - Candia Water Park
 - Charmingfare Farm, Candia
 - Wild Orchard Guest Farm, Deerfield

Additional amenities are identified below in descriptions of Intrinsic Qualities

3. Directional Signage

The scope of the proposed Byway Corridor Management Plan will involve planning for design and placement of directional signage for the byway route.

4. Wayfinding

Beyond marking the byway route, we anticipate that the Corridor Management Planning process will also include development of a byway logo to be featured on the route markers, a website, a Byway brochure and tour map, and other interpretive materials.

5. Evidence of Intrinsic Quality(s)

A preliminary inventory of resources in each corridor community that support the intrinsic qualities of the byway has been conducted by the Byway Committee to date. A more comprehensive inventory will be undertaken as part of the Corridor Management Planning process. The following pages feature brief profiles of many of the most significant resources that exemplify the Byway's intrinsic qualities. This is followed by a bulleted list of resources organized by Town.

Exemplary Byway Resources

Deerfield Resources

	<i>Category</i>
• South Road - Butler's Corner	Scenic
• Leavitt's Hill	Scenic
• Chase Corner - Old Center	Scenic
• Major Simpson Marker	Historical
• Pawtuckaway Mountain	Scenic

- Scenic
Cultural
Historical

The Deerfield Center Historic District was entered in the National Register of Historic Places on September 14, 2002. The following descriptive information of the buildings in the district has been summarized from the Nomination Form submitted by the Town, prepared by David Ruell in January, 2002.

Some corrective changes since the Historic District designation are reflected herein to indicate the renaming of Old Center Road South to Church Street by subsequent vote of the town, and the removal of one building and small barn between the fire station and the town Hall by the Fire Department.

The Deerfield Center Historic District is laid out along Church Street in the village of Deerfield Center, beginning at the eastern end of the district at its four corner intersection with Raymond Road, which runs southeast, Candia Road runs southwest, North Road runs somewhat east of north and Church Street runs northwest. The District now consists of 13 buildings (including #7A). The description of the individual properties in the district will begin at the southeast corner of the district, proceed west along the south side of Church Street, and then return to the east along the north side of the street.

#1 Ballou House 1 Candia Road
Probably late 1850's or 1860's

The Ballou House is a mid 19th century two and a half story gable roofed vernacular wooden house on a corner lot at the intersection of Candia Road and Church Street. The attached one story rear wing stretches to the large gable roofed attached barn with a narrow shed roofed addition. From early records it is assumed that the house was built between 1866 and 1867 by John Ballou, who later sold his “farm” to John Rand in 1884. Subsequent changes in ownership are documented in the Historic District Nomination Form. Major changes to the property have been largely confined to the parts of the building seldom seen by the public and its basic architectural integrity has been retained.

#2 Soldiers Memorial 4 Church Street
(Philbrick-James Library)
1913 – 1914

The Soldiers Memorial is a brick Classical Revival one story hip roofed main building with fully exposed basement level on the rear (southwest). In the center of the northeast street façade is a large pedimented gable roofed portico supported by four columns between wide brick piers projecting from the main block. To each side of the main entry is a large rectangular bronze plaque honoring those Deerfield residents who served in our country's wars. The names of those who served in the Revolution and the War of 1812 are found on the easterly plaque, while those who served in the Civil War and the Spanish American War are listed on the westerly plaque. Additional bronze plaques for the Deerfield veterans of World War I and the

Vietnamese War, and World War II and the Korean War were later placed on the inner walls of the portico's piers.

In 1880, Frederick P. James, acting through an intermediary, John D. Philbrick, offered the Town of Deerfield \$1000 to establish a public library, which was unanimously accepted at a special town meeting vote, and was first housed in a small upstairs room in the Town Hall.

