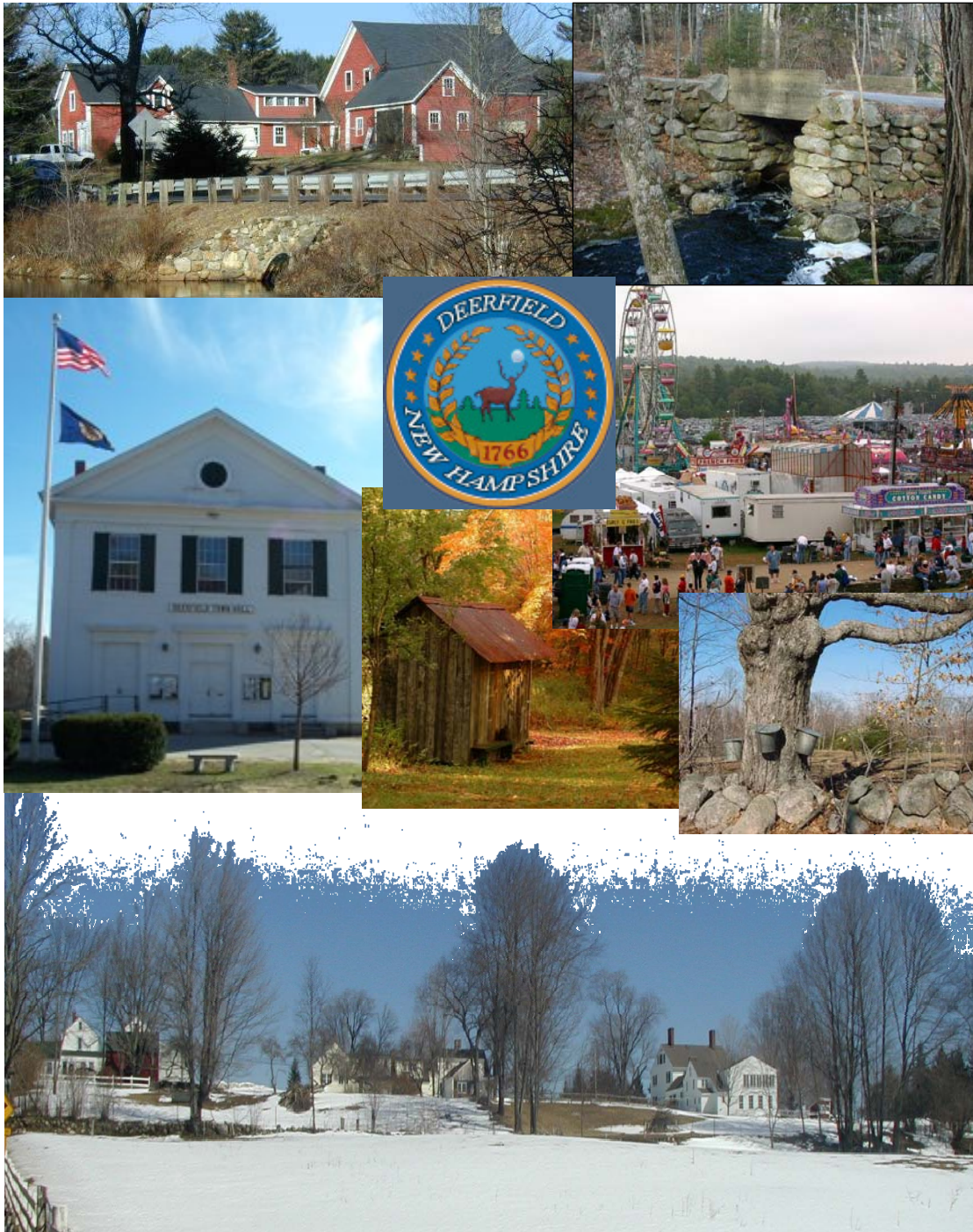


# Town of Deerfield, NH



## Updated Master Plan 2008

# Town of Deerfield, NH

## 2008 Updated Master Plan

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Prepared For:  
Deerfield Planning Board

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[www.townofdeerfieldnh.com](http://www.townofdeerfieldnh.com)

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*Planning Board Members include:*

Frederick J. McGarry, Chairman  
Katherine Harnett, Co-Chair  
Gile Beve  
Peter Schibbelhute, Alternate member  
Walter Hooker, Selectmen Member  
William Perron

Special thanks to those who volunteered to participate on the Master Plan Advisory Committee which held several meetings on the master plan during 2007.

*These volunteers include:*

Erica Menard  
Erika Heilman, Deerfield Business Venture Council  
Fran Home Menard  
Gile Beye, Planning Board  
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Missy Peron  
Peter Menard  
Robert Strobel

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Jane Boucher, Planning Board Sectary  
Cindy Heon, Town Administrator  
Linda Ajello, AICP, former regional planner with the SNHPC

Adoption Signatures  
Certification of the 2008 Updated Master Plan Adoption  
**DEERFIELD PLANNING BOARD**  
Deerfield, New Hampshire

In accordance with New Hampshire RSA 674:4, Master Plan Adoption and Amendments, and New Hampshire RSA 675:6, Method of Adoption, the Deerfield Planning Board held duly authorized public hearing(s) on the 2008 Updated Deerfield Master Plan on the following date(s):\_\_\_\_\_. The Planning Board hereby certifies that the 2008 Updated Master Plan was adopted by a majority vote of the Board's member's on\_\_\_\_\_.

\_\_\_\_\_  
Frederick J. McGarry, Chairman

\_\_\_\_\_  
Katherine Harnett, Co-Chair

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Walter Hooker, Selectmen Member

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Cindy Heon, Town Administrator

\_\_\_\_\_  
Date of Signature by Planning Board

\_\_\_\_\_  
Kevin Barry, Town Clerk

\_\_\_\_\_  
Date Filed with Town Clerk



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## INTRODUCTION

A Master Plan is an official public document that serves as the Town's development plan and land use policy. The basic purpose of a master plan is to assess existing resources and project future growth. Perhaps more importantly, it is a planning tool which can be used to answer questions of policy such as - where and what type of development should occur in Deerfield? Ultimately, a master plan is a strategy for the Town's future, which sets the stage for the implementation of specific programs, policies, and regulations designed to achieve the Town's visions and goals.

Pursuant to RSA 674:1, the preparation and amendment of the Master Plan is the duty of the Planning Board. Furthermore, RSA 674:1-II states that "[i]t shall be part of the planning board's duties to consult with and advise public officials and agencies, public utility companies, civic, educational, professional, research and other organizations, and to consult with citizens, for the purposes of protecting or carrying out of the master plan as well as for making recommendations relating to the development of the municipality."

The description and purpose, as well as details concerning the preparation and adoption of the master plan, are set forth in New Hampshire state law at RSA 674:2-4. The definition states that:

"The master plan shall be a set of statements and land use and development principles for the municipality with such accompanying maps, diagrams, charts and descriptions as to give legal standing to the implementation ordinances and other measures of the planning board. Each section of the master plan shall be consistent with the others in its implementation of the vision section. The master plan shall be a public record subject to the provisions of RSA 91-A. The master plan shall include, at a minimum, the following required sections:

- (a) A vision section that serves to direct the other sections of the plan. This section shall contain a set of statements which articulate the desires of the citizens affected by the master plan, not only for their locality but for the region and the whole state. It shall contain a set of guiding principles and priorities to implement that vision.
- (b) A land use section upon which all the following sections shall be based. This section shall translate the vision statements into physical terms. Based on a study of population, economic activity, and natural, historic, and cultural resources, it shall show existing conditions and the proposed location, extent, and intensity of future land use." (NH RSA 674:2, II)

The adoption of a master plan is essential for several reasons. First, a master plan is a legal pre-requisite to the adoption of a zoning ordinance. Specifically, under New Hampshire law (RSA 674:18), a planning board must adopt the general statement of



objectives and the land use section of the master plan before a municipal zoning ordinance is adopted. Further, according to RSA 674:22, communities that wish to engage in regulating the timing of development through the establishment of growth limitations, must have adopted both a master plan and a capital improvements program. Thus, a master plan is one of the cornerstones of an effective and legally-defensible growth management policy.

The foundation of this master plan update is based upon extensive research and analysis of existing physical, economic and social conditions, as well as predictions about the future growth of Deerfield. Components of this analysis included:

- An existing land use summary
- A build-out analysis
- A town-wide community survey of all residents and property owners
- A community facilities survey
- A master plan visioning session facilitated by UNH Cooperative Extension
- Deerfield Business Owners survey conducted by Deerfield Business Ventures Council (DBVC)

Other important sources of data included:

- U.S. Census
- N.H. Office of Energy and Planning
- N.H. Housing Finance Authority
- N.H. Department of Transportation
- N.H. Department of Revenue Administration
- N.H. Department of Employment Security/Economic and Labor Market Information Bureau

These documents, resources and data provide an understanding of the Town's existing land use, natural resources, and community facilities. An overview of recent economic, demographic, and housing trends and a projection of future needs in these important areas were also developed. The end result serves to document and identify the Town's assets and potential problem areas which will enable the implementation of ordinances and other planning measures to provide for the best and most appropriate future development of the community.

Based on this analysis, a vision statement and a set of goals and objectives targeting the important issues and features of the Town were identified. These goals and objectives serve to guide the Planning Board in implementing specific programs, policies, and regulations and to guide the Town's future growth and development in accordance to the community's desires and vision.

This master plan update draws from the Town's previous plans adopted in 1999. This update provides the planning board with information necessary for the Town to address critical growth management concerns today through existing and innovative measures.

The plan should be updated and revised every five to ten years as the Town's conditions, goals, and objectives change.

In lieu of preparing specific chapters for each of the components mentioned above, the Deerfield Master Plan was prepared as a two-volume report. Volume I includes the vision statement, an executive summary, the goals and objectives, and an implementation guide. The vision statement is comprised of ideas and themes generated through the Community Survey and Community Workshop "Down the Road in Deerfield – You Can Get There from Here." The implementation section lists the strategies by priority, assigns responsibilities for action, and establishes a time frame in which each strategy should be implemented. Volume II serves much like an appendix and includes the documentation and background research pertaining to each of the specific elements.



Stone Bridge, Nottingham Road, Deerfield, NH

## A VISION FOR DEERFIELD

### Background

The following Vision Statement reflects the common values expressed by community residents who participated in the Master Plan Survey as well as the "Down the Road in Deerfield – You Can Get There from Here" Master Plan Visioning Session held on March 23, 2007, at the Deerfield Community School.

This Vision Statement also builds upon the Town of Deerfield's previous Vision Statement that was adopted by the Planning Board in 1996 and used in the Town's 1999 Master Plan.

The Master Plan Survey was conducted by the University of New Hampshire Survey Center under contract with the Town of Deerfield. The purpose of the survey was to obtain public feedback on specific areas of interest, attitudes about the Town of Deerfield and future planning initiatives for Deerfield. A total of 41 questions were contained in the survey. The survey was mailed to a total of 1,775 Deerfield postal patrons on November 24, 2006. A reminder to complete the survey was also mailed on December 12, 2006. A total of 466 surveys were completed and returned between November 24 and December 22, 2006, for a response rate of 26 percent.

The Master Plan Visioning Session was facilitated by the University of New Hampshire Cooperative Extension and the Deerfield Master Plan Advisory Committee. A total of 76 people attended the Vision Session held on March 23, 2007 at the Deerfield Community School, including UNH student facilitators and recorders.

There are many common values and shared visions expressed by those community residents who participated in both the Master Plan Visioning Session as well as the Master Plan Survey. These common values are identified in the attached SNHPC report which integrates the results of the Deerfield Visioning Session and the Town's Master Plan Survey by identifying areas of common ground. This report also includes results from the Master Plan Survey where public opinion on a particular area of concern exceeded a percentage of roughly 50 percent or greater.

## **Down the Road in Deerfield: Our Future Vision of the Town**

The following vision statement reflects the common values and shared visions of the citizens of Deerfield about the future growth and development of the town. This statement offers the guiding principles and priorities upon which this master plan is based. It also serves as a statement of public policy of the town. While the vision statement does not have the force of law, local officials, boards, commissions and the public should consider the vision statement in all local municipal plans, actions and decisions.

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### **DEERFIELD'S VISION**

*"The Town of Deerfield, New Hampshire desires to maintain its character as a small, rural, but vibrant place with open space, natural beauty, and a strong sense of community. People live and move to Deerfield because of its rural and small town character, its quietness and privacy, its scenic qualities, and where a balanced mix of residents including age, economic abilities, education, professions and beliefs are valued and appreciated. These community qualities and values make our town a desirable and special place."*

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A farmhouse at Freeses Pond

To maintain these qualities in our community now and in the future, Deerfield residents desire these **guiding principles**:

- A town that recognizes the interdependence of its residents, businesses, government and natural resources with each other, and both encourages and protects that interdependence in all aspects of the town through communication, participation, cooperation and careful planning.
- A well-managed town that controls its growth and development, keeping it in line with the existing character, appearance and beauty of the town as well as the town's tax base and ability to provide necessary services and facilities, while protecting and enhancing its existing community, cultural, educational and natural resources.
- A community that encourages a well rounded mix of various housing types available to all ages, including affordable housing for the elderly, young people, and others, and tax breaks which would allow the elderly to continue to stay within their own homes. Housing is planned to enhance the character of Deerfield while protecting and minimizing the impacts on services and resources.
- An attractive town that values its history, environment, scenic beauty, open space, clean water, clean air, and wildlife and seeks to protect these and other community resources through managed growth and careful planning.
- A safe town with well-maintained public roadways lined with stone walls and trees, where speed limits are enforced, traffic and noise is reduced, and with a system in place to collect fees from new development for future road improvements that are planned to enhance the character of the town while protecting its resources.



- A well-organized community with controlled tax rates and adequate programs, facilities, utilities, and communication services to meet the needs and diversity of Deerfield residents and businesses now and in the years to come.
- A flourishing community that welcomes and offers a home for businesses, artisans, farmers, and environmentally friendly, light industrial development that can provide jobs for teenagers and others, and that provides increased opportunities for home and local business growth. Because we believe that rural and green values can co-exist with a vital economic community, we strive to cluster our businesses to prevent a draw on our natural resources and services, thereby providing a sense of community and nurturing economic vitality.
- A town that values recreation and builds upon existing opportunities both natural, cultural and social to promote recreational activities accessible to all, including the development of programs for teenagers and seniors, and a system of recreational paths and trails for walking, bicycling, horseback riding and winter sports as well as accessing services, resources, and connecting neighborhoods.
- A healthy community that values education, recognizes its responsibility to educate its children from K-12 in ways that build knowledge and skills for a changing world, and fosters a connection between the school system and the community. This also includes recognition of the need to maintain and improve the community's educational facilities and programs both within Deerfield and in collaboration with neighboring towns.
- A well-governed town with positive leadership, active participation by the community, a strong sense of commitment to public services, and communication and cooperation to meet common goals.

## **GOALS, OBJECTIVES AND STRATEGIES**

The following section contains a list of goals, objectives and strategies that were developed as part of the Master Plan process. In order to develop these goals, objectives and strategies, the Planning Board utilized the previous master plan and community input collected from the Community Survey and Profile.

Goals are broad statements of ideal future conditions that are desired by the community and contained in the master plan. For example, a community may have a goal of "providing an ample stock of affordable housing." Objectives are statements of attainable, quantifiable; intermediate-term achievements that help accomplish goals contained in the master plan. For example, an objective would be to achieve "the construction of 50 units of affordable housing annually until the year 2010." Strategies are specific measures or approaches that the Town will take to further the goals and objectives.

## Land Use

**Goal LU-1:** Promote development that will preserve the natural and cultural features that contribute to Deerfield's rural character.

Objectives:

- Encourage new development in already developed areas.
- Encourage the preservation of open space throughout the community.
- Protect existing farmlands and prime agricultural soils.
- Limit rate and extent of development in rural areas through subdivision phasing controls.

Strategies:

- LU-1.1 Utilize the Natural Services Network<sup>1</sup> (NSN) when planning for future development.
- LU-1.2 Adopt zoning regulations to protect the Town's prime wetlands.
- LU-1.3 Update the Town's existing Agricultural/Residential District to protect farmland.

**Goal LU-2:** Guide and promote development and growth in areas that are already developed in an effort to reduce impacts on natural resources and infrastructure and to prevent sprawl.

Objectives:

- Explore the feasibility of rezoning the historic village areas to allow higher density development and mixed uses.
- Consider expanding the implementation of innovative land use techniques as a means to maintain growth at a level that is consistent with the expansion of infrastructure needed to support it.
- Evaluate the effectiveness of the Town's existing Performance Overlay District in providing for orderly growth.
- Consider developing a Village District Overlay zone to promote mixed-use and small-scale commercial, public and institutional uses in concentrated village centers.

Strategies:

- LU-2.1 Identify locations in Town where existing buildings could potentially be redeveloped to create affordable live/work units for artisans and other professionals, such as the former P.K. Lindsey facility.
- LU-2.2 Develop local based initiatives to encourage low impact development.
- LU-2.3 Revise the Zoning Ordinance to include provisions for workforce housing.
- LU-2.4 Conduct an updated Cost of Community Services Study.

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<sup>1</sup> The NSN was developed through the I-93 Community Technical Assistance Program (CTAP) to help communities identify the most important areas in the state, region, and their town for conservation to protect essential natural services.

## Housing

**Goal H-1:** To provide safe, affordable housing opportunities for all ages and economic levels in the Town of Deerfield.

Objectives:

- Provide incentives to encourage developers to include affordable, workforce housing opportunities within their residential developments.
- Revisit the existing Zoning Ordinance to make the development of multi-family dwelling units less restrictive.
- Explore the feasibility for creating a Village District that would allow mixed use and higher intensity development within the Town Villages.
- Encourage the development of additional senior housing opportunities as dictated by local demand (not to exceed the maximum allowed in Town per Section 213.13 of the Zoning Ordinance).
- Explore the feasibility of establishing additional ordinance provisions designed to guide and control growth where necessary.

Strategies:

- H-1.1 Establish a Housing Commission to study and recommend housing programs and ordinances.
- H-1.2 Explore the feasibility of adopting an Inclusionary Housing Ordinance, as developed by the New Hampshire Housing Finance Authority (NHHFA) and the State of New Hampshire's Regional Environmental Planning Program (REPP) as part of the Innovative Land Use Guide.
- H-1.3 Work with outside resource agencies, such as the Southern New Hampshire Planning Commission (SNHPC) and NHHFA to determine the level of need for affordable and workforce housing in Deerfield.
- H-1.4 Work with the Southern New Hampshire Planning Commission on the update of the Regional Housing Needs Assessment conducted every five years.
- H-1.5 Rehabilitate old farmhouses and other unused buildings and reconstruct them to be multi-family housing.

**Goal H-2:** Encourage the use of energy efficient building techniques, including building orientation on the site, incorporation of native plants in landscape design, and use of energy efficient appliances and high efficiency heating and cooling systems.

Objective:

- Review the existing land use regulations to identify where revisions can be made to encourage the use of energy efficient planning techniques.

Strategies:

- H-2.1 Explore the feasibility of adopting an Energy Efficient Development Ordinance, as developed by the State of New Hampshire's Regional

Environmental Planning Program (REPP) as part of the Innovative Land Use Guide.

- H-2.2 Encourage developers to install energy efficient appliances, heating/cooling and water systems in new residential developments.

**Goal H-3:** Encourage the development of housing that will be consistent with the rural character of Deerfield while offering a broad range of housing needs and opportunities.

Objective:

- Identify areas in Town that would be most suitable for senior and workforce housing development.

Strategies:

- H-3.1 Review the current land use regulations to identify any areas that could potentially be revised to encourage the development of a wider variety of housing opportunities.
- H-3.2 Promote the development of affordable and workforce housing in Deerfield.

## Economic Development

**Goal ED-1:** Encourage limited economic development that will be consistent with the Town's rural character, as well as support the needs of the community, to create a sustainable local economic base.

Objectives:

- Collaborate with the Deerfield Business Ventures Council (DBVC) and the Deerfield Business Association (DBA) to identify limited commercial and light industrial uses that would be most suitable for Deerfield.
- Work with residents to identify the areas in town where commercial and economic development would be most appropriate.
- Evaluate the flexible commercial overlay district regulations and determine if it has been effective in attracting limited economic growth.
- Explore the feasibility of utilizing grant programs through the US Department of Agriculture (USDA) such as the Rural Business Enterprise Grants (RBEG) Program, Rural Business Opportunity Grants (RBOG)

Strategies:

- ED-1.1 Review the current criteria and standards for the Commercial/Industrial Flexible Overlay District in an effort to streamline the process to make it less tedious for the applicant.

- ED-1.2 Develop a “fast track” process for commercial/industrial projects that have been nationally recognized for their “green” building and business practices.
- ED-1.3 Create an economic development link on the Town website.
- ED-1.4 Make commercial/industrial/office space available to potential employers and businesses on the Town website.
- ED-1.5 Work with residents to identify the commercial uses that would be most beneficial in Deerfield.
- ED-1.6 Create an economic development plan.

**Goal ED-2:** Continue to encourage the establishment of home businesses as a means of allowing residents to live and work within Town.

Objective:

- Revisit the Town’s existing home business regulations to clearly define home occupations in an effort to ensure that the home businesses/services operating in Town are compatible with the residential character.

Strategies:

- ED-2.1 Explore the feasibility of establishing a Town Business License or similar system which can be used to keep track of the home occupations operating in Deerfield and to ensure compliance with state and local regulations.

## Community Facilities

**Goal CF-1:** Continue to plan for and provide the best available community services at the least expense to the taxpayer.

Objectives:

- Ensure that the public health and safety needs of the residents are met.
- Ensure that the community facilities in Town can adequately support existing and future populations in Deerfield.
- Review and update the Town’s Capital Improvements Program on an annual basis.
- Continue use of impact fees to help offset the cost of Town services and facilities impacted by development, such as roads, schools, recreation, etc.
- Utilize energy efficient materials, products and equipment when replacing or updating community facilities buildings and/or equipment.

Strategies:

- CF-1.1 Direct future growth to areas with sufficient/existing infrastructure.
- CF-1.2 Seek to make improvements to the Town Departments whose services were ranked as “fair” or “poor” by residents on the Community Survey.



- CF-1.3 Seek to implement the recommendations set forth in the Deerfield Water Resource Plan (an appendix to the Hazard Mitigation Plan) to ensure sufficient fire protection capability.
- CF-1.4 Seek to upgrade existing community facilities to meet current American's with Disability Act (ADA) standards.
- CF-1.5 Study whether or not there is a need for a high school or a middle school in Deerfield or the feasibility of developing a regional high school with a neighboring town(s).
- CF-1.6 Update and review the Town's Impact Fees on an annual basis.

**Goal CF-2:** Provide suitable recreation facilities to meet the needs of community members of all ages and interest groups.

Objectives:

- Continue to work with the State Park's located within Deerfield to ensure on-going recreational opportunities.
- Explore the feasibility of creating an all age's community center in the future.

Strategies:

- CF-2.1 Continue to promote the development of integrated recreational trails as part of new developments.
- CF-2.2 Encourage development of recreational areas in close proximity to residential areas to reduce the need for additional vehicle trips.
- CF-2.3 Explore the feasibility of including "tot lots" or "pocket parks" to serve the residents within future residential developments.

**Goal CF-3:** Ensure that the Town's public safety facilities and equipment can adequately support the Community's needs.

Objective:

- Update the Town's Emergency Operations Center and designated shelters to support the needs of the community in the event of a disaster.

Strategies:

- CF-3.1 Upgrade the Town's phone system to ensure proper function in the event of an emergency.
- CF-3.2 Obtain generators for use in facilities designated as emergency shelters in the Town's Hazard Mitigation and Emergency Operations Plans.
- CF-3.3 Educate the community on emergency preparedness and what to do in the event of an emergency (i.e. location of shelters, food bank, emergency operations center, etc).
- CF-3.4 Work to accomplish the implementation strategies, created to potentially reduce hazard impacts, as set forth in the Town's Hazard Mitigation Plan.



## Transportation

**Goal T-1:** Maintain and improve the existing transportation network in Town to provide a safe, efficient and balanced system.

Objectives:

- Establish/update guidelines for a Roadway Management Program in Deerfield
- The Town should work with adjoining communities and the NH DOT Rideshare Program to study the feasibility of a Park and Ride facility at exit 3 on NH Route 101.
- Encourage the development of foot paths and trails to connect residential subdivisions to village centers, conservation areas and other amenities.
- Encourage the installation of bike lanes where practical.
- The Town should work with the Southern New Hampshire Planning Commission on continued regional highway improvements and alternative modes of transportation.
- Review the Town's subdivision and site plan regulations to ensure that they promote the reduction of impacts from road improvements and new road construction on scenic resources, vehicular speed and pedestrian/bike safety.

Strategies:

- T-1.1 Explore the application of "Context Sensitive Solutions"<sup>2</sup> when making transportation improvements in Town.
- T-1.2 Work with the Conservation Commission to prepare a trail plan for the community.
- T-1.3 Utilize the principles of access management on transportation improvements along NH Routes 43 and 107.
- T-1.4 Adopt a Memorandum of Agreement with District Engineer for access management.
- T-1.5 Reinststate the Class VI Roads Committee in order to develop a Class VI roads policy.
- T-1.6 Collaborate with The Town of Northwood to maintain Gulf Road to ensure access in and out of both town's the event of an emergency or hazardous event.

## Natural Resources and Open Space

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<sup>2</sup> <http://www.contextsensitivesolutions.org/> "Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist."



**Goal NR-1:** Recognize the important contribution that the town’s natural resources and cultural and historic amenities make to the overall character and well-being of the town.

Objectives:

- Encourage both residential and non-residential development to conduct a Natural Resource Inventory (NRI) of their property so that they are conserved in an appropriate manner and, in some cases, preserved.
- Utilize the New Hampshire Department of Fish & Game’s Wildlife Action Plan and other available resources to identify important natural resources and prepare strategies designed to preserve them for future enjoyment.
- Identify how the Natural Services Network (NSN) data can be utilized in Deerfield
- Update the land use regulations to specifically address erosion and sediment control.
- Evaluate the Town’s current site plan and subdivision regulations to determine if Low Impact Development (LID)<sup>3</sup> Guidelines could be developed.
- *Adopt the Deerfield Open Space Plan as part of the updated Master Plan<sup>4</sup>*
- The Town should work with and support local and state organizations that strive to protect and enhance the surface waters in Deerfield.
- Establish an Agricultural Commission to study, promote and protect agriculture within the community.
- Consider the adoption of riparian buffer regulations to protect the Town’s 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> order streams, rivers and lakes.
- Consider the adoption of ground water protection regulations and a wellhead protection program.
- Preserve land through local land trusts; as well as incorporating the help of the SPNHF, Bear Paw, and such other organizations.

Strategies:

- NR-1.1 Continue to develop and improve the Town’s erosion and sediment control regulations.
- NR-1.2 Require that “Best Management Practices” (BMPs) to be used on all construction projects.
- NR-1.2 Consider the establishment of a steep slopes ordinance to restrict and/or prohibit development in areas which may have high risk of erosion and mud slides.

**Goal NR – 2:** Update the Town’s regulations to encourage energy efficiency and green building practices.

<sup>3</sup> For more information on LID, please visit the following websites:  
<http://www.lowimpactdevelopment.org/>; [www.epa.gov/owow/nps/lid](http://www.epa.gov/owow/nps/lid);  
[www.des.state.nh.us/factsheets/wmb/wmb-17.htm](http://www.des.state.nh.us/factsheets/wmb/wmb-17.htm)

<sup>4</sup> \*SEE DEERFIELD OPEN SPACE PLAN: Action Plan for Implementation section 8, page 39.



Objective:

- Evaluate the Town's current Site Plan and Subdivision Regulations to determine if Low Impact Development (LID) Guidelines could be developed for Deerfield

Strategies:

- NR-2.1 Review the existing storm water regulations to identify where LID techniques could be implemented.
- NR-2.2 Utilize local media to educate the community on climate change and the importance of energy conservation (via Town Newsletter, website, etc.).
- NR-2.3 Update the Town's planning and zoning regulations to encourage the use of energy efficient appliances and green building practices.
- NR-2.4 Offer incentives to businesses to use more energy efficient appliances throughout the office.

## Cultural and Historical Resources

**Goal CHR-1:** Promote the preservation and protection of its historic and cultural resources.

Objectives:

- Update the Historic/Cultural Resources Inventory completed for the Town in 1984 by the Southern New Hampshire Planning Commission.
- Educate the community on the historic resources that currently exist in Town.
- Encourage the preservation of privately owned historic structures and culturally significant properties in Town.
- Explore the feasibility of utilizing Community Revitalization Tax Relief Incentive permitted under RSA 79-E

Strategies:

- CHR-1.1 Install historic markers to identify Deerfield Center Historic District (as listed on the National Register of Historical Places) and other state or nationally recognized historic sites in Town.
- CHR-1.2 Utilize available state and federal funding programs, such as the National Trust, NH Land and Community Heritage Investment Program, and the Federal Historic Preservation Tax Incentives Program, for the preservation of historic and cultural resources.
- CHR-1.3 Encourage property owners to grant Historic Preservation Easements on privately owned properties that contain historic and cultural resources.

## DEMOGRAPHIC TRENDS

### Introduction

Population growth is driven by two factors, the natural changes including births and deaths and the net migration or change in persons entering or exiting a community. Many local and regional factors such as employment opportunities, provision of municipal services, transportation networks, natural features, cost of living, and other quality of life issues may influence the net migration and ultimately impact local population growth or decline. In turn, the changes in population will drive the demand for housing, future land development, and the need for community services for age specific populations such as schools and elder care. Population growth is both directly and indirectly tied to all aspects of local planning.

### Background

Deerfield was home to over 2,000 residents in the early 1800's, reaching a peak of 2,113 residents in 1820. However, two major events, the opening of the Amoskeag Mill in the City of Manchester and the Civil War, started a decline in population growth beginning in the mid-1800's. During this time period, many young workers left the rural farm life of New Hampshire's small town's to work in the mills and later to fight in the Civil War. Over time, the continued impacts of these events, two national depressions, the Spanish Flu Epidemic, and World War I resulted in significant population loss through the turn of the century. By the Great Depression in 1929, Deerfield's population had dropped to 635 individuals.

Deerfield began to experience population growth again after World War II, at which point the town's population gradually increased through the 1950's and 1960's. After completion of the Interstate 93 highway system in 1963, the town grew at unprecedented rates. After 1980, Deerfield once again exceeded 2,000 persons for the first time in roughly 120 years. Since 1960, the town's population has increased by 476 percent.

Between 1990 and 2005, Deerfield's population grew by just over 30 percent, while the state as a whole grew roughly 18 percent, Rockingham County grew 20 percent, and the SNHPC region grew almost 22 percent. The New Hampshire Office of Energy and Planning (OEP) estimated that the population in Deerfield was 4,272 in 2005 and 4,314 in 2006. Deerfield's population growth has been roughly in line with OEP's 2005 population estimates, which anticipated that Deerfield's population would reach 4,220 by 2005, as well as with the Town's 1999 Master Plan, which estimated that Deerfield's population would reach 4,000 by the year 2005-2006.








MAP 1

# Regional Setting

## TOWN OF DEERFIELD

-  Town Boundaries
-  Lakes

- ### Roads
-  Limited Access
  -  Highway
  -  Major Road

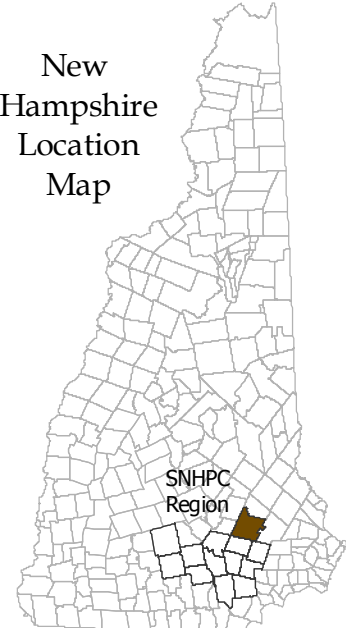


Data Sources:  
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NH Department of Transportation  
Town of Deerfield  
SNHPC

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## **Population Projections**

The population of a community can fluctuate with changes in national and regional economic conditions. Population is also affected by employment opportunities, the quality of transportation networks, and relevant advantages over neighboring communities (e.g. land resources, educational attainment of citizens, etc). Population projections are statistics developed to help a community picture its' likely future. Because assumptions used in developing the data and the growth factors can change, projections should not be taken to be hard-and-fast data. They are meant to provide general direction as to what is likely to be expected based on the stated assumptions.

The population projections released by OEP in January 2007 estimates that Deerfield's population will reach 5,100 by the year 2030. This represents a potential population increase of approximately 39 percent from the 2000 Census figure for Deerfield. According the Census data, this population increase is more than double of that which occurred from 1990 to 2000 (17.7 percent).

## **Recommendations**

Deerfield's population is expected to continue to grow in the future as expansion of the I-93 Highway project continues and towns adjacent to Deerfield feel stronger growth pressures. While the actual numbers associated with future growth projections for Deerfield may not seem incredibly significant, the changes they bring can affect the town's threshold conditions for public spending. Local government may face substantial changes in response to the effect of population growth on land use decisions as well as the size of the municipal budget.

- Deerfield should continue to monitor demographic trends to be prepared for changes in demand for housing, classroom space, emergency services and, overall, continued change in social fabric of the community. This is one of the foundations for community planning
- Deerfield should consider zoning standards that allow for a diversity of housing options to support both younger citizens and the elderly as well as families at all income levels
- Deerfield should prepare for the affect that the "graying" of the population will have upon needs for services such as transportation, housing, health care, and social/recreational activities



## LAND USE

### Introduction

The management of land use patterns is fundamental to all other aspects of community development. Planning and managing land use at the local level can establish land use relationships within a single town and among neighboring towns that complement rather than compete with each other. The basic purpose of public land use regulation through planning, zoning and site standards is to segregate incompatible uses. The public thereby benefits in a variety of ways including protection of capital investments, protection of environmental quality, and ensuring the coordinated development of public services and infrastructure, such as roads, emergency services and schools.

### Background

The Town of Deerfield's Zoning Ordinance divides the Town into the following districts: the Agricultural-Residential District (AR); the Wetland Conservation District; the Floodplain Overlay District; Commercial/Industrial Flexible Overlay District; the Senior Housing Overlay District; and the Pleasant Lake Watershed Overlay District.

The 1999 Master Plan states that "most of Deerfield (98 percent) is in one zoning district - AR, which is a rural residential, low density zone which permits primarily single family homes." This remains largely unchanged at the time of this master plan update in 2007 in that, for the most part, the town remains largely zoned AR with several overlay districts.







Rural homes in Deerfield


The AR Zone allows a number a different uses, such as agriculture, single, two-family and seasonal residential units; manufactured housing, senior housing, home occupations, portable saw mills, Bed and Breakfast, and accessory apartments. Additionally, a number of uses, such as multi-family, and limited commercial and industrial uses, are also allowed by Special Exception. The lot area and dimensional requirements require a minimum lot size of 3 acres; a 200 foot road frontage; 40 foot front setback; 37.5 side yard setbacks; and 37.5 rear yard setbacks. The maximum building height is 35 feet, unless specified otherwise.

# Existing Zoning


## TOWN OF DEERFIELD


-  Town Boundaries
-  Conservation Land
- Road Classes**
-  State Maintained Roads
-  Town, Local, and Private Roads


**Zoning**

 Agricultural/Residential:  
33347.66 acres, 100 %

**Zoning Overlays**

 100 Year Floodplain Overlay:  
2402.21 acres, 7.2 %

 Senior Housing Overlay:  
33347.66 acres, 100 %

 Commerical Overlay:  
33347.66 acres, 100 %

**Total Acreage, Existing Zoning = 33347.66**

\*Overlay percentages are a percentage of the existing zoning total acreage

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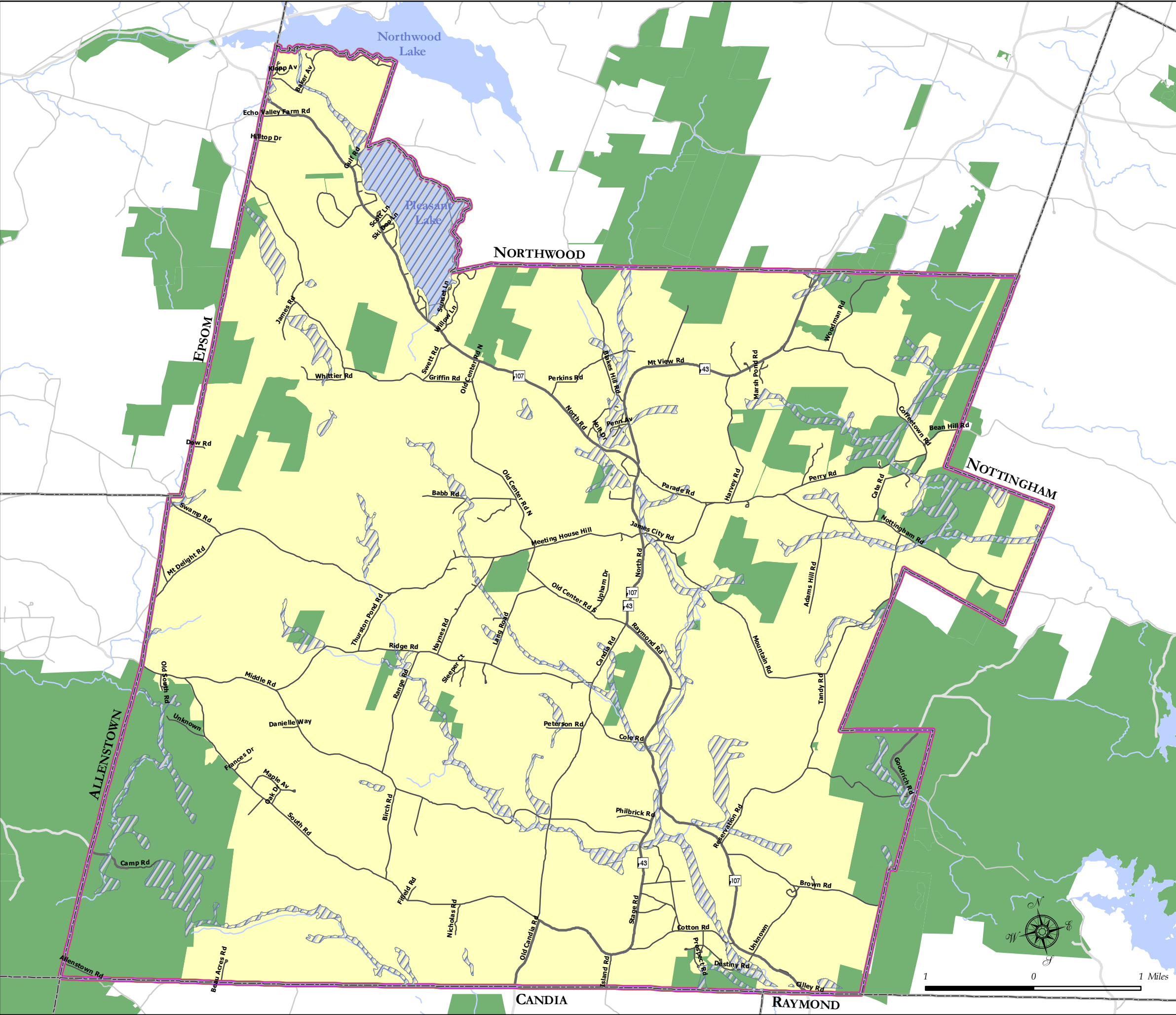
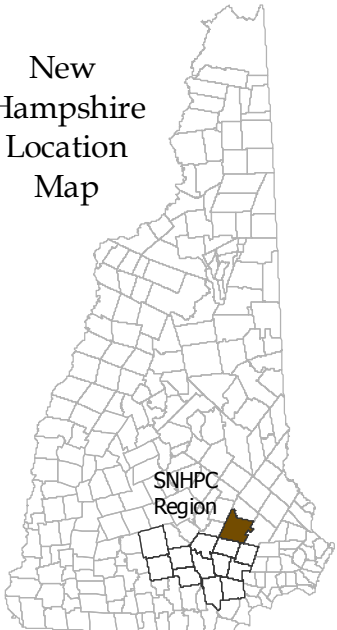
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New Hampshire  
Location  
Map



The Town of Deerfield also has several overlay districts in addition to their AR zone. There is a Wetland Conservation District, a Floodplain Overlay District, a Commercial/Industrial Flexible Overlay District, and a Senior Housing Overlay District. The Wetland Conservation District was created in order to protect the health, safety, and welfare of the public by regulating the use of land that is located in areas found to be subject to high water tables for extended periods of time. The Flood Plain Overlay District applies to lands that are designated as special flood hazard areas by the Federal Emergency Management Agency (FEMA). These regulations overlay and supplement the Town's Zoning Ordinance and is considered part of the Zoning Ordinance. The purpose of the Commercial/Industrial Flexible Overlay District is to encourage flexibility in the development of commercial and industrial uses to occur throughout town. This Commercial/Industrial Flexible Overlay District is a floating zone that has written standards that will ensure that any undesirable impacts from the proposed projects are minimized. The Senior Housing Overlay District was developed in order to promote affordable housing for senior citizens, as well as to preserve the open space which contributes to Deerfield's rural setting.

## **Build-Out**

### Build Out Results<sup>5</sup>

A build-out or a growth capacity analysis is a planning tool based on a theoretical condition that exists when all available land suitable for construction is developed. The analysis estimates the maximum number of housing units that would exist when build-out is complete and what the population of the town could be at that time. The calculations are driven by the community's existing land development regulations and the supply of "buildable" land.

This analysis was performed with the use of an advanced Geographic Information Systems (GIS) software program called Community Viz. The process involved multiple steps using available data from the Town, the regional planning commission, and New Hampshire GRANIT's database at the Complex Systems Research Center. Maps were created to illustrate the analysis in a graphic format. Calculations were performed to determine the total number of acres, commercial floor area, dwelling units, and population that could be expected if all the identified "buildable" lands in the community were developed as set forth by the town's existing zoning regulations.

One of the primary benefits of a Build-Out Analysis is that it can show how much land area could be developed under existing land use regulations and where this development could occur within a community. It can also show how many residential dwelling units, or how much commercial floor area could be developed and how much the population of the community could increase at full build-out. The existing zoning ordinance, especially the density requirement, determines the build out.

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<sup>5</sup> For the full build out analysis, please see Volume II of this document



The results of a Build-Out Analysis are intended to raise awareness of a community's future growth and development possibilities. The results can generate numerous questions such as:

- Is this the way we want our community to grow and develop?
- Are our land development regulations working the way we want them to?
- Are there areas within the community that should not be developed or be developed at lower densities?
- Are there areas that should be developed at higher densities?
- What steps should the community take now to address future growth?

## **CTAP Build-Out**

### **Background Information**

The Southern New Hampshire Planning Commission conducted three build-out analysis scenarios for Deerfield based on standard methodology and datasets to ensure consistent and comparable results as part of the community technical assistance program (CTAP). CTAP was developed to assist the 26 Southern New Hampshire communities that will be affected by the rebuilding of I-93. CTAP is a five-year program comprised of state agencies, regional planning commissions and several non-profit organizations. The goal of this program is to manage the impacts of growth due to transportation improvements. The primary purpose of CTAP is to promote growth patterns in a manner that effectively manages the impact of the expected growth on community services, remaining open space, schools, traffic patterns, environmental quality and existing residential and commercial development so that the growth is beneficial to the communities.

### **Build-out 1: Base CTAP Build-out**

The maximum amount of development that can occur based on current zoning regulations was calculated. Buildable land areas were identified through land-use polygons and zoning overlays. Current density, setbacks and lot coverage were applied to the analysis. NWI Wetlands, the 100-year floodplain and conservation lands were applied as constraints to development.

### **Build-out 2: CTAP Standard Alternative**

This build-out applied the NSN layer as an additional constraint (the NWI wetlands and the 100-year floodplain are part of the NSN data). This scenario was growth neutral with the base CTAP build-out. The allowable densities were made to maintain an equal number of new housing units and non-residential square feet plus or minus 3 percent. Growth was focused around community and commercial centers in the towns with the highest density being within ¼ mile, then within ½ mile, then within 1 mile, and using current zoning density outside 1 mile.



# Base Scenario Buildout TOWN OF DEERFIELD

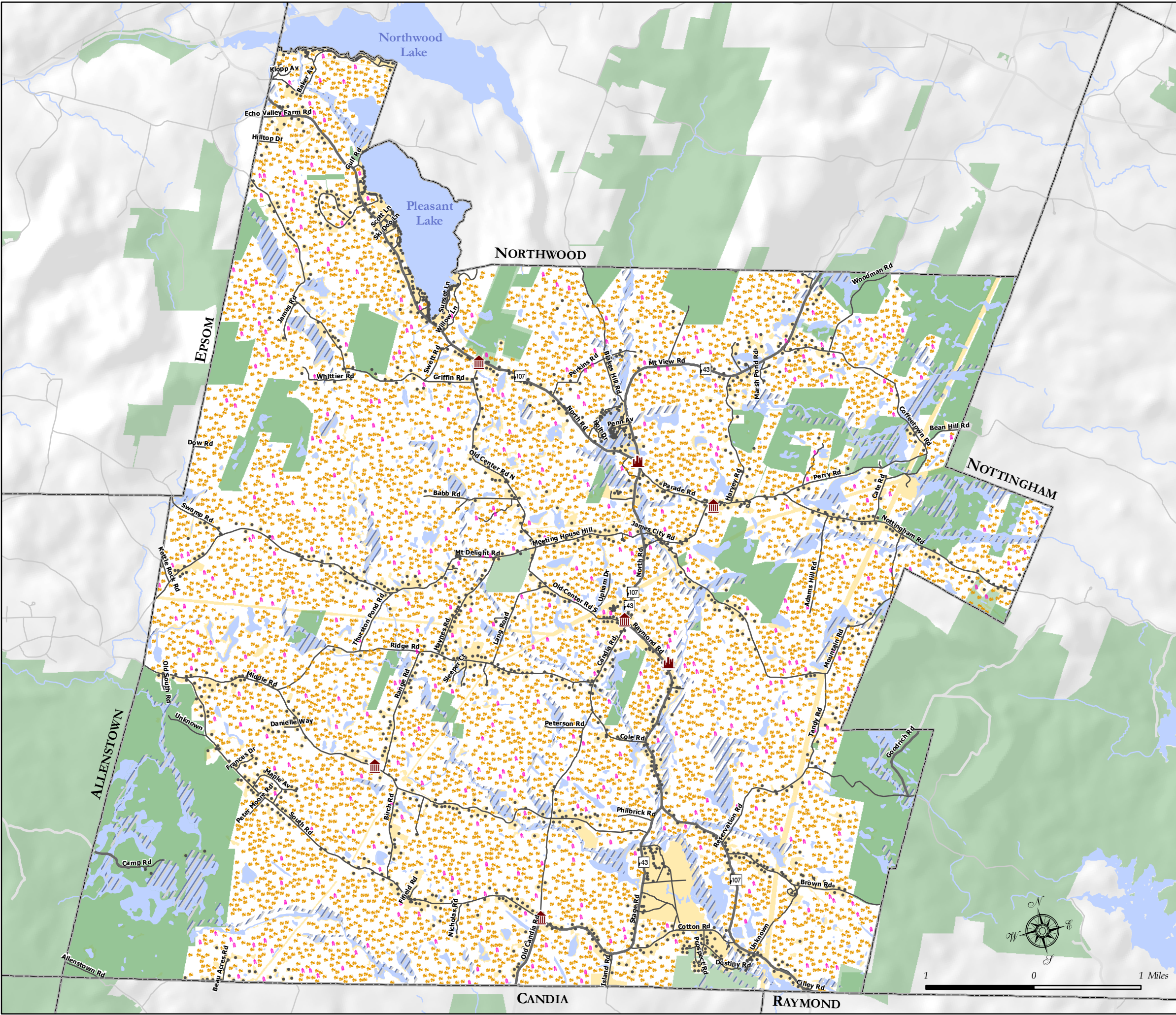
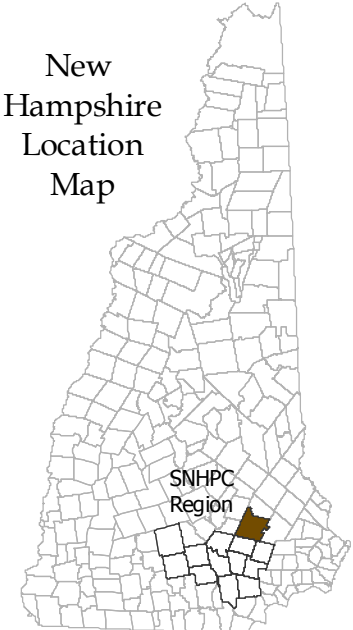
- Town Boundaries
- Built Land
- Rivers
- Lakes
- Road Classes**
  - State Maintained Roads
  - Town, Local, and Private Roads
- Community Centers**
  - Commercial
  - Residential
- Buildout Buildings**
  - Non-Residential
  - Single Family Residential
  - Existing Buildings
- Constraint Layers**
  - National Wetland Inventory
  - 100-Year Floodplain
  - Conservation Land

Data Sources:  
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Town of Deerfield  
SNHPC

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# Standard Alternative Buildout TOWN OF DEERFIELD

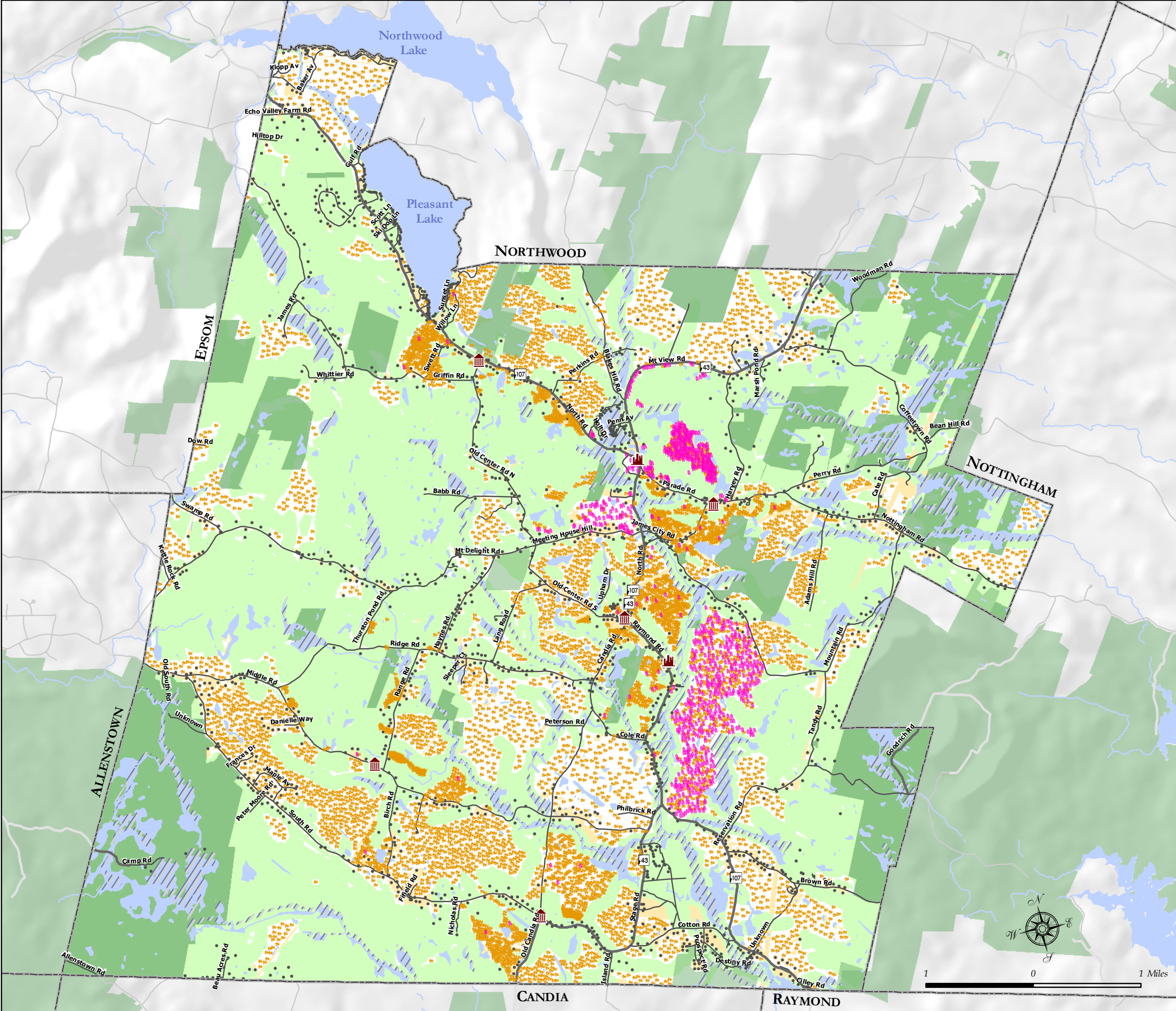
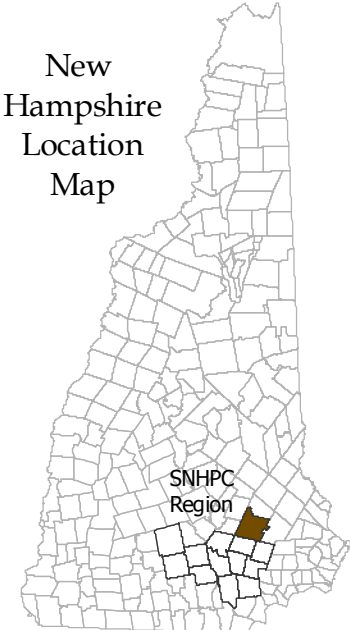
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- Lakes
- Road Classes
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  - Town, Local, and Private Roads
- Community Centers
  - Commercial
  - Residential
- Buildout Buildings
  - Non-Residential
  - Single Family Residential
  - Existing Buildings
- Constraint Layers
  - National Wetland Inventory
  - 100-Year Floodplain
  - Conservation Land
  - Natural Services Network

Data Sources:  
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Town of Deerfield  
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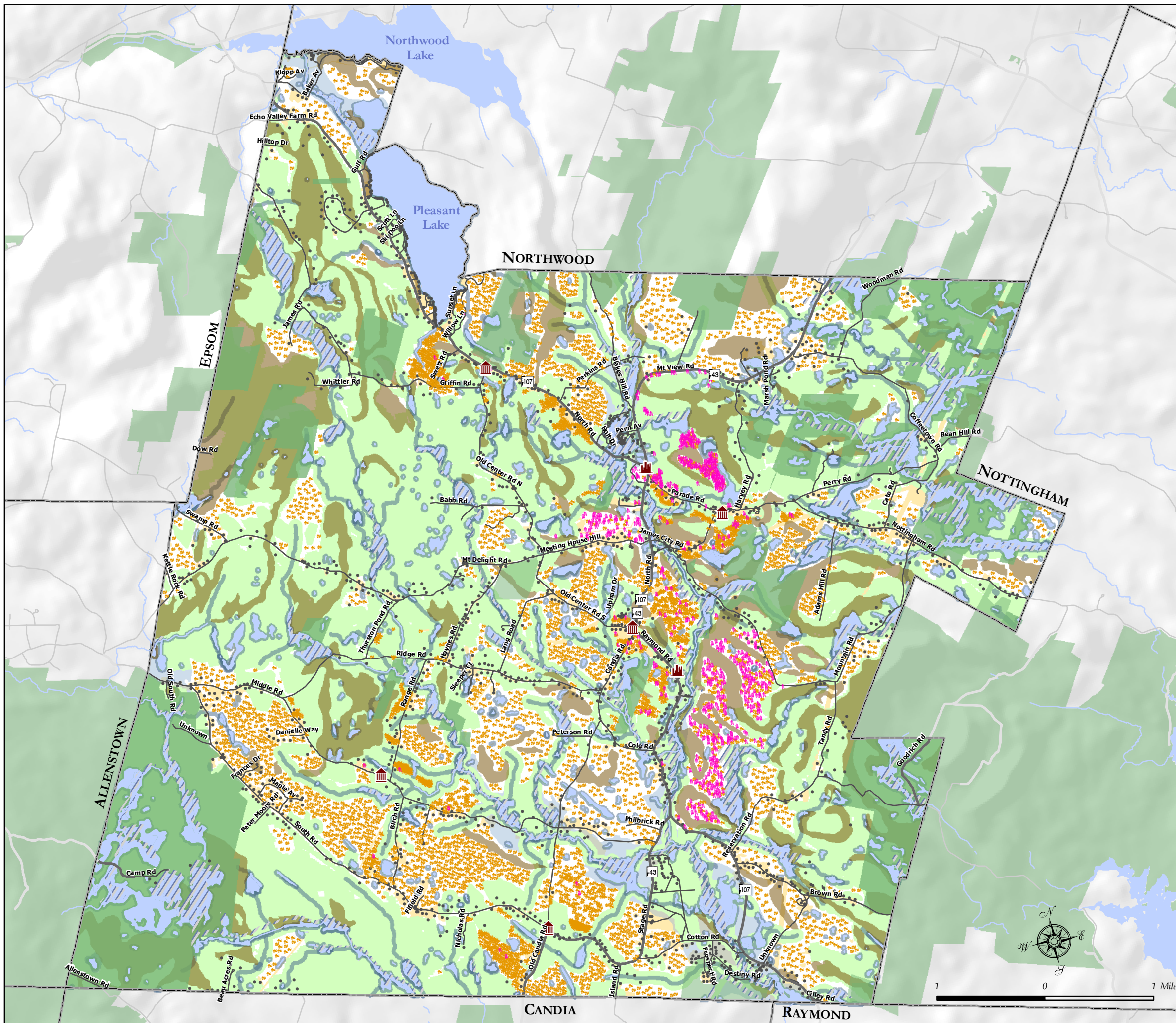
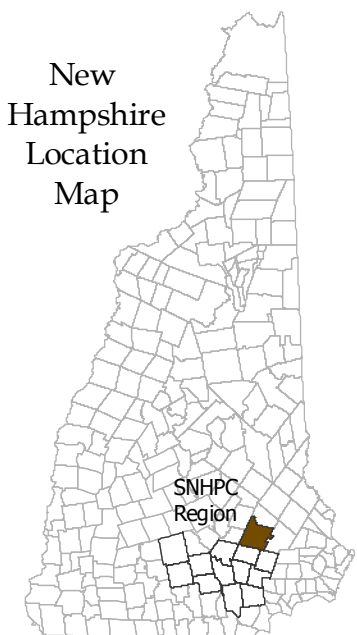
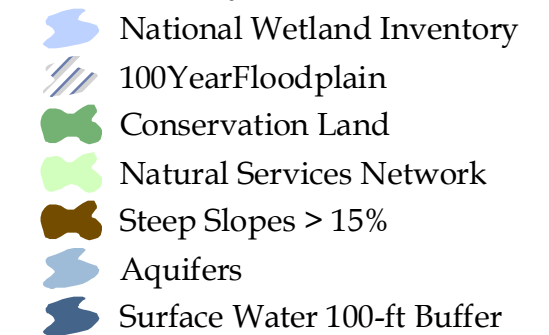
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Build out 3: Community Scenario

This build-out started with the CTAP standard alternative and added additional constraint layers for steep slopes (between 15 percent and 60 percent), and applied a 100-foot setback buffer for wetlands, and surface water. A 100-foot buffer was applied to the NWI data to create the wetlands buffer, and a 100-foot buffer was applied to the New Hampshire Hydrologic Dataset- flow line and waterbody layers.

**Table 1 Vol. I**  
**Build-Out Analysis**

	<b>2005 CTAP Estimate*</b>	<b>Base Scenario</b>		<b>Base Alternative</b>		<b>Community Scenario</b>	
		<b># Added</b>	<b>Total</b>	<b># Added</b>	<b>Total</b>	<b># Added</b>	<b>Total</b>
Population	4,106	16,077	20,183	16,965	21,071	12,304	16,410
Buildings (all)	1,647	6,691	8,338	7,577	9,224	5,431	7,078
Commercial Floor Area (sf)	343,906	37,649,919	7,408,825	3,574,046	3,917,952	2,609,151	2,953,057

\*Population estimates were derived by multiplying the number of buildings identified from the 2005 aerial photos (used to create the existing buildings layer) by the persons per household reported by the 2000 Census for Deerfield  
Source: SNHPC

As shown in Table 1 above, the most perceptible increase in population was seen in the Base Alternative Scenario with 16,965 additional persons, compared to an increase of 12,304 persons in the Community Scenario. This is roughly 27 percent less than the Base Scenario and 25 percent less than the Base Alternative.

**Table 2 Vol. 2**  
**Deerfield Timescope Data**

	<b>Growth Rate</b>	<b>Base Build-Out Year</b>	<b>Base Alternate Build-Out Year</b>	<b>Community Scenario</b>
Exponential Timescope	2.30%	2080	2085	2073
Linear Timescope	33.4 permits/year	2209	2209	2171

Source: SNHPC

Through the use of the timescope feature of the Community Viz software, the year in which Deerfield would reach build-out was estimated. As shown in Table 2 above, two different methods were used to determine the estimated build-out year: linear growth, which utilized an average of Deerfield's historical residential building permit data from 1990-2006; and exponential growth, which utilized the annual average percent change in housing permits from 1990-2006. According to this data, the earliest estimated date for build out in Deerfield would occur in the year 2073 under the Community Scenario. This is only five to seven years less than the Base Alternative and Base Scenarios, respectively. The linear timescope estimates the earliest build out that would be reached in Deerfield would be in the year 2171 under the Community Scenario. Build out based on both the Base and Base Alternative methods estimates that build out would be reached in the year 2209. Based on the findings from the various methods and scenarios, the



soonest Deerfield is estimated to reach build out is 65 years from the time this plan is completed.

### **Future Land Use**

Based on the results from the Community Survey and the Community Profile, overall, Deerfield residents feel that the preservation of open space and natural resources which largely contribute to the Town's rural character are a very high or high priority. The purpose of the future land use map is to provide the Planning Board with a planning tool that can be used in an advisory nature to guide the future growth and development of the Town, as well as assist the Board in developing and improving the Town's land use regulations. As mentioned previously in this chapter, the Town is largely zoned AR, which permits a variety of different uses, which seems to work for the community. Therefore, the future land use pattern projected for Deerfield offers no dramatic changes from the current land use patterns. The only proposed change would be the development of the Historic Town Villages to allow higher density development and mixed uses and to continue commercial development in the two areas identified by the Planning Board as existing commercial centers. Three of the Historic Town Villages are most viable for development today: Deerfield Center, The Parade and South Deerfield.

In addition, the overall concept of the draft Future Land Use Map is guided by the following themes: (1) Protecting the rural character and natural environment of Deerfield; (2) Creating strong Town Villages; and 3) Implementing the principles of smart growth.

### ***Future Land Use Recommendations***

#### **Village Land Use District**

The establishment of Village Districts in the Town's Zoning Ordinance and Zoning Map are recommended. This recommendation is supported by the Planning Board, as well as the Community Survey results with 41 percent of respondents stating that they were in favor of promoting village centers/clusters. The intent of this new district would be to create an opportunity to expand neighborhood commercial development, expand age restricted and workforce housing opportunities in the Historic Town Villages determined to be most suitable. The Village District would regulate development of the Historic Villages to maintain the community's rural, small town character. This character is dependent upon preserving architecture and a mix of commercial and residential uses in these districts.

Zoning regulations for the Historic Village Districts should allow for a mix of uses. The development of architectural guidelines should be considered to develop a consistent architectural style throughout the Village Districts. Fire protection, lighting, open space, suitable parking, and pedestrian issues should also be investigated and addressed as part of the development of the Village Districts. Where feasible, traffic in the Village Districts should be reduced by re-routing through traffic or by applying other solutions such as traffic calming techniques.



# Land Use\*

## TOWN OF DEERFIELD

- Town Boundaries
- Rivers and Streams
- Road Classes
  - State Maintained Roads
  - Town, Local, and Private Roads
- LANDUSE
  - Residential Single Family: 15314.39 acres, 45.88%
  - Residential Multi Family: 1151.22 acres, 3.45%
  - Commercial/Industrial: 422.87 acres, 1.27%
  - Cemetery: 0.12 acres, Less than 0.01%
  - Municipal: 724.78 acres, 2.17%
  - State: 3297.96 acres, All in Conservation
  - Agricultural: 133.7 acres, 0.4%
  - Transportation: 606.22 acres, 1.81%
  - Utilities: 276.23 acres, 0.83%
  - Open Water: 569.94 acres, 1.71%
  - Conservation Land: 5756 acres, 17.25%

**Vacant Land: 10878.26 acres, 32.59%**  
**Total Town Area 33,375.7 acres, 100%**

\* Land Use taken from Town Assessor Data

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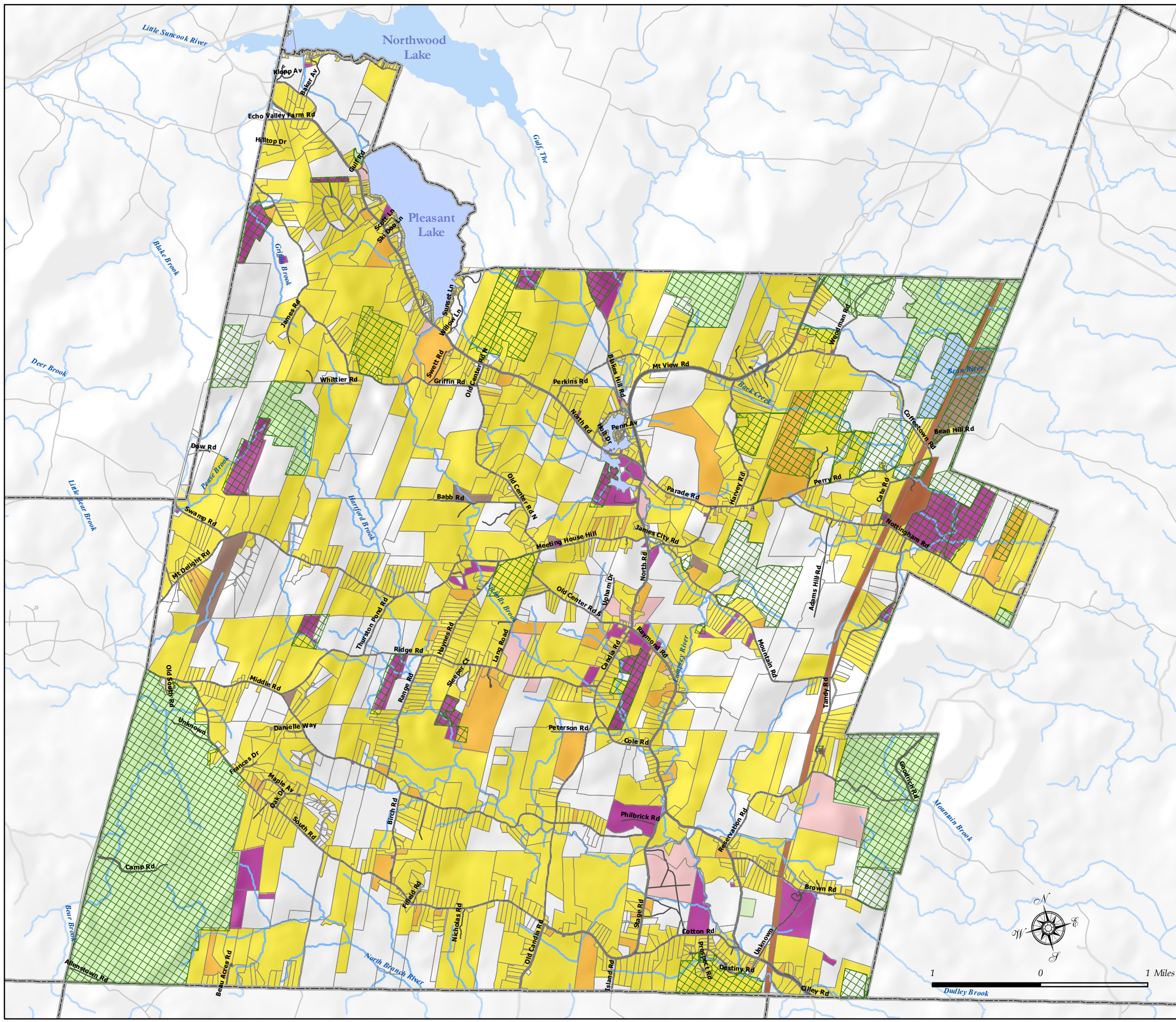
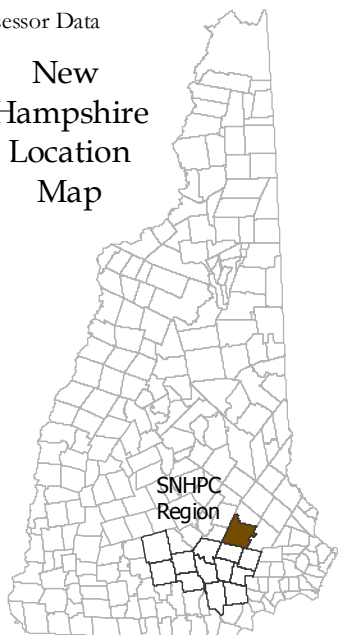
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New Hampshire  
Location  
Map

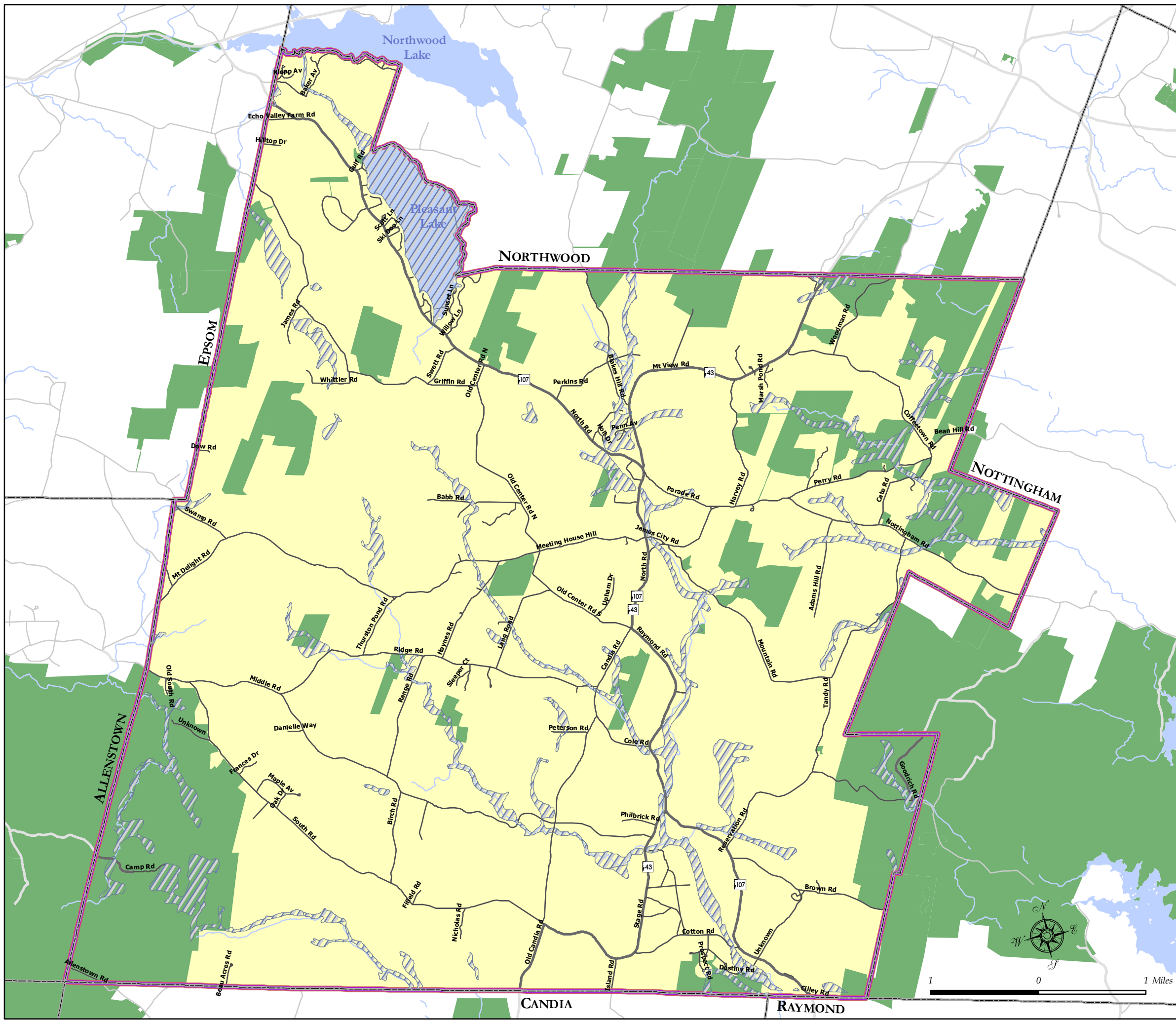




# Future Land Use

## TOWN OF DEERFIELD

-  Town Boundaries
-  Conservation Land
- Road Classes**
  -  State Maintained Roads
  -  Town, Local, and Private Roads
- Zoning**
  -  Agricultural/Residential
- Zoning Overlays**
  -  100 Year Floodplain Overlay
  -  Senior Housing Overlay
  -  Commerical Overlay



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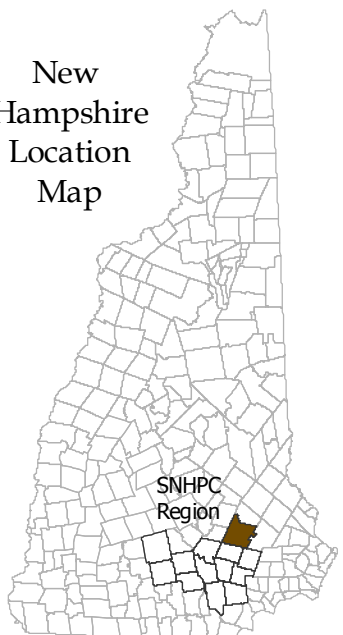
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New Hampshire  
Location  
Map



## Low Impact Development

Low Impact Development (LID)<sup>6</sup> is a stormwater management strategy concerned with maintaining or restoring the natural hydrologic functions of a site to achieve natural resource protection objectives. Developed in the mid-1980s, LID addresses stormwater through small, cost-effective site design and landscape features that are distributed throughout the site. The goal of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. LID techniques include conservation of forests and sensitive waters, water reuse, and stormwater controls that detain and retain runoff.

The LID approach includes five basic tools, as follows:

1. encourage conservation measures
2. promote impact minimization techniques such as impervious surface reduction
3. provide for strategic timing by slowing flow using the landscape
4. use an array of integrated management practices to reduce and cleanse runoff
5. advocate pollution prevention measures to reduce the introduction of pollutants into the environment

The Planning Board should evaluate the Town's current Site Plan and Subdivision Regulations to determine if LID Guidelines could be developed for Deerfield. At a minimum, the Town should review the existing stormwater regulations to identify where LID techniques could be implemented.

It is recommended in this plan that this be accomplished by implementing the following techniques:

- First, by updating the zoning to create a new Village District zoning designation;
- Second, by enhancing the historic character of the Historic Village Centers through architectural design standards; and
- Third, through implementing the characteristics of livable and walkable communities. These include:

## Workforce Housing

The need for affordable housing opportunities for working households has become an issue statewide. The State Legislature recently passed Senate Bill 342, which:

- I. Requires municipalities that exercise the power to adopt land use ordinances to provide opportunities for the development of workforce housing; and
- II. Establishes a mechanism for expediting relief from municipal actions which deny, impede, or delay qualified proposals for workforce housing.

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<sup>6</sup> For more information on LID, please visit the Low Impact Development Center's website at [www.lowimpactdevelopment.org/home.htm](http://www.lowimpactdevelopment.org/home.htm); the EPA Office of Water website at [www.epa.gov/owow/nps/lid/](http://www.epa.gov/owow/nps/lid/) ; or New Hampshire Department of Environmental Services (DES) [www.des.state.nh.us/factsheets/wmb/wmb-17.htm](http://www.des.state.nh.us/factsheets/wmb/wmb-17.htm)





The Bill amends RSA 674 by adding the following new subdivisions: RSA 674:58 defines affordable, multi-family housing, reasonable and realistic opportunities for the development of workforce housing, and workforce housing; and RSA 674:59, which states that municipalities *shall provide reasonable and realistic opportunities for the development of workforce housing, including rental multi-family housing. In order to provide such opportunities, lot size and overall density requirements for workforce housing shall be reasonable. A municipality that adopts land use ordinances and regulations shall allow workforce housing to be located in a majority, but not necessarily all, of the land area that is zoned to permit residential uses within the municipality. Such a municipality shall have the discretion to determine what land areas are appropriate to meet this obligation. This obligation may be satisfied by the adoption of inclusionary zoning as defined in RSA 674:21, IV(a). This paragraph shall not be construed to require a municipality to allow for the development of multifamily housing in a majority of its land zoned to permit residential uses.* However, the legislature clearly states that the adoption of *voluntary inclusionary zoning provisions that rely on inducements that render workforce housing developments economically unviable* will not fulfill the requirements of the RSA.

In an effort to assist municipalities with the development of inclusionary zoning provisions, the New Hampshire Housing Finance Authority (NHHFA) introduced a new funding program called the Inclusionary Zoning Implementation Program (IZIP) in 2008. This program will provide funds to towns to obtain technical assistance to prepare inclusionary zoning ordinances with the goal of having ordinances adopted by local legislative bodies in 2008 and 2009. Through IZIP, NHHFA will award approximately ten grants of up to \$9,000 each with no matching funds are required.

The Town of Deerfield should utilize this funding opportunity through NHHFA in order to develop an inclusionary housing ordinance. By creating and adopting proper inclusionary provisions, the Town would not only be in compliance with State Statutes, but would have more flexibility when working with developers to encourage them to include below market rate units in proposed residential developments.

### **Recommendations**

- The Town's municipal zoning ordinances should continue to direct growth away from environmentally sensitive areas, such as wetlands, floodplains, aquifers, existing water well recharge areas, and historic resources.
- The Town should revise its zoning standards to allow the continuation of mixed uses in traditional village centers.
- The Town should continue its efforts to encourage and provide affordable workforce housing options.

- The Town should consider expanding the implementation of innovative land use techniques as a means to maintain growth at a level that is consistent with the expansion of infrastructure needed to support it.
- Effort should be made to convene discussions or workshops involving neighboring towns to explore opportunities and concerns regarding regional land use patterns and plans.
- The Planning Board should review its minimum lot size requirements to see if any revisions could be made to support a greater variety of housing options.
- Incorporate the Smart Growth Principles into the Town's Zoning Ordinance and the Town's Non-Residential Site Plan and Subdivision Regulations, as feasible.

## HOUSING

### Introduction

Deerfield's housing stock, that is the number, types, quality, and distribution of dwellings, is an important factor in the quality of life and the character of the town. Decent housing in a suitable living environment is essential to the well-being of all residents. While the matter of housing is largely driven by market forces, municipal government can play a role in meeting the housing needs of residents by accommodating the needs of all ages, household types and income levels. Municipal planning is strengthened when the relationships among demographics, employment, housing, economic stability, and quality of life are accounted for in master planning and land use regulation.



A historic home in Deerfield, circa 1892

## **Background**

In 1990, 85 percent of Deerfield's total housing units were single family dwellings and 6 percent were multi-family with 9 percent mobile home and other units. Of the 1,043 total single-family units in 1990, 788 were owner occupied, 43 were renter occupied, and 228 were vacant units.

In 2000, the total number of single family units in Deerfield increased from 85 to 88 percent, while the total number of multi-family units increased slightly from 6 to 7 percent, and the total number of mobile homes and other units decreased substantially from 9 to 5 percent. Of the 1,231 total single family units in 2000, 1,012 units were owner occupied, 38 were renter occupied, and 181 were vacant.

Overall, between 1990 and 2000, the increase in single-family owner occupied units and decrease in renter-occupied single-family units has lessened the diversity of Deerfield's housing stock. The lack of housing options has also made it harder for younger workers and citizens to live in Deerfield. This has also decreased options for limited income individuals and families who work in the Manchester metropolitan area and can't afford a high mortgage payment along with property tax rates to live in Deerfield.

According to New Hampshire Housing Finance Authority (NHHFA), the percent change in the median home sales price in Deerfield increased 15.2 percent from 2004 to 2005, compared to a 1.7 percent increase experienced in the SNHPC region as a whole. From 2005 to 2006, Deerfield saw a 5.7 percent decrease in the median home sales price, compared to a 0.3 percent increase in the SNHPC region. Despite the recent decline in the housing prices, from 1998 to 2006, the median sales price of homes in Deerfield has been consistently 10 to 25 percent higher than homes in the SNHPC region as a whole.

## **Recommendations**

- The Town of Deerfield should consider an Inclusionary Zoning initiative which would provide incentives to developers that create housing for moderate, low, and very low-income households. Incentives could include zoning exemptions and/or density bonuses if a portion of the proposed development is reserved for elderly, handicapped, or targeted lower-income households.
- Revisit the existing Zoning Ordinance to make the development of multi-family dwelling units less restrictive.
- Explore and pursue affordable housing grant opportunities
- In an effort to reduce home prices and minimize infrastructure costs, the Town should evaluate the existing Conservation Subdivision Ordinance to ensure that it permits a greater overall density than conventional subdivisions.