In 1910 the widow of Frederick James offered \$4000, half the estimated cost, for a building that would serve three functions, a town library, a meeting place for the Woman's Relief Corps and the Grand Army of the Republic post, and a soldiers memorial. After the 1911 town meeting acceptance, and fundraising through sales and dances, by 1913 the lot was purchased and building completed and dedicated on July 28, 1914, and deeded to the Town on the same day. Total cost has been described as both "a little over \$8000" and as "close to \$9000."

#3 Deerfield Fire Station 6 Church Street
1932 – 1933

The Deerfield Volunteer Fire Association was organized in January of 1932 to provide fire protection for the Town. The original fire station was completed in 1933, a small building twenty feet wide by forty feet deep, housing the one truck the Association then owned. Remodeling took place in 1948, '49, '50 and more recently in 1954–55 to build the present gambrel roofed structure, 52 X 40 feet deep and four bays for fire trucks. In 1968 the rear addition was added, at which time most of the surviving rear wall of the original structure was removed. Two more additions and the rear storage shed were added in 1977-78, and vinyl siding in 1979. Because the present building essentially dates from 1954 and later it must be considered non-contributing for the Historic District nomination.

#4 Ballou-Hill House 8 Church Street
Probably before 1875

Presently a vacant lot as the building was burned in 2008.

#5 Deerfield Town Hall 10 Church Street
1856

The Deerfield Town Hall is a fine Greek revival style, two and a half story main block wooden structure, actually the third building erected by the town to house its town meetings. The first was the Meetinghouse in the Old Center, (on what is now referred to as Meetinghouse Hill) about one mile northeast of the present Deerfield Center, erected in 1771 after a five year long dispute over its location. It also housed the Congregational Church until the present church (#8) was erected in 1835. At March and April meetings in 1845 the voters decided to buy out the pew owners in the old meetinghouse, take the building down, and use the materials to erect a new town house. The site chosen by the selectmen was a 60 x 65 ft. lot in the New Center Village, purchased in August, 1845. The one story building was ready for use

by the March 1846 annual town meeting. It burned to the ground ten years later on the night of January 24-25, 1856. A special committee report presented at the March 1856 town meeting called for a 74 by 44 foot building to be located on or near the old spot, and appropriated \$2500 for the building.

More land was now required, and the committee reported that it needed \$100 to enlarge the lot, \$3000 for the builder's contract and another \$22 to raise the foundation by one foot. The funds were approved and the added land more than tripled the size of the lot. Work on the building was to be completed by December 1, 1856, by Deerfield carpenters Peter Woodman and True Washington Currier. It was designed by J. L. Foster and F.S. Robinson, Architects, Concord, N.H.

The only major change to the building was the rear addition in 1885 to provide "another means of escape from the Town Hall in the case of fire when the hall is full of human beings". \$200 was appropriated for a fire escape, and the addition was completed at a cost of \$679.62, resulting in a cost overrun. At some time between 1923 and 1966 the main street facade received the large sign and electric lights flanking the main entry, and the central entry doors were altered by being reduced in height by one panel, but the appearance of the entry was retained by reusing those panels in an over-door transom. The Deerfield Town Hall (or Town House) was entered as an individual building in the National Register of Historic Places on April 17, 1980, for its significance in the area of architecture.

#6 Congregational Parsonage 12 Church Street
1948 – 1949

The present structure is a wooden house, a mid-20th century vernacular version of the traditional cape. Ephraim Hidden, pastor of the Congregational Church from 1841-49) purchased land near the new Congregational Church and built a house, which he sold to the First Congregational Society in 1856 for use as a Parsonage. This building burned in March, 1927. From 1929 through 1948 the Congregational Church and the First Baptist Church were joined in a Federated Church, sharing a single minister. As the Baptist Parsonage (#10) was available there was no need for a separate parsonage, so the lot remained vacant. In January of 1948 the Congregational Society voted to build a new parsonage, which was completed early in 1949. The garage and rear addition, originally an open porch, were built c. 1954. The porch was enclosed to serve as the minister's study in 1957. In May of 2000 the property was purchased by the Town of Deerfield, and after subdividing the property and adding much of the land to the adjoining Town Hall and municipal garage lot, the town resold the house on a smaller lot. It is now a private residence