- Explore the feasibility of adopting an Energy Efficient Development Ordinance, as developed by the State of New Hampshire's Regional Environmental Planning Program (REPP) as part of the Innovative Land Use Guide.
- Support public-private partnerships for capitalization, construction, permitting, inspection assistance to construct affordable and workforce housing.
- Incorporate the concept of low-impact design as a means of promoting the construction of sustainable residential neighborhoods.

## ECONOMIC DEVELOPMENT

### Introduction

A town's vitality and well-being are inextricably linked to the economy in which residents participate. Local and regional economies are rarely self-determining. Rather, they are strongly influenced by larger regional and even global trends in technology, finance, regulation, politics, and consumer behavior. Attention to economic development in municipal and regional planning is essential for a healthy stable community. Planning for economic development requires consideration of demographics, education, transportation, communications, other public and private infrastructure, and natural resources. Local economic growth can provide employment for residents, as well as property tax revenue generated by high-value business and industrial property. However, growth has public costs for services required to support new development. Regionally, labor market areas arise without regard for political boundaries, determined by access to highways and social factors, such as education. A well-educated work force is important to attract and retain high quality employment.



The Lazy Lion Café, Deerfield, NH

## Background

According to the 2000 U.S. Census figures, the median household income in the Town of Deerfield was \$61,367. Within the SNHPC region as a whole Deerfield's median household income hovers right around the midpoint while Bedford has the highest median household income with \$84,392 and Manchester has the lowest with \$40,774. Deerfield's median household income has risen greatly in since 1990. From 1990-2000 median household income in the Town of Deerfield rose from \$40,980 to \$61,367, an increase of 50 percent. This noticeable increase can be attributed to various factors such as the towns tax structure, housing costs, aesthetic qualities associated with the towns open spaces and woodlands, educational attainment of the town residents as well as job growth in Manchester, the main regional center of industry.

Some of the key economic development needs and concerns in the region are as follows:

- 1 Attract high paying skilled jobs.
- 2 Improve and expand infrastructure to support and attract commercial and industrial development.
- 3 Improve and expand the local tax base through non-residential development.
- 4 Seek a balance in quality of life and growth management.
- 5 Provide affordable housing and childcare.
- 6 Encourage green buildings and open space

As in many rural bedroom communities, Deerfield's future economic well-being is closely linked with the economic climate of Southern New Hampshire. Assuming that Southern New Hampshire's economic prosperity continues, Deerfield residents will have favorable employment opportunities within a reasonable distance of their homes. The region's economic prospects should be viewed as a catalyst for Deerfield's own economic development in order to expand ventures on a local level.

Situated in Western Rockingham County, Deerfield residents are likely to be affected by the employment trends for the county. The industries in Rockingham County expecting the largest percentages of growth between 2004 and 2014 are Health Care and Social Assistance (35.6 percent), Information (31.4 percent), Arts, Entertainment and Recreation (27.3), Administrative and Waste Services (26.9 percent), and Professional, Scientific and Technical Services (25.2 percent). A 1.6 percent decrease is expected in Manufacturing related jobs and a 0.2 percent decrease in Utilities.

## Recommendations

- Municipal economic development planning will benefit from considering a regional context and defining a viable role for local commerce in the regional economy.
- Explore economic development planning at the local and regional levels in an effort to encourage diversity in the types and scale of commercial.



- The Town should continue to protect open space and prime agricultural soils as a means of preserving a local agricultural and tourism to supplement the strong state seasonal tourist economy.
- The Town should review the current criteria and standards for the Commercial/Industrial Flexible Overlay District in an effort to streamline the process to make it less tedious for the applicant.
- Consider the development of a “fast track” process for commercial/industrial projects that have been nationally recognized for their “green” building and business practices.
- Explore possible linkage economic development resources such as the MetroCenter<sup>7</sup> and the Amoskeag Business Incubator<sup>8</sup>.

## COMMUNITY FACILITIES

### Introduction

Recent population growth in the Town of Deerfield has had an impact on its community facilities. While a majority of town residents (based upon the results of the Master Plan Community Survey) do not favor building new facilities, clearly the town’s existing services and facilities will continue to face the challenge of improvement and expansion to keep up with local growth, and will continue to feel these pressures in the coming years.

### Background

All Town departments responded that in the future there would be a need either for facility expansion due to the lack of space for equipment and materials, or for the staffing of extra manpower to deal with growth and demand for services. The most pressing need identified by the Fire Department was to have one or two additional EMT/Firefighters by 2010. A long-term goal is to have a new fire station constructed by 2015. The Police Department has satisfied a short-time need for space. There is also a need for cruiser replacement. The 2005-2010 Capital Improvement Program (CIP) enumerates an annual cruiser replacement for the years 2008-2010, this will replace one of the Ford police cruisers. The cruiser that will be replaced will be either the oldest, the one in the worst condition, or the one with the most mileage. With the amount of calls for service remaining high and the number of miles traveled each year increasing, the cruisers will only last for three to four years.

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<sup>7</sup> <http://www.manchester-chamber.org/resource-development/chamber-initiatives.asp#>

<sup>8</sup> <http://www.abi-nh.com/>





Deerfield Community School




There are currently no planned improvements at the Deerfield Community School facility. The community continues to wrestle with the overcrowding situation at this school, but it dovetails with the ongoing lack of a high school facility for the community. Deerfield is currently in a long-term contract with Concord High School to provide education for students in grades 9-12. For many years, the community has had the opportunity to vote on varied building proposals that would address the overcrowding at DCS as well as a guaranteed place for students to attend high school. Coop options, Deerfield stand-alone high school proposals, middle/high school options, as well as long term tuition agreements, have all been explored. The current ten-year contract has mitigated the urgency to plan for building new facilities or possibly a high school. Until a facility solution has been agreed upon, it is not possible to address firm plans to modify curriculum or programs in the school.

### **Recommendations**









- Address future needs as identified by department through a collaborative process that identifies and ranks future priority capital facility expenditure.
- Update Town's Capital Improvement Program (C.I.P.) on a regular basis in order to address future needs.
- In addition to impact fees, the Town should consider the use of additional funding sources such as bonds and Tax Increment Financing (TIF) Districts, as well as state and federal grants.
- Seek to upgrade existing community facilities to meet current American's with Disability Act (ADA) standards.
- Utilize energy efficient materials, products and equipment when replacing or updating community facilities buildings and/or equipment
- Continue to promote the development of integrated recreational trails as part of new developments.
- Explore the feasibility of creating an all ages community center in the future.

# Community Facilities



## TOWN OF DEERFIELD

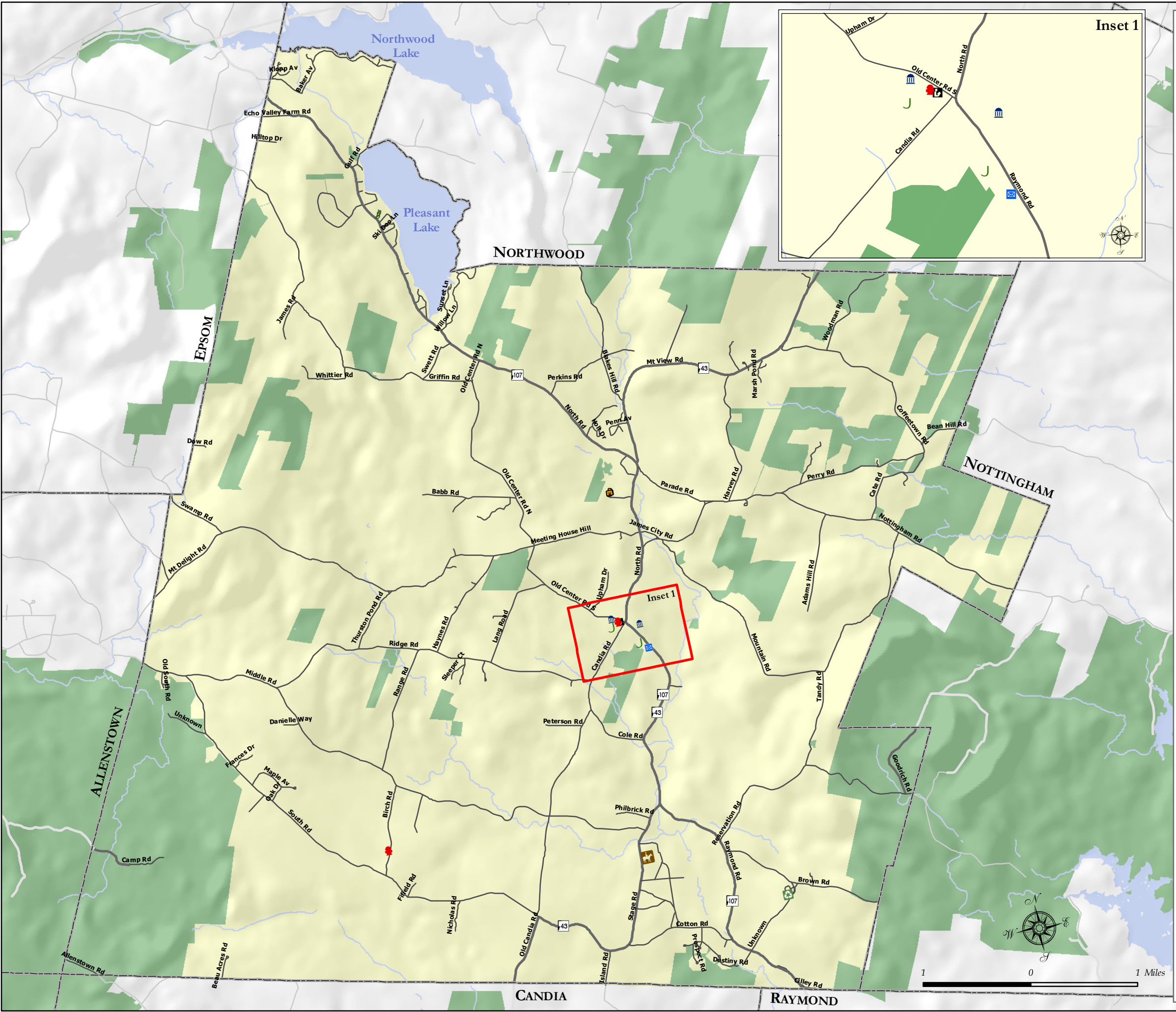
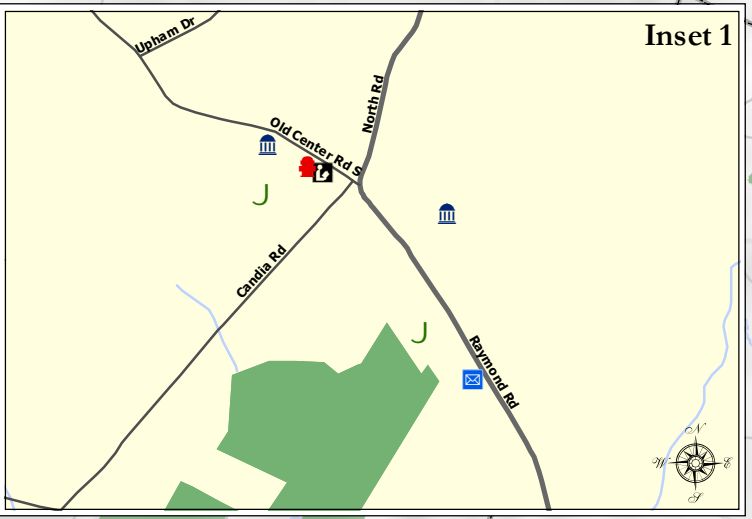
-  Town Boundaries
-  Deerfield
-  Conservation Land

### Community Facility

-  Athletic/Recreation Facility
-  Deerfield Fair Grounds
-  Elementary School
-  Fire Station
-  Municipal Offices
-  Library
-  Post Office
-  Transfer Station

### Road Classes

-  State Maintained Roads
-  Town, Local, and Private Roads



Data Sources:  
NH GRANIT Digital Data (1:24,000)  
NH Department of Transportation  
Town of Deerfield  
SNHPC

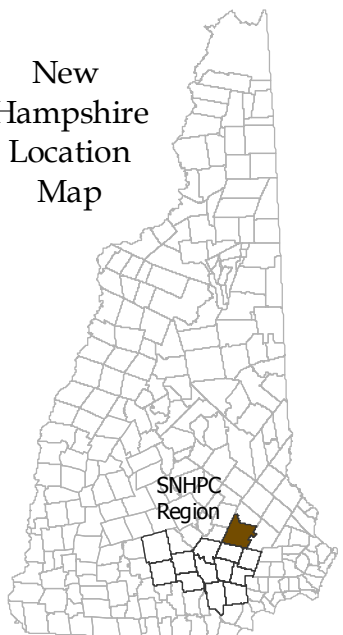
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### New Hampshire Location Map





## TRANSPORTATION

### Introduction

The ability of people and goods to move about freely with convenient access between destinations is fundamental to our way of life. Today in Deerfield, and throughout the greater region, the personal passenger motor vehicle is a necessity for the movement of people back and forth between home, work, school, socializing, shopping, recreation, and many other activities. Motorized freight haulers move through Deerfield and adjacent communities twenty-four hours a day in order to supply goods to manufacturers, businesses and retailers in town and throughout the region.

All of this movement takes place on roads and highways maintained by the Town and the State. Perhaps no other private or public infrastructure so profoundly affects the shape and character of downtowns, villages and the countryside as do roads - by their physical presence and by the traffic they carry. While this system has fostered unprecedented prosperity, it is also a source of undesired consequences and mounting challenges for community life.

### Background

Table 3 presents a summary of Deerfield's administrative classified roadway mileage. This information was provided by the New Hampshire Department of Transportation (NHDOT). As of 2003, there were approximately 84.1 miles of public roads in the Town, including approximately 17.4 and 1.3 miles, respectively, of Class II and Class III highways. There are currently no Class I highways in Deerfield. The majority of the town's roads, approximately 54.8 miles, are Class V Town roads, while there are approximately 10.6 miles of roads classified as Class VI in Deerfield.

**Table 3 Vol. 1**  
**Approximate Highway Mileage**

Class II	17.4 miles
Class III	1.3 miles
Class V	54.8 miles
Class VI	10.6 miles

Source: NHDOT (2003)

### Traffic Flows

The results of the Community Input Survey indicated that, of those residents responding to the survey, approximately 39 percent travel between 10 and 25 miles to work, while an additional 23 percent travel between 25 to 40 miles to work. Thirteen percent of residents responding to the survey indicated that they travel 40 or more miles to work.

Additional information on the travel behavior of Deerfield residents is also available from the 2000 Census. The results of the Census indicated that approximately 87 percent of



employed Deerfield residents commuted to work alone in a private vehicle. This figure is slightly higher than the average for communities in the SNHPC region. An additional seven percent of employed Deerfield residents traveled to work in private vehicle with at least one other individual. The results of the Census also indicated that approximately four percent of Deerfield residents worked at home. The Census did not reveal the use of public transit or walking as a mode for work trip travel by Deerfield residents.

### *Existing Conditions*

The SNHPC annual regional traffic counting program and regional travel demand model were used to compile existing and projected traffic volumes on the Deerfield roadway network. Existing (2005) average annual traffic volumes (AADT) on selected roadways in Deerfield are shown on Map 9.

The State of New Hampshire Ten Year Transportation Improvement Plan (2007-2016) includes an evaluation of existing (2004) traffic congestion and operational data for the State highway system. Information on the major highway links in Deerfield is included in this evaluation. In the document, congestion is measured by level of service (LOS), which is an indication of how well traffic flows on the highway system. The Level of Service is expressed by a letter grade with LOS A representing little or no congestion and, LOS F representing a roadway link operating at capacity.

The information presented for Deerfield indicates that NH 43 and NH 107 in the Northern portion of the town are expressed as operating with little or no congestion. These conditions, which are also being experienced on NH 107 in the Southern portion of the town, are roughly equivalent to LOS A and B. NH 43 and the portion of Routes 43/107 between the Southern and Northern junctions of these two state roads in the town are expressed as operating with moderate congestion roughly equivalent to LOS C and D.

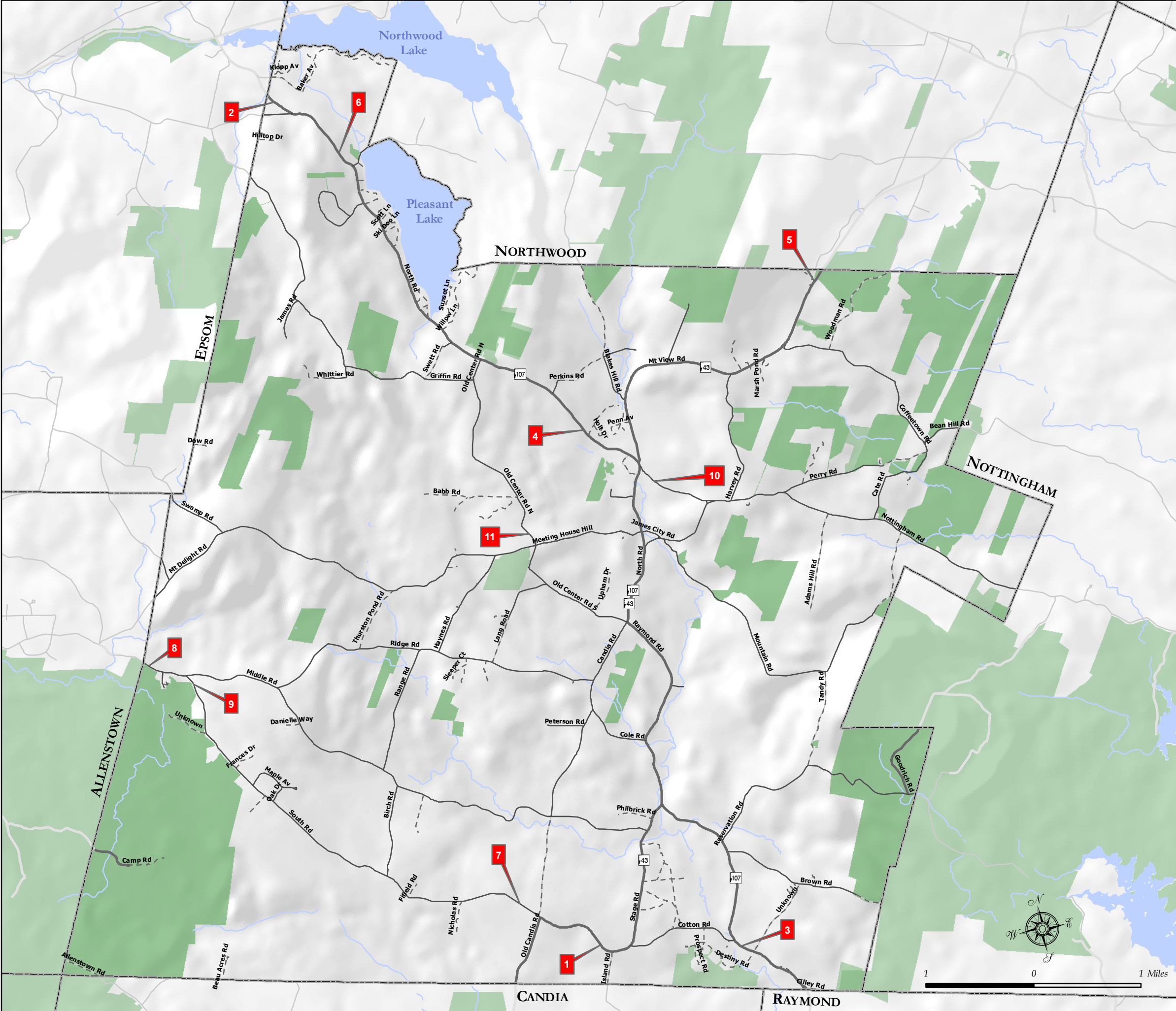
### *Future Conditions*

Traffic volumes for the *existing* base year condition were projected to a 2025 “horizon” year utilizing a growth rate from the regional travel demand model. The traffic growth rate was developed through a comparison of the *base* year and *horizon* year assignments from the regional travel demand model. These growth rates were then used to increase the base year volumes from the regional traffic counting program to represent the 2025 horizon year. The 2025 projected AADT traffic volumes are shown in Map 10.

## **Traffic Accidents**

Crash data for the period from 1995 to 2005 was obtained from the NHDOT; a total of 772 accidents occurred in the Town during this period. The highest accident total was





MAP 9

Existing Traffic Volumes - 2005

TOWN OF DEERFIELD

Town Boundaries

Conservation Land

Rivers

Lakes

Road Classes

State Maintained Roads

Town Maintained Roads

Class VI and Private Roads

DEERFIELD FUTURE 2025 AADT

MAP KEY	LOCATION	2025 AADT
1	ROUTE 43 WEST OF ISLAND RD	3,800
2	NH 107 NORTH RD. @ EPSOM TL	2,800
3	ROUTE 107 SOUTH OF COTTON RD.	2,600
4	NH 107 WEST OF NH 43 MOUNTAIN VIEW RD.	2,600
5	ROUTE 43 @ NORTHWOOD TL	2,500
6	NH 107 NORTH OF GULF RD.	2,400
7	SOUTH RD. WEST OF OLD CANDIA RD.	1,500
8	MIDDLE RD. @ ALLENSTOWN TL	830
9	SOUTH RD. SOUTH OF MIDDLE RD.	640
10	PARADE RD. SOUTH OF NH 43 & 107	400
11	OLD CENTER RD. NORTH OF MOUNT DELIGHT RD.	390

Data Sources:  
NH GRANIT Digital Data (1:24,000)  
NH Department of Transportation  
Town of Deerfield  
SNHPC

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New Hampshire  
Location Map






# Future Projected AADT - 2025

## TOWN OF DEERFIELD

-  Town Boundaries
-  Conservation Land
-  Rivers
-  Lakes

Road Classes

-  State Maintained Roads
-  Town Maintained Roads
-  Class VI and Private Roads

DEERFIELD FUTURE 2025 AADT

MAP KEY	LOCATION	2025 AADT
1	ROUTE 43 WEST OF ISLAND RD	5,200
2	NH 107 NORTH RD. @ EPSOM TL	3,700
3	ROUTE 107 SOUTH OF COTTON RD.	3,500
4	NH 107 WEST OF NH 43 MOUNTAIN VIEW RD.	3,100
5	ROUTE 43 @ NORTHWOOD TL	3,300
6	NH 107 NORTH OF GULF RD.	3,200
7	SOUTH RD. WEST OF OLD CANDIA RD.	2,300
8	MIDDLE RD. @ ALLENSTOWN TL	1,100
9	SOUTH RD. SOUTH OF MIDDLE RD.	800
10	PARADE RD. SOUTH OF NH 43 & 107	600
11	OLD CENTER RD. NORTH OF MOUNT DELIGHT RD.	600

Data Sources:  
NH GRANIT Digital Data (1:24,000)  
NH Department of Transportation  
Town of Deerfield  
SNHPC

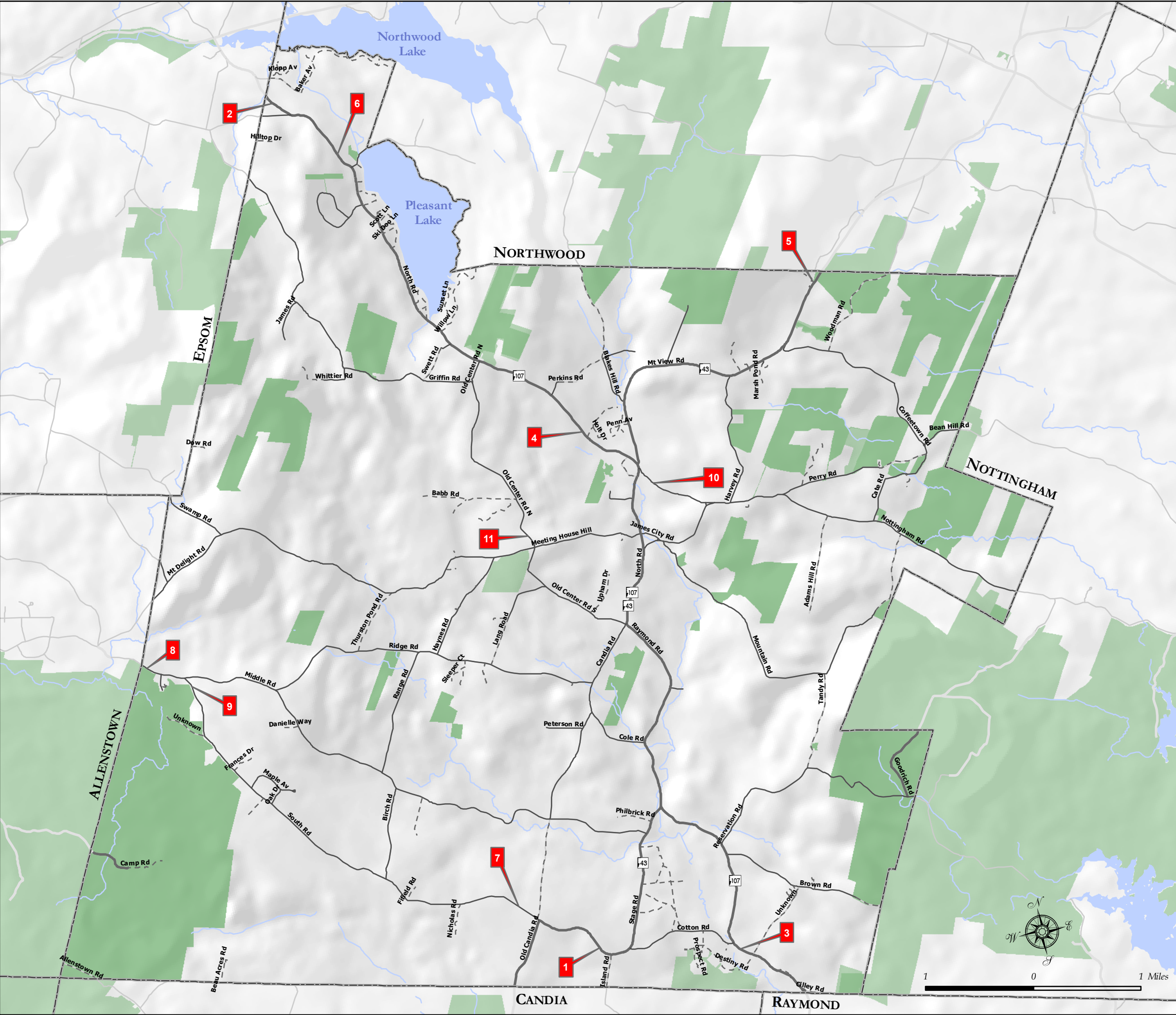
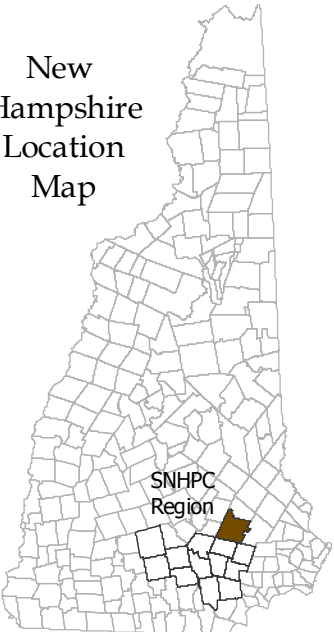
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New Hampshire  
Location  
Map



recorded in 2004 when a total of 84 accidents were reported. The lowest accident total reported was in 1998 when 51 accidents occurred. A summary of the accident totals for the years 1995 to 2005 is presented in Table 4 on the next page.

**Table 4 Vol. 1**  
**Total Reported Accidents in Deerfield, 1995-2005**

Year	Total Number of Accidents Reported
1995	57
1996	56
1997	83
1998	51
1999	61
2000	76
2001	80
2002	81
2003	66
2004	84
2005	77

Source: NHDOT

Crash data for the period 2001 to 2005 was used to identify high accident locations within the town. Table 5 presents a listing of the high accident intersection locations in the town for the period 2001 to 2005. The table indicates that, during this period, the Stage Road/Raymond Road intersection experienced the greatest number of accidents. A total of six accidents occurred at this location during this period. A total of four accidents occurred at the South Road/Cotton Road and Raymond Road/North Road intersections during this period.

**Table 5 Vol. 1**  
**Intersection Accident Locations, 2001-2005**

Intersection	2001	2002	2003	2004	2005	Total
Stage Rd (NH 43)/Raymond Rd (NH 107)	3	1	0	2	0	6
South Rd (NH 43)/Cotton Rd	0	0	1	1	2	4
Old Candia Rd (NH 43)/South Rd	0	0	2	1	0	3
Raymond Rd (NH 43/NH 107)/North Rd	0	0	1	2	1	4

Source: NHDOT

Table 6 presents accident data for roadway links (between intersections) in the town for the period 2001 to 2005. The table indicates that North Road experienced the greatest number of accidents during this period. During this period, a total of 74 accidents occurred on this road. The links experiencing the next highest number of accidents during this period were Raymond Road (35 accidents) and Mountain View Road (31 accidents).

**Table 6 Vol.1**  
**Roadway Link Accidents, 2001-2005**

<b>Roadway</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>Total</b>
North Road (NH 107)	21	16	12	13	12	74
Mountain View Road (NH 43)	3	4	10	10	4	31
South Road	8	0	2	7	10	27
Raymond Road (NH 107)	7	8	3	9	8	35
Old Candia Road (NH 43)	4	2	1	1	0	8
Middle Road	4	3	3	4	3	17
Range Road	1	0	4	1	2	8
Reservation Road	1	1	1	4	0	7
Blakes Hill Road	0	0	1	0	4	5
Nottingham Road	3	2	2	1	1	9

Source: NHDOT

In the ten year period between 1995 and 2005, a total of four fatal accidents occurred in Deerfield. Table 5 identifies the location of these accidents and when they occurred. Three fatal accidents occurred on NH 107 and the other fatal accident occurred on South Road.

**Table 7 Vol. 1**  
**Fatal Accidents, 1995-2005**

<b>Year</b>	<b>Fatalities</b>	<b>Location</b>
1995	1	NH 107 North south of Old Center Road North
2005	1	NH 107 500 feet south of Charlie Lane
2005	1	South Rd 2000 feet south of Oak Drive
2005	1	NH 107 400 North of Reservation Rd

Source: NHDOT

### **NHDOT Ten-Year Transportation Improvement Program/SNHPC Transportation Improvement Program**

The Transportation Improvement Program (TIP) represents a vital link between plan development and the implementation of transportation projects. The SNHPC, on behalf of Deerfield and other member communities, is required to participate in the TIP process of project implementation that includes updating the document biannually. The TIP process begins during the Fall of even-numbered years with input from the local communities as they submit their priorities for transportation system projects to the region. The projects are reviewed and ranked and a recommended list of projects is forwarded to the NHDOT for consideration.

The current FY 2007–2010 SNHPC TIP does not contain any improvements projects located in Deerfield. Additionally, the current version of the NHDOT Ten Year TIP (2007-2016) and the draft 2009–2018 TIP, that is currently being reviewed through the Governor’s Advisory Council on Intermodal Transportation public hearings, does not contain any improvement projects in the Town.



The NHDOT Bureau of Bridge Design is currently monitoring four bridge structures in the Town. Three of these bridges are municipally-owned “red listed” structures requiring more frequent inspection due to known deficiencies such as poor structural conditions, weight restrictions or type of construction. These bridges are located on Middle Road and Candia Road (over Hartford Brook) and on Blakes Hill Road (over Lamprey River). The bridge carrying NH 43 over the Lamprey River in the southern portion of the town is a State-maintained structure that has been classified by the NHDOT as functionally obsolete. All of these bridges have been included in the NHDOT’s priority listing system for repair and/or replacement.

### Roadway Surface Management

The Deerfield Highway Department was contacted to determine priority short term and long term roadway maintenance projects that the town intends to pursue. Based on the information obtained, the town’s short term priority roadway maintenance projects include the following:

- Pavement overlay – Old Center Road North
- Reconstruction – Reservation Road
- Reconstruction – Ridge Road

Long term priority roadway maintenance projects include the following:

- Reconstruction – Cotton Road
- Reconstruction – Middle Road
- Reconstruction – South Road

In addition, the following roadway projects are included for implementation in 2007 in the town’s Capital Improvement Program (CIP):

- **Phase 1 Overlay – Mount Delight Road** - Surface overlay of 8,700 Linear Feet.
- **Phase 2 Overlay – Mount Delight Road 2 and Swamp Road** - Surface overlay of 7,000 Linear Feet.
- **Reconstruction – Reservation Road** – Total reconstruction of approximately 5,280 Linear Feet involving additional sub-base, culvert replacement, re-creation of existing ditch lines plus two additional inches of pavement base course.

CIP projects were selected based on the probability that there would be a capital improvement bond in place allowing the projects to be done and payment spread out over approximately 10 years.

The NHDOT Ten Year TIP (2007-2016) includes 2004 information on pavement condition of numbered routes on the state maintained highway system. This information was based on observations of maintenance personnel and additional data gathered from pavement condition data collection efforts. The data presented suggests that the majority of the state maintained roadways in Deerfield (NH 43 and NH 107) require at least some



work. A substantial portion of this roadway mileage is classified as requiring major work. It should be noted that, in its current redevelopment of the Ten-Year Highway Plan process, the NHDOT has stated its commitment to constructing new highway projects in the state while at the same time ensuring that the existing transportation infrastructure is adequately maintained. Additionally, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* requires a commitment to the development of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

### Alternative Modes of Transportation

The SNHPC is currently assisting the NHDOT to complete an update of the Statewide Bicycle Route System map. The SNHPC recently obtained input from its member communities on which routes should be included in this system. At the present time, the following roads in Deerfield have been included as recommended bicycle routes:

- Mount Delight Road from the Allenstown town line to NH 43/NH 107
- Middle Road from the Allenstown town line to South Road
- South Road from Middle Road to NH 43
- NH 43 from South Road to NH 107
- NH 107 from the Candia town line to NH 43
- NH 43/NH 107 from NH 43 south to Cole Road
- Cole Road
- Candia Road from Cole Road to NH 43/NH 107
- NH 43/NH 107 from Candia Road north to the junction of NH 43 and NH 107
- Parade Road
- Nottingham Road
- NH 43 from NH 43/NH 107 north to the Northwood town line
- NH 107 from NH 43/NH 107 north to the Epsom town line



NH Route 107, Deerfield, NH




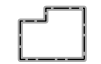


There are currently no public transit services in the town of Deerfield. As the SNHPC region grows, increasing dispersion of land development in the area is leading to socio-economic and demographic changes. In turn, these changes are resulting in increased regional trip-making, travel across municipal boundaries, and a growing need to ensure mobility and accessibility on a regional scale.

In an effort to address these issues, the SNHPC is currently conducting a Regional Transit Feasibility Study. The first phase of the study consisted of a Comprehensive Operations Analysis (COA) of the Manchester Transit Authority's (MTA's) existing fixed-route bus services. The COA included a thorough review of the MTA system, including patronage by route, time of day and stop, transfers between routes and schedule performance. The COA recommendations, which were designed to ensure that the system operates as efficiently as possible, were implemented in July 2007.

The subsequent tasks of the Regional Transit Feasibility Study are now underway. The remainder of the study will look at the feasibility of expanding the scope of the transit services presently provided by the MTA and how services can be coordinated more effectively and used more efficiently. It is anticipated that all of the SNHPC communities will ultimately benefit from this effort to more effectively utilize the transportation resources.

# Bicycle Routes And Multi-Use Trails

## TOWN OF DEERFIELD

-  Bicycle Routes
-  Multi Use Trails
-  Snowmobile Routes
-  Town Boundaries
-  Deerfield
-  Conservation Land
- Road Classes**
  -  State Maintained Roads
  -  Town, Local, and Private Roads



1 0 1 Miles

Data Sources:  
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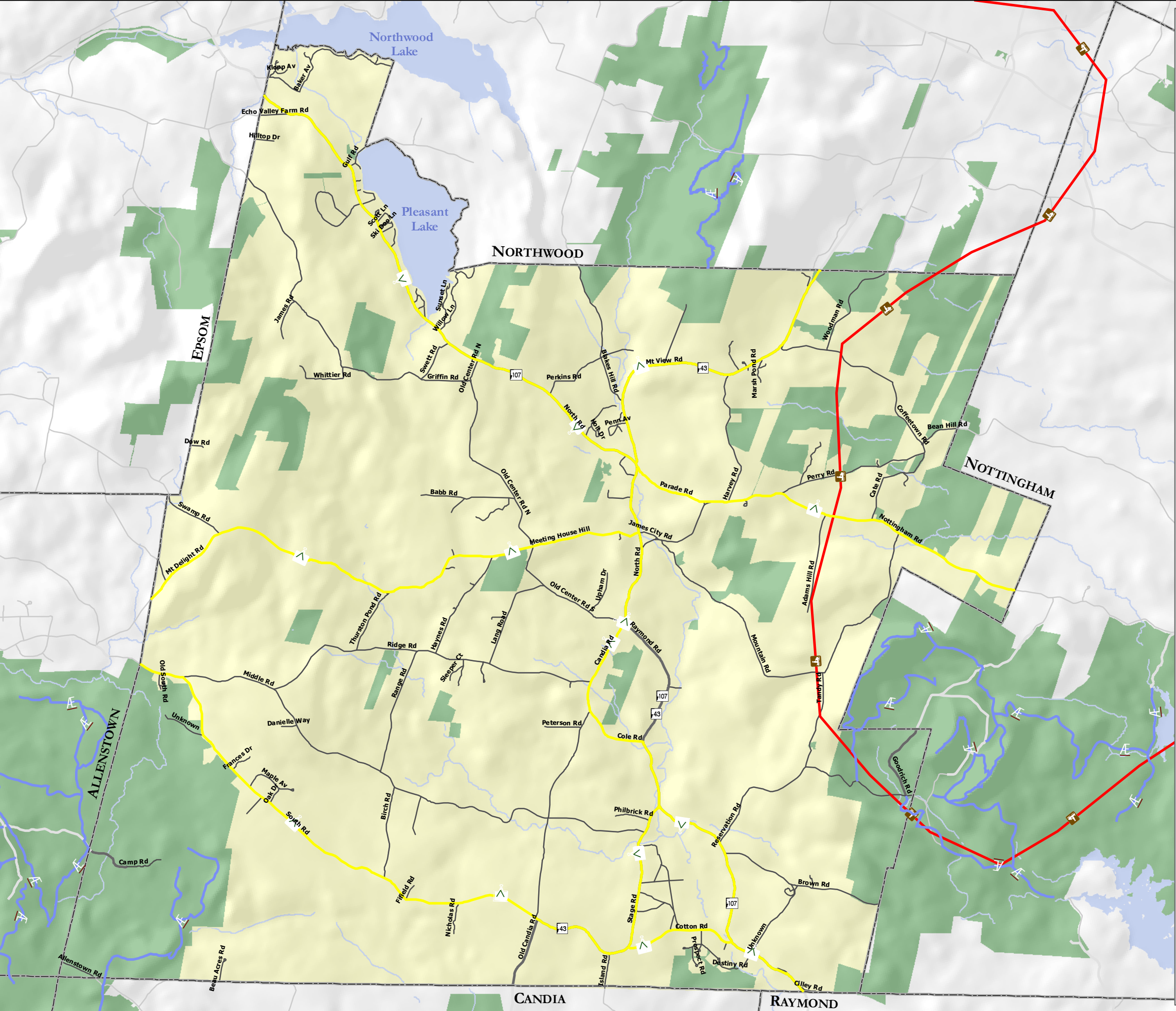
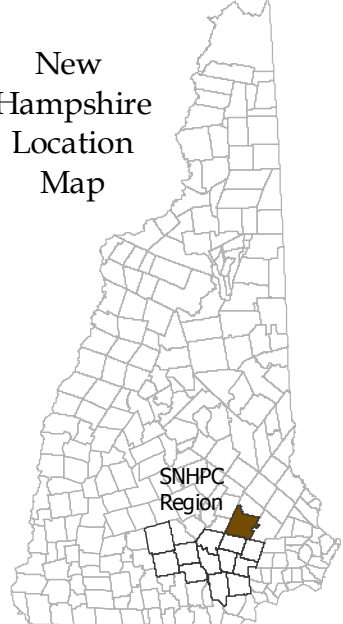
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Map Produced by  
GIS Service SNHPC 2007.  
Contact: [gis@snhpc.org](mailto:gis@snhpc.org)  
Ph: (603) 669-4664

This map is one of a series of maps that were produced as part of a Town's Master Plan 2007 and for planning purposes only. It is not to be used for legal boundary determinations or for regulatory purposes.



New Hampshire  
Location  
Map





## **Recommendations**

- Utilize the “Alternative Geometric Roadway Design Standards for Low Volume Residential Streets” developed through the SNHPC. The standards are geared towards promoting sustainable infrastructure and environmental stewardship and can be used as a guide for future transportation planning.
- Promote future development of services, employment, and retail in existing town centers in an effort to reduce the number and length of trips in a town, thereby reducing vehicle emissions and promoting pedestrian and bicycle traffic.
- Review the Impact Fees on a regular basis to keep pace with the rise in inflation and development costs.
- Utilize the principles of access management on transportation improvements along NH Routes 43 and 107.
- Work with the Conservation Commission to prepare a trail plan.
- The Town of Deerfield should continue to have representation at The Southern New Hampshire Planning Commission’s Metropolitan Planning Organization (MPO) and Technical Advisory Committee (TAC) meetings to stay abreast of regional transportation initiatives and future expansion of MTA public transit.