#7 Pulsifer House 14 Church Street
Circa 1834 (or earlier)

The main block of the wooden Pulsifer House is an early 19th century vernacular cape, a one and half story gable roofed structure with two gable roofed ell additions connecting to the attached barn. The site is described as first settled by Samuel Pulsifer, having purchased the land in 1833 for \$70. A former owner was told the house was built around 1800, and the local historian believes the house may

predate Samuel Pulsifer and may be the oldest building in the village, possibly moved to this site from some other location. The present structure is basically a 19th century cape with some early to mid-20th century modifications.

#7A Pulsifer Shed 14 Church Street
Probably 1886 – 1887

The one and a half story gable roofed shed has a small one story shed roofed addition on its east gable end, and a half story shed roofed jut-out on its rear south side. The whole structure is shingled. A local historian was told that this building was once a carriage shop, and there is internal evidence that there was once a forge near the center of the building. There is also some evidence identifying the building with the blacksmith shop that Albert Pulsifer is reported to have opened at the Centre.

#8 Deerfield Community Church 15 Church Street
1835

Originally the Congregational Church, the Deerfield Community Church is a Greek Revival Style wooden church, with later Victorian modifications. Deerfield was separated from Nottingham and incorporated as a separate town in 1766. Although the new town began discussing the erection of a meetinghouse at its first official town meeting, a dispute over the site delayed its completion until 1771. The meetinghouse on Meetinghouse Hill was shared by the Congregational Church and the Town of Deerfield for over six decades. With increased church membership by 1834, the growing church decided to erect a new building in the latest Greek revival style. This was completed in the present location by the end of 1835. Significant changes took place in the late 19th century with a shorter plain spire without a weathervane, perhaps related to the addition of the church bell. In 1887 an addition was put on the back for the choir, and the original clear glass in the large east and west windows was replaced with the present frosted and colored glass. The 20th century changes to the building have all been relatively minor and have not altered the basic appearance, particularly of the main block. The 2006 construction of an attached two story addition to the rear of the church main block serves as meeting hall for receptions, classrooms and office space.

#9 Johnston House 13 Church Street
Circa 1954 Non-contributing building

The Johnston house is a mid 20th century vernacular wooden house, basically a simplified cape, and was built on the site of the Rand house that burned in 1940. The granite front steps are said to have come from this earlier building. The garage mentioned in the Historic District Nomination form has since been removed from the property. As the building is less than fifty years old it is considered a non-contributing building in the Historic District, but it is compatible with its neighbors and does not detract from the District's character.

#10 Baptist Parsonage 11 Church Street

The first house on this site is said to have been originally owned by Trueworthy Nichols and erected very early in the village's history. In 1824, the Union Society, later named the First Baptist Society, decided to provide a parsonage and purchased the Seth Fogg property in 1825. Between that time and March 1928 there were several property swaps, but in 1858 the parsonage burned. Several meetings resulted in plans to rebuild, and in the annual report for 1859, the Society's treasurer reported that Jeremiah Fellows had been paid \$750 for his contract on the parsonage. Architecturally, the replacement of the original porch is the only truly significant change to the original mid-18th century vernacular house and is a contributing building in the Historic District.