## **REGIONAL CONCERNS**

### **Introduction**

A regional approach to community planning is necessary because no community is an island unto themselves. Regional transportation infrastructure, as well as trends in housing, population, and natural resource usage, affects the Town of Deerfield in profound ways that will bear upon future planning decisions. Job growth in the region as a whole is a strong determinant of the quality of life and purchasing power of citizens and consumers. The City of Manchester acts as a push and pull force on adjacent communities, providing jobs and pulling in workers, while forcing housing and population growth in surrounding communities. By staying abreast of planning decisions and development proposals of surrounding communities, the Town of Deerfield can adequately plan for a balanced future growth that meets future employment and population growth while preserving natural resources and community character.



## Background

### *Economic Development*

**Land/Building Availability and Zoning:** Deerfield has a land area of 32,585 acres of which roughly 73 percent remains undeveloped. The term ‘developed’ means land in use for residential, public, commercial, or industrial purpose, as well as land used for utilities and streets. There are approximately 120 acres of land in Deerfield that are currently developed for commercial and industrial use, which represents only one percent of the SNHPC regions commercial and industrial land<sup>9</sup>.

**Home Businesses:** Home businesses are an important component of the local economy of Deerfield. Home businesses are regulated under Article III of the Town’s Zoning Ordinance and are permitted by right and by Special Exception in the Agriculture-Residential zone. The ordinance states that home businesses, offices or shops are permitted as a subordinate use to the principal residential use of the dwelling. Additional criteria in terms of number of employees, parking, signage, outdoor storage, exterior improvements, and noise are also applicable. The Town does not currently have any type of mechanism in place to track the home occupations in Deerfield. The Town should consider establishing a Town Business License in order to keep track of all home occupations and businesses operating within the community and to ensure compliance with local regulations.

**Water/Sewer Coverage:** The Town of Deerfield does not have access to public water and sewer systems. These circumstances hinder the ability to bring in certain types of commercial and industrial development to Town. Even with a small scale development approach there will still be the need for certain infrastructure requirements.

### *Housing Growth*

The Town of Deerfield has seen a fifteen percent increase in total housing units from 1990-2000. In 1990, there were 1,227 total units with 1,043 of these being single family units, while in 2000, there were 1,406 total units with 1,231 of these being single family units.<sup>10</sup>

Deerfield has experienced nearly constant growth in housing units for three decades straight. Compared to the SNHPC region as a whole, whose growth rate from 1990-2000 was only eleven percent<sup>11</sup>, Deerfield is certainly a community with a growing demand for increased housing units. However, despite these large increases, Deerfield remains one of the smaller communities in the region. This may cause rapid growth changes to have greater impacts than would be felt for the same actual changes in a larger community.

<sup>9</sup> SNHPC, Regional Comprehensive Plan, November, 2006.

<sup>10</sup> www.census.gov 10/12/07

<sup>11</sup> Ibid.



### *Water Resource Protection*

Protection of the region's surface waters is important for a variety of reasons. One of the most important concerns is the natural vegetation growing alongside riverbanks and shorelines. These natural shorelines not only serve as wildlife habitat, but also play a significant role in holding stream and riverbanks together, as well as preventing erosion and siltation. Also, stream banks are natural conductors for runoff, and therefore replenish surface water supply. The New Hampshire Department of Environmental Services (NHDES) has compiled a list of great ponds in the State of New Hampshire. A great pond is defined as a natural body of water that is at least ten acres in size. As a whole, the region has a total of 40 great ponds. The lakes and great ponds located within the Deerfield are provided below:

#### Deerfield

- Spruce Pond - 21.7 acres
- Beaver Pond – 58.4 acres
- Freezes Pond – 82 acres
- Pleasant Lake – 493.5 acres

### **Recommendations**

- The Town of Deerfield should continue to have representation at the Southern New Hampshire Planning Commission and be actively involved in issues of regional importance relating to housing, economic development, transportation, and natural resource preservation
- The Town of Deerfield should consider using state and regional resources such as the NH Office of Energy and Planning, Rockingham County Conservation District, New Hampshire Estuaries Project, UNH Cooperative Extension and the Local Government Center.
- The Town should work closely with the SNHPC, NH DES, and non-profits manage and improve water quality and preservation among regional watersheds that flow through Deerfield.
- Work with the UNH Office of Sustainability and the NH Farm to School program to help increase the growth of local agriculture and farmers markets to support sustainable local economy's and healthy living. The New Hampshire Center for a Food Secure Future (NHCFSF) is also a collaborative program based out of the UNH Office of Sustainability that brings together diverse stakeholders to promote comprehensive, systemic approaches linking local and regional food, farm, and nutrition issues.

The Town should work with and stay informed of Developments of Regional Impact in other communities and plan accordingly.

## IMPLEMENTATION PLAN

The following Implementation Schedule identifies the actions identified by the Deerfield Planning Board to help guide the Town in the carrying out this Master Plan's vision and many goals and objectives. All future projects are grouped by the section of the Master Plan in which it was identified.

Major groupings of project types include:

- Land Use
- Housing
- Community Facilities
- Regional Concerns
- Economic Development
- Transportation
- Historic and Cultural Resources
- Natural Resources and Open Space

Additionally, to ensure effective implementation of each item, the appropriate town department, board, or other agency was identified to take responsibility for the action. In many situations multiple groups are identified as sharing responsibility. Those groups identified herein are the:

- Board of Selectmen
- Planning Board
- Zoning Board of Adjustment
- Conservation Commission
- Parks and Recreation Commission
- Fire Department
- Police Department
- Heritage Commission
- School Board

**Implementation Strategies**

	<b>Implementation Strategies</b>	<b>Action</b>	<b>Responsible Department/Agency</b>	<b>Priority</b>	<b>Funding Sources</b>
<b>Land Use</b>					
LU-1.1	Utilize the Natural Services Network <sup>12</sup> (NSN) when planning for future development.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board Planning Department		
LU-1.2	Adopt zoning regulations to protect the Town's Prime Wetlands.	<ul style="list-style-type: none"> <li>Zoning Revisions</li> </ul>	Planning Board Conservation Commission		
LU-1.3	Update the Town's existing Agricultural/Residential District to protect farmland.	<ul style="list-style-type: none"> <li>Zoning Revisions</li> </ul>	Planning Board		
LU-2.1	Identify locations in Town where existing buildings could potentially be redeveloped to create affordable live/work units for artisans and other professionals, such as the former P.K. Lindsey facility.	<ul style="list-style-type: none"> <li>Create an inventory of potential sites in Town</li> <li>Evaluate the Zoning Ordinance to identify revisions that would be needed</li> </ul>	Planning Board		
LU-2.2	Develop local based initiatives to encourage low impact development.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		
LU-2.3	Revise the Zoning Ordinance to include provisions for workforce housing.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		

<sup>12</sup> The NSN was developed through the I-93 Community Technical Assistance Program (CTAP) to help communities identify the most important areas in the state, region, and their town for conservation to protect essential natural services.





	Implementation Strategies	Action	Responsible Department/Agency	Priority	Funding Sources
<b>Housing</b>					
H-1.1	Establish a Housing Commission to study and recommend housing programs and ordinances.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		
H-1.2	Explore the feasibility of adopting an Inclusionary Housing Ordinance, as developed by the State of New Hampshire's Regional Environmental Planning Program (REPP) as part of the Innovative Land Use Guide.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		NHHFA – IZIP Grant
H-1.3	Work with outside resource agencies, such as the Southern New Hampshire Planning Commission (SNHPC) and New Hampshire Housing Finance Authority (NHHFA) to determine the level of need for affordable and workforce housing in Deerfield.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		
H-1.4	Work with the Southern New Hampshire Planning Commission on the update of the Regional Housing Needs Assessment conducted every five years.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		
H-2.1	Explore the feasibility of adopting an Energy Efficient Development Ordinance, as developed by the State of New Hampshire's Regional Environmental Planning Program (REPP) as part of the Innovative Land Use Guide.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		

	<b>Implementation Strategies</b>	<b>Action</b>	<b>Responsible Agency/Department</b>	<b>Priority</b>	<b>Funding Source</b>
H-2.2	Encourage developers to install energy efficient appliances and heating/cooling systems in new residential developments.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		
H-3.1	Review the current land use regulations to identify any areas that could potentially be revised to encourage the development of a wider variety of housing opportunities.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		
H-3.2	Promote the development of affordable and workforce housing in Deerfield.	<ul style="list-style-type: none"> <li>Work with agencies such as NHHFA and the Metro Center to educate the community on workforce housing</li> </ul>	Planning Board		
ED-1.1	Review the current criteria and standards for the Commercial/ Industrial Flexible Overlay District in an effort to streamline the process to make it less tedious for the applicant.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board		
<b>Economic Development</b>					
ED-1.2	Develop a “fast track” process for commercial/industrial projects that have been nationally recognized for their “green” building and business practices.		Planning Board Building Department DBVC Deerfield Business Association		
ED-1.3	Create an Economic Development link on the Town website.		Planning Board DBVC Deerfield Business Association		
ED-1.4	Make commercial/industrial/ office space available to potential employers and businesses on the Town website.		Planning Board DBVC Deerfield Business Association		
ED-1.5	Work with residents to identify the commercial uses that would be most beneficial in Deerfield.		Planning Board DBVC Deerfield Business Association		

	Implementation Strategies	Action	Responsible Agency/Department	Priority	Funding Source
ED-1.6	Create an economic development plan.		DBVC Deerfield Business Association Planning Board		
ED-2.1	Explore the feasibility of establishing a Town Business License or some other system which can be used to keep track of the home occupations operating in Deerfield and to ensure compliance with state and local regulations.		DBVC Deerfield Business Association Planning Board		
<b>Community Facilities</b>					
CF-1.1	Direct future growth to areas with sufficient/existing infrastructure.				
CF-1.2	Seek to make improvements to the Town Departments whose services were ranked as “fair” or “poor” by residents on the Community Survey.				
CF-1.3	Seek to implement the recommendations set forth in the Deerfield Water Resource Plan (an appendix to the Hazard Mitigation Plan) to ensure sufficient fire protection capability.				
CF-1.4	Seek to upgrade existing community facilities to meet current American’s with Disability Act (ADA) standards.				
CF-1.5	Study whether or not there is a need for a high school or a middle school in Deerfield or the feasibility of developing a regional high school with a neighboring town(s).				

	Implementation Strategies	Action	Responsible Agency/Department	Priority	Funding Source
CF-1.6	Review Impact Fees				
CF-2.1	Continue to promote the development of integrated recreational trails as part of new developments.				
CF-2.2	Encourage development of recreational areas in close proximity to residential areas to reduce the need for additional vehicle trips.				
CF-2.3	Explore the feasibility of including “tot lots” or “pocket parks” to serve the residents within future residential developments.				
CF-3.1	Upgrade the Town’s phone system to ensure proper function in the event of an emergency.				
CF-3.2	Obtain generators for use in facilities designated as emergency shelters in the Town’s Hazard Mitigation and Emergency Operations Plans.				
CF-3.3	Educate the community on emergency preparedness and what to do in the event of an emergency (i.e. location of shelters, food bank, emergency operations center, etc).				
CF-3.4	Work to accomplish the implementation strategies as set forth in the Town’s Hazard Mitigation Plan.				



	Implementation Strategies	Action	Responsible Agency/Department	Priority	Funding Source
<b>Transportation</b>					
T-1.1	Explore the application of “Context Sensitive Solutions” <sup>13</sup> when making transportation improvements in Town.				
T-1.2	Work with the Conservation Commission to prepare a trail plan.				
T-1.3	Utilize the principles of access management on transportation improvements along NH Routes 43 and 107.				
T-1.4	Adopt a Memorandum of Agreement with District Engineer for access management. Reinstate the Class VI Roads Committee in order to develop a Class VI roads policy.				
T-1.5	Collaborate with Northwood to maintain Gulf Road to ensure access in and out of both town’s the event of an emergency or hazardous event.				
<b>Natural Resources and Open Space</b>					
NR-1.1	Continue to develop and improve the Town’s erosion and sediment control regulations.				
NR-1.2	Require that “Best Management Practices” (BMPs) to be used on all construction projects.				

<sup>13</sup> <http://www.contextsensitivesolutions.org/> "Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist."

	Implementation Strategies	Action	Responsible Agency/Department	Priority	Funding Source
NR-1.3	Consider the establishment of a steep slopes ordinance to restrict and/or prohibit development in areas which may have high risk of erosion and mud slides.				
NR-2.1	Review the existing stormwater regulations to identify where LID techniques could be implemented.				
NR-2.2	Utilize local media to educate the community on climate change and the importance of energy conservation (via Town Newsletter, website, etc.).				
NR-2.3	Encourage the Town to get involved with the EPA's New England Community Energy Challenge	<a href="http://www.epa.gov/region1/eco/energy/energy-challenge.html">//www.epa.gov/region1/eco/energy/energy-challenge.html</a>			
<b>Cultural and Historical Resources</b>					
CHR-1.1	Install historic markers to identify Deerfield Center Historic District (as listed on the National Register of Historical Places) and other state or nationally recognized historic sites in Town				
CHR-1.2	Utilize available state and federal funding programs, such as the National Trust, NH Land and Community Heritage Investment Program, and the Federal Historic Preservation Tax Incentives Program, for the preservation of historic and cultural resources.				

	Implementation Strategies	Action	Responsible Agency/Department	Priority	Funding Source
CHR-1.3	Encourage property owners to grant Historic Preservation Easements on privately owned properties that contain historic and cultural resources.				

Town of Deerfield, NH  
Master Plan Update 2008

Volume II- Background and Appendices



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**Appendix A-** Deerfield Community Input Survey Results

**Appendix B-** “Down the Road in Deerfield: You Can Get There From Here.”

**Appendix C-** Business Owners Survey

**Appendix C-2-** Business Owners Survey Results

**Appendix D-** 10 Principals for Livable Communities

**List of Maps**

1. Old Village Centers
2. Functional Highway Classifications
3. Administrative Highway Classification

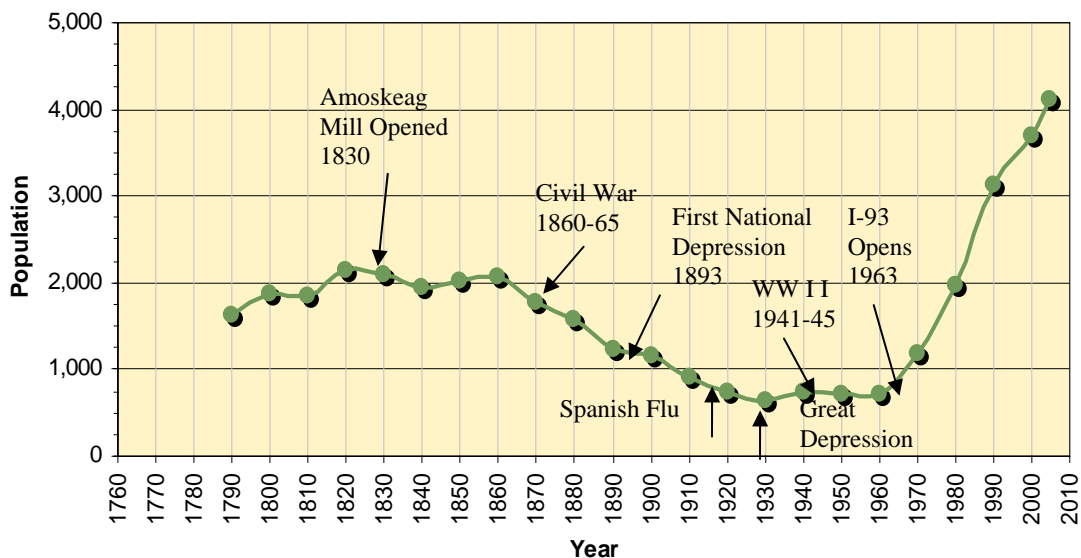
## Demographic Trends

Population growth is driven by two factors, the natural changes including births and deaths and the net migration or change in persons entering or exiting a community. Many local and regional factors such as employment opportunities, provision of municipal services, transportation networks, natural features, cost of living, and other quality of life issues may influence the net migration and ultimately impact local population growth or decline. In turn, the changes in population will drive the demand for housing, future land development, and the need for community services for age specific populations such as schools and elder care. Population growth is both directly and indirectly tied to all aspects of local planning.

### Population Growth Trends

Deerfield was home to over 2,000 residents in the early 1800's, reaching a peak of 2,113 residents in 1820. However, two major events including the opening of the Amoskeag Mill in the City of Manchester and the Civil War started a decline in population growth beginning in the mid-1800's (see Figure 1 below). During this time period, many young workers left the rural farm life of New Hampshire's small town's to work in the mills and later to fight in the Civil War. Over time the continued impacts of these events, two national depressions, the Spanish Flu Epidemic, and World War I resulted in significant population loss through the turn of the century. By the Great Depression in 1929, Deerfield's population had dropped to 635 individuals.

**Figure 1 Vol. II**  
**Historic Events and Population Change**



Deerfield began to experience population growth again after World War II, at which point the town's population gradually increased through the 1950's and 1960's. After completion of the Interstate 93 highway system in 1963, the town grew at unprecedented rates. After 1980, Deerfield once again exceeded 2,000 persons for the first time in roughly 120 years. Since 1960, the town's population has increased by 476 percent.

Between 1990 and 2005, Deerfield's population grew 31.09 percent, while the state as a whole grew 18.09 percent, Rockingham County grew 20.03 percent, and the SNHPC region grew 21.82 percent (see Table 1 below). Deerfield's population growth has been roughly in line with previous population estimates as reported in the town's 1999 Master Plan, which estimated Deerfield's population at 4,000 by the year 2005-2006 (see Table 2 below).

**Table 1 Vol. II**  
**Deerfield Population Change, 1980- 2005**

<b>Year</b>	<b>Total Population</b>	<b>Percent change</b>
1980	1,979	-
1990	3,124	58%
2000	3,678	18%
2005*	4,115	12%

Source: U.S. Census Bureau, \*Office of Energy and Planning, Annual Estimates

**Table 2 Vol. II**  
**Deerfield Population Change, 1990-2005**

			<b>1990-2005</b>		
			<b>Absolute Change</b>	<b>Percent Change</b>	<b>Annualized Growth Rate</b>
Deerfield	3,139	4,115	976	31.09%	2.0%
SNHPC Region	216,479	263,719	47,240	21.82%	1.4%
Rockingham County	245,845	295,076	49,231	20.03%	1.3%
New Hampshire	1,109,252	1,309,940	200,688	18.09%	1.2%

Source: US Census 2000, 1990 American Community Survey, Office of Energy and Planning 2005

## Population Projections

The population of a community can fluctuate with changes in national and regional economic conditions. Population is also affected by employment opportunities, the quality of transportation networks, and relevant advantages over neighboring communities (e.g. land resources, educational attainment of citizens, etc). Population projections are statistics developed to help a community picture its likely future. Because





assumptions used in developing the data and the growth factors can change, projections should not be taken to be hard-and-fast data. They are meant to provide general direction as to what is likely to be expected based on the stated assumptions.

It is important for Deerfield to be able to anticipate the likely housing demand of future populations in order to appropriately plan for residential growth, and to evaluate the capacity of schools, roads, fire and police services and other municipal services and facilities to meet anticipated demands. Once future needs are predicted, detailed studies can be done to determine specific project design, capacity, and timing requirements.

There are various methods that can be used to project future population. The Southern New Hampshire Planning Commission (SNHPC) and the New Hampshire Office of Energy and Planning (OEP) have prepared population projections for the Town of Deerfield through the year 2025 (see Table 3 below). The SNHPC projects an increase of 2,349 people between the years 2000 and 2025 (an increase of approximately 63.9 percent), while the OEP projects a somewhat smaller increase of 1,462 people (an increase of approximately 39.8 percent).

**Table 3 Vol. II**  
**Population Projections for Deerfield, 2000-2025**

<b>Year</b>	<b>NH OEP</b>	<b>SNHPC</b>
2000*	3,678	3,678
2005	4,220	4,283
2010	4,510	4,759
2015	4,740	5,204
2020	4,940	5,632
2025	5,140	6,027

Source: \*U.S. Census 2000, NH OEP, and SNHPC

The SNHPC methodology includes more localized data and assumptions about the Town of Deerfield and its surrounding area than does the OEP. The SNHPC projections are based on natural growth and net migration. OEP uses more of a “top-down” approach. That is, after projecting a total for the state, that figure is divided among the individual counties, and then the respective county totals are further divided among the county’s municipalities. The SNHPC feels that this procedure is not sensitive to the differences in local situations and, for this reason, the Commission believes that its figures are more realistic than the state’s.

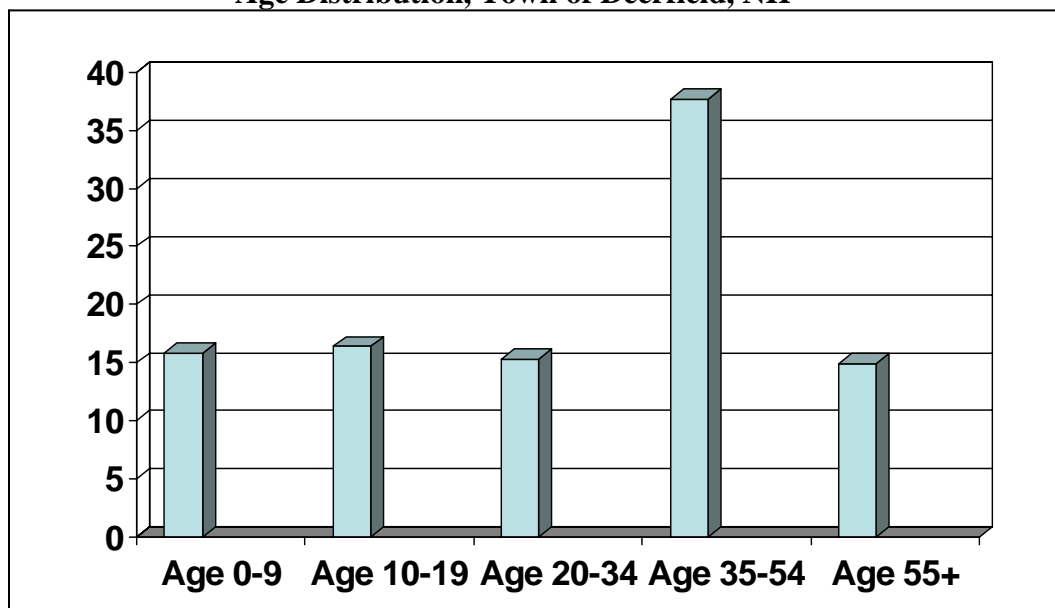
Another area of concern for population projections is the impact that the widening of I-93 will have upon communities affected by these changes. The Final Environmental Impact Statement released by the New Hampshire Department of Transportation (NH DOT) in April 2004 included population projections for the horizon year 2020 based upon the build scenario for all the towns in the SNHPC region. The 2020 build population

projection for Deerfield is 5,989. This number is slightly higher than the SNHPC projection for 2020 which is 5,632.

### Population Structure

Figure 2 below shows that the median age for Deerfield in 2000 was 36.2, which is slightly younger than the median age for Rockingham County, as a whole, that stands at 37.2 (U.S. Census Bureau). The 35-44 age cohorts have the largest number of people with 20.8 percent with the 45-54 year old age cohort being second most with 16.9 percent.

**Figure 2 Vol. II**  
**Age Distribution, Town of Deerfield, NH**



Source: U.S. Census Bureau

### Declining Young Adult Population

Recent estimates prepared by the Office of Energy and Planning (OEP) indicate that, while New Hampshire's population continues to grow, the population is now starting to grow at a dramatically slower rate than it has for the past fifty years. Since 2000, according to the OEP, the state's growth has slowed from adding 19,000 people per year to adding about 11,000 people annually. The OEP has stated this is due primarily to more people moving out of state, while the number of those moving into the state has remained roughly constant.

The most noticeable trend has been a decline in New Hampshire's young adult population. The 25-34 age cohorts in New Hampshire fell by 7.3 percent from 2000 to 2005. This is a dramatic decline since the retirement age population is expected to soar to 25 percent of the state's total by 2030. The 2000 census shows that New Hampshire

has a higher percentage of baby boomers than the country as a whole and projections say this trend is likely to continue in the future.

There has also been a noticeable decline in the youth population within the Town of Deerfield as well. According to statistics from the U.S. Census Bureau, from 1990 to 2000 the Town of Deerfield witnessed a seven percent decline in the 25-34 age cohorts, falling from 592 to 451 young adults in 2000.

This decline represents a significant loss of the working age population of the community and reflects the pattern of out migration to areas where job opportunities are high and affordable housing is available.

It is important the Deerfield Planning Board take this trend into account in order to anticipate the town's future land use, housing, and economic development needs, particularly those needs that will be directly affected by the aging of New Hampshire's population and the large out-migration of the states young adults.

## Housing Trends

Household growth and population growth in Deerfield has been roughly parallel that of 1990-2000. Deerfield's population has grown by eighteen percent compared to fifteen percent housing unit growth. At the same time, the number of households in Deerfield has significantly increased over the past decade. Between 1990 and 2000, a total of 226 new households were created in Deerfield, an increase of 22.6 percent (see following Table 4).

Figures 3 and 4 on the following pages indicate the total number of housing units by type in Deerfield in 1990 and 2000. As the data shows, it is not surprising the majority of the housing units in the community are single-family units, increasing from 85 percent in 1990 to 87 percent in 2000.

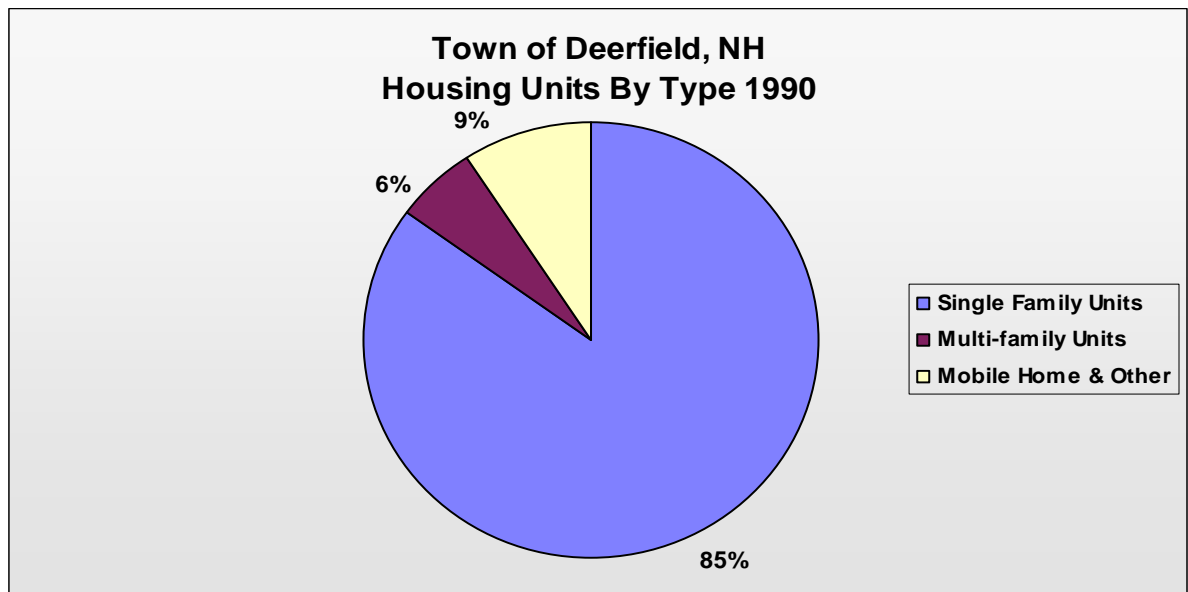
**Table 4 Vol. II**  
**Deerfield's Total Households and Families, 2000**

	<b>1990</b>	<b>2000</b>	<b>Percent Change</b>
Total Households	999	1,225	22.6%
Persons Per Household	3.12	2.98	-4.7%
Family Households	828	986	19%
Persons Per Family Household	3.37	3.27	-3%
Married-Couple Family Households	724	870	20%
Single-Parent Family Households	104	96	-8.3%
Non-Family Households*	171	186	8.8%

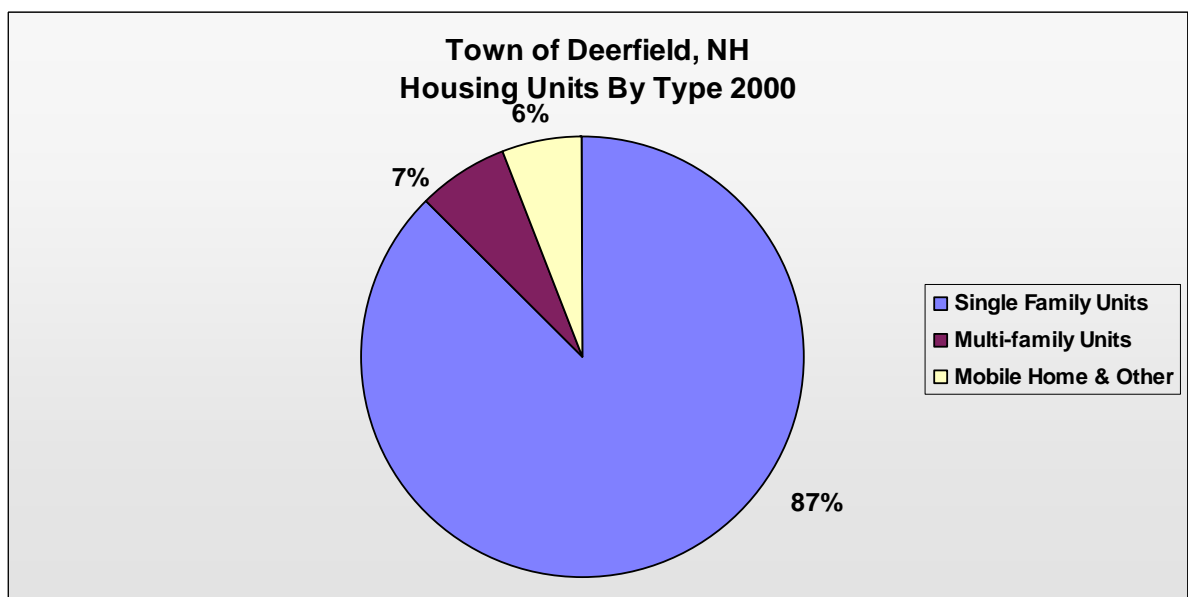
\* Includes Single Person Households

Source: U.S. Census



**Figure 3 Vol. II**

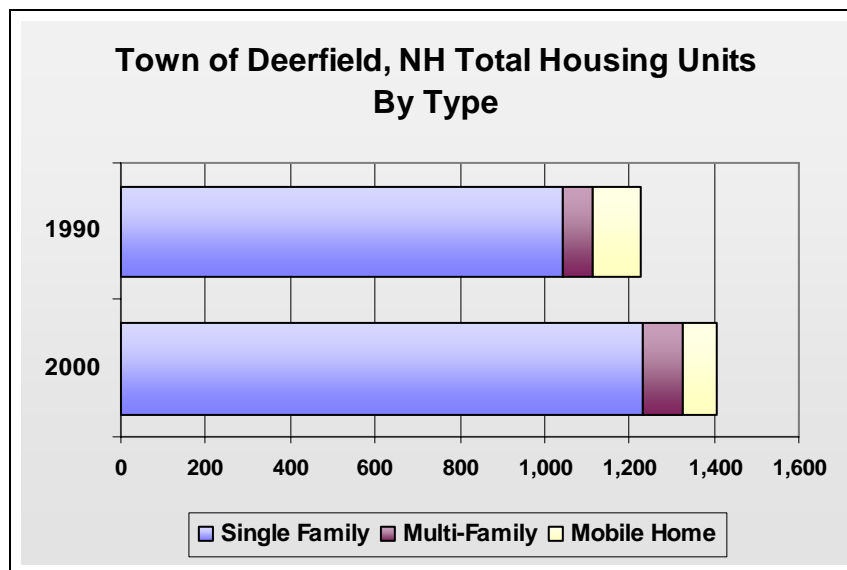
Source: U.S. Census 2000

**Figure 4 Vol. II**

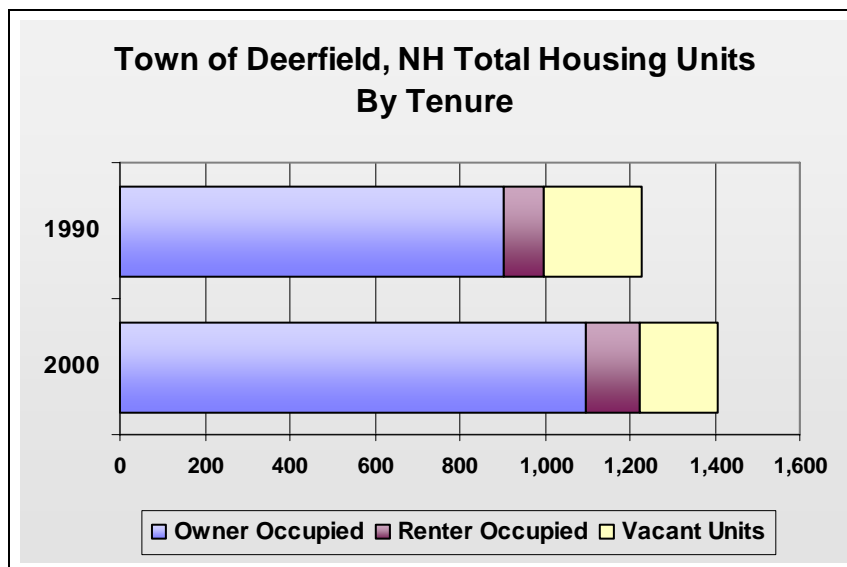
Source: U.S. Census 2000

Figures 5 and 6 also display the growth in the number of single family units, multi-family units and mobile homes between 1990 and 2000. The decline in mobile/manufactured homes can be attributed partially to the economic boom of the late 1990's as well as town zoning ordinances that discouraged mobile/manufactured home park development.



**Figure 5 Vol. II**

Source: U.S. Census Bureau 2000

**Figure 6 Vol. II**

Source: U.S. Census Bureau 2000

Since 2000, housing costs within the Town of Deerfield as well as the rest of the state have skyrocketed as the housing market entered an unprecedented boom period. In 2000, the median purchase price for a home in Deerfield was \$174,600; by 2005, the median



purchase price for a home skyrocketed to \$315,000<sup>1</sup>. Two main factors for this rise were low interest rates as well as a low supply of available units. In addition, housing purchases and new construction were high. Within the past year, however, the housing market has entered a slump and new purchases and construction have fallen off. According to data collected by the Northern New England Real Estate Network (NNEREN)<sup>2</sup>, during the first quarter of 2008, there were 415 residential (non-condominium) sales in Rockingham County, representing a negative eighteen percent change from 2006/2007 and an 8 percent decrease from 2007/2008.

**Table 5 Vol. II**  
**Deerfield Housing Unit Types, 1990 – 2000**

	<b>1990</b>	<b>2000</b>	<b>Percent change</b>
Single Family	1,043	1,231	18%
Multi-Family	72	93	29%
Manufactured Housing and Other	112	82	-27%

Source, U.S. Census

## **Economic Trends**

New Hampshire's unemployment rate compared to the rest of New England states remains the lowest in the region. As of October 2006, New Hampshire's unemployment rate stood at three percent, while other states within New England ranged between four and five percent<sup>3</sup>. According to the 2000 Census data, Deerfield's employment population in 2000 stood at 2,700 with most workers employed outside of the community in another county or state.

## **Employment**

Table 6, compares the employment of Deerfield's residents in 1990 and 2000, as well as the region as a whole. The Town of Deerfield, much like the region as a whole, finds its residents employed in a wide variety of industries. The decline of manufacturing employment as witnessed in the 1990 census continues today as a percent of total employment. The manufacturing sector of the economy for the nation as a whole has been in decline for about four decades now. At the same time, there has been an increase in the service sector that consists of retail, finance, insurance, and related services.

**Table 6 Vol. II**

<sup>1</sup> Source: NHHFA Purchase Price Database

<sup>2</sup> New Hampshire Real Estate Trends First Quarter 2008, New Hampshire home buyers have more reasons to take action -by Peter Francese, <http://monikamcgillicuddy.com/wordpress/general-r/nh-real-estate-market-trends-first-quarter-2008/>

<sup>3</sup> Source: <http://www.nhes.state.nh.us/elmi/econanalys.htm>



### Employment by Industry for Deerfield Residents and the Region

Industry	2000	1990 Percent of Total	2000 Percent of Total	2000 Region (Rockingham County)
Construction	239	11.7	12.2	7.0
Manufacturing	310	17.0	15.9	18.2
Transportation/Utilities	104	10.5	5.3	4.8
Wholesale	75	3.2	3.8	4.2
Retail	158	10.6	8.1	13.9
Finance/Insurance	115	10.3	5.9	6.2
Other Services	771	29.0	39.5	41.5
Public Administration	142	4.8	7.3	3.6
Agriculture/Mining/Forestry	40	2.9	2.0	.7

Source: U.S. Census 2000

As indicated in Table 6 above, employment in construction, services, and public administration have increased in Deerfield in the last ten years while manufacturing has declined. There has also been a slight decline in retail and a noticeable decline in finance and insurance. Private wage and salary workers accounted for 72 percent of the workforce, while government workers accounted for seventeen and one-half percent. Self-employed workers accounted for eight percent of the workforce.

### Income

Deerfield's Median Family Income in 2000 was \$64,737. This was slightly less than Rockingham County's median family income, which was \$66,345. The only disparity between the percentage of household income in the town and the county is that nearly 30 percent of the households in Deerfield have an income of \$50,000 to \$74,999 (see Table 8 below). This is roughly four percent higher than the total number of households in Rockingham County with the same income.

**Table 7 Vol. II**  
**Types of Income**

Type of Income	Total Households	Region (Rockingham County)
Wage or Salary Income	1,229	104,586
Non-Farm Self Employed Income	158	11,609
Social Security Income	228	22,361
Public Assistance Income	26	1,634
Retirement Income	212	16,359
Other Type of Income	12	2,297

Source: U.S. Census 2000

**Table 8 Vol. II**



### Income Distribution Totals for Deerfield and Rockingham County

Household Income Level	Deerfield Total Number of Households	Percent of Total	Rockingham Total Number of Households	Percent of Total
Less Than \$10,000	7	0.7	1,503	2.0
\$10,000 to \$14,999	6	0.6	1,318	1.8
\$15,000 to \$24,999	61	6.1	4,304	5.8
\$25,000 to \$34,999	62	6.2	5,997	8.0
\$35,000 to \$49,999	173	17.4	10,994	14.6
\$50,000 to \$74,999	297	29.8	19,625	26.2
\$75,000 to \$99,999	189	19.0	13,864	18.5
\$100,000 to \$149,000	148	14.9	11,518	15.4
\$150,000 to \$199,000	32	3.2	3,173	4.2
\$200,000 or more	21	2.1	2,590	3.5

Source: U.S. Census 2000

### Education

The educational attainment of Deerfield's population (aged 25 years and over) in 2000 is similar to that of Rockingham County and the State of New Hampshire as a whole (see Table 9). A slightly higher proportion of Deerfield's residents have completed a Bachelor's degree relative to the county and state levels. There is also slightly higher proportion of graduate or professional degree attainment relative to the state.

**Table 9 Vol. II**  
**Educational Attainment, 2000**

Attainment Level	Deerfield	Rockingham County	New Hampshire
Less than 9 <sup>th</sup> grade	2.8%	2.5%	3.9%
9 <sup>th</sup> to 12 <sup>th</sup> grade, no diploma	5.5%	7.1%	8.7%
High school graduate (or equivalency)	32.4%	28.6%	30.1%
Some college, no degree	17.5%	20.7%	20.0%
Associate degree	10.0%	9.5%	8.7%
Bachelor's degree	21.3%	21.1%	18.7%
Graduate or professional degree	10.4%	10.6%	10.0%

Source: 2000 US Census

### Poverty

The state in the last five years has seen a relatively low poverty rate. However, according to a recent University of New Hampshire report (12/20/06), there are at least 48,000 families that are struggling to get by on their current wages.





The University's Carsey Institute<sup>4</sup> found that while New Hampshire has the lowest poverty rate in the nation, one-in-seven families are low income and stagnating wage growth combined with soaring housing costs has compounded problems for these New Hampshire families.

In Deerfield, the 2000 census shows there were seven families whose incomes were less than \$10,000 and six whose incomes were between \$15,000 and \$24,999. There were also 123 families earning between \$15,000 and \$34,999. Comparative poverty statistics are provided in Table 10.

The Carsey Institute estimates that a family of four would have to earn an annual family income of between \$37,000 and \$49,000 in order to meet basic their needs (i.e. housing, food, transportation, healthcare and other necessities).

**Table 10 Vol. II**  
**Comparative 2000 Poverty Statistics for Town, County, and State**

Poverty Status	Deerfield	Rockingham County	New Hampshire
% of persons below poverty level	3.2%	4.5%	6.4%
% of Families below poverty level	1.3%	3.1%	4.3%
% of elderly below poverty level	10.4%	6.4%	7.2%

Source: U.S. Census 2000

In 1990, six percent of all the individuals in Deerfield lived below the poverty level. By 2000, this number had decreased to three percent (see Table 10 above). This compares to four and one-half percent for Rockingham County and six percent for the state in 2000.

This represents, for the first time, a major decline in the total number of persons below the poverty level for Deerfield since 1980 when the percent then was nine. This represents a decrease of six percent in twenty years. At the same time, the percent of elderly living below the poverty level in Deerfield has increased since 1990 from six percent to ten percent.

Overall, the state has seen poverty levels remain steady since 1990. The latest numbers from the 2005 U.S. Census Bureau's American Community Survey Profile show poverty levels for all persons have increased slightly to seven and one-half percent, the percent for all families has increased to five percent, and the percent of elderly below the poverty level has increased to seven percent.<sup>5</sup> The margin of error for these statistics, however, places them on par with the 2000 census.

<sup>4</sup> [www.carseyinstitute.unh.edu](http://www.carseyinstitute.unh.edu)

<sup>5</sup> **Note:** The 2005 American Community Survey universe is limited to the household population and excludes the population living in institutions, college dormitories, and other group quarters.



## Existing Land Use Study

### Introduction

Many factors influence a community's land use patterns. Historically, this would include natural resource constraints and opportunities, agricultural/forestry practices, and commercial/industrial development. This section of Volume II of the Master Plan describes the existing land use and zoning patterns in Deerfield and reviews the development patterns that have occurred over the past decade. This section is also designed to assist Town officials and residents in determining present land use needs and identifying future land use trends, potential impacts and conflicts and future land use policies.

The basis for the future land use recommendations in Volume I of this plan is the vision statement and goals and objectives (see Volume I, Vision Statement, Goals and Objectives beginning on page 7). The recommendations also recognize the type and distribution of existing land use activities; opportunities for and constraints imposed on, future development by the community's natural features; population and housing projections and the opinions of those who participated in "Down the Road in Deerfield – You Can Get There From Here" Master Plan visioning session held in March 2007. The recommendations also reflect the opinions of those residents of the community who responded to the Master Plan survey questionnaire distributed on November 24, 2006.

### Existing Land Use Analysis

The following analysis examines the various land use categories which make up the existing land use map and compares the amount of acreage shown on the map with previous land use studies prepared for Deerfield. While differing methods were used to calculate the acreages between these various studies, the figures provide enough information to make general comparisons.

As part of the Community Survey, respondents were asked to identify what they enjoyed most about living in Deerfield. A large majority of the responses identified the rural character or rural setting. Similarly, the Regional Comprehensive Plan completed by the Southern New Hampshire Planning Commission (SNHPC) in 2006, identified the following as Deerfield's greatest regional assets:

- The Deerfield Fairgrounds containing buildings and sites of historical and cultural significance.
- All of the conservation lands within the community, including portions of Pawtuckaway State Park and Bear Brook State Park.
- Open space at the Dodge and Brown property located within the eastern part of town off Mountain Road.
- King Estate open fields on Range Road near the center of town.
- Historic old center on Meeting House Road.



- Historic properties at the intersection of Parade and Candia Roads.

The Future Land Use Plan in the Town's 1999 Master Plan also identifies a number of strategies that the Town could use in an effort to retain the rural character and feel of Deerfield. These strategies include:

- Promoting the existing pattern of rural land uses; protecting Deerfield's valuable natural resource areas by basing future growth on the land's ability to accommodate it
- Providing adequate areas for limited industrial and commercial growth;
- Providing areas for the continuation of recreational activities, such as hiking, canoeing, fishing, etc.
- Protecting Deerfield's aesthetic and historic values to insure its continued beauty and character, which are important to its residents and non-residents alike.
- Protecting Deerfield's land in agricultural use and providing adequate protected areas for continued forest-based industries.
- Providing for a wide variety of housing types – mobile homes, apartments, multi-family, seasonal homes.
- Allowing a variety of housing types that target compatible growth to the village areas and encourage mixed land use of appropriate type, size, and character

The purpose of these policies is to:

- Decrease residential sprawl
- Revitalize the villages
- Minimize future costs for expanding public services
- Encourage more and better jobs for residents
- help reduce the property tax burden on residential properties
- Manage growth so that fiscal and environmental impacts are minimized.

In analyzing Deerfield's existing land use, the SNHPC merged the town's most recently available parcel data with the town assessors' parcel data to create a parcel based land use GIS layer. This GIS data was utilized to tabulate the current land use acreages as presented in the following Table 11.

Table 11 provides a breakdown of the Town of Deerfield's existing land use. As illustrated, there are approximately 10,878 acres of vacant land in Town. The land use figures in the table were calculated using the Town's Assessor Data, which was also used to create the existing land use map.

**Table 11 Vol. II  
Existing Land Use**

<b>Existing Land Use</b>	<b>Acres</b>	<b>%</b>
Residential - Single Family	15314.39	45.88%
Residential - Multi Family	1151.22	3.45%
Commercial/Industrial	422.87	1.27%
Cemetery	0.12	0.0004%
Municipal	724.78	2.17%
State Land*	3297.96	9.88%
Agricultural	133.7	0.4%
Transportation	606.22	1.82%
Utilities	276.23	0.83%
Open Water	569.94	1.7%
Conservation Land	5756	17.25%
Vacant Land	10878.26	32.59%
<b>Total Town Area</b>	<b>33375.69</b>	<b>100%</b>

Source: Town Assessor Parcel Data

\*Included in Conservation Land

The Town of Deerfield is unique in that two state parks are partially located within its borders. Also, the Town's land area of 33,375 acres is the largest in the SNHPC region. Pawtuckaway and Bear Brook State Parks occupy roughly ten percent of the Town and an additional seventeen percent of the Town is designated as conservation land. In addition, vacant land makes up over 30 percent of the Town, but due to natural constraints, only roughly 52% (5645.63 acres) is actually developable. Over the decades, land in agricultural use has steadily declined. At present, there is approximately 0.4 percent, or 134 acres, of land in active agricultural use in Town, compared to roughly three percent (1,022 acres) in the 1990's.<sup>6</sup>

The predominant land use in Deerfield is single family residential, with approximately 43 percent. Multi-family residential uses are significantly smaller, with approximately three percent. Less than two percent of the overall land uses in Town are commercial and industrial uses.

**Table 12 Vol. II  
Land and Surface Water Area Comparison**

<b>Source of Data</b>	<b>Total Area (acres)</b>	<b>Surface Waters</b>
OEP/GRANIT	33,347.66	851.07
1999 Master Plan	33,550	765
2007 Master Plan	33,375.6	*569.94

Sources: NH OEP, GRANIT, 1999 Deerfield Master Plan, and SNHPC

\*Open Waters – does not include streams

Land area calculations tend to vary depending on the source. For example, as seen in Table 12, the New Hampshire Office of Energy and Planning (NH OEP) and UNH GRANIT report there is a total land area of 32,496.58 acres in Deerfield and 851.07

<sup>6</sup> 1999 Master Plan





acres of surface waters, which equals a total area of 33,347.66 acres. The most recent data collected for this Master Plan update indicates that surface waters represent 568.99 acres, compared to 765 acres as stated in the 1999 Master Plan. All three of the figures for surface waters vary, depending on the source, which may be attributed to the difference in calculation methods and water levels at the time the measurements were taken. The 2007 surface water calculation for “Open Water” is derived from the Town Assessors data and does not include streams, which accounts for much of the disparity. The most accurate source of data is likely the OEP/GRANIT data which includes streams.

### **Existing Zoning Ordinance Analysis**

The Town of Deerfield’s Zoning Ordinance divides the Town into the following six districts:

- The Agricultural-Residential District
- The Wetland Conservation District
- The Floodplain Overlay District
- Commercial/Industrial Flexible Overlay District
- The Senior Housing Overlay District
- The Pleasant Lake Watershed Overlay District

### **Agricultural-Residential District (AR)**

The 1999 Master Plan states that “most of Deerfield (98 percent) is in one zoning district - AR, which is a rural residential, low density zone which permits primarily single family homes.” The extent of this district has remained largely unchanged at the time of this master plan update in 2008 and the town remains largely zoned AR with several overlay districts.

The AR Zone allows a number a different uses, such as agriculture, single-family, two-family and seasonal residential units, manufactured housing, senior housing, home occupations, portable saw mills, Bed and Breakfast, and accessory apartments. Additionally, a number of uses, such as multi-family, and limited commercial and industrial uses, are also allowed by Special Exception. The lot area and dimensional requirements require a minimum lot size of three acres; a 200 foot road frontage; 40 foot front setback; 37.5 side yard setbacks; and 37.5 rear yard setbacks. The maximum building height is 35 feet, unless specified otherwise.

### **Zoning Overlay Districts**

#### *Wetland Conservation District*

The Wetland Conservation District was created in order to protect the health, safety and welfare of the public by regulating the use of land that is located in areas found to be subject to high water tables for extended periods of time. The permitted uses in the Wetlands Conservation District depend on the rate of soil infiltration on the site.

Appropriate development on poorly drained soils is limited to agricultural uses, which do not create significant increases in surface or groundwater contamination by use of pesticides and do not contribute to soils erosion. Some examples include grazing, hay production, forestry, tree farming and wildlife management.

Soils that are very poorly drained can have the same uses as poorly drained soils except alteration of the land, such as dredging and filling is prohibited, as well as the construction of any structure other than fences, catwalks, and wharves, provided they are constructed on posts.

#### *Floodplain Overlay District*

The Floodplain Overlay District applies to lands that are designated as special flood hazard areas by the Federal Emergency Management Agency (FEMA) as identified in the Flood Insurance Rate Map (FIRM) dated May 17, 2005. These regulations overlay and supplement the Town's Zoning Ordinance and is considered part of the Zoning Ordinance. Any development within the special flood hazard area requires a building permit and must adhere to specific provisions. The purpose of these provisions is to prevent or minimize damage and destruction to structures in the event of a flood.

#### *Commercial/Industrial Flexible Overlay District*

The purpose of the Commercial/Industrial Flexible Overlay District is to encourage flexibility in the development of commercial and industrial uses throughout Town. This Commercial/Industrial Flexible Overlay District is a floating zone that has written standards to ensure that any undesirable impacts from proposed projects are minimized. Currently, commercial/industrial development can be located anywhere in Town, provided the proposed development meets the Flexible Overlay District criteria and standards, as listed in the Zoning Ordinance.

One advantage of the Flexible Overlay District is that it allows for flexibility in locating commercial and industrial development throughout town, whereas traditional zoning would only allow commercial/industrial uses in designated zones. However, the application process for the Flexible Overlay District requires that specific criteria and standards are met, in addition to the three phase application process, which can seem tedious and may discourage some applicants.

Another disadvantage is that the flexible zoning does not provide many safeguards for abutting landowners when businesses change ownership and use...the impacts and traffic patterns may change within a neighborhood. Also, there is no incentive to achieve smart growth principles within the town such as clustering higher intensity uses near a village center as commercial/industrial uses can be spread out all over the town leaving haphazard and unplanned growth patterns.

The same lot area and dimensional requirements apply to the Commercial/Industrial Flexible Overlay District as the Agricultural-Residential Zone.

To prevent a sprawling landscape, the town could consider following options:

- Option A-** Concentrate commercial growth around the existing villages
- Option B-** Concentrate growth along vehicular corridors
- Option C-** Provide incentives to encourage commercial development along transportation corridors and/or village centers
- Option D-** Strengthen home business zoning regulations/Allowed use
- Option E-** Eliminate the flexible Overlay District and establish commercial/industrial districts.

### *Senior Housing Overlay District*

The Senior Housing Overlay District, which was approved by the voters at the 2001 Town Meeting, was developed to promote affordable housing for senior citizens as well as preserve the open space that contributes to Deerfield's rural setting. The Senior Housing District applies to those developments for persons 62 years of age and older. The number of senior housing developments in Deerfield is restricted to no more than ten percent of the total number of dwelling units that exist at the time the determination is made, but does not include units already set aside for senior housing

Senior housing is permitted in the AR District and must have a minimum lot size of three acres. The number of units permitted in a development is one to three units per acre, depending on the distance the furthest extent of the property is from the common intersection of Old Center Road South (Church Street), Candia, North and Raymond Roads (i.e. the closer to the intersection, the higher the density). The developments must have a 200 foot frontage and 50 foot front, side and rear building setbacks. Each unit is restricted to a maximum 2 bedrooms and maximum lot coverage of 25 percent. Each unit must also have at least 400 square feet of living space, with 2-bedroom units having a minimum of 600 square feet. Each Senior housing development is also required to have a community building for its residents to utilize as a place of assembly and to provide the needed amenities.

Deed restrictions and covenants are recorded with the Rockingham County Registry of Deeds in order to ensure that the developments remain as a senior housing development in perpetuity. Additionally, each development must develop a Homeowner's Association and Articles and By-Laws, which are to be submitted in advance to the Planning Board and Town Counsel for review.

### **Open Space Development**

Conservation Development or Conservation Subdivision is a development option allowed under NH RSA 674:21 I (f). In Deerfield, the approach is referred to as an Open Space Development (OSD). The purpose of this overlay zone is to provide a method of



development for land that permits variation in lot sizes and housing placement, and provides for the protection of natural, environmental and historic land features and a reduction in road length. The intent is to allow subdivisions with varying lot sizes to provide homebuyers a choice of lot sizes and homes according to their needs and preserves open space, tree cover, scenic vistas, natural drainage ways and outstanding natural topography.

In Deerfield, open space developments are required for all subdivisions greater than twelve acres. The Planning Board can grant exemptions from this requirement if the applicant can demonstrate that there are mitigating circumstances that prevent the land from being developed as an open space development.

The number of dwelling units permitted in an open space development cannot exceed the number of units that would be permitted under a conventional subdivision layout plan. Unlike a conventional subdivision, an open space development must designate at least 50 percent of the gross tract area as open space.

### **Recent Subdivision and Site Plan Activity (from Town Reports)**

Due to the recent downturn in the housing market, like many communities nationwide, the Town of Deerfield experienced a decline in the number of residential subdivisions and site plan activity from 2005 to 2006. According to the 2006 Town Report, the Deerfield Planning Board approved fifteen subdivisions that created 52 new building lots, and two residential site plans that created 91 elderly housing units. Additionally, conditional approval was granted to two subdivisions which created 68 lots. In 2007, the Planning Board approved seven subdivisions and six conditionally approved subdivisions which created a total of 99 new building lots. Additionally, one non-residential site plan was approved. These figures are down from the last few years where in 2005 there was the approval of twelve subdivisions, with the potential of creating up to 200 lots, and three approved site plans, and more recently, in 2006 with the approval of 120 new residential building lots and 91 units of elderly housing.

### **Overall Land Use Trends**

The Town of Deerfield covers approximately 52 square miles and has about 70 miles of roads. The Town is largely composed of single family residential dwellings that are randomly separated on lots fronting upon pre-existing town roads and state highways.

Historically older settlements such as Deerfield Center, Deerfield Parade and South Deerfield are conspicuous by their more closely developed residential structures. A number of the settlements are associated with the town's early history and are considered to be good examples of the architectural styles which were popular in the various periods during which these settlements were established.

The Town of Deerfield originally adopted its Open Space Development Ordinance in the 1990s. The original ordinance was superseded in 2005 and revised further in 2007. The





intent of the Open Space Development Ordinance is to discourage sprawl, preserve natural resources and open space, avoid development on naturally constrained lands, and to provide housing opportunities for persons of various income levels, ages and needs.

At the 2007 Town Meeting, an amendment was adopted making it mandatory that all residential subdivisions over twelve acres, as opposed to sixteen acres, be Open Space Subdivisions. Prior to the recent mandate on residential subdivisions over twelve acres, there was very little interest from developers to build open space subdivisions. Since the inception of the Open Space Subdivision Ordinance, and prior to the recent amendments, there were only two elective Open Space Subdivisions constructed in Deerfield and four Open Space Subdivisions have been approved, two of which were elective (Cotton Wood Estates and Sawyer Farms) and two that were required (High Meadows and Forest Glen).

Furthermore, according to permit data collected by the New Hampshire Office of Energy and Planning, there was a 2.57 percent increase in residential dwelling units in Deerfield during the period from 2005 (1,672 units) to 2006 (1,715 units). Residential uses make up almost 50 percent of the total land acreage in Town. The 1999 Master Plan reported that residential land use comprised only nine percent of the Town's total land area. A potential reason why the 2007 figure is significantly higher than the 1999 figure may be due to a difference in data collection methods, i.e. the current land use data was calculated using parcel based data, whereas the 1999 figure may have been obtained through a land use based method. Deerfield is one of many communities within the SNHPC Region where this trend of increasing residential land use can be seen.

**Table 13 Vol. II**  
**Residential Units by Type, 2006**

Municipality	Population	% of Sub-area	One Family (Units)	Two Family (Units)	Multi Family (Units)	Manufactured Housing (Units)	Total Residential (Units)	% of Sub-area
Candia	4,091	11%	1,380	20	24	50	1,474	11%
Chester	4,642	13%	1,383	33	21	29	1,466	11%
Raymond	10,780	29%	2,619	165	531	911	4,226	31%
<b>Deerfield</b>	<b>4,314</b>	<b>12%</b>	<b>1,472</b>	<b>65</b>	<b>10</b>	<b>136</b>	<b>1,683</b>	<b>12%</b>
Hooksett	13,201	36%	3,265	265	1,103	216	4,851	35%
Sub-area Total	37,028	100%	10,119	548	1689	1342	13,700	100%

Sources: NH OEP 2006 Population Estimates and the SNHPC 2006 Land Use Report

As seen in Table 13 above, homes in Deerfield are predominately single family residential units, which is similar throughout the SNHPC Region.

### Historic Town Villages<sup>7</sup>

As Deerfield developed and grew in population a number of distinct centers within the Town began to appear.

<sup>7</sup> Deerfield 1999 Master Plan



The **Parade**, located on an elevated position on the main road from Portsmouth to Concord was a center of activity in trade and entertainment. Several stores and taverns flourished doing a brisk trade with the passing travelers. The settlers who developed the Parade area were of an affluent and intellectual nature. Their concern for the betterment of the Town's younger population led to the establishment of a high school called the Academy in 1798. The Academy was supported by the Parade area residents and resulted in a large number of well educated students who went on to become noted and respected personalities.

**Rand's Corner** located a few miles northwest of the Parade on the same highway was also a center of trade. Several taverns catered to the needs of travelers while a good deal of space was devoted to trade among locals and residents of the surrounding area. Included in the merchandise were such things as molasses, salted fish, rum, farm goods and barrels.

The **Old Center** (Deerfield Center) located southwest of the Parade is the highest point of land capable of successful cultivation. This area was the early focal point of Deerfield's official community activity. The first town meeting house was built here with the field around it used for musters and other activities. When New Hampshire was preparing to establish its capital city, the Old Center was considered as a possible site.

The South Road area is located in the south central portion of the Town. This section of Deerfield developed into a prosperous business area during the Town's development. Lumber production was a major industry along with potash manufacture and a shoe and boat manufacturing business established by Joseph J. Dearborn.

Deerfield owes much to the early settlers who made their homes within her boundaries. Their talents and abilities together with a broad community spirit produced the foundation upon which the present day Deerfield has grown.

Each of Deerfield's villages has a unique history and mix of land use and includes the **Deerfield Parade, Deerfield Center, Rand's Corner, Leavitts Hill and Butler's Corner** in south Deerfield. They each have their own identify and vital role to play in Deerfield's future just as they have in the past. The rural New England village is an important part of the heritage of a town like Deerfield and needs to be protected. Villages can assimilate new development and actually benefit from it, if land use controls are designed to do so.

The Town of Deerfield's current zoning ordinance would not permit Deerfield's existing villages to be built today.

# Old Village Centers

## TOWN OF DEERFIELD

 Old Village Centers


 Town Boundaries

 Deerfield

 Conservation Land

### Road Classes

 State Maintained Roads

 Town, Local, and Private Roads



1 0 1 Miles

Data Sources:  
NH GRANIT Digital Data (1:24,000)  
NH Department of Transportation  
Town of Deerfield  
SNHPC

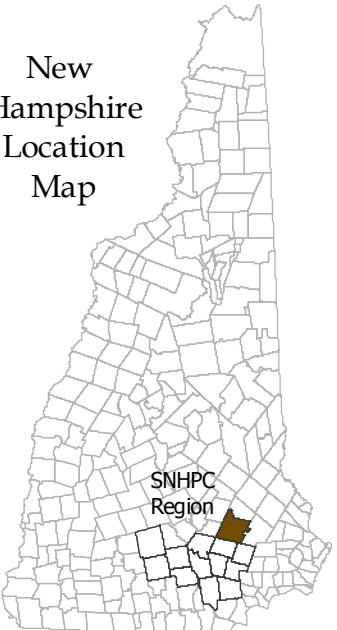
The individual municipalities represented on this map and the SNHPC make no representations or guaranties to the accuracy of the features and designations of this map.

Map Produced by  
GIS Service SNHPC 2007.  
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This map is one of a series of maps that were produced as part of a Town's Master Plan 2007 and for planning purposes only. It is not to be used for legal boundary determinations or for regulatory purposes.



### New Hampshire Location Map





Deerfield should encourage the continued existence of its villages and encourage a compatible mix of land uses including residential, commercial, public and surrounding agricultural lands.

The Town of Deerfield should provide opportunities for the villages to grow and also work to establish a buffer between the villages and surrounding development.

Traditional zoning, with minimum frontages, setbacks, and lot sizes, tend to stifle village development. Attempts at strict zoning in these areas make for lengthy, cumbersome ordinances. The goal in Deerfield is to create land use regulations that would allow the existing villages to be built if they were proposed today.

## **Build-Out**

### *Build Out Results*

A build-out or a growth capacity analysis is a planning tool based on a theoretical condition that exists when all available land suitable for construction is developed. The analysis estimates the maximum number of housing units that would exist when build-out is complete and what the population of the town could be at that time. The calculations are driven by the community's existing land development regulations and the supply of "build-able" land.

This analysis was performed with the use of an advanced Geographic Information Systems (GIS) software program called Community Viz. The process involved multiple steps using available data from the Town, the regional planning commission, and New Hampshire GRANIT's database at the Complex Systems Research Center. Maps were created to illustrate the analysis in a graphic format. Calculations were performed to determine the total number of acres, commercial floor area, dwelling units, and population that could be expected if all the identified "build-able" lands in the community were developed as set forth by the town's existing zoning regulations.

One of the primary benefits of a Build-Out Analysis is that it can show how much land area could be developed under existing land use regulations and where this development could occur within a community. It can also show how many residential dwelling units, or how much commercial floor area could be developed and how much the population of the community could increase at full build-out. The existing zoning ordinance, especially the density requirement, determines the build out.

The results of a Build-Out Analysis are intended to raise awareness of a community's future growth and development possibilities. The results can generate numerous questions such as:

- Is this the way we want our community to grow and develop?
- Are our land development regulations working the way we want them to?



- Are there areas within the community that should not be developed or be developed at lower densities?
- Are there areas that should be developed at higher densities?
- What steps should the community take now to address future growth?

The Build-Out Analysis conducted for Deerfield began by first identifying all the existing developed lands as well as all the potential “build-able” lands located in Town. This was accomplished by the SNHPC digitizing a land use GIS dataset base off of high-resolution (1 ft.), color, leaf-off, digital orthophotography, and selecting the land use classifications that are considered undeveloped lands. A number of natural constraints, including by not limited to wetlands, conservation land, steep slopes (>15 percent) and special flood hazard areas were then overlaid on top of the base map during the build out to identify all the “build-able” lands.

Utilizing the minimum road frontage, dimensional and lot size requirements of each of the Town’s zoning districts, the “build-able” lands were then evaluated to determine what the potential future number of dwelling units could be. Several assumptions were made to complete this evaluation. Three different scenarios were used to conduct the build-outs for Deerfield, as described in the following section.

## CTAP Build-Out

### Background Information

The Southern New Hampshire Planning Commission conducted three build-out analysis scenarios for Deerfield based on standard methodology and datasets to ensure consistent and comparable results as part of the community technical assistance program (CTAP). CTAP was developed to assist the 26 Southern New Hampshire communities that will be affected by the rebuilding of I-93. CTAP is a five-year program comprised of state agencies, regional planning commissions and several non-profit organizations. The goal of this program is to manage the impacts of growth due to transportation improvements. The primary purpose of CTAP is to promote growth patterns in a manner that effectively manages the impact of the expected growth on community services, remaining open space, schools, traffic patterns, environmental quality and existing residential and commercial development so that the growth is beneficial to the communities.

The software used in this study was the Community Viz Scenario 360 build-out tool and ArcGIS by ESRI. The first two build-outs were standard scenarios conducted for each CTAP town. The third build-out was based on input from the community based on the results of the first two build-outs and issues unique to their own municipality. A standard set of GIS data was required for the analysis:

#### Land Use and Regulatory

Land Use Polygons – CTAP

Zoning

Current Buildings  
Community Centers (Sprawl Indicators Data)  
Roads  
Sewer Service Areas  
Other Regulatory Overlays

#### Development Constraints

Natural Services Network (NSN)  
Wetlands (National Wetlands Inventory (NWI))  
100-Year Floodplain (FEMA)  
Conservation Lands

GIS layers from this analysis came from a number of sources; the towns, regional planning commissions, NH DOT and NH GRANIT. Some GIS layers such as land use and current buildings were generated by the regional planning commissions. The GRANIT website provided NSN, NWI, 100-year floodplain, community centers, and conservation lands GIS layers. The conservation lands and community centers dataset were updated by the SNHPC with cooperation from the Town planning board. The community centers for Deerfield represent the 5 historic village centers and 2 commercial centers within the town. The NSN consists of flood storage lands, productive soils, important wildlife habitat and water supply lands. The scenarios are:

#### Build-out 1: Base CTAP Build-out

The maximum amount of development that can occur based on current zoning regulations was calculated. Build-able land areas were identified through land-use polygons and zoning overlays. Current density, setbacks and lot coverage were applied to the analysis. NWI Wetlands, the 100-year floodplain and conservation lands were applied as constraints to development.

#### Build-out 2: CTAP Standard Alternative

This build-out applied the NSN layer as an additional constraint (the NWI wetlands and the 100-year floodplain are part of the NSN data). This scenario was growth neutral with the base CTAP build-out. The allowable densities were made to maintain an equal number of new housing units and non-residential square feet plus or minus 3%. Growth was focused around community and commercial centers in the towns with the highest density being within ¼ mile, then within ½ mile, then within 1 mile, and using current zoning density outside 1 mile.

#### Build out 3: Community Scenario

This build-out started with the CTAP standard alternative and added additional constraint layers for steep slopes (between 15 percent and 60 percent), and applied a 100-foot setback buffer for wetlands, and surface water. A 100-foot buffer was applied to the

NWI data to create the wetlands buffer, and a 100-foot buffer was applied to the New Hampshire Hydrologic Dataset- flow line and waterbody layers.

## **Timescope**

A timescope is a decision making tool that helps look at growth and development changes over time. Two timescopes were run on each scenario to determine what year the town would build out based on the available land and the zoning and constraints that were used. The timescope build rates are based on the building permit data obtained from *Current Estimates and Trends in New Hampshire's Housing Supply* from the NH OEP. The first timescope, as shown in Table \*, is an average of the number of housing permits issued each year from 1990 – 2006 with a linear growth. The second timescope is an average of the percent change per year of housing permits from 1990 – 2006 and is an exponential growth based on the average percent change.

## **Assumptions and Indicators**

The focus of this project was on indicators or impacts of build-out and how they changed for different scenarios. There are 40 indicators that were calculated for each build-out in seven categories, as follows: Build-out totals, Demographics and Employment, Transportation, Water/Energy use, Land Use Characteristics, Environmental/ Open Space, and Municipal Demands. Indicators were derived using state, regional, and national standards.

### Build-out Totals

Dwelling units  
Buildings  
Commercial  
Developed residential acres  
Developed non-residential acres  
Total developed acres

### Transportation

Vehicles  
Vehicle trips per day  
Annual CO auto emissions  
Annual CO<sub>2</sub> auto emissions  
Annual hydrocarbon auto emissions  
Annual NO<sub>x</sub> auto emission

### Environmental/Open Space

Residential Imperviousness  
Commercial Imperviousness  
Percent Imperviousness

### Demographics & Employment

Population  
School-aged children  
Floor area  
Labor force  
Commercial jobs to housing ratio  
Commercial jobs

### Water/Energy Use

Residential water use  
Total energy use  
Commercial energy use  
Residential energy use

### Municipal Demands

Solid waste demand  
Emergency Service Calls – Fire & Ambulance  
Emergency Service Calls – Police



Land Use Characteristics

Residential housing density

Employment density

Total density

Walkability

Proximity to community centers

Average distance to recreation

Recreational density

Development footprint

The Build-Out analysis resulted in the following findings: The Community Scenario, which added additional buffers and constraints to the Base Alternative, resulted in the least amount of developable land with 6,179 acres; the Base Scenario, which is based on the Town's current zoning regulations, resulted in the largest increase with 21,424 acres of developable land; and the Base Alternative Scenario, which took the NSN data and selected environmental constraints into account, landed in the middle with an additional 6,179 acres of developable land.

**Table 14 Vol. II**  
**Build-Out Analysis**

	<b>2005 CTAP Estimate*</b>	<b>Base Scenario</b>		<b>Base Alternative</b>		<b>Community Scenario</b>	
		<b># Added</b>	<b>Total</b>	<b># Added</b>	<b>Total</b>	<b># Added</b>	<b>Total</b>
Population	4,106	16,077	20,183	16,965	21,071	12,304	16,410
Buildings (all)	1,647	6,691	8,338	7,577	9,224	5,431	7,078
Commercial Floor Area (sf)	343,906	37,649,919	7,408,825	3,574,046	3,917,952	2,609,151	2,953,057

\*Population estimates were derived by multiplying the number of buildings identified from the 2005 aerial photos (used to create the existing buildings layer) by the persons per household reported by the 2000 Census for Deerfield  
Source: SNHPC

As seen in Table 14 above, the most perceptible increase in population was seen in the Base Alternative Scenario with 16,965 additional persons, compared to an increase 12,304 persons from the Community Scenario, which is roughly 27 percent less than the Base Scenario and 25 percent less than the Base Alternative.

**Table 15 Vol II**  
**Deerfield Timescope Data**

	<b>Growth Rate</b>	<b>Base Build-Out Year</b>	<b>Base Alternate Build-Out Year</b>	<b>Community Scenario</b>
Exponential Timescope	2.30%	2080	2085	2073
Linear Timescope	33.4 permits/year	2209	2209	2171

Source: SNHPC

Through the use of the timescope feature of the Community Viz software, as explained on page 24, the year in which Deerfield would reach build-out was able to be estimated.





As seen in Table 15 above, two different methods were used to determine the estimated build-out year: linear growth, which utilized an average of Deerfield's historical residential building permit data from 1990-2006; and exponential growth, which utilized the annual average percent change in housing permits from 1990-2006. According to this data, the earliest estimated date for build out in Deerfield would occur in the year 2073 under the Community Scenario, which is only seven and five years less than the Base and Base Alternative Scenarios, respectively. The linear timescope estimates that the earliest build out would be reached would be in the year 2171 under the Community Scenario. Build out based on both the Base and Base Alternative methods estimates that build out would be reached in the year 2209. Based on the findings from the various methods and scenarios, the soonest Deerfield is estimated to reach build out is 65 years from the time this plan was completed.

### **Future Land Use**

Based on the results from the Community Survey and the Community Profile, overall, Deerfield residents feel that the preservation of open space and natural resources which largely contribute to Town's rural character are a very high or high priority. The purpose of the future land use map is to provide the Planning Board with a planning tool that can be used in an advisory nature to guide the future growth and development of the Town, as well as assist the Board in developing and improving the Town's land use regulations.

As mentioned previously in this chapter, the Town is largely zoned AR, which permits a variety of different uses, which seems to work for the community. Therefore, the future land use pattern projected for Deerfield offers no dramatic changes from the current land use patterns. The only proposed change would be the development of the Historic Town Villages to allow higher density development and mixed uses and to continue commercial development in the two areas identified by the Planning Board as existing commercial centers. Three of the Historic Town Villages are most viable for development today: Deerfield Center, The Parade and South Deerfield.

In addition, the overall concept of the draft Future Land Use Map is guided by the following themes: (1) Protecting the rural character and natural environment of Deerfield; (2) Creating strong Town Villages; and 3) Implementing the principles of smart growth. These components are described as follows:

### **Strategies, Tools and Actions**

#### **Increase Density in the Historic Town Villages**

Deerfield's historic Town Villages should be an integral part of the community. Due to proximity to new and existing development patterns, some of the historic village areas may presently be more viable for development than others and could benefit from the implementation of a mixed use zoning designation. The historic villages could once again become thriving centers that serve as focal points of the community by introducing commercial and residential uses to encourage walkability. In order to achieve this, the

historic villages must be maintained and protected as a thriving and sustainable part of the community.

It is recommended in this plan that this be accomplished by implementing the following techniques:

- First, by updating the zoning to create a new Village District zoning designation;
- Second, by enhancing the historic character of the Historic Village Centers through architectural design standards; and
- Third, through implementing the characteristics of livable and walkable communities. These include:

- 1 **Walkability.** In general, a walkable village center or neighborhood is defined by the distance a person can safely walk or travel in 10 minutes or less. By increasing density and allowing a mix of uses in the historic Town Villages determined to be most appropriate, Deerfield could accomplish this.
- 2 **A Civic Core and Mix of Neighborhood Uses.** This can be a simple green area or a crossroads with civic buildings. The core needs to be in a central location and proportional to the size of the village area. In Deerfield, the historic Town Villages may not have the land available to create a centrally located green space; therefore it is recommended that smaller scale green spaces or landscaped areas be installed where feasible.
- 3 **An Interconnected Street Network.** The challenge is to avoid dead-end streets and high volumes of through traffic that can divide a neighborhood or village and diminish the livability of the area. When feasible, the Town of Deerfield should encourage developers to create an interconnected street network between new and existing developments.
- 4 **Sensitivity to Human Scale.** Neighborhoods and villages with a human scale are enjoyable places to linger, walk in, or interact with other residents. Streets tend to be narrow with sidewalks and shade trees. Buildings are generally close to the street. Parking is located in the rear. The Town should review its zoning regulations and make revisions where feasible to allow future developments to be built in a manner that will encourage residents and visitors to walk and to come together.
- 5 **Neighborhoods and Villages.** Neighborhoods and villages tend to have distinct boundaries and a good overall balance between privacy and opportunities for public interaction. The Town has several existing historic Town Villages should be enhanced to become more visibly distinct in the community.

- The plan should also attempt to:

- 1 **Use Land Efficiently.** This can be accomplished by extending village land use patterns, encouraging multi-story/compact development as well as appropriate infill development.
- 2 **Encourage Mixed Use.** While not all residents in Deerfield may support mixed-use development, this concept should be encouraged. New community uses as well as residential development can successfully and attractively accommodate complementary uses.
- 3 **Address People's Needs.** This can be accomplished by implementing the livable and walkable goals and recommendations of this plan: connecting existing public and recreational facilities through pedestrian pathways and crosswalks; providing opportunities for green space/outdoor gathering areas; also ensuring that views of the hills are protected and public facilities and services are provided.
- 4 **Promote Good Design.** This can be accomplished by considering the historic character of existing buildings and improved aesthetics of existing commercial sites. It can also be accomplished by enhancing the gateways to the Town and providing opportunities for new development consistent with existing architecture.
- 5 **Enhance Environmental Benefits.** This can be accomplished through improved through traffic patterns and enforcement; better drainage, storm water and sidewalk improvements; traffic calming and improved pedestrian access; and better buffering of existing uses.

### **Continue to Protect the Rural Character and Natural Environment**

Residents of Deerfield have consistently expressed the importance of protecting the natural environment and maintaining the rural character of the community as expressed in this and past Master Plans. Much of this work is still relevant today. This Master Plan confirms that these central concerns remain an important priority to the residents of the Community and to the Town in the conduct of existing and future planning functions.

The following natural features have been identified as being significant and important priority areas that warrant special protection. These areas include but are not limited to:

- Farmland Soils
- Steep Slopes
- Wetlands
- Rivers, Lakes and Shorelines
- Aquifers
- Floodplains
- Forest Resources



- Open Space/Land Conservation

To protect these resources, the following land use strategies are recommended and are reflected by or included in the goals and objectives of this plan:

- 1 Encourage both residential and non-residential development to identify existing natural resources so that they are conserved in an appropriate manner.
- 2 Utilize the New Hampshire Department of Fish & Game's Wildlife Action Plan, the NH Audubon and Jordan Institutes Natural Services Network, and other available information sources to identify important natural resources and prepare strategies designed to preserve them for future enjoyment.
- 3 Integrate and utilize wildlife corridor plans developed by NH Fish & Game in an effort to protect those areas of vital importance.
- 4 Encourage new residential and non-residential developments to protect and, where possible, enhance valuable natural and open space resources.
- 5 Encourage public/private partnerships between the town and other private and civic organizations to provide open-space opportunities.
- 6 Identify for future protection important scenic areas and view corridors; develop a priority ranking of these areas for purposes of protection.
- 7 Identify the water resources in Town in effort to protect them.
- 8 Protect wetlands and floodplains to minimize property damage, public safety risks, and economic disruptions during extreme precipitation events.
- 9 Encourage protection and restoration of forest cover to protect air and water quality, absorb carbon dioxide, meliorate local climate, and enhance quality of life.
- 10 Encourage protection of adequate habitat to sustain populations of native wildlife.
- 11 Consider developing Low Impact Development guidelines and regulations as part of the Town's subdivision and site plan regulations to promote the use of natural systems in storm water and watershed management.
- 12 Promote the use of conservation and open space easements to protect valuable natural resources.
- 13 Continue with on-going land preservation activities in Town.





- 14 Identify and prioritize the existing historic Town Villages that would be most suitable for increase density development.

These strategies need to be pursued as part of and in combination with the Future Land Use Map.

### **Implement Smart Growth Principles in the Context of Deerfield**

There are two state statutes that play an important role in the development of Deerfield's Future Land Use Map. RSA 9-A:1 states that local planning boards are encouraged to develop plans consistent with the policies and priorities established in the state comprehensive plan.

RSA 9-B:2, the State's Economic Growth, Resources Protection, and Planning Policy, indicates that it is the policy of the state that state agencies (and, by extension, local boards when developing plans that are consistent with state plans) act in ways that encourage smart growth.

RSA 9-B: "Smart Growth" is defined as "the control of haphazard and unplanned development and the use of land that results over time, in the inflation of the amount of land used per unit of human development, and of the degree of dispersal between such land areas." Smart growth also means the development and use of land in such a manner that its physical, visual, or audible consequences are appropriate to the traditional and historic New Hampshire landscape.

Among many approaches, smart growth may include denser development of existing communities, encouragement of "mixed use" in such communities, the protection of villages, and planning, so as to create ease of movement within and among communities. Smart growth preserves the integrity of open space in agricultural, forested, and undeveloped areas.

The following are examples of some of the outcomes of smart growth principles:

- Vibrant commercial activity within cities and towns
- Strong sense of community identity
- Adherence to traditional settlement patterns when identifying potential sites for municipal and public buildings and services
- Ample alternate transportation modes
- Uncongested roads
- Decreased water and air pollution
- Clean aquifer recharge areas
- Viable wildlife habitat
- Attractive views of the landscape
- Preservation of historic village centers

Some of the principles of smart growth recommended by the NH OEP for communities across the state are summarized as follows:

- 1 Maintain traditional compact settlement patterns to efficiently use land resources, and investments in infrastructure.
- 2 Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life.
- 3 Incorporate a mix of uses to provide a variety of housing, employment, shopping, services, and social opportunities for all members of the community.
- 4 Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle, or in motor vehicles.
- 5 Preserve New Hampshire's working landscape by sustaining farm and forestland and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts.
- 6 Protect environmental quality by minimizing impacts from human activities and planning for and maintaining natural areas that contribute to the health and quality of life of communities and people in New Hampshire.
- 7 Involve the community in planning and implementation to ensure that development retains and enhances the sense of place, traditions, goals, and values of the local community.
- 8 Manage growth locally in the New Hampshire tradition, but work with neighboring towns to achieve common goals and address common problems more effectively.