**#11 First Baptist Church 9 Church Street
(Deerfield Bible Church) 1834**

The wooden First Baptist Church was originally an early "Gothic" church, which combined a Federal style form and some Federal style features, with Gothic arched openings and ornament, which have since been replaced by Victorian windows and entries. The First Baptist church was organized in 1770, but disbanded in 1787. Another church was organized "soon after", but only lasted a few years. The present church was finally formed on September 12, 1816. The First Baptist Society and the Freewill Baptists were disputing the use of the Union Meetinghouse by the summer of 1833, and the Society was offered the use of the Parsonage lot. The Society held its first meeting in the new building on November 19, 1834. It was constructed on the easterly side of North Road., just north of the intersection with Church Street. This site served for over half a century. Because of concerns about the "flexible and spongy" ground under the church some Baptists wanted to move it to a site on the Parsonage lot, which was discussed at the Annual meeting of April 16, 1889, and on April 27th it was voted to move and repair the building. Though many were opposed to the move, and there were threats of an injunction to stop it, a September 20th newspaper reported the move was underway, and a week later that the church had arrived at its new site. Professional movers from Concord moved the building using rollers and a windlass powered by a single horse. By October 11 the foundation had been placed under the church. Repairs and remodeling were completed in the summer of 1892, and on August 14, 1892 the church was rededicated. In its final report, the committee said that the move and the renovations had cost \$2731.76. Changes in the church since the 1890's have been very limited. The filling of the belfry openings with louvers and the addition of the wheelchair ramp are the only changes visible from the street. As an early Gothic church with Victorian alterations, it is a major contributing building in the Historic District.

**#12 Freewill Baptist Church 7 Church Street
(Deerfield Business Center) 1881 – 1882**

The present building is actually the third church to occupy this site, all associated with the Freewill Baptists, who organized their first church in 1799. The Union

Meetinghouse burned in 1839 or 1840. A new meetinghouse was built on the same site in 1841, and almost four decades later, on February 2, 1880, the second church caught fire and was reduced to a mass of ruins. The construction of the third church, the present building, was planned to begin in the fall of 1880. However work did not start until the fall of 1881, and in July of 1882 the Exeter newspapers described the building design as somewhat unique but very tasteful and handsome, and nearly finished. It was dedicated on November 16th, 1882, with a reported cost of the house and furnishing slightly exceeding \$5000. In the early 20th century the Freewill Baptist church declined, and the church disbanded in 1909. The Society deeded the property to the Deerfield Grange, which spent \$900 converting the church into a grange hall, holding their first meeting on January 8, 1914. In 1969 Madeleine and P. K. Lindsay purchased the building from the Grange and renovated the old church to serve as a Community Center and a kindergarten. In 1979 the Deerfield Education Fund donated the building to the Deerfield Community Church. The kindergarten closed in the late 1990's. In 2002 the Community Church sold the building to Krist and Wendy Nelson who completely renovated the building, creating its present use as the Deerfield Business Center. The former church has seen a number of exterior and interior changes, particularly with earlier alterations to the tower and entrance, although the main block and vestibule are virtually intact.

#13 Stevens – Currier House 5 Church Street
Probably 1839

In September of 1839, Abigail Stevens purchased the lot of land just east of the Free Will Baptist meetinghouse for \$61 from Charles Tucker with the same frontage (165') as the present lot, and according to tax records the property most likely included a building by 1840. The property was bequeathed to her daughter, Betsy Currier, who sold the property in 1870. At some time in 1988 a rear addition was replaced on its original footprint, indicating that it then covered the entire rear of the main block, thus preserving the appearance of the older parts of the house as the original design was followed. The house remains a contributing building in the historic District and is privately owned.

#14 Goodhue House 3 Church Street
Between 1859 – 1864

The original owner of the house was John Goodhue, and the builder was his brother Sewall Goodhue. John Goodhue was not taxed for any buildings in 1859, but he left his homestead farm to his wife Mary, when he died in 1864, and at that time the tax assessment increased. The strong similarity of the Goodhue House to the Baptist Parsonage (#10), built in 1859, supports this dating. The house is very well preserved, with exterior changes concentrated in the rear portions of the building, on the rear wing and barn. The installation of new doors, new windows on the pantry and remodeling of the barn wall cannot be seen from the street, and therefore appears to the passerby much as it did in the 19th century.

- Bear Brook State Park Recreational
- Deerfield Parade Cemetery Historical

- | | |
|----------------------------|--------------|
| • Deerfield Parade | Cultural |
| • McNeill Town Forest | Recreational |
| • Freese's Pond | Scenic |
| • First Boy Scout Camp | Historical |
| • North Road Scenic Vista | Scenic |
| • Pleasant Lake | Scenic |
| • Dowst - Cate Town Forest | Recreational |
| • Pawtuckaway State Park | Recreational |

Candia Resources

- | | |
|---------------------------------|--------------|
| • Jesse Remington School | Cultural |
| • Old School House #6 | Historical |
| • Soldier Statue and War Plaque | Historical |
| • Old School House #1 | Historical |
| • First Settler's Plaque | Historical |
| • Deerfield Road Town Forest | Recreational |
| • Rockingham Rail Trail | Recreational |
| • Railroad Depot | Historical |
| • Flint Road Town Forest | Recreational |
| • Henry Clay Bed and Breakfast | Cultural |
| • Holbrook Cemetery | Historical |
| • Sam Walter Foss Memorial | Cultural |

Category

Northwood Resources

- | | |
|---|--------------|
| • Coe Brown Academy Forestry Lots | Natural |
| • Northwood State Park | Recreational |
| • Doles Marsh WMA | Natural |
| • Woodman State Forest | Recreational |
| • Tucker Brook | Scenic |
| • Harvey Lake | Scenic |
| • Northwood Lake | Scenic |
| • Coe-Brown Academy | Historical |
| • Forest Peters WMA | Natural |
| • Harmony Hill Farm | Natural |
| • First NH Turnpike - Historical Marker | Historical |
| • Harvey Lake Cemetery | Cultural |
| • East Northwood Cemetery | Cultural |
| • Northwood Lake Beach | Recreational |
| • Northwood Congregational Church | Historical |
| • Northwood Town Forest - Gile Lot | Recreational |
| • Woodman Marsh WMA | Natural |
| • Lucas Pond | Natural |
| • Northwood Town Forest - School Lot | Natural |
| • Town Forest - Deslaurier Lot | Natural |
| • Saddleback Campground | Recreational |
| • Edgerly Memorial Chapel | Cultural |

Category

- Free Will Baptist Church Cultural
- Saint Joseph's Church Cultural
- Lamontagne WMA Natural
- Saddleback Mountain Natural
- Meadow Lake Scenic
- Kelsey Mill Historic Site Historical
- Chesley Memorial Library Cultural

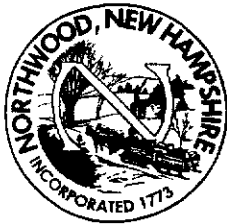
6. Corridor Advisory Committee Makeup

Work in 2012 to establish the Upper Lamprey Scenic Byway was led by an ad hoc Corridor Advisory Committee that will be formalized upon approval of the nomination. Engagement by other key stakeholders will provide the community and organizational support needed to preserve and enhance the intrinsic qualities of the byway, and help promote visitation.

Upper Lamprey Scenic Byway – Corridor Advisory Committee*

Name	Town/Organization
Ellie Davidson	Candia
Deb Levesque	Candia
Leslie Boswak	Deerfield
Fran Menard	Deerfield
Robert Strobel	Northwood
Vacant	Northwood
Cynthia Copeland	Strafford Regional Planning Commission
David Preece	Southern NH Planning Commission
Adam Hlasny	Southern NH Planning Commission

*Official committee members to be appointed by towns.



Town of Northwood, New Hampshire

818 First New Hampshire Turnpike, Northwood, N.H. 03261-3342
(603) 942-5586 Facsimile: (603) 942-9107

November 14, 2012

Mr. Christopher Clement, Sr., Commissioner
N. H. Department of Transportation
14 Hazen Drive
Concord, NH 03302-0483

RE: Endorsement of Upper Lamprey Scenic Byway Initiative

Dear Commissioner Clement:

This is to inform you that on November 10, 2012, the Northwood Board of Selectmen voted to support the nomination of the Upper Lamprey Scenic Byway to be designated as a State of New Hampshire Scenic and Cultural Byway. This route would extend for approximately 45 miles from Northwood, through Deerfield, Raymond and Candia.