The following are some examples of Smart Growth Principles specific to Deerfield:

- The Town should locate workforce housing targeted for Deerfield residents in the Historic Village Areas.
- The Town should continue to encourage connectivity between developments to foster walkability.
- Where feasible, the Town should revise its regulations to increase density and allow a mix of uses in areas of Town to encourage walkability and to potentially decrease the number of resident vehicle trips per day.
- To maintain contiguous tracts of open land, the Town should require that open space land within conservation subdivisions be contiguous, usable parcels of land.



It is recommended that the above principles be incorporated into the Town's Zoning Ordinance and the Town's Non-Residential Site Plan and Subdivision Regulations, as applicable to Deerfield.

## **Future Land Use Recommendations**

### **Village Land Use District**

The establishment of Village Districts in the Town's Zoning Ordinance and Zoning Map are recommended. This recommendation is supported by the Planning Board, as well as the Community Survey results with 41 percent of respondents stating that they were in favor of promoting village centers/clusters. The intent of this new district would be to create an opportunity to expand neighborhood commercial development, expand age restricted and workforce housing opportunities in the Historic Town Villages determined to be most suitable. The Village District would regulate development of the Historic Villages to maintain the community's rural, small town character. This character is dependent upon preserving architecture and a mix of commercial and residential uses in these districts.

Zoning regulations for the Historic Village Districts should allow for a mix of uses. The development of architectural guidelines should be considered to develop a consistent architectural style throughout the Village Districts. Fire protection, lighting, open space, suitable parking, and pedestrian issues should also be investigated and addressed as part of the development of the Village Districts. Where feasible, traffic in the Village Districts should be reduced by re-routing through traffic or by applying other solutions such as traffic calming techniques.

### **Low Impact Development**

Low Impact Development (LID)<sup>8</sup> is a storm water management strategy concerned with maintaining or restoring the natural hydrologic functions of a site to achieve natural resource protection objectives. Developed in the mid-1980s, LID addresses storm water through small, cost-effective site design and landscape features that are distributed throughout the site. The goal of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. LID techniques include conservation of forests and sensitive waters, water reuse, and storm water controls that detain and retain runoff.

The LID approach includes five basic tools, as follows:

- 1 Encourage conservation measures
- 2 Promote impact minimization techniques such as impervious surface reduction
- 3 Provide for strategic timing by slowing flow using the landscape
- 4 Use an array of integrated management practices to reduce and cleanse runoff

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<sup>8</sup> For more information on LID, please visit the Low Impact Development Center's website at [www.lowimpactdevelopment.org/home.htm](http://www.lowimpactdevelopment.org/home.htm); the EPA Office of Water website at [www.epa.gov/owow/nps/lid/](http://www.epa.gov/owow/nps/lid/) ; or New Hampshire Department of Environmental Services (DES) [www.des.state.nh.us/factsheets/wmb/wmb-17.htm](http://www.des.state.nh.us/factsheets/wmb/wmb-17.htm)



- 5 Advocate pollution prevention measures to reduce the introduction of pollutants into the environment

The Planning Board should evaluate the Town's current Site Plan and Subdivision Regulations to determine if LID Guidelines could be developed for Deerfield. At a minimum, the Town should review the existing storm water regulations to identify where LID techniques could be implemented.

It is recommended in this plan that this be accomplished by implementing the following techniques:

- 1 First, by updating the zoning to create a new Village District zoning designation
- 2 Second, by enhancing the historic character of the Historic Village Centers through architectural design standards
- 3 Third, through implementing the characteristics of livable and walkable communities.

## **Housing Report**

### **Community Survey Results**

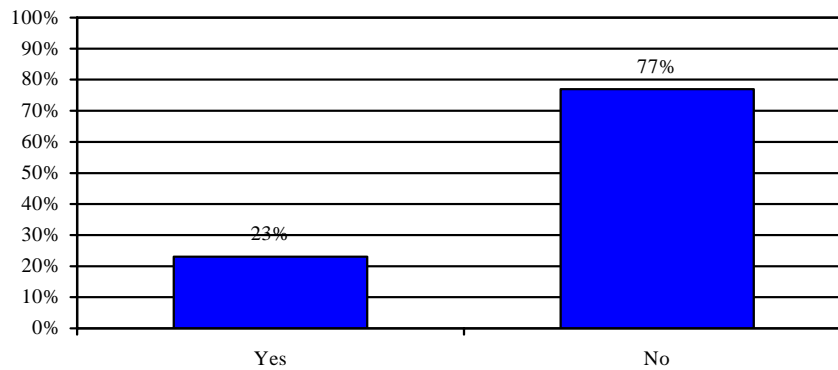
During the fall and winter months of 2006, the University of New Hampshire Survey Center conducted a community-wide master plan survey for the Town of Deerfield. The purpose of the survey was to obtain information about specific areas of interest and attitudes of town residents about the services and activities of the Town of Deerfield as well as future planning initiatives for Deerfield. On November 24, 2006, 1,775 surveys were mailed to all Deerfield postal patrons and a reminder notice was mailed out on December 12, 2006. Between November 24 and December 22, 2006, 466 Deerfield residents responded to the survey for a response rate of 26 percent.

The two questions identified below directly relate to issues and needs of housing in Deerfield.

### **Housing Survey Questions**

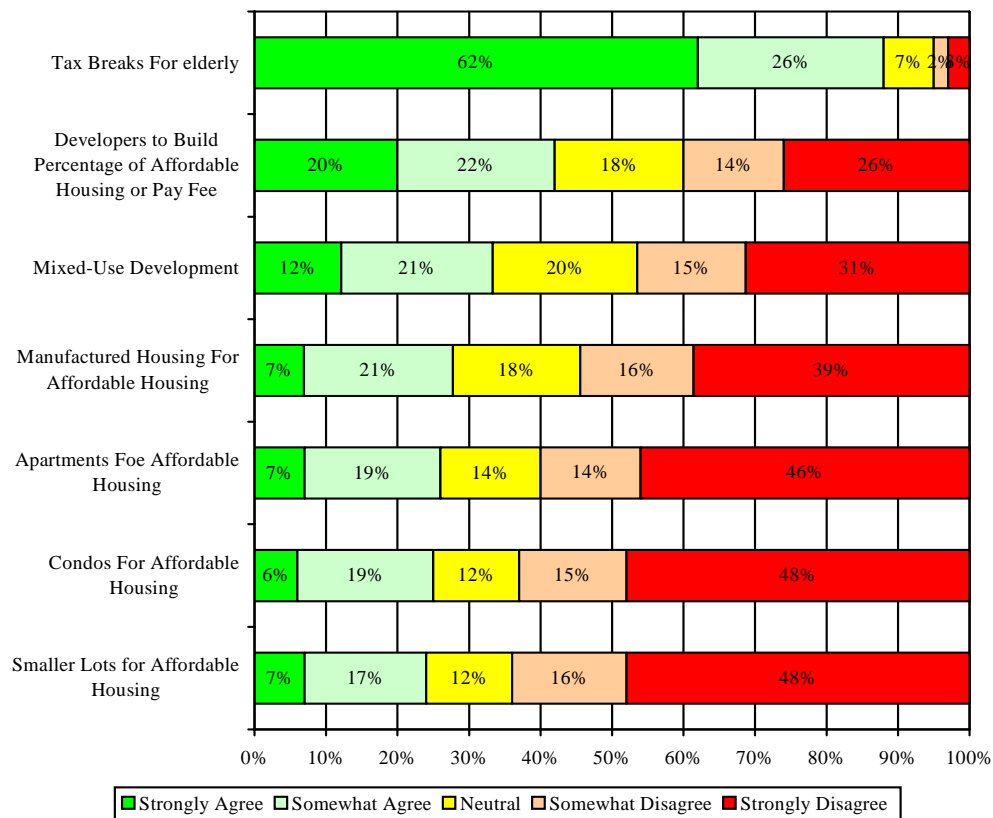
***Question 6: Do you feel it is the Town's responsibility to provide housing that is affordable for people with a limited income?***





**Summary of Results:** Over three-quarters of Deerfield residents (77 percent) *do not feel* it is the Town's responsibility to provide housing that is affordable for people with limited income. However, the way the question was presented may have been interpreted as the Town *providing* affordable housing (i.e. subsidized housing), as opposed to *encouraging the development of* affordable housing in Town.

**Question 7:** *What is your opinion of the following possible actions the Town of Deerfield could take to assist with affordable housing? (Defined as a family of 4 earning less than 60K annually)*





**Summary of Results:** The majority of the respondents answering this question (88 percent) either strongly agree (62 percent) or somewhat agree (26 percent) with providing tax breaks for the elderly, followed by only 44 percent that believe developers should be required to either build a percentage of affordable homes or pay a fee to support affordable housing within the community. 33 percent of the survey respondents agree with permitting mixed-use development for affordable housing; 28 percent agree with permitting manufactured housing for affordable housing; 26 percent agree with permitting apartments for affordable housing; 25 percent agree with permitting condominiums for affordable housing; and 24 percent agree with permitting smaller single-family building lots for affordable housing.

**Overall Summary:** The Deerfield Master Plan Community Survey indicated that residents would support tax breaks for the elderly, with 88 percent. In addition, a sizable number of respondents stated that they agree that developers should be required to either build a percentage of affordable homes or pay a fee to support affordable housing. However, most residents did not feel that it was the Town's responsibility to provide housing that is affordable for people with a limited income.

## Housing

### Workforce Housing

The need for affordable housing opportunities for working households has become an issue statewide. The State Legislature recently passed Senate Bill 342, which:

- 1 Requires municipalities that exercise the power to adopt land use ordinances to provide opportunities for the development of workforce housing; and
- 2 Establishes a mechanism for expediting relief from municipal actions which deny, impede, or delay qualified proposals for workforce housing.

The Bill amends RSA 674 by adding the following new subdivisions: RSA 674:58 defines affordable, multi-family housing, reasonable and realistic opportunities for the development of workforce housing, and workforce housing; and RSA 674:59, which states that municipalities *shall provide reasonable and realistic opportunities for the development of workforce housing, including rental multi-family housing. In order to provide such opportunities, lot size and overall density requirements for workforce housing shall be reasonable. A municipality that adopts land use ordinances and regulations shall allow workforce housing to be located in a majority, but not necessarily all, of the land area that is zoned to permit residential uses within the municipality. Such a municipality shall have the discretion to determine what land areas are appropriate to meet this obligation. This obligation may be satisfied by the adoption of inclusionary zoning as defined in RSA 674:21, IV(a). This paragraph shall not be construed to require a municipality to allow for the development of multifamily housing in a majority of its*



*land zoned permitting residential uses.* However, the legislature clearly states that the adoption of *voluntary inclusionary zoning provisions that rely on inducements that render workforce housing developments economically unviable* will not fulfill the requirements of the RSA.

In an effort to assist municipalities with the development of inclusionary zoning provisions, the New Hampshire Housing Finance Authority (NHHFA) introduced a new funding program called the Inclusionary Zoning Implementation Program (IZIP) in 2008. This program will provide funds to towns to obtain technical assistance to prepare inclusionary zoning ordinances with the goal of having ordinances adopted by local legislative bodies in 2008 and 2009. Through IZIP, NHHFA will award approximately ten grants of up to \$9,000 each with no matching funds are required.

The Town of Deerfield should utilize this funding opportunity through NHHFA in order to develop an inclusionary housing ordinance. By creating and adopting proper inclusionary provisions, the Town would not only be in compliance with State Statutes, but would have more flexibility when working with developers to encourage them to include below market rate units in proposed residential developments.

### **Existing Housing Conditions**

Deerfield's existing housing characteristics are one of the most visible manifestations of the Town's population growth since 1990. Housing and population growth are inextricably linked and the trends in housing and population affect housing price appreciation and the general diversity of housing stock available within a municipality.

### **Housing Type**

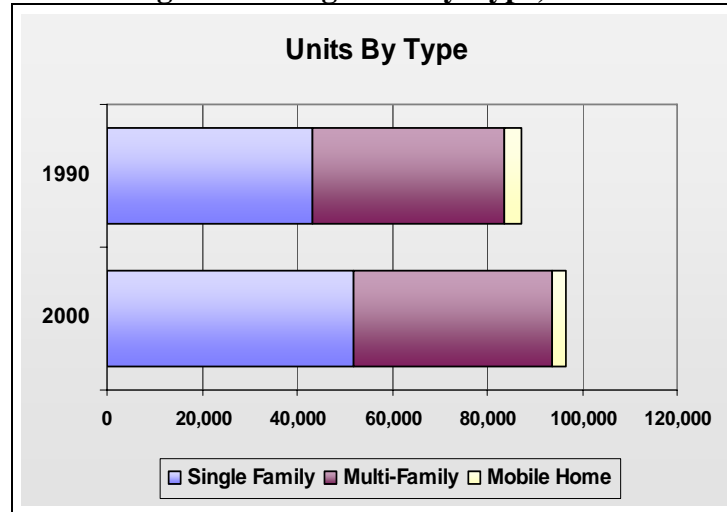
A diverse housing supply is essential to meet the social, economic, and cultural needs within any given community. Diversity of housing offers more and affordable choices and allows younger couples and younger wage earners to own a home. It also encourages mixed use development, and affordable housing opportunities for the elderly. Historically, Deerfield's predominant housing type has been single family dwellings and this trend is growing as the Town's primary source of housing.

At one time in 1990, the SNHPC region was almost perfectly balanced between the total number of single family units (50 percent) and total number of multi-family units (46 percent) existing within the region. By 2000, however, this balance had changed and the total number of single family units in the region had grown to 54 percent and the total number of multi-family units had fallen to 44 percent (refer to the following Figures 1 and 2, and Table 1).

One reason for the region's increased growth in single family dwellings has been the booming housing market that occurred during the early to mid-2000. Today, however, in 2006-2008 the housing market has slowed down dramatically as interest rates increase,

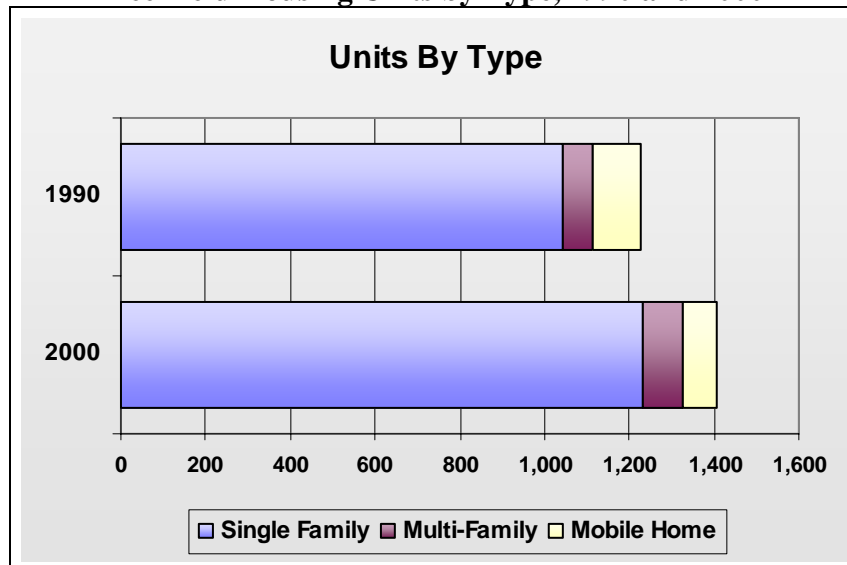
and the surplus of housing units put on the market due to the increase in foreclosures due to issues with predatory lending practices.

**Figure 7 Vol. II**  
**SNHPC Region Housing Units by Type, 1990 and 2000**



Source: U.S. Census 1990, 2000

**Figure 8 Vol. II**  
**Deerfield Housing Units by Type, 1990 and 2000**



Source: U.S. Census 1990, 2000



**Table 16 Vol. II**  
**SNHPC Region Housing Units by Type, 1990 and 2000**

Type	1990	Percent of Total	2000	Percent of Total	Percent Change
Total Units	87,233		96,510		11%
Single Family Units	43,361	50%	51,747	54%	19%
SF Owner Occupancy	39,015		47,570		22%
SF Renter Occupancy	2,429		2,706		11%
Multi-family Units	40,193	46%	42,057	44%	5%
MF Owner Occupancy	8,244		9,913		20%
MF Renter Occupancy	27,008		30,332		12%
Mobile Home and Other	3,679	4%	2,706	3%	-26%
Source is Units in Structure and Units in Structure by Tenure					

Source: US Census

In 1990, 85 percent of Deerfield's total housing units were single family dwellings and six percent were multi-family with nine percent mobile home and other units. Of the 1,043 total single family units in 1990, 788 were owner occupied, 43 were renter occupied, and 228 were vacant units.

In 2000, the total number of single family units in Deerfield increased from 85 to 88 percent, while the total number of multi-family units increased slightly from six to seven percent, and the total number of mobile homes and other units decreased substantially from nine to five percent. Of the 1,231 total single family units in 2000, 1,012 units were owner occupied, 38 were renter occupied, and 181 were vacant.

Overall, between 1990 and 2000, the increase in single family owner occupied units and decrease in renter occupied single family units has lessened the diversity of Deerfield's housing stock. The lack of housing options has also made it harder for younger workers and citizens to live in Deerfield. This has also decreased options for limited-income individuals and families that work in the Manchester metropolitan area and cannot afford an expensive mortgage along with high property tax rates to live in Deerfield.

**Table 17 Vol. II**  
**Deerfield Housing Units by Type 1990 and 2000**

Type	1990	Percent of Total	2000	Percent of Total	Percent Change
Total Number of Housing Units	<b>1,227</b>		<b>1,406</b>		15%
Total Single-Family Units	1,043	85%	1,231	88%	18%
SF Owner Occupied Units	788		1,012		28%
SF Renter Occupied Units	43		38		-12%
Total Vacant Housing Units	228		181		-21%
Total Multi-Family Units	72	6%	93	7%	29%
MF Owner Occupied Units	39		23		-41%
MF Renter Occupied Units	27		70		159%
Mobile Home & Other Units	112	9%	82	5%	-27%
Source is Units in Structure and Units in Structure by Tenure					

Source: US Census 1990 and 2000



**Table 18 Vol. II**  
**Units by type in Neighboring Towns**

Units by type	Candia		Hooksett		Raymond		Allentown	
	1990	2000	1990	2000	1990	2000	1990	2000
Single Family Units	89% (1,060)	91% (1,261)	59% (2,043)	61% (2,641)	55% (1,856)	63% (2,348)	38% (701)	42% (829)
Multi-Family Units	6% (72)	6% (78)	32% (1,102)	33% (1,400)	21% (690)	19% (695)	29% (542)	26% (507)
Mobile Home and Other	5% (60)	3% (45)	10% (339)	6% (266)	24% (804)	18% (667)	33% (625)	32% (626)

Source: NH Housing Finance Authority

The neighboring communities of Candia, Hooksett, Raymond, and Allentown show how Deerfield's housing stock compares to towns with more diverse housing options. While the Town of Candia is similar to Deerfield in primarily relying on single family homes as the dominant housing type, the Towns of Hooksett, Raymond, and Allentown all have Multifamily and Mobile or Other units accounting for well over a third of their housing stock. In the Town of Allentown the availability of a diverse housing stock is apparent with Multi-Family units accounting for 26 percent of all units and Mobile Home or Other accounting for 32 percent of all housing units. This diversity of housing options contrasts sharply with Deerfield's housing stock, which is almost completely comprised of single family units. While Candia more closely mirrors Deerfield's housing stock, most adjoining and adjacent towns have remarkably more diverse options than what are available presently in the town of Deerfield.

### **Building Permits**

Deerfield's most recent building permit records (2006) indicate that single family home growth has not risen substantially since 2005. In 2005, there were only 27 building permits issued for residential developments: 25 being for single family and two for multi-family units. In 2006, 29 building permits for residential units were issued. The noticeable absence of building permits being issued for multi-family and manufactured homes in prior years has to do with the Town's zoning ordinance, which makes multi-family unit development difficult. Pursuant to Section 310 of the zoning ordinance, multi-family housing is limited to four units and is only allowed in existing residential buildings. This is compounded by a housing stock that is geared towards single family units and away from multi-family or manufactured homes. The following table provides building permit information for the years 2000-2006.





**Table 19 Vol. II**  
**Deerfield Building Permits, 2000-2006**

Year	2000	2001	2002	2003	2004	2005	2006*
Single Family	81	58	30	16	51	25	26
Multi-Family	0	0	20*	0	0	2	2
Manufactured	0	0	0	2	0	0	0
Total	81	58	30	18	51	27	28

Source: NH OEP, \*U.S. Census Bureau  
Town of Deerfield, Building Department

\*Sherburne Woods Senior Housing

### Cost of Housing

Housing costs in the Southern New Hampshire region have risen remarkably in the last five years, due in large part to low interest rates for home buyers, limited supplies, and strong job growth and population growth in the region. Residential sales data relative to Deerfield for the years 2001-2005 are shown in Table 5 below.

This data indicates the average sales price of a residential dwelling in Deerfield in 2001 was \$197,500 compared to an average sales price of \$172,000 in the SNHPC region as a whole. By 2005, the average sales price for a residential dwelling in Deerfield had increased by 60 percent to \$315,000 and the median purchase price of a residential dwelling in the SNHPC region increased by 47.7 percent from 2001 to 2006 standing at \$254,100.

While national economic trends have fueled housing growth within the region, Southern New Hampshire's quality of life continues to remain a large factor in bringing in new home buyers from both within and outside the state. Overall, the cost of housing continues to rise incrementally and future demographic trends indicate that purchase prices will continue to increase into 2010 as new jobs are created in the region and more residential units are added.

The New Hampshire Housing Finance Authority (NHHFA) collects data on annual housing costs across the entire state. In tabulating the sales data provided in Table 5 below, the NHHFA notes that "calculations based on a sample size of less than 50 are highly volatile and not considered valid". As a result, median purchase price numbers are displayed with an asterisk in Table 5 if the sample size is less than 50. Many of the smaller towns and other geographic divisions of New Hampshire may have fewer than 50 property sales within one year.



**Table 20 vol. II**  
**Residential Real Estate Sales in Deerfield and SNHPC, 2001-2006**

Year	Deerfield		SNHPC Region	
	Average Price	Number of Sales	Average Price	Number of Sales
2001	\$197,500	69	\$172,000	3,934
2002	\$244,900	65	\$205,000	3,871
2003	\$262,000	53	\$227,000	8,086
2004	\$273,000	60	\$248,424	4,067
2005	\$315,000	69	\$252,733	4,146
2006*	\$296,900	47	\$253,600	3,151
2007*^	\$297,000	24	\$240,000^	1,557
Percent Change	50.3%		47.4%	

Source: NHHFA Purchase Price Database

\*Calculations based on a sample size of less than 50 are highly volatile and not considered valid.

^January – July 2007

The median prices of the adjoining Towns of Epsom, Candia, Raymond, Allenstown and Nottingham fall above and below the median price trends for Deerfield's housing stock during the years 2001-2006. Raymond's and Allenstown's median home purchase prices were well below Deerfield's throughout the period. In 2005, Raymond's median purchase price was \$248,000, while Allenstown's was \$199,000. These figures are below Deerfield's median purchase price for that year of \$260,000. By contrast, Candia's median purchase price for 2005, which was \$320,000, is significantly higher than Deerfield. These figures represent the effect that the diversity of housing stock has upon purchase prices for a specific town.

**Table 21 Vol. II**  
**Average Home Prices and Number of Sales for Adjoining Towns**

Year	Epsom		Candia		Raymond		Allenstown		Nottingham	
	Average Price	Number of Sales	Average Price	Number of Sales	Average Price	Number of Sales	Average Price	Number of Sales	Average Price	Number of Sales
2001	\$140,000	57	\$224,933	42*	\$172,000	147	\$132,500	49*	\$189,900	55
2002	\$169,900	51	\$259,900	45*	\$194,000	163	\$146,600	60	\$239,933	75
2003	\$192,500	48*	\$256,000	54	\$210,000	155	\$174,000	51	\$250,000	105
2004	\$255,000	35*	\$272,000	42*	\$247,903	242	\$198,900	48*	\$291,800	109
2005	\$240,000	52	\$320,000	45*	\$248,000	214	\$199,000	53	\$299,500	103
2006	\$285,000	51	\$320,000	42*	\$262,500	137	\$216,400	42*	\$314,900	58
Percent Change	104%		42.30%		52.60%		63.30%		66%	

Source: NHHFA Purchase Price Database

\*Note: Calculations based on a sample size of less than 50 are highly volatile and not considered valid

In 2007, the U.S. Department of Housing and Urban Development's (HUD) median family income for Western Rockingham County<sup>9</sup> was \$86,000. The average family in

<sup>9</sup> Includes Auburn, Londonderry, Candia, Deerfield, Nottingham and Northwood



this region making a five percent down payment would be able to afford a home with a selling price of \$250,500.<sup>10</sup> For the Manchester HMFA<sup>11</sup>, the HUD median family income for 2007 was \$71,300. Using the same assumptions, a family earning the median family income in the Manchester HMFA could afford a home with a selling price of \$214,689.

**Table 22 Vol. II**  
**Deerfield Income Limits, 2007**

Median Income	FY 2007 Income Limit Category	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
\$86,000	Very Low (50%) Income Limits	\$30,100	\$34,400	\$38,700	<b>\$43,000</b>	\$46,450	\$49,900	\$53,300	\$56,750
	Extremely Low (30%) Income Limits	\$18,050	\$20,650	\$23,200	<b>\$25,800</b>	\$27,850	\$29,950	\$32,000	\$34,050
	Low (80%) Income Limits	\$41,700	\$47,700	\$53,650	<b>\$59,600</b>	\$64,350	\$69,150	\$73,900	\$78,650

NOTE: Deerfield town is part of the **Western Rockingham County, NH HUD Metro FMR Area**. The **Western Rockingham County, NH HUD Metro FMR Area** contains the following areas:  
+ **ROCKINGHAM COUNTY, NH TOWNS OF** Auburn town, NH; Candia town, NH; Deerfield town, NH; Londonderry town, NH; Northwood town, NH; Nottingham town, NH.

Based on the income limits presented in the table above, and following the similar assumptions<sup>12</sup>, a family of four in the extremely low income range could afford a house with a maximum cost of \$75,924; a family of four in the very low income category could afford a home with a maximum cost of \$126,540; and a family of four in the low income category could afford a home with the maximum cost of \$175,390.

## Housing Conditions

Housing growth in Deerfield has shadowed population growth in the last few decades as table 23 below indicates. During the mid 1970's, and continuing into the 1980's, Deerfield's population began to witness tremendous growth after a long period of population decline throughout the early twentieth century.<sup>13</sup> The 1970 Census reported that Deerfield had a population of 1,178 people at that time.

The period from 1980-1990 was the largest population increase in recent decades with population increasing from 1,979 in 1980 to 3,124 in 1990. Housing growth in this period, represented as the number of owner occupied units built, showed a corollary growth rate. From the period 1980 to 1989, 322 owner occupied units were built in the

<sup>10</sup> NHHFA: assuming 5% down; 6.33% interest rate; 30% cost burden; 30-year mortgage; ½ point at closing; \$17.53 full value tax rate; and PMI and Hazard Insurance

<sup>11</sup> Includes Manchester, Bedford, Weare and Goffstown

<sup>12</sup> 6.2% interest rate and 0 points

<sup>13</sup> See Demographic trends study in this Master Plan for historic population trends. Also, population estimates for Deerfield going back to the 18<sup>th</sup> century are available on the Office of Energy and Planning's website, under OEP programs, Data center.  
<http://www.nh.gov/oep/programs/DataCenter/library.htm>



Town of Deerfield. As population growth leveled off from the explosion of the 1980's, owner occupied unit growth leveled off as well. For the period 1990-2000, population increased by 554 individuals as compared to the growth from 1980-1990 of 1,145 individuals. The total number of owner occupied units built from 1990-2000 was 271, representing this leveling off of population growth. While figures are not yet available for the period 2000-2010, the recent housing market downturn will surely have an impact on keeping housing unit growth at levels below the remarkable growth period of 1980-1990.

**Table 23 Vol. II**  
**Housing Construction for Owner Occupied Homes and Population, 1980-2000**

<b>Year</b>	<b>Population</b>	<b>Year Structure Built</b>	<b>Number of Owner Occupied Units built</b>
1980	1,979	1980-1989	322
1990	3,124	1990-1994	115
2000	3,678	1990-2000	156

Source: US Census 2000

As seen in the following Table 24, during the ten-year period from 1990-2000, Deerfield experienced a fifteen percent increase in housing growth. During the same period, the most significant increase occurred in Bedford with 54 percent, and the smallest increase in Manchester with three and one half percent.

During the five year period from 2000-2005, housing unit growth in Deerfield increased to eighteen and one half percent, with the largest increase seen in Chester with seventeen percent, and the smallest increase in Goffstown with .2 percent.

**Table 24 Vol. II**  
**Housing Unit Growth 1990-2006**

Municipality	Number of Housing Units			1990-2000		2000-2005		Annualized Growth Rate (1990-2005)
	1990	2000	2005	Absolute Change	Percent Change	Absolute Change	Percent Change	
Auburn	1,354	1,622	1,745	268	19.8%	123	7.6%	1.71%
Bedford	4,156	6,401	7,198	2,245	54.0%	797	12.5%	3.73%
Candia	1,192	1,384	1,469	192	16.1%	85	6.1%	1.40%
Chester	924	1,247	1,461	323	35.0%	214	17.2%	3.10%
Deerfield	1,227	1,406	1,666	179	14.6%	260	18.5%	2.06%
Derry	11,869	12,735	12,966	866	7.3%	231	1.8%	0.59%
Goffstown	5,022	5,798	5,811	776	15.5%	13	0.2%	0.98%
Hooksett	3,484	4,307	4,837	823	23.6%	530	12.3%	2.21%
Londonderry	6,739	7,718	7,826	979	14.5%	108	1.4%	1.00%
Manchester	44,361	45,892	46,747	1,531	3.5%	855	1.9%	0.35%
New Boston	1,138	1,462	1,609	324	28.5%	147	10.1%	2.34%
Raymond	3,350	3,710	4,221	360	10.7%	511	13.8%	1.55%
Weare	2,417	2,828	3,218	411	17.0%	390	13.8%	1.93%
SNHPC Region	87,233	96,510	100,774	9,277	10.6%	4,264	4.4%	0.97%

Sources: 1990 U.S. Census SF1-H1, 2000 U.S. Census SF1-H1, and the SNHPC 2005 Annual Land Use Report; SNHPC Regional Comprehensive Plan

### Age Restricted Housing

While Age-Restricted Housing is a form of “Elderly Housing” that most closely parallels independent living arrangements, there are many types of Age-Restricted or Elderly Housing developments that exist. One of the main distinctions between these various elderly housing types is the age of the residents and the level and type of health care and services that the development or facility offers. Ultimately, the residents choose the type of Age-Restricted or Elderly Housing that best fits their needs.

The Town of Deerfield has a senior housing overlay district that was enacted in 2002 and as of 2006 there were 32 total age restricted units. The purpose and intent of Deerfield’s Senior Housing Overlay District is to establish and promote affordable housing for the senior population and provide for the efficient use of land and utilities consistent with the needs of the senior population 62 years of age and over to preserve open space. Table 25 on the following page includes information on Deerfield’s age restricted units and summarizes the age restricted housing trends within the SNHPC region.





**Table 25 Vol. II**  
**Summary of Age Restricted (AR) Housing in the SNHPC Region**

Municipality	Existence of AR Ordinance	Year Enacted	Age Group	Total AR Units 2006	% of AR Units as % of Total Units^
Auburn	No Ordinance	N/A	N/A	0	N/A
Bedford	Yes	1993	55/62 plus	270	3.73%
Candia	Yes	2007	55 plus	0	N/A
Chester	No Ordinance	N/A	N/A	0	N/A
Deerfield	Yes	2002	62 plus	32	.02%
Derry	Yes	2005	55 plus	84	.65%
Goffstown	No	2001	55/62 plus	140	2.40%
Hooksett	Yes	1988	55/62 plus	196	4.02%
Londonderry	Yes	1990	55 plus	273	3.46%
Manchester	Yes	2001	55/62 plus	602	1.29%
New Boston	No Ordinance	N/A	N/A	0	N/A
Raymond	Yes	2003	55 plus	216	5.09%
Weare	No Ordinance	N/A	N/A	0	N/A
Totals				1,813	

Source: SNHPC Summary of Age Restricted Housing, 2007

\* The Town of Candia recently passed an Age-Restricted Housing Ordinance in March 2007. The Town of Goffstown does not have a specific Age-Restricted Housing Ordinance in place, but allows Elderly Housing through other provisions within their zoning ordinances.

^2006 Units from SNHPC 2006 Land Use Update

## Homeowner Characteristics

Table 26 shows the age distribution of homeowners in Deerfield and neighboring towns. Of the 1,096 resident homeowners, approximately 51 percent are under the age of 45 and 49 percent are over the age of 45. The percentage of homeowners under the age of 35 is 16 for the town and is higher than the percentage of homeowners under the age of 35 in the adjacent communities of Candia, Auburn, and Chester. Despite Deerfield's comparatively greater numbers of homeowners below the age of 35, the ability of younger workers and couples to afford a home has deteriorated due to the increases in the purchase prices of new homes in recent years. The New Hampshire Housing Finance Authority's "New Hampshire Housing Challenge" cites the development of an increasing affordability gap in the state since 1995 with median income increasing 47 percent in the period 1995-2003 while purchase prices have increased 96 percent.<sup>14</sup> This disparity is also noticed when comparing real wages and purchase prices. The fact is that increasing housing costs are outpacing the ability of many families to own a home.

<sup>14</sup> NH Housing Sponsored Report, *Housing Solutions for New Hampshire*  
 Report partners: Northern New England Housing Investment Fund and Fannie Mae  
 Completed by: Jeffrey H. Taylor and Associates



The reality is that the booming housing market has left many people behind who could not afford the cost of skyrocketing mortgages. A large number of people who purchased homes beyond their means during this period through sub-prime lenders have been hurt by adjustable rate balloon mortgages which were common practice by predatory lenders seeking to gain larger profits. The downturn engendered by increasing delinquencies and foreclosures has had a noticeable effect on the leading macroeconomic indicators.

**Table 26 Vol. II**  
**Age of Deerfield Home Owners of Surrounding Towns, 2000**

<b>Municipality</b>	<b>&lt; 35</b>	<b>35-44</b>	<b>45-54</b>	<b>55-59</b>	<b>60+</b>	<b>Total</b>
Auburn	11%	33%	27%	14%	15%	1,461
Candia	11%	31%	28%	11%	19%	1,254
Chester	10%	35%	29%	8%	18%	1,129
<b>Deerfield</b>	<b>16%</b>	<b>35%</b>	<b>26%</b>	<b>8%</b>	<b>15%</b>	<b>1,096</b>
Derry	17%	33%	28%	7%	16%	7,977
Londonderry	14%	36%	27%	8%	15%	6,656
Raymond	16%	30%	26%	8%	21%	2,725

Source: 2000 U.S. Census

Information pertaining to household income by age cohort, shown in the following table, generally supports the view that the majority of homeowners with higher household income levels are those in the higher age cohorts.

What is evident from this table is that median household income for the age cohort 25-34 is the highest among all age cohorts. Although median household income remains high for age cohorts above 25-34, there is a large disparity in median incomes between households with owners under 25 and households with owners between the ages of 25 to 34.

While this means there is a large and noticeable gain in median household income in households with owners over the age of 25 and under the age of 34, it also means that for people in their lower to mid twenties, homeownership may not be achievable due to low incomes. The fact that median incomes plateau, rather than appreciate considerably over time is also an issue in light of rising purchase prices.

**Table 27 Vol. II**  
**Household Income by Age Cohort**

	<b>Households<sup>1</sup></b>	<b>Households by Age of Householder<sup>2</sup></b>						
		<b>Under 25</b>	<b>25 to 34</b>	<b>35 to 44</b>	<b>45 to 54</b>	<b>55 to 64</b>	<b>65 to 74</b>	<b>75 and Over</b>
Less Than \$10,000	40	0	0	5	6	7	0	22
\$10,000 to \$14,999	6	0	0	0	0	6	0	0
\$15,000 to \$19,999	33	0	0	16	0	12	0	5
\$20,000 to \$24,999	56	0	10	16	0	6	11	13
\$25,000 to \$29,999	35	0	0	0	13	6	11	5
\$30,000 to \$34,999	54	0	14	29	11	0	0	0
\$35,000 to \$39,999	95	0	14	24	23	12	11	11
\$40,000 to \$44,999	33	6	0	11	8	8	0	0
\$45,000 to \$49,999	73	8	0	26	31	8	0	0
\$50,000 to \$59,999	172	0	33	54	53	0	21	11
\$60,000 to \$74,999	187	0	29	78	58	22	0	0
\$75,000 to \$99,999	215	0	36	40	81	35	23	0
\$100,000 to \$124,999	95	0	20	35	32	8	0	0
\$125,000 to \$149,999	60	0	4	22	34	0	0	0
\$150,000 to \$199,999	54	0	12	16	15	11	0	0
\$200,000 or More	21	0	6	15	0	0	0	0
<b>Total Households</b>	<b>1,229</b>	<b>14</b>	<b>178</b>	<b>387</b>	<b>365</b>	<b>141</b>	<b>77</b>	<b>67</b>
<b>Median Household Income<sup>5</sup></b>	<b>\$61,367</b>	<b>\$45,313</b>	<b>\$69,500</b>	<b>\$61,953</b>	<b>\$66,875</b>	<b>\$63,417</b>	<b>\$51,250</b>	<b>\$22,321</b>

Source: US Census 2000, SF3, <sup>1</sup>Table P52, <sup>2</sup>Table P55, <sup>3</sup>Table P76, <sup>4</sup>Table P79, <sup>5</sup>Table P56  
 NH Housing Finance Authority: Household Income by Age Cohort

### Household Income by Tenure

Table 28 on the following page provides an illustration of how income levels vary according to housing type. The noticeable trend is that those who dwell in renter occupied housing units have far less levels of household income than those who dwell in owner occupied housing units. As shown in the table below, there are no renter occupied units where household income exceeds \$75,000 in Deerfield.



**Table 28 Vol. II**  
**Household Income by Ownership Type in Deerfield, 1999**

<b>Household Income <sup>1</sup></b>	<b>Occupied Housing Units</b>	<b>Owner Occupied Housing Units</b>	<b>Renter Occupied Housing Units</b>
Less Than \$5,000	14	5	9
\$5,000 to \$10,000	31	22	9
\$10,000 to \$15,000	5	5	0
\$15,000 to \$20,000	37	28	9
\$20,000 to \$25,000	58	40	18
\$25,000 to \$35,000	97	73	24
\$35,000 to \$50,000	196	155	41
\$50,000 to \$75,000	346	327	19
\$75,000 to \$100,000	203	203	0
\$100,000 to \$150,000	160	160	0
\$150,000 and More	78	78	0
Total	1,225	1,096	129
<b>Median Household Income <sup>2</sup></b>	<b>\$61,422</b>	<b>\$65,179</b>	<b>\$34,531</b>

Source: Census 2000, SF3, Table HCT11, Table HCT12

### Future Housing Needs

An understanding of future needs for housing units is invaluable to the planning process. Future housing projections are utilized both in transportation modeling, as well as growth management and future land use planning. Prior to 2003, the SNHPC's housing projections were based on the historical annual average increase in housing units. This figure was assumed to be constant, and projections were calculated at five year intervals for both the community and traffic zone levels. Housing projections were utilized in transportation planning, and this method was the most acceptable, since projections for these studies had to be made independent of population or employment projection data.

The latest housing projections are based on a model pioneered by Bruce Mayberry on behalf of the New Hampshire Housing Finance Authority. In this model, three alternative projections are generated for 2010 and are primarily based on 1990 and 2000 census data and employment and population growth for the region. The first projection assumes the region maintains its constant share of the State's employment through 2010. The second projection assumes the region will retain its share of the State's 2000-2010 employment growth. Both the first and second projections allow housing unit growth to respond to employment growth within the region. The third method is based on municipal level population projections. The final estimation of the region's future housing needs is an average of the original historical average method and the three newer methods developed by Bruce Mayberry.



**Table 29 Vol. II**  
**Deerfield Dwelling Unit Projections**

Municipality	2000 U.S. Census	2010				
		Constant Historical Average	Table 9 Projection 1	Table 9 Projection 2	Table 9 Projection 3	Average all 4 Projection Methods
Auburn	1,595	1,943	1,920	2,018	1,877	1,940
Bedford	6,350	7,984	7,645	8,036	7,471	7,784
Candia	1,371	1,633	1,651	1,735	1,613	1,658
Chester	1,233	1,639	1,485	1,560	1,451	1,534
<b>Deerfield</b>	<b>1,233</b>	<b>1,772</b>	<b>1,485</b>	<b>1,560</b>	<b>1,451</b>	<b>1,567</b>
Derry	12,500	13,417	15,050	15,819	14,708	14,748
Goffstown	5,694	6,695	6,855	7,206	6,700	6,864
Hooksett	4,255	5,443	5,123	5,385	5,006	5,239
Londonderry	7,652	8,974	9,213	9,684	9,003	9,218
Manchester	45,101	48,515	54,301	57,075	53,066	53,239
New Boston	1,445	1,896	1,740	1,829	1,700	1,791
Raymond	3,534	4,340	4,255	4,472	4,158	4,306
Weare	2,667	3,491	3,211	3,375	3,138	3,304
SNHPC Region	94,630	107,742	113,932	119,754	111,342	113,193

Source: SNHPC Housing Needs Assessment, 2005

As shown in Table 14, using the average of all projection methods, Deerfield is expected to experience the largest increase in dwelling units in the SNHPC Region (2.43 percent). Both the City of Manchester and Town of Derry are projected to experience the smallest increase in dwelling units with two percent. The high projection of dwelling unit growth in Deerfield may be attributed to Deerfield having the second largest land area in the SNHPC Region of which approximately 73.5 percent is vacant.<sup>15</sup> The Town of Weare, which holds the largest land area in the Region, has roughly 69.2 percent that is vacant.

Although the Regional Comprehensive Plan provides a vision for the region to the year 2015, housing projections have not been extended to 2015 because the methodology used cannot produce a valid projection beyond 2010. In order to project to 2015, the annualized employment growth rate from 1990-2000 would have to remain constant for fifteen years, rather than ten years. Admittedly, the 2010 projections presented here may be overestimated, since two of the four projection methods assume that the 1990-2000 employment growth rate will remain constant from 2000 to 2010. In fact, the actual annualized employment growth rate from 2000 to 2003 has been only one half percent in the SNHPC Region compared to an annualized growth rate of three percent from 1990-2000.

<sup>15</sup> SNHPC 2006 Land Use Report





## Housing Needs Assessment

According to RSA 674:2, a Master Plan shall, “analyze existing housing resources and address current and future housing needs of residents of all levels of income of the municipality and the region in which it is located, as identified in the regional housing needs assessment performed by the regional planning commission...” The SNHPC, the regional planning commission for Deerfield, published its first housing needs assessment study in 1988, and recently published its latest housing needs assessment in January of 2005. Table 30 summarizes some results of the 2005 Regional Fair Share Housing Needs Assessment for Deerfield.

Adequate, affordable housing for everyone is an important factor that is vital to the welfare and security of those residing in the SNHPC region. Affordable housing is defined as housing for individuals or families of low and moderate income (LMI) in which rent does not require more than 30 percent of income. A low-income household earns 50 percent of the median family income in its relevant geographic area, while a moderate-income household earns 80 percent of the median family income.

Since the SNHPC wrote the previous Housing Needs Assessment in 1999, Bruce Mayberry, a noted economic development and planning consultant, developed a new methodology of fair share allocation for the New Hampshire Housing Finance Authority (NHHFA), which is adopted in the 2005 edition of the Housing Needs Assessment.

This revised model distributes renter occupied moderate and low-income housing need for 2000, primarily derived from the 2000 U.S. Census, and projected housing supply for the year 2010. The new NHHFA method developed four models (A through D) that each reviews a different level of need. This format is established to allow regions flexibility in determining their base need as locally appropriate. NHHFA suggests the following alternative levels of need (the figure in parentheses is the number of renter households in the SNHPC region meeting each level of need):

**Table 30 Vol. II**  
**Low and Moderate Income Households and Cost Burden by Tenure, 2000**

Municipality	Renter Occupied Households					Owner Occupied Households				
	Total # of Renter Households	Under 50% MAI	Under 50% MAI & Pay 35%+	Under 80% MAI	Under 80% MAI & Pay 30%+	Total # of Owner Households	Under 50% MAI	Under 50% MAI & Pay 35%+	Under 80% MAI	Under 80% MAI & Pay 30%+
Auburn	120	41	19	87	19	1,460	153	74	268	134
Bedford	744	174	78	281	170	5,507	456	211	826	476
Candia	104	21	7	51	7	1,255	191	54	284	152
Chester	85	44	13	69	20	1,129	176	98	268	177
<b>Deerfield</b>	<b>127</b>	<b>65</b>	<b>29</b>	<b>112</b>	<b>32</b>	<b>1,098</b>	<b>160</b>	<b>57</b>	<b>245</b>	<b>139</b>
Derry	4,349	1,731	976	2,896	1,404	7,978	1,264	509	1,936	1,149
Goffstown	1,136	553	265	850	361	4,505	668	238	967	505
Hooksett	843	373	198	577	271	3,304	405	120	643	294
Londonderry	986	262	135	492	260	6,637	742	324	1,041	767
Manchester	23,880	11,453	5,533	17,518	7,923	20,367	4,161	1,619	6,094	2,923
New Boston	190	62	36	122	61	1,244	142	71	244	159
Raymond	769	310	164	521	241	2,724	685	264	768	424
Weare	340	138	85	204	131	2,278	292	93	492	276
<b>SNHPC Region</b>										
<b>Total</b>	33,673	15,227	7,538	23,780	10,900	59,486	9,495	3,732	14,076	7,575
<b>Percent of Households</b>		45.22%	22.39%	70.62%	32.37%		15.96%	6.27%	23.66%	12.73%

Sources: New Hampshire Housing Finance Authority, 2000 U.S. Census  
 Note: Low Income is defined as 30% to 50% of the Median Area Income with the upper limit at 50%. Moderate income is 50% to 80% of the MAI with the upper limit at 80%.

While there is no set way of determining the actual number of dwelling units needed for low to moderate income households in a given community, it is possible to estimate such needs by deriving “fair share” estimates from the available data. The “fair share” concept relies on the assumption that all communities have an obligation to accommodate a “reasonable” proportion of a region’s low to moderate-income households.

In 2000, Deerfield only had 32 units qualifying as affordable for low to moderate income residents, but according to the Regional Fair Share Distribution, the Town should have had 439 affordable housing units available. Furthermore this number should increase to 571 by 2010. The communities that shoulder the largest burden of fair share housing are the City of Manchester and the other municipalities with the largest populations in our region such as the Town’s of Londonderry, Derry, and Bedford. The communities with smaller population sizes outlying Manchester, which are sometimes referred to as “bedroom” communities,” do not meet their fair share distributions. These communities, such as Deerfield, have a less diverse housing stock.



**Table 31 Vol. II**  
**Proportionate Distribution of Moderate and Lower Income Housing Needs**

Municipality	2000		2010	
	Number of Households	Fair Share Distribution	Number of Households*	Fair Share Distribution
Auburn	19	272	23	314
Bedford	170	1,029	204	1,198
Candia	7	324	8	374
Chester	20	302	24	348
Deerfield	32	493	38	571
Derry	1,404	984	1,688	1,206
Goffstown	361	684	434	807
Hooksett	271	620	326	742
Londonderry	260	1,135	313	1,313
Manchester	7,923	3,499	9,527	4,430
New Boston	61	434	73	501
Raymond	241	489	290	569
Weare	131	634	158	732
SNHPC Region	10,900	10,900	13,106	13,106

Source: SNHPC 2005 Housing Needs Assessment

\* Equals the 2000 number of households projected at a 1.8604% annualized growth rate, derived from the average of the four dwelling unit projections for renter occupied households as established in table 9 of the 2005 Housing Needs Assessment.

\* Renters Under 80% MAI and Overpay at 30%+

While the Town of Deerfield recognizes the need for affordable housing in the region, it does not feel that the Fair Share Housing numbers for Deerfield are feasible. The lack of public infrastructure (public sewer, water, transit, etc.) and jobs in Town, in addition to increased land values, makes providing housing opportunities for lower income households increasingly more difficult.

The SNHPC maintains that the estimate produced by using the fair share formula is only a guideline that each community should refer in meeting its goal of increasing the housing supply and providing decent, affordable housing. The distribution results should not be used as a directive or requirement that communities must provide a specified number of low to moderate income housing units. It merely provides a mechanism by which each community can assess its fair share needs relative to other communities in the region.

### **Potential Tools/Techniques to Implement Affordable Housing**

There are a number of potential regulatory tools and methods available to create a greater variety of housing affordability within Deerfield. These techniques include inclusionary zoning, adaptive re-use ordinances, development of non-conforming lots, mixed use zoning, permit accessory dwelling units, and provide greater opportunities for



manufactured housing, along with other incentives and disincentives, including density bonuses.<sup>16</sup>

**Inclusionary Zoning:** Inclusionary Zoning provides incentives to developers that create housing for moderate, low, and very low-income households. Incentives could be zoning exemptions and/or density bonuses if a portion of the proposed development is reserved for elderly, handicapped, or targeted lower-income households. Accessory dwelling units, while not an incentive for affordable housing, can help provide a more diverse and affordable housing stock in a community. Most communities in the SNHPC region define standards for accessory dwelling units.

**Adaptive Re-Use Ordinances:** This approach to zoning allows for the re-use of facilities or buildings that were formally one type of use such as commercial or industrial and then reusing the facility for residential units. The reverse can also be applicable where formerly residential units were re-used as small or large scale commercial enterprises. This approach has been useful in areas of New England, such as the City of Manchester, where former mill yard buildings have been converted into affordable apartment units. Redevelopment of once aging and abandoned sites such as these have been vital to economic development programs and housing options for many nineteenth century mill communities such as Lowell, Dover, and Manchester.

**Mixed Use Zoning:** Mixed use concentrated development is seen as a key “smart growth” tool to reduce auto dependence, preserve green space and natural resources, and promote revitalization, economic development, and modestly priced housing. It offers residents more of a sense of community and opportunities to socialize with their neighbors than a more isolated suburban lifestyle. Thus, many communities are turning to mixed use, which generally refers to a deliberate mix of housing, civic uses, and commercial uses, including retail, restaurants, and offices.

The Town of Amherst has an existing Housing Affordability Ordinance which was adopted in 1989 a section 8-5 of the town zoning ordinance. It defines affordable housing as: “Affordable Housing shall be a residential dwelling unit available for sale or lease at a cost not to exceed the amount a household or family, whose gross annual income is one hundred percent (100%) or less of the median income. Median income is the amount defined by the U.S. Census for the Nashua Primary Metropolitan Statistical Area as updated yearly. Median income figures, adjusted for number of occupants, shall be determined annually by the Planning Board. 3-14-89 (3-10-98)”. The Planning Board is required pursuant to the terms of Section 8-5 to make a determination in January of any calendar year of the maximum number of units that it may approve pursuant to said ordinance.

The ordinance first establishes suitability criteria for proposed projects including style, affordability standards, environmental concerns, and required tract areas. Amherst’s

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<sup>16</sup> Additional ideas and programs are listed in the Housing Solutions for NH Handbook at [http://www.nhhfa.org/frd\\_housingsolutions.htm](http://www.nhhfa.org/frd_housingsolutions.htm) and Section 4 of SNHPC’s 2005 Housing Needs Assessment.



ordinance defines affordability as dwelling units available for sale or rent to households earning at or below 100 percent of the median area income. In exchange, the Town provides flexible lot size, setback, and density standards which are reduced from those for traditional subdivisions. This allows otherwise non-conforming lots to be developed for affordable units. Additionally, a maximum dwelling unit size of 1,300 square feet is set, which cannot be expanded or increased for ten years. Using the ordinance, developers have created a variety of affordable housing types in Amherst including duplexes, multi-family, and single family homes. By requiring smaller units and allowing smaller lots, prices have been reduced from \$350,000 or higher for market rate townhouses down to \$170,000 for affordable ones.

### **Open Space Zoning**

A major key to lowering home costs is reducing the land costs associated with new construction. The only absolute method of reducing land costs is to reduce the required amount of land for each dwelling unit. Open Space zoning is one method of achieving these ends.

Cluster or open space zoning allows developers to build units on smaller than average lot sizes in return for the remaining acreage to stay protected as open space. For instance, rather than building on the entire parcel, and spreading out the homes to encompass all the available land area, the homes are built on a reduced portion of the land area, and the remainder is preserved through easements.

In order for open space zoning to work successfully work in Deerfield and reduce home prices, not only must units be clustered to minimize infrastructure costs, but it must also permit a greater overall density than conventional subdivisions. By creating a higher density, and decreasing the number of acres per unit, the land costs are reduced per unit, thus ideally reducing the purchase price of the home. Additionally, permitting multi-family units within the open space development will add another layer of construction and purchase cost reductions. Not only does multi-family housing reduce costs but it allows for units to be clustered on an even further reduced parcel, leaving more land area undisturbed and in its natural state. Currently, multi-family dwelling are only allowed in the Town's Agricultural-Residential district by special exemption.

### **Recent Legislation**

The New Hampshire legislature just recently passed SB 217-FN-A, an act establishing the New Hampshire Housing and Conservation Planning Program. This program will be of great assistance to municipalities in planning for future housing and economic growth. The text of the bill states that:

*4-C:25 Housing and Conservation Planning Program Established. There is hereby established the housing and conservation planning program, which shall be administered by the office of energy and planning. The program shall provide*



*technical assistance matching grants to municipalities to plan for growth and development in a manner that permits a balanced housing stock, including higher density and workforce housing opportunities, and promotes, whenever possible the reuse of existing buildings, including historic properties, while protecting communities' natural resources through more efficient and compact development. Participation in the program is voluntary.*

The program establishes four stages of developing and implementing a growth and development strategy to be funded through the housing and conservation planning program. These stages are as follows:

- 1 Natural and Historic Resource and Housing Data Gathering and Analysis
- 2 Development of the Growth and Development Strategy
- 3 Integration of Growth and Development Strategy into Master Plan
- 4 Implementation into Regulatory Framework.

The NH Office of Energy and Planning (OEP) states that municipalities seeking a technical assistance grant through the program will need to provide a match to the grant, resulting in an increase in local expenditures and an increase in state revenue by an indeterminable amount. The match amounts will be determined through the administrative rules process. The 2008-2009 budget, as passed by the House, contains \$400,000 over the biennium for this program.

## Conclusion

Housing growth in Deerfield has exceeded the region's population growth rate from 1990-2000 and the town's housing growth trends are expected to continue in the future even with the current downturn in the housing market. Demographic trends support this future growth scenario as the population continues to grow in Southern New Hampshire. Generally, the need for housing in Deerfield will reflect the region's future population growth.

The diversity of housing stock will continue to play a critical factor in Deerfield's future housing needs. The Town will continue to be a bedroom community to the Cities of Manchester and Concord. Maintaining affordable housing opportunities within the region and in Deerfield is important to support the workforce. Without affordable housing choices, employers often have a difficult time hiring or retaining qualified workers. Some of the major impacts to employers resulting from the lack of affordable workforce housing include: longer commutes, higher absenteeism, difficulty in recruiting, lower retention rate, increased training costs, and upward pressures on wages and benefits to attract prospective employees. Deerfield is projected to have one of the highest annualized housing growth rates in the region from 2000-2010. Managing this growth through 2010 and beyond will be critical to balancing the town's future social and economic needs.



## Recommendations:

Step 1: Establish a Municipal Housing Commission

Step 2: Consider Applying for Affordable Housing Grant(s)

Step 3: Consider Various Affordable Housing Strategies/Actions such as Inclusionary Zoning, the Town of Amherst's Affordable Housing Ordinance, or the Upper Valley Housing Coalition Project Endorsement Guidelines as summarized on the following page.

Example: Upper Valley Housing Coalition Project Endorsement Guidelines

### Section 1: **Purpose**

To encourage the planning and production of a diversity of housing that:

- 1.1 Increases the supply of rental and ownership housing to serve a diversity of incomes and abilities in the workforce of the entire Upper Valley region.
- 1.2 Is consistent with "Smart Growth" town planning principles as described below

### Section 2: **Use**

The Guidelines are to be used as follows:

- 2.1 To educate the general public and employers about the need for workforce housing;
- 2.2 As a resource for town boards and staff in their formulation of master plans and land use regulations and in their review of project applications;
- 2.3 To educate the general public about the benefits of using Smart Growth planning principles;
- 2.4 As a guide for developers in the planning of projects; and
- 2.5 As an evaluation tool for reviewing a developer's request for the Coalition's support of a proposed project

### Section 3: **Endorsement Methods**

- 3.1 Actively work with the local community to inform and gain project support from the residents and employers
- 3.2 Encourage members to attend public permitting hearings for the project and testify on behalf of the project
- 3.3 Serve as a resource for members attending public permitting hearings
- 3.4 Serve as a resource bank for technical and professional expertise which is available to offer testimony regarding the economy, housing market, and innovative practices during the permit application process
- 3.5 Support municipal officials in their review of housing proposals and regulations that are consistent with these Endorsement Guidelines



## Economic Development Study

### Results of Community Master Plan Survey

The economic health of a region has a direct impact on a town's population and employment growth. In most cases, a town will not experience growth unless its regional economy is prospering. All communities within the SNHPC region have varying potentials for industrial and commercial development. While Deerfield certainly does have the potential for economic growth it is not likely to become a major employment center within the region. One reason for this is that Deerfield lacks the infrastructure that is necessary to support expanded facilities that could employ a large number of people.

The Deerfield Master Plan Community Survey indicated that residents would support the development service sector job expansion and office space for professionals, 71 percent favor development of restaurants/food service, 66 percent favor development of professional offices, 64 percent favor small retail stores. While there is support for small scale development of certain sectors in Deerfield residents have concerns about balancing the tax rate with expansion and preserving open space. When asked about areas of concern regarding growth in Deerfield, 72 percent responded that they are very concerned about the need to balance the Town budget against the tax rate, and 59 percent are very concerned about the loss of open space.

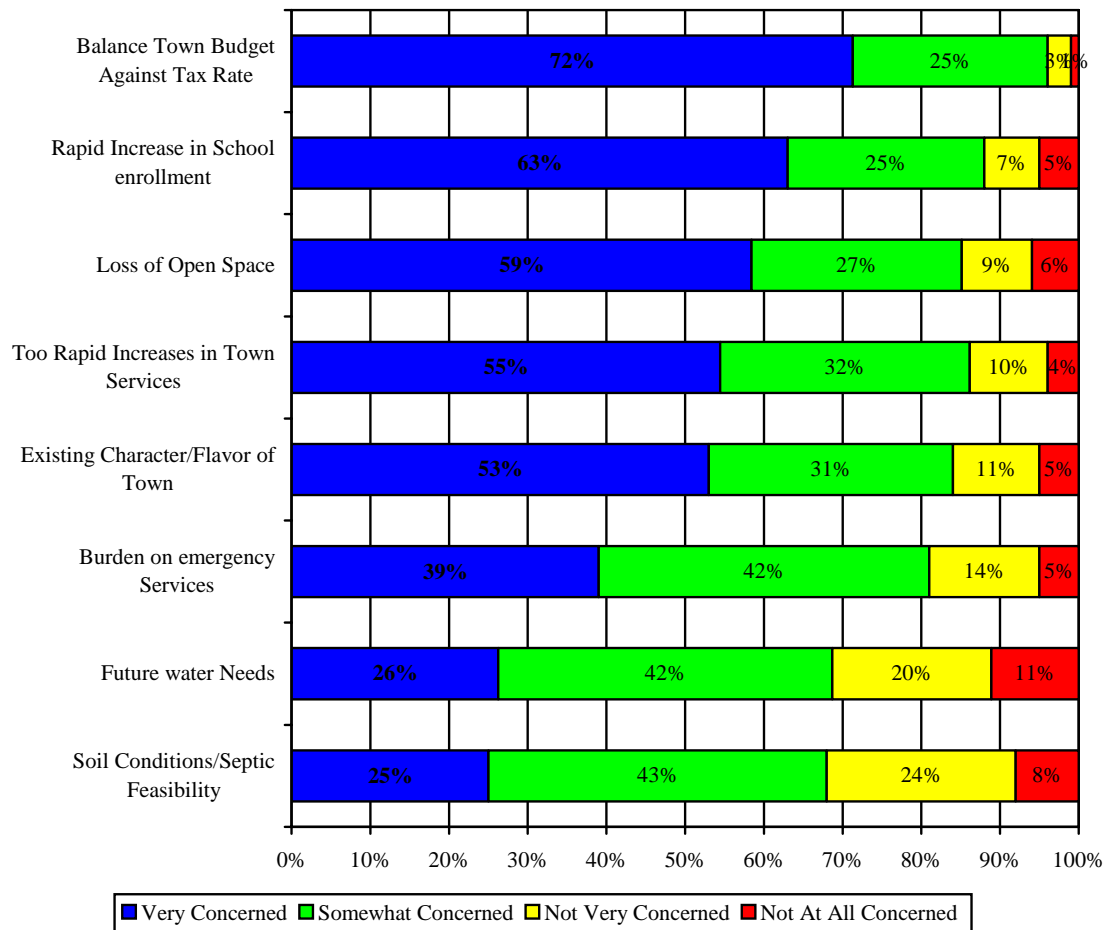
### Economic Development

*Question 4: How concerned are you about the following factors with regard to growth in Deerfield?:*

- **Overall Summary of Results:** Almost three quarters of residents (72%) are very concerned about the need to balance the Town budget against the tax rate, 63 percent say they are very concerned about the too rapid increase in school enrollment, 59 percent are very concerned about the loss of open space, 55 percent say they are very concerned about the too rapid increases in Town services, and 53 percent say they are very concerned about the existing character or flavor of the Town. Residents express less concern about an increased burden on emergency services (39% are very concerned), the future water needs of the Town (26%), and soil conditions and septic feasibility (25%).

*See Following **Figure 1***



**Figure 1**

*Question 5: What is your opinion of the following methods for guiding and managing growth in Deerfield?*

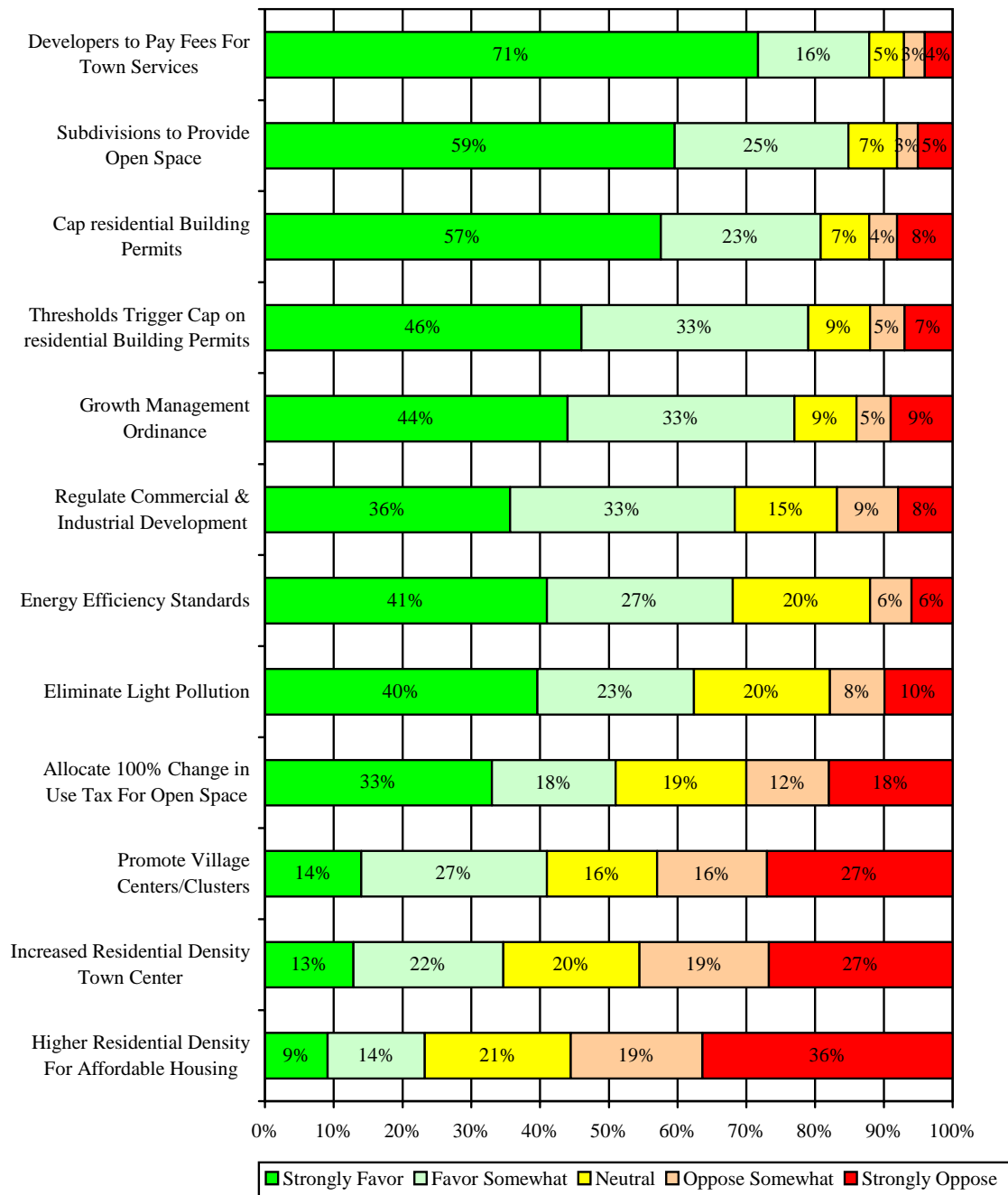
- Overall Summary of Results:** The majority of Deerfield residents (87%) either strongly favor (71%) or favor somewhat (16%) requiring developers to pay fees to help offset the additional costs of Town services and improvements such as roads, schools, recreation, solid waste, etc., 84 percent favor requiring subdivisions over a certain size to provide open space, 80 percent favor capping the number of residential building permits allowed each year, 79 percent favor identifying thresholds, which when activated, could trigger a cap on residential building permits, 77 percent favor implementing a growth management ordinance, 69 percent favor regulating commercial and industrial development, 68 percent favor establishing energy efficiency standards for new buildings, 63 percent favor implementing practices to eliminate light pollution of the night sky, 51 percent favor allocating 100% of the change in use tax for purchase of open space, 41 percent favor promoting the creation of village centers or clusters for higher density residential and commercial development, 35 percent favor permitting increased residential density in the Town



center and other built up areas, and only 23 percent favor permitting higher residential density as a bonus for affordable housing.

See Following **Figure 2**

**Figure 2**



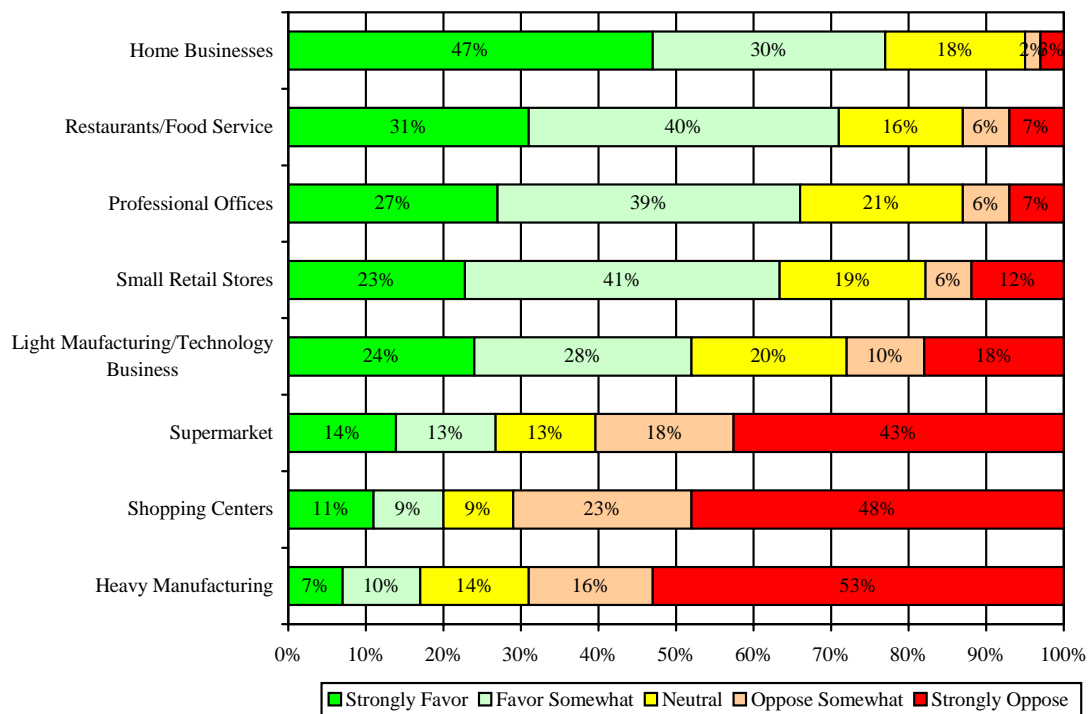


*Question 23: What is your opinion of the following types of development in Deerfield?*

- Overall Summary of Results:** The majority of Deerfield residents (77%) either strongly favor (47%) or favor somewhat (30%) development in Deerfield that includes home businesses, 71 percent favor development of restaurants/food service, 66 percent favor development of professional offices, 64 percent favor small retail stores, 52 percent favor light manufacturing/technology business, while only 27 percent favor a supermarket, 20 percent favor shopping centers, and 17 percent favor heavy manufacturing.

See Following **Figure 3**

**Figure 3**



## Economic Development

According to the 2000 U.S. Census figures, the median household income in the Town of Deerfield was \$61,367. Within the SNHPC region as a whole Deerfield's median household income hovers around the midpoint, while Bedford has the highest median household income with \$84,392 and Manchester has the lowest with \$40,774. Deerfield's median household income has risen greatly in since 1990. From 1990-2000 median household income in the Town of Deerfield rose from \$40,980 to \$61,367 by 2000, an increase of 50 percent. This noticeable increase may be attributed to the increase in number of residents in New Hampshire who commute to Massachusetts and other higher wage paying states for employment, as well as other various factors such as the towns tax

structure, housing costs, educational attainment of the town residents as well as job growth in Manchester, the main regional center of industry.

**Table 32 Vol. II**  
**Median Household Income for the SNHPC Region and the State**

<b>Municipality, County, and State</b>	<b>Median Household Income</b>
Bedford	\$84,392
Auburn	\$70,774
Londonderry	\$70,501
Chester	\$68,571
New Boston	\$66,020
Hooksett	\$61,491
Candia	\$61,389
<b>Deerfield</b>	<b>\$61,367</b>
Weare	\$59,924
Goffstown	\$55,833
Derry	\$54,634
Raymond	\$48,829
Manchester	\$40,774
Rockingham County	\$58,150
New Hampshire	\$49,467

Source: US Census 2000, SF-3, P-53

According to the 2000 Census Data, the number of households in the SNHPC region that were within the income bracket of \$60,000 to \$74,999 is 12,832 or fourteen percent as shown in table 33. Deerfield's median household income falls within this range. However, the majority of households in the SNHPC region below under this income bracket, with 58 percent of households earning less than \$60,000 annually. There are only five percent of households in the SNHPC region earning more than \$150,000 annually.

**Table 33 Vol. II**  
**Number of Households by Income in the SNHPC Region, 2000**

<b>Income</b>	<b>Number of Households</b>	<b>Percentage</b>
Less than \$15,000	9,715	10%
\$15,000 to \$29,999	13,982	15%
\$30,000 to \$44,999	16,178	17%
\$45,000 to \$59,999	14,650	16%
\$60,000 to \$74,999	12,832	14%
\$75,000 to \$99,999	12,877	14%
\$100,000 to \$124,999	5,864	6%
\$125,000 to \$149,999	2,785	3%
\$150,000 to \$199,999	2,374	3%
\$200,000 or more	1,937	2%
Total	93,914	100%

Source: US Census 2000 SF-3-QT-P32



## Educational Levels

Economists, geographers, and demographers, have established a direct relationship between one's income and their level of education. This relationship is understood by many and generally speaking, the higher the level of education that an individual attains the higher the income earned by that particular individual will be. The educational attainment of Deerfield's population (aged 25 years and over in 2000) is slightly higher than that of the SNHPC region, Rockingham County and the State of New Hampshire as shown in table 34 below. This higher level of educational attainment does explain, to some degree, the growth in median income from 1990 to 2000. The number of residents who have attained a Bachelor's degree or graduate/professional degree is 31.7 percent, which is higher than the SNHPC at 27 percent, equal to Rockingham county, and higher than the state at 28.7 percent.

**Table 34 Vol. II**  
**Educational Attainment, 2000**

Attainment Level	Deerfield	SNHPC Region	Rockingham County	New Hampshire
Less than 9 <sup>th</sup> grade	2.8%	5.0%	2.5%	3.9%
9 <sup>th</sup> to 12 <sup>th</sup> grade, no diploma	5.5%	9.0%	7.1%	8.7%
High school graduate (or equivalency)	32.4%	29.1%	28.6%	30.1%
Some college, no degree	17.5%	20.8%	20.7%	20.0%
Associate degree	10.0%	9.1%	9.5%	8.7%
Bachelor's degree	21.3%	18.2%	21.1%	18.7%
Graduate or professional degree	10.4%	8.8%	10.6%	10.0%

Source: 2000 Census, DP-2

Household income sources in Deerfield are predominately generated from wages or salary income. Income sources in Deerfield are similar to income source numbers for Rockingham County and the state. Retirement income as a percentage of household income is slightly higher in Deerfield than in the county or the state while social security income is slightly lower. Another interesting statistic is that Deerfield has a higher percentage of self employment income than both Rockingham county and the state.

**Table 35 Vol. II**  
**Source of Household Income, 2000**

Household Income by Source, 1999	Town of Deerfield	Rockingham County	State of New Hampshire
	Percent of Population Over 16 years of Age		
Wage or Salary Income	44.4%	43.5%	41.8%
Self Employment Income	9.4%	7.6%	7.3%
Interest, Dividends, Net Rental Income	22.2%	22.4%	21.6%
Social Security Income	9.5%	11.1%	12.8%
Public Assistance Income	1.0%	0.8%	1.5%
Retirement Income	8.8%	8.1%	8.5%
Other Types of Income	4.7%	6.4%	6.5%

Source: Census 2000 SF-3, P59, P60, P61, P62, P64, P65, P66



## **Employment in Deerfield**

According to the N.H. Economic and Labor Market Information Bureau, a total of 502 persons were employed in Deerfield in 2005. About one third are employed in federal, state, or local government. In the private sector, 352 persons are employed at different enterprises. Unfortunately, the paucity of data for 1995 for goods and service producing industries makes growth analysis somewhat difficult. However, general trends can be identified, as well as regional comparisons made. Employment growth in private industry and government has exceeded population growth which was about 30 percent from 1995-2005 (OEP population estimates), where employment growth has been about 50 percent from 1995-2005. Service providing industries employed roughly 234 persons in 2005 and goods producing industries provided about 118 jobs in 2005. The average weekly wage of a goods producing employee in Deerfield was twice as much as a service sector employee.

Unfortunately for some, the dominant trend in the SNHPC region and the nation as a whole is for further depreciation of the manufacturing sector and job growth in the service providing sectors. As discussed above, these service sector jobs have average weekly wages that are far lower than goods producing industry wages. Local experts often look to soft industry to replace the manufacturing that once dominated the region. Software development, corporate headquarters, and legal and financial business support services all show signs of growth throughout the next few decades. Other recent developments in the SNHPC region include new opportunities in the arts, culture, and sports as well as related support industries and businesses. Also, growth in the transportation sector, particularly the airport development and the I-93 widening, will enhance the region's potential to host larger national or international businesses.

All of this leads to the inescapable fact that for wage earners to increase their salary in an economy where knowledge is valued most, they must attain higher education degrees. As mentioned in Table 3 above, Deerfield's residents are above regional averages in higher education attainment levels and this bodes well for the continuing growth of the region's knowledge sector as well as maintenance of the town's quality of life.

## **Deerfield Business Ventures Council (DBVC) Survey**

The DBVC grew out of the UNH Cooperative Extension's Natural Resources Outreach Coalition (NROC) that made recommendations in 2005 that as part of Deerfield's dealing with growth process the town should form a group to explore development issues in Deerfield and focus on businesses that would support a sustainable natural resource base. The DBVC issued a survey to Deerfield Business Owners and the results were compiled on April 30, 2006. A total of 52 responses were received out of the 100+ surveys distributed. The results are located in Appendix G, and can be used to help identify current business operations in town and what industries are predominant.



## Town Economic Industries

Average weekly wages for goods producing industries in 2005 were \$723 per week. Service providing industry average weekly wages were far lower. As stated above, the growing trend in service sector expansion and resulting depressed wages can possibly act as a deterrent to economic growth. Some possible recommendations that can alleviate this trend from a regional perspective and increase Deerfield's chances of economic growth are as follows.

Key economic development needs and concerns in the region are:

- 1 Attract high paying skilled jobs
- 2 Improve and expand infrastructure to support and attract commercial and
- 3 industrial development
- 4 Improve and expand the local tax base through non-residential development.
- 5 Seek a balance in quality of life and growth management
- 6 Provide housing and childcare
- 7 Encourage Green Building

**Table 36 Vol. II**  
**Employment in Deerfield by Industry, 1995-2005**

Industry	1995	2005
<b>Goods Producing Industries</b>		
Average Employment	n	118
Average Weekly Wage	n	\$723
<b>Service Providing Industries</b>		
Average Employment	n	234
Average Weekly Wage	n	\$389
<b>Total Private industry</b>		
Average Employment	233	352
Average Weekly Wage	\$345	\$501
<b>Government (Federal, State, and Local)</b>		
Average Employment	100	150
Average Weekly Wage	\$389	\$629
<b>Total, Private Industry plus Government</b>		
Average Employment	333	502
Average Weekly Wage	\$358	\$539

Source: NH Economic and Labor Market Information Bureau, Community Profiles  
n = indicates that data does not meet disclosure standards

According to Census bureau data in 2000 service sector jobs accounted for about 37 percent of all industry for the Town of Deerfield. Manufacturing remained second with





about sixteen percent of all industry, and construction came in third with about twelve percent. The service industry represents a large and disparate industry category encompassing both public services as well as private services such as food service. The smallest industry sector in Deerfield falls under the category of agriculture, forestry, fishing, and mining accounting for only two percent of all industry. This statistic is a function of historical trends stretching back to the dawn of the industrial age that lead to the development of much of the states productive cropland. The preservation of prime agricultural lands should be a top priority for Deerfield as well as the SNHPC region as a whole.

### **Agricultural Sustainability**

Despite the importance of agriculture to the region's economy and culture, prime agricultural land is being developed significantly. Rockingham County lost one-third of its productive cropland in just five years (1997-2002). Hillsborough County lost nineteen percent in the same time period<sup>17</sup>. Much of New Hampshire's most productive farmland remains unprotected from development. A key issue in New England is the stark contrast between urban and rural lands, which are extremely close in proximity. This encourages more developmental threats to farmland in the region.

Within the SNHPC region, no municipalities have adopted a zoning district designed specifically and exclusively for agriculture. Goffstown has a district entitled "Agricultural District" and Weare has a district entitled "Rural/Agricultural District," but both of these zones have been established with the purpose of encouraging low or limited density residential development and maintaining the rural character of the towns. Additionally, Bedford, Chester, Deerfield, Londonderry, New Boston, and Raymond all have Agriculture/Residential districts.

These districts generally permit all types of agriculture, yet they are overwhelmingly occupied with low-density residential developments rather than agricultural operations. The town of Candia only permits unrestricted commercial agriculture in its Industrial District. The remaining municipalities (Auburn, Derry, Hooksett, and Manchester) allow agriculture in rural or low-density residential zones. Many of the towns also offer limited or special exception agricultural operations, such as forestry, farm stands, and pesticide-free farming, in commercial, industrial, conservation, and other residential districts (for specific zoning regulations, refer to each municipality's individual Zoning Ordinances).

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<sup>17</sup> Society for the Protection of New Hampshire Forests 2005



**Table 37 Vol. II  
Businesses by Industry**

<b>Industry Group</b>	<b>Number of Businesses</b>	<b>Percent</b>
Agriculture, Forestry, Fishing, Mining	40	2.0%
Construction	239	12.2%
Finance, Insurance and Real Estate	115	5.9%
Manufacturing	310	15.9%
Public Administration	142	7.3%
Retail Trade	158	8.1%
Professional, scientific, management, administrative, and waste management services	167	8.5%
Information	47	2.4%
Educational, health, and social services	386	19.8%
Arts, entertainment, recreation, accommodation, and food services	68	3.5%
Transportation and Public Utilities	104	5.3%
Other services (except public administration)	103	5.3%
Wholesale Trade	75	3.8%
<b>Total</b>	<b>1,954</b>	<b>100%</b>

Source: U.S. Census 2000 SF-3

### **Commuting Patterns**

One of the major economic development concerns facing the region is the large number of residents who commute to jobs outside of the region. The average daily commute time (one-way) for SNHPC residents was 29.35 minutes in 2000, as illustrated in Table 38. Figure 12 shows the percentage of residents in each town who commute out of state. This illustrates the drain on the potential workforce in the region and state.