These towns have worked cooperatively with the Southern New Hampshire Planning Commission, the Strafford Regional Planning Commission and other strategic partners during the past several months to assess the potential for developing the Upper Lamprey Scenic Byway.

This proposed Byway will provide us the opportunity to share our heritage in a more organized and focused way than has previously been afforded to us.

This designation will provide an excellent opportunity to showcase the special recreational advantages, natural resources and scenic beauty of our community. Moreover, it will create a vehicle to support the local economies through the promotion of these unique assets to the traveling public.

Please do not hesitate to contact me should you have questions with regard to this matter.

Sincerely,


Brent Lemire, MPA
Northwood Town Administrator

Cc: Linda Smith, Board Administrator
Kyle Pimental, SRPC



Town of Deerfield Board of Selectmen

November 5, 2012

Christopher Clement, Sr. Commissioner
N.H. Department of Transportation
14 Hazen Drive
Concord, NH 03302-0483

RE: Endorsement of Upper Lamprey Scenic Byway Initiative

Dear Commissioner Clement,

I am writing on behalf of the Board of Selectmen for the Town of Deerfield to convey our support for the nomination of the Upper Lamprey Scenic Byway to be designated as a State of New Hampshire Scenic & Cultural Byway.

The four towns of Candia, Deerfield, Northwood, and Raymond have worked cooperatively with the Southern New Hampshire Planning Commission, the Strafford Regional Planning Commission and other partners over the past eight months to assess the potential for developing the Upper Lamprey Scenic Byway. We see designation of the Byway as an excellent opportunity to recognize the outstanding collection of historic, cultural, natural, and scenic qualities across the four towns and a vehicle to support the local economies through the promotion of these unique assets to the traveling public.

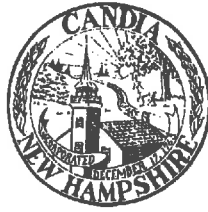
The Town is committed to participating in the Corridor Advisory Committee, and is appointing two representatives from the Town to the Committee. These representatives and other community volunteers will work with the Committee in the coming year on the development of a Corridor Management Plan for the Byway.

We will welcome an opportunity to meet with the New Hampshire Scenic & Cultural Byways Council to present this nomination, and appreciate the Council's consideration of our proposal. Please feel free to contact me at 603-463-8811 if you have any questions regarding the Town's support for the Byway initiative.

Sincerely,

Stephen R. Barry
Chair of Selectmen

CC: Dean Eastman, NHDOT Scenic Byways Program Manager
David Preece, Executive Director, Southern NH Planning Commission
Cynthia Copeland, Executive Director, Strafford Regional Planning Commission



Town of Candia
OFFICE OF THE SELECTMEN
74 High Street
Candia, New Hampshire 03034
(603) 483-8101

October 22, 2012

Christopher Clement, Sr, Commissioner
N.H. Department of Transportation
14 Hazen Drive
Concord, NH 03302-0483

RE: Endorsement of Upper Lamprey Scenic Byway Initiative

Dear Commissioner Clement,

I am writing on behalf of the Board of Selectmen for the Town of Candia to convey our support for the nomination of the Upper Lamprey Scenic Byway to be designated as a State of New Hampshire Scenic & Cultural Byway.

The four towns of Candia, Deerfield, Northwood, and Raymond have worked cooperatively with the Southern New Hampshire Planning Commission, the Strafford Regional Planning Commission and other partners over the past six months to assess the potential for developing the Upper Lamprey Scenic Byway. We see designation of the Byway as an excellent opportunity to recognize the outstanding collection of historic, cultural, natural, and scenic qualities across the four towns and a vehicle to support the local economies through the promotion of these unique assets to the traveling public.

The Town is committed to participating in the Corridor Advisory Committee, and is appointing two representatives from the Town to the Committee. These representatives and other community volunteers will work with the Committee in the coming year on the development of a Corridor Management Plan for the Byway.

We will welcome an opportunity to meet with the New Hampshire Scenic & Cultural Byways Council to present this nomination, and appreciate the Council's consideration of our proposal. Please feel free to contact me at 603-483-8101 if you have any questions regarding the Town's support for the Byway initiative.

Sincerely,



Joe Duarte
Chair of Selectmen

CC: Dean Eastman, NHDOT Scenic Byways Program Manager
David Preece, Executive Director, Southern NH Planning Commission
Cynthia Copeland, Executive Director, Strafford Regional Planning Commission

Appendix C

Minutes from Public Meetings

January 2014
September 2016

PROPOSED UPPER LAMPREY SCENIC BYWAY

Public Hearing

George B. White Building, Deerfield, NH

January 16, 2014, 6:30 PM

MEETING MINUTES

1. Welcome/Introductions

Adam Hlasny opened the meeting, welcomed everyone to the meeting, and reviewed the agenda. Attendees introduced themselves:

Diane Philbrick (Candia)
Fran Menard (Deerfield)
Victoria Parmele (Northwood)

Kyle Pimental (Strafford RPC)
David Preece (SNHPC)
Adam Hlasny (SNHPC)

2. Byway Overview

Adam gave some background on the scenic byway process in NH, as well a review of the two-year history of the proposed Upper Lamprey Scenic Byway. This byway previously included the towns of Raymond and Nottingham, but both of those towns did not have support, and therefore withdrew. Adam noted that after submitting the nomination in January 2013, the State Scenic & Cultural Byways Council convened in November 2013 after a lengthy hiatus. They gave three proposed byways conditional approval, provided a public hearing was held to gather input and further ensure local support. Kyle noted that the next step in the process is the compilation of a Corridor Management Plan (CMP), necessary to apply for state/federal funding, should it become available in future years. There is a two-year window after a byway's designation for the byway to nominate a formal council and complete a CMP.

3. Public Comments

- Victoria Parmele asked how the CMP could dovetail with a potential corridor study on US-4 in Northwood.
- Fran Menard said that the byway initiative could have great potential to market the scenic and bucolic nature of the communities involved
- Diane Philbrick said that the creation of a brochure might be the best way to do this. Adam said that the brochure would fall under the marketing element of the CMP, and would be addressed in the coming months.
- Victoria said that there have been questions regarding what aspect of the byway to emphasize. Rather than forcing an answer right away, the emphasis area might come about naturally as more work is done on development of the CMP and further attention paid to marketing the three towns.

4. Next Steps/Next Meeting

The next meeting will be held on March 25, 2014, at 6:30 pm.

The meeting adjourned at approximately 7:05 pm.

UPPER LAMPREY SCENIC BYWAY

George B. White Building
Deerfield, NH
Wednesday, September 7, 2016, 6:30pm

PUBLIC VISIONING SESSION

In Attendance:

Al Hall	Candia
Mike Sheehan	Candia
R.H. Snow	Candia
Tricia Lynn	Deerfield
Lucy Edwards	Northwood
Victoria Parmele	Northwood
Adam Hlasny	SNHPC

Despite advertising in the Union Leader, Forum, and in all three town offices, there were no members of the public in attendance.

The group discussed goals and strategies, specifically how the existing boilerplate goals could be modified/customized. There was a question about how goals should be ranked, i.e. should economic development trump natural resources. Adam said that for the purposes of the CMP goals need not be ranked, but that it is more important that they are recorded. Upon a suggestion from Lucy, Adam offered to share the Goals & Strategies section from the General John Stark and Apple Way Scenic Byways.

A brochure/flyer from the Essex Coastal Scenic Byway was passed around; Al noted that it is a good example of the type of marketing material that can be produced when there is buy-in and financial support from local businesses.

The next meeting will be held on **October 5, 6:30pm at the Deerfield Town Offices**. The 9 Lions Restaurant will serve as a backup location if town office meeting space is unavailable.