**Table 38 Vol. II**  
**Commuting Methods and Times for the SNHPC Region, 1990-2000**

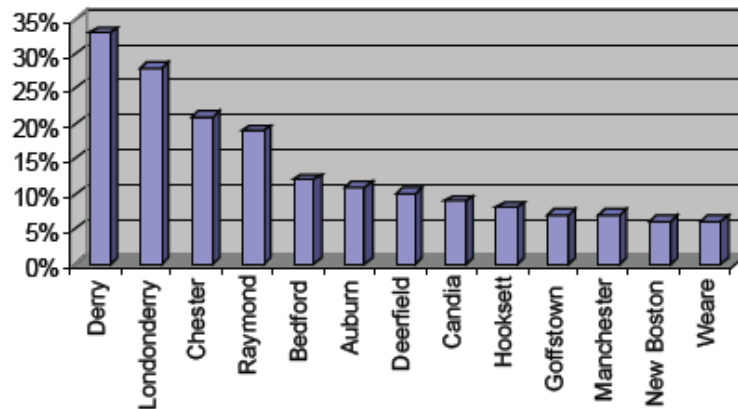
	Drove Alone		Carpooled		Public Transportation (Including Taxi)		Bicycled or walked		Motorcycle or other means		Mean travel time to work	
	1990	2000	1990	2000	1990	2000	1990	2000	1999	2000	1999	2000
<b>Municipality</b>	79.3	87.9	15.4	6.8	0.5	0.4	1.5	0.3	0.4	1.3	25.6	26.7
Bedford	85.5	86	7.5	5.4	0.4	0.3	1.2	0.5	0.5	1.5	21.4	27.2
Candia	79.6	86.5	12.1	9.4	1.1	0.5	2.1	0.5	0.8	0	25.8	28.3
Chester	79.9	84.2	10.4	6.8	0.6	1.2	2.4	0.6	1	0	32.3	32.2
Deerfield	82.6	86.6	9.7	7.8	0.3	0	1.4	1	1	0.3	33.6	33.9
Derry	83.3	84.9	12.1	9.7	0.6	0.8	1.3	1.4	0.5	0.6	29.6	31.1
Goffstown	78	81.7	11.5	8.5	0.1	0.1	6	5.1	0.5	1	22.6	26.1
Hooksett	87.8	82	6.9	8.8	0.5	1.6	1.6	3.6	0.2	0.4	20.7	25.7
Londonderry	82.8	86.3	12.1	7.9	0.8	1.3	1.7	0.7	0.5	0.6	28.3	29.7
Manchester	76.9	81	14.2	11.9	1.5	1.4	4.8	3.1	0.6	0.4	18.8	21.3
New Boston	79.1	82.4	14.1	10.5	0	0.5	3	1.3	0.5	0.6	29.3	32.7
Raymond	81.2	83.7	14.4	12.3	0.6	0.2	1.3	1.5	0.5	0.2	31.2	31.6
Weare	82.4	81.6	13	11.5	0	0.4	0.4	2.1	0.6	0.4	31	35.1
SNHPC Region	80.0	83.0	12.7	10.0	0.9	1.0	3.3	2.3	0.5	0.6	26.94	29.35
State of New Hampshire	78.2	81.8	12.3	9.8	0.7	0.7	4.4	3.1	0.8	0.6	21.9	25.3

Source: 2000 Census Transportation Planning Package

A main concern of this commuting information is the noticeable drop in carpooling and biking or walking to work from 1990 to 2000. The increasing reliance on the single occupant vehicle as the primary mode of transportation has become a problem that threatens the local, state, and national economy as the cost of energy supplies continue to rise. A clear change in energy policy will be needed in the years ahead at all levels of government and community planning if we are to continue to see constant economic growth. Energy conservation measures should be combined with promotion of public transportation infrastructure to help avoid the pitfalls of our coming energy crisis. Through the use of smart planning and public education, communities, the region, and the state may be able to mitigate the impact of soaring energy costs.



**Figure 12 Vol. II**  
**Percent of Residents Working out of State, 2003**



Source: 2003 New Hampshire Employment and Labor Market Information Community Profiles.

### Tax Base

The economic base of any community can be defined as all the sources from which the town receives revenue. In general, the more diverse the economic base, the lower the per capita tax burden. In Deerfield, as with most surrounding towns, the primary source of revenue is property taxes, with the greatest percentage of those taxes coming from residential properties. The ratio of residential to commercial property in Deerfield is 24:1. In the smaller communities outlying the city of Manchester residential property is the dominant type of property in terms of the percentage of total property.

**Table 39 Vol. II**  
**Summary of Town Wide Assessed Valuation, October 2006**

Type of Property	Total Local Assessed Valuation Land Only	Total Assessed Valuation Buildings Only	Total of Land + Buildings	Percent of Total
Commercial/Industrial	\$ 7,320,500	\$13,028,700	\$20,349,200	3.8%
Residential	\$ 241,787,200	\$274,502,700	\$516,289,900	95.8%
Other	\$ 2,243,458	\$47,120	\$2,290,578	.4%
Total Value	\$ 251,351,158	\$287,578,520	\$538,929,678	100%
Residential to Commercial/Industrial Ratio= 24:1				

Source: Town of Deerfield, MS-1 form revised October 2006

\* Total value excludes public utilities; see MS-1 form column 3 for public utilities assessed valuation

Table 40 on the following page illustrates the tax rate comparison between Deerfield and the rest of the SNHPC region. In 2006, Deerfield's total tax rate was the sixth lowest in



the SNHPC region at \$17.53 and Goffstown had the highest tax rate in the region with \$24.68

**Table 40 Vol. II**  
**Property Tax Rate, SNHPC Region, 2006**

<b>Municipality</b>	<b>Town Valuation</b>	<b>Town Tax</b>	<b>Local Education Tax</b>	<b>State Education Tax</b>	<b>County Tax</b>	<b>Total Tax</b>
Auburn	\$669,128,033	\$1.47	\$8.70	\$2.24	\$0.89	\$13.30
New Boston	\$611,464,248	\$2.05	\$10.32	\$2.03	\$0.9	\$15.30
Weare	\$882,139,926	\$2.76	\$10.28	\$2.09	\$0.92	\$16.05
Bedford	\$3,085,197,931	\$2.85	\$9.92	\$2.49	\$1.08	\$16.34
Manchester	\$9,589,899,446	\$7.96	\$5.36	\$2.48	\$1.05	\$16.85
<b>Deerfield</b>	<b>\$562,403,759</b>	<b>\$2.56</b>	<b>\$12.01</b>	<b>\$2.15</b>	<b>\$0.81</b>	<b>\$17.53</b>
Chester	\$556,895,700	\$4.37	\$10.74	\$2.26	\$0.85	\$18.22
Londonderry	\$3,267,784,875	\$4.44	\$10.55	\$2.43	\$0.86	\$18.28
Candia	\$366,691,810	\$3.75	\$11.53	\$2.64	\$1.02	\$18.94
Raymond	\$955,151,785	\$4.96	\$11.34	\$2.14	\$0.83	\$19.27
Derry	\$2,951,488,988	\$7.50	\$11.32	\$2.41	\$0.93	\$22.16
Hooksett	\$1,274,733,978	\$6.17	\$11.15	\$2.84	\$2.52	\$22.68
Goffstown	\$1,248,659,200	\$8.22	\$12.35	\$2.86	\$1.25	\$24.68

Source: NH Department of Revenue Administration, Municipal Services Tax Rates 2006

### **Future Employment Trends**

As in many rural bedroom communities, Deerfield's future economic well-being is closely linked with the economic climate of Southern New Hampshire. Assuming that Southern New Hampshire's economic prosperity continues, Deerfield residents will have favorable employment opportunities within a reasonable distance of their homes. The region's economic prospects should be viewed as a catalyst for Deerfield's own economic development in order to expand ventures on a local level.

Situated in Western Rockingham County, Deerfield residents are likely to be affected by the employment trends for the county. The industries in Rockingham County expecting the largest percentages of growth between 2004 and 2014 are Health Care and Social Assistance (35.6 percent), Information (31.4 percent), Arts, Entertainment and Recreation (27.3 percent), Administrative and Waste Services (26.9 percent), and Professional, Scientific and Technical Services (25.2 percent). A two percent decrease is expected in Manufacturing related jobs and a 0.2 percent decrease in Utilities.





**Table 41 Vol. II**  
**Employment Projections by Industry for Rockingham County, 2004-2014**

INDUSTRY	Base 2004	Projected 2014	Actual Change	Average Annual Percent Change	Percent Change
Total Employment, All Occupations	148,469	175,897	27,428	1.8%	18.5%
Goods Producing Industries	21,943	23,089	1,146	0.52%	5.2%
Agriculture, Forestry, Fishing, and Hunting	270	302	32	1.2%	11.9%
Mining	57	60	3	0.5%	5.3%
Manufacturing	14,419	14,187	-232	-0.2%	-1.6%
Construction	7,197	8,540	1,343	1.9%	18.7%
Service Providing Industries	113,871	138,882	25,011	2.2%	22.0%
Utilities	1,102	1,100	-2	0.0%	-0.2%
Wholesale Trade	6,485	7,777	1,292	2.0%	19.9%
Retail Trade	25,712	31,382	5,670	2.2%	22.1%
Transportation and Warehousing	4,910	5,623	713	1.5%	14.5%
Information	2,666	3,504	838	3.1%	31.4%
Finance and Insurance	6,284	6,926	642	1.0%	10.2%
Real Estate and Rental and Leasing	1,919	2,251	332	1.7%	17.3%
Professional, Scientific and Technical Services	6,708	8,397	1,689	2.5%	25.2%
Management of Companies and Enterprises	2,346	2,890	544	2.3%	23.2%
Administrative and Waste Services	7,062	8,964	1,902	2.7%	26.9%
Educational Services	10,797	13,320	2,523	2.3%	23.4%
Health Care and Social Assistance	12,635	17,130	4,495	3.6%	35.6%
Arts, Entertainment, and Recreation	2,941	3,744	803	2.7%	27.3%
Accommodation and Food Services	12,177	14,390	2,213	1.8%	18.2%
Other Services, Except Government	4,621	5,524	903	2.0%	19.5%
Total Government	5,506	5,960	454	0.8%	8.2%
Self-Employed and Unpaid Family Workers	148,469	175,897	27,428	1.8%	18.5%

Source: Economic & Labor Market Information Bureau, NH Employment Security

**Geographic Location:** In many ways, geographic location is one of the most significant contributors to Deerfield's economic base. Deerfield is located approximately 20 miles northeast of the City of Manchester and roughly 21 miles southwest of the City of Concord, both of which are major metropolitan areas. The Town's proximity to these two major metropolitan areas, combined with the amount of open space, has made Deerfield an attractive area for residential development. Additionally, the community's



abundant natural resources make it a desirable place to own a home while the adjacent metropolitan areas provide a pool of economic opportunities for the Town's residents.

**Land/Building Availability and Zoning:** Deerfield has a land area of 32,585 acres of which roughly 73 percent remains undeveloped. The term 'developed' means land in use for residential, public, commercial, or industrial purpose, as well as land used for utilities and streets. There are approximately 120 acres of land in Deerfield that are currently developed for commercial and industrial use, which represents only 1% of the SNHPC regions commercial and industrial land.<sup>18</sup>

**Home Businesses:** Home businesses are an important component of the local economy of Deerfield. Home businesses are regulated under Article III of the Town's Zoning Ordinance and are permitted by right and by Special Exception in the Agriculture-Residential zone. The ordinance states that home businesses, offices or shops are permitted as a subordinate use to the principal residential use of the dwelling. Additional criteria in terms of number of employees, parking, signage, outdoor storage, exterior improvements, and noise are also applicable. The Town does not currently have any type of mechanism in place to track the home occupations in Deerfield. The Town should consider establishing a Town Business License in order to keep track of all home occupations and businesses operating within the community and to ensure compliance with local regulations.

**Water/Sewer Coverage:** The Town of Deerfield does not have access to public water and sewer systems. These circumstances hinder the ability to bring in certain types of commercial and industrial development to Town. Even with a small scale development approach there will still be the need for certain infrastructure requirements.

### **Regional Components Essential for Business Vitality**

There are relatively few economic initiatives that are getting regional attention since much economic planning in the region is done at the town or municipal level. Transportation planning is a noticeable exception due to the economic impacts associated with the I-93 widening project. The Southern New Hampshire Planning Commission (SNHPC) assists with identifying transportation issues and their intersection with economic interests. The SNHPC works with Auburn and other communities within the region to identify areas experiencing traffic congestion and to plan for future needs. In turn, the SNHPC works with NHDOT to prioritize these issues and to obtain funding where possible.

A number of regional issues have been identified by the SNHPC, but there are no dominant regionally effective organizations in place to address these concerns:

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<sup>18</sup> SNHPC, Regional Comprehensive Plan, November, 2006.



**Affordable Housing:** This has become an extremely important issue within the SNHPC region. The state as a whole will have to better provide affordable housing opportunities for its workforce as well as for lower income families. The southern region of the state will face the most serious demand for housing as population continues to increase. Housing demand will continue to soar and there will be a corollary upward pressure on prices. For community business to expand there must be an ample supply of affordable housing for the state and regions workforce.

*Labor Supply:* Both the quantity and quality of the town and the region's work force will be a vital determinant of future economic growth. The skills and educational attainment of Auburn and the region's labor supply are tied into the way municipalities deal with education funding. Although it is beyond the scope of the town to identify the future technical skills that would benefit Auburn and the region, this investigation could be taken up by local business and organizations in cooperation with local schools.

*Child Care:* High quality, affordable childcare is an essential ingredient in the recipe for economic vitality. Deerfield should investigate its capacity related to child care opportunities, perhaps even establishing a Child Care Task Force which could have regional implications in the availability of childcare in Auburn.

## **Funding Strategies**

The initial investment required to bring new business into a town can be a financial burden to the local government. The New Hampshire Department of Resources and Economic Development (DRED) recommends contacting their representatives to better navigate and successfully obtain grants and technical assistance. The following are some of the resources and strategies available to ease the costs of development.

### *Community Development Block Grant (CDBG)*

Program funds projects that benefit low- to moderate-income populations (80 percent or less of an area's median household income). The grants are allocated to states and large cities by the U.S. Department of Housing and Urban Development. Grants of up to \$500,000 are offered in the categories of housing, public facilities, and economic developments.

### *Impact Fees*

A one-time fee charged to new development for the construction or improvement of public facilities necessitated by that development. The fees must go towards costs directly attributable to growth as opposed to maintenance or quality improvement of existing facilities. Municipalities most commonly use impact fees from residential development to pay for schools, but they can also be used for parks, libraries, water, sewer, and road improvements (RSA 674:21). Communities should be cautious not to impose large impact fees that may discourage companies from relocating to their town. Bedford, Deerfield, Goffstown, Hooksett, Londonderry, Manchester, and Raymond currently impose impact fees.



### *Bonds*

Municipal bonds in New Hampshire are issued through the state municipal bond bank per RSA 35-A:4. A bond is evidence of a loan. The buyer of the bond is the lender or investor. The seller of the bond is the borrower or issuer. The issuer typically uses proceeds from a bond sale to pay for capital projects or for other purposes it cannot or does not desire to pay for immediately with current funds. Because of the special tax-exempt status of most municipal bonds, investors usually accept lower interest payments than on other types of borrowing. This makes the issuance of bonds an attractive source of financing to many municipal entities, as the borrowing rate available in the open market is frequently lower than what is available through other borrowing channels. Bonds are one of the safest ways a municipality can finance a needed capital project.

### **Recent Legislation**

In June 2007, the New Hampshire legislature passed SB 217-FN-A, an act establishing the New Hampshire Housing and Conservation Planning Program (HCPP). This program will be of great assistance to municipalities in planning for future economic growth. The text of the bill states that:

*4-C:25 Housing and Conservation Planning Program Established. There is hereby established the housing and conservation planning program, which shall be administered by the office of energy and planning. The program shall provide technical assistance matching grants to municipalities to plan for growth and development in a manner that permits a balanced housing stock, including higher density and workforce housing opportunities, and promotes, whenever possible the reuse of existing buildings, including historic properties, while protecting communities' natural resources through more efficient and compact development. Participation in the program is voluntary.*

The program establishes four stages of developing and implementing a growth and development strategy to be funded through the housing and conservation planning program. These stages are as follows:

- 1 Natural and Historic Resource and Housing Data Gathering and Analysis
- 2 Development of the Growth and Development Strategy
- 3 Integration of Growth and Development Strategy into Master Plan
- 4 Implementation into Regulatory Framework.

Municipalities seeking a technical assistance grant through the HCPP will need to provide matching funds, which will result in an increase in local expenditures and an increase in state revenue by an indeterminable amount. The match amounts will be determined through the administrative rules process. The 2008-2009 budgets, as passed by the House, contain \$400,000 over the biennium for this program. The first round of grant applications will be announced in April 20.

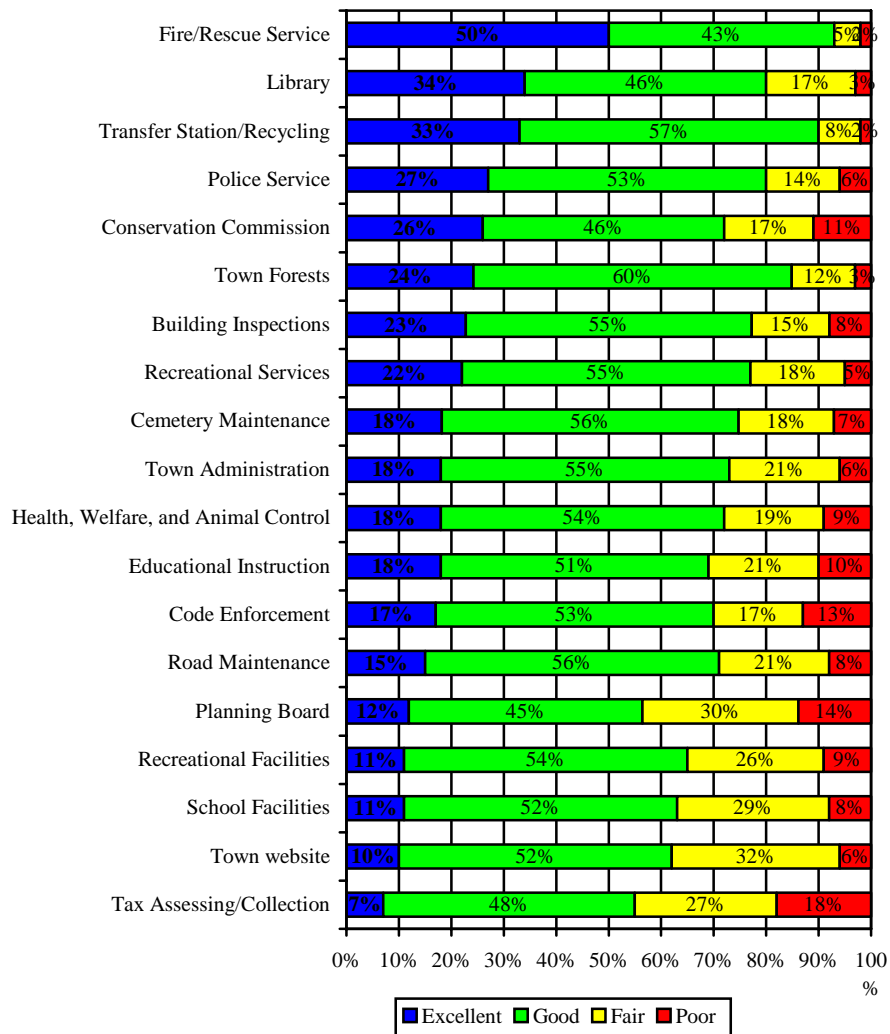
## Community Facilities Study

### I. Results of Community Master Plan Survey

The University of New Hampshire Survey Center conducted a survey for the Town of Deerfield. The specific areas of interest are the attitudes about the Town of Deerfield and future planning initiatives for Deerfield. Seventeen hundred seventy-five (1,775) surveys were mailed to all Deerfield postal patrons on November 24, 2006 and a reminder was sent December 12, 2006. Four hundred sixty-six (466) Deerfield residents responded to the survey between November 24 and December 22, 2006; the response rate is 26 percent.

#### 1.1 Community Facilities/Services Questions

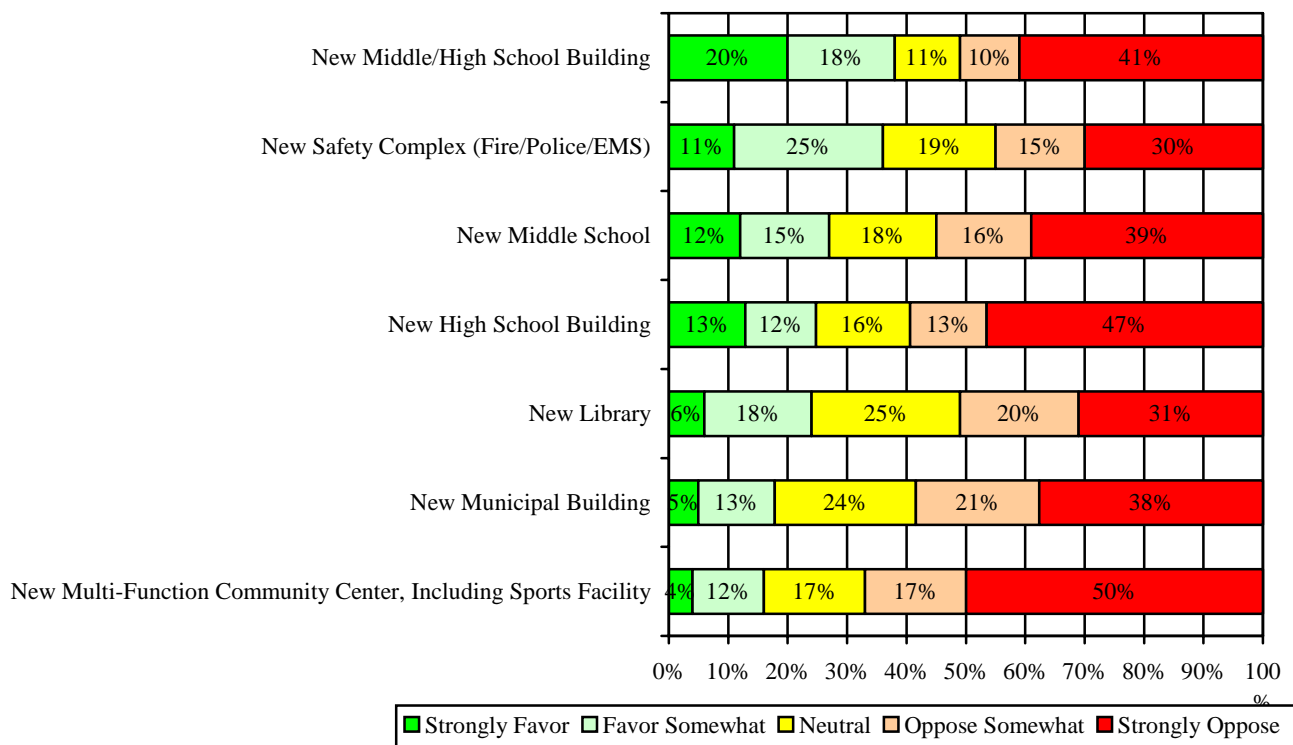
***Question 1: Please rank the following Town facilities or services that you have used***





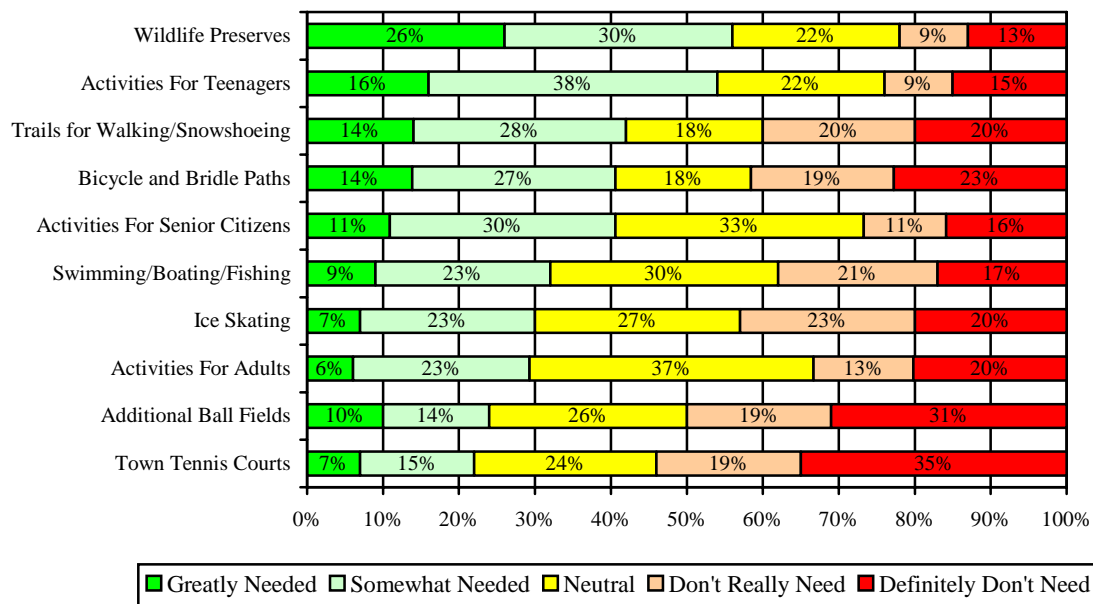
**Summary of Results:** Half of Deerfield residents (50%) rank the Town's fire/rescue services as excellent, followed by the library (34%), transfer station/recycling (33%), police service (27%), Conservation Commission (26%), Town forests (24%), building inspections (23%), recreational services (22%), cemetery maintenance (18%), Town administration (18%), health, welfare and animal control (18%), educational instruction (18%), code enforcement (17%), road maintenance (15%), Planning Board (12%), recreational facilities (11%), school facilities (11%), Town website (10%), and tax assessing and collection (7%). *The majority of Deerfield residents consider most town services and facilities average (good or fair).*

**Question 14: What is your opinion of the following additions to Deerfield?**

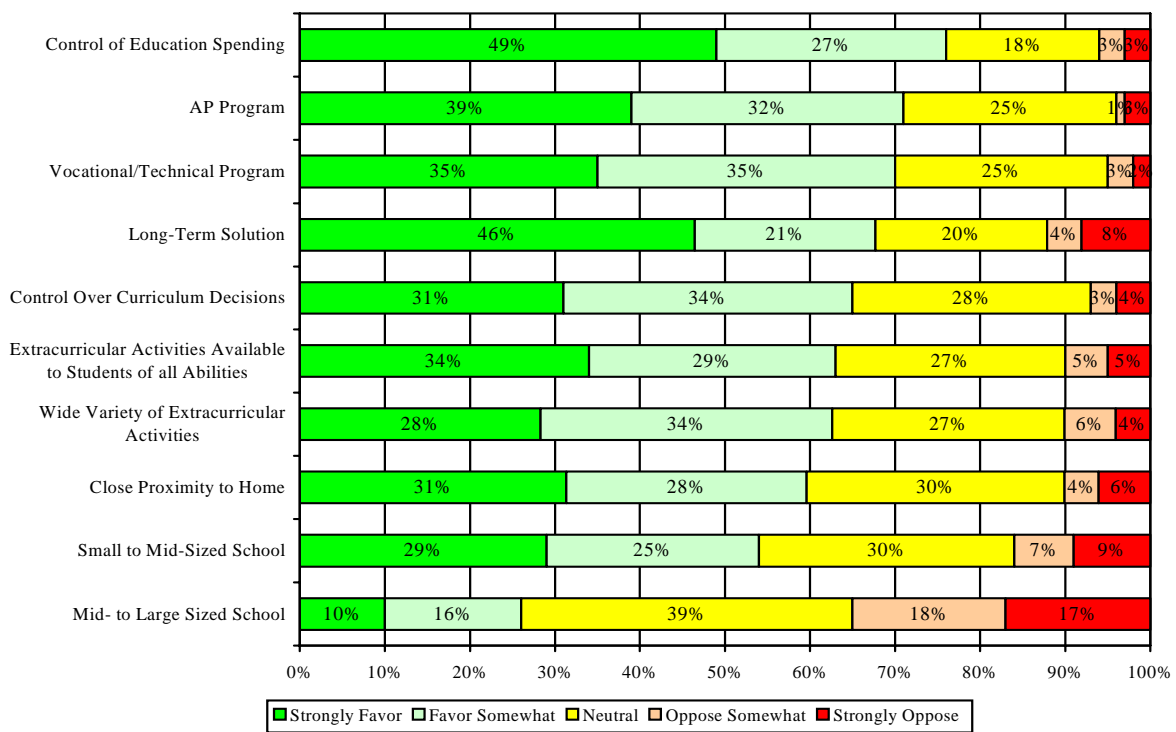


**Summary of Results:** Half of Deerfield residents (50%) strongly oppose building a new multi-function community center, including sports facility; 47% strongly oppose building a new high school building; and 41% strongly oppose building a new middle/high school building. A strong majority of the respondents do not support building any new public facilities within the town.

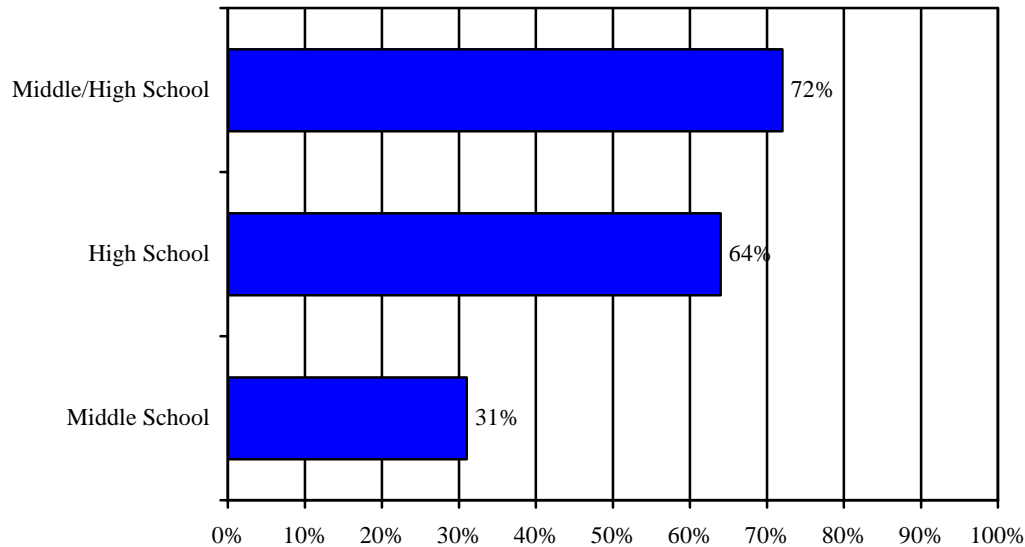
**Question 19: How great a need is there in Deerfield for the following recreational facilities?**



**Question 27: Currently the Town of Deerfield is in contract with Concord High School until 2014; please answer the following questions with that in mind. What is your opinion of the following features as they relate to a High School?**



**Question 29:** *If you agree with building new school facilities, please indicate whether you would consider a joint arrangement with another community for each type of school:*



**Overall Summary:** Although the majority of the respondents do not wish to build any new public facilities, many respondents support the establishment of wildlife reserves, activities for teenagers, trails for walking and snowmobiling, bicycle and bridle paths and most other recreational programs and services. In addition, while a clear majority of respondents would like to see greater control of educational spending at the high school level, many respondents favor AP, vocational training and extracurricular activities, as well as seeking a long term solution to the town's existing contract for high school services and considering a joint agreement with another community for a middle/high school.

## Community Facilities

Recent population growth in the Town of Deerfield has had an impact on its community facilities. While a majority of town residents (based upon the results of the Master Plan Community Survey) do not favor building new facilities, clearly the town's existing services and facilities will continue to face the challenge of improvement and expansion to keep up with local growth, and will continue to feel these pressures in the coming years.

The Deerfield Master Plan Community Survey indicated that some residents were satisfied with some services and disappointed in others. The services that received the highest satisfaction scores were Fire and Rescue Services, Library, Transfer Station Recycling, Police Service, and the Conservation Commission. Recreational Facilities,

School Facilities, Town Website, and Tax Assessing and Collection were rated on the lower end of the scale by residents.

This study presents the current status of community facilities and identifies areas where future expansion would be most economically and socially beneficial. The information presented here was developed through interviews with town officials and town department heads, a community facilities survey distributed to town departments and/ or from 2005 Capital Improvement Program (CIP) requests. The Town of Deerfield's Capital Improvement Program was adopted in 2004. It covers the projected capital improvements and purchases for the years 2005-2010.

Capital Improvement Programs allow expenditures to be scheduled or phased over time, minimizing the impact on the local property tax rate. Additionally, all CIP improvements or developments are brought to the annual town meeting for resident authorization. Funding mechanisms for capital projects include: current revenues, capital reserves, bonds, impacts fees, and grants and donations.

Impact fees were adopted by the Town of Deerfield and went into effect January, 1994. Generally, impact fees are collected from a new development to pay for new facility capacity and collected fees are placed in a fund until they are either expended during a six-year period as part of project financing or they are returned to the party from whom they were collected. Impact fees are established pursuant to New Hampshire RSA674:21,V. Information about the Town of Deerfield's impact fees can be found in section 708 of the zoning ordinance.

## **Fire Department**

The Deerfield Fire Department operates out of South Station located on Birch Road and the Main Station located on Church Street. The Deerfield Fire Department is an all volunteer force. There are currently nineteen volunteers and five explorers in the Department. The first Deerfield Fire Department was formed by resident volunteers of the Town of Deerfield in 1932. The Deerfield Fire Department has only had four fire chiefs since the department's formation. Leon W. Harvey - Deerfield's first chief was killed in the line of duty on December 10, 1947.

Staffing statistics compiled by the National Fire Protection Association (NFPA) reveal different lengths of workweeks and ratios of career firefighters per 1,000 populations for various size communities. These staffing statistics or norms differ by region. Northeastern municipalities tend to employ higher ratios of career firefighters than do other regions. The average ratio for communities with populations of 25,000 to 49,999 is 1.76; a population of 50,000 to 99,999 is 2.07; and a population of 100,000 to 249,999 is 2.46. No ratios are available for municipalities smaller than 25,000 residents.<sup>19</sup>

The Deerfield Fire Department's call response figures for 2000-2006 are as follows:

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<sup>19</sup> Municipal Benchmarks, David N. Ammons, 2<sup>nd</sup> Edition, 200. Pg 144



**Table 42 Vol. II**  
**Fire Department Calls**

Year	Number of Calls
2000	124
2001	156
2002	177
2003	141
2004	163
2005	188
2006	185

Source: Deerfield Fire Department, April 2007

For the year 2006 the Fire Departments calls consisted of the following:

**Table 43 Vol. II**  
**Fire Department Calls By Type**

Type of Call	Number of Calls	Type of Call	Number of Calls
Accidents	70	Fire Alarms	19
Mutual Aid	17	Wires Down	17
Brush Fires	11	Smoke in Buildings	9
Chimney Fires	7	Carbon Monoxide	6
Smell of Gas	5	Assist Public	3
Car Fires	3	Flooded Basements	3
Lighting Strikes	3	Assist Rescue	3
Structure Fires	2	Propane Leaks	2
Washer Fire	1	Tree Down	1
Mailbox Fire	1	Tree Fire	1
Smoke Investigation	1		

Source: Deerfield Fire Department,  
April 2007

The Town of Deerfield has not expanded or built any new additions to the town's existing fire stations since the last Master Plan in 1999. There have, however been several improvements made upon the Town's existing fire stations as well as upgrades of equipment. The roof shingles on both fire stations have been replaced. In addition, the Fire Department has made several equipment upgrades since 1999 including, the purchase of an International 4X4 Pumper in 2002, a command Vehicle 1981 6X6 Forestry Truck in 2004, a Ford F-550 Heavy duty Rescue Truck in 2006, and a 4X4 Gator 1988 GMC Forestry Truck.

The Town of Deerfield is divided into two fire districts covered by Main Station and South Station. Deerfield does have mutual aid assistance agreements in place with neighboring towns and is a part of the Interstate Emergency Unit for Hazard Mitigation. The Town of Deerfield has recently reported that they have not recently had any problems or issues with their ability to respond to fires or to conduct daily operations.





The Deerfield Fire Department was last evaluated by the State Fire Marshall and NH Department of Fire Standards and Training in 2004-2005.

**Table 44 Vol. II**  
**Fire Department Equipment**

Item	Remaining Lifespan
2004 Tahoe, Command	7 years
1994 Freightliner pumper	7 years
2002 International	15 years
1980 International	1 year
1988 GMC	past average lifespan
1981 General	past average lifespan
1963 REO White Contour	past average lifespan
1970 Dodge Tanker	past average lifespan
2006 Ford F550	10 years
1975 Chevrolet	past average lifespan
1987 Ford	past average lifespan
2006 Gator	20 years
2006 Trailer	20 years
1931 International pumper (inactive)	Historic Artifact (Antique)

\*Deerfield Fire Equipment

Source: Deerfield Fire Department, April 2007

### *Future Needs*

The most pressing need identified by the Fire Department was to have 1 or 2 EMT/Firefighters by 2010. A long-term goal is to have a new fire station constructed by 2015. The 2005-2010 Capital Improvement Program (CIP) outlines the need for a new fire station as follows:

*“A new fire station is needed to adequately serve the expanding needs and growth demand of our Town. Our existing fire station is highly inadequate. For example, there are only 2 to 3 feet separating our fire trucks, while parked inside. That space is further encumbered by building columns that define each bay of the building. This makes it very difficult to open vehicle doors, work on trucks, or service equipment. Due to a lack of space between the top of the trucks and the ceilings in the bay, it is very difficult to repack fire hoses into their hose beds on the top of the fire trucks. When backing the trucks into the bays, there is only about one inch of clearance on either side of the trucks mirrors. There is inadequate clearance to install a ventilation system to clear exhaust from vehicles. This is a violation of OSHA regulations. Rather than ordering a new piece of apparatus to meet our needs, we have to limit our fire truck requirements to fit our existing station.”*



Photo: SNHPC

## Police Department

The Deerfield Police Department operates out of 8 Raymond Road, which is part of the Town Office Building. The current force numbers are as follows: eight full-time police officers, one full-time administrative assistant, and three part-time officers.

Officer-to-population ratios can serve as good indicators of demand for law enforcement services.

Data from FBI reports in 1998 indicate that municipal police departments in New England had an average of 2.2 full-time sworn officers per 1,000 residents and 2.7 full-time law enforcement employees (sworn and civilian) per 1,000 population.<sup>20</sup> While these averages will vary depending upon local economic conditions, perceived crime problems, and community values, they represent benchmarks that can be used as a general level to assess the adequacy of service and police staffing within the region. In relation to these benchmark standards, Deerfield's population of 4,115<sup>21</sup> is just under the New England average where 4,000 residents would equal 9 full time sworn officers.

Deerfield calls for service for the period 2000-2008 are as follows:

**Table 45 Vol. II**  
**Police Department Calls, 2000-2008**

Year	Number of Calls
2001	4,733
2002	5,644
2003	6,355
2004	6,396
2005	5,718
2006	4,611
2007	4,395
2008	2,653

Source: Deerfield Town Reports

<sup>20</sup> Municipal Benchmarks, David N. Ammons, 2<sup>nd</sup> Edition, 2001. Pg300

<sup>21</sup> Source: U.S. Census Bureau, 2005 Population Estimates



The Town of Deerfield expanded upon their current police station in 2006 by adding a classroom which was separated into four offices and a kitchen area. The Police Department has made several upgrades since the last Master Plan. The department has new digital cruiser radios and portables. The department recently acquired new handguns for all officers. The cruiser laptops, light bars, and radars were upgraded with the installation of Car 54.

The Police Department divides the Town into north and south sectors. Certain areas of the Town can have a response time of up to fifteen minutes. The Town has mutual aid with all the surrounding Towns (Raymond, Candia, Allenstown, Epsom, Northwood, and Nottingham) and there has also been a County wide mutual aid agreement signed in March of 2007. The Deerfield Police Department provides the Town with twenty-four hour coverage, seven days a week. The Rockingham County Sheriff's Department provides dispatch services for the Police Department and Fire Department.

One problem that the Deerfield Police Department has experienced, which hinders its ability to respond to calls, is that the Department has a difficult time in the winter because they do not have any four-wheel drive vehicles. The Deerfield Police Department was evaluated in 2001; however, results are not readily available.

#### *Future Needs*

The Police Department has satisfied a short-time need for space. There is also a need for cruiser replacement. The 2005-2010 CIP enumerates an annual cruiser replacement for the years 2008-2010. This will replace one of the Ford police cruisers. The cruiser that will be replaced will be the oldest, the one in the worst condition, or the one with the most mileage. With the amount of calls for service remaining high and the number of miles traveled each year increasing, the cruisers will only last for three to four years.



Photo: SNHPC

#### **Rescue Squad**

The Deerfield Rescue Squad is a volunteer organization that provides emergency medical services. The Deerfield Rescue Squad consists of nineteen full time members plus two EMT/Police. The Rescue Squad operates on an “on call” basis and is dispatched by

Rockingham county Sheriff's Department. The number of calls that the Rescue Squad responded to for the period 2000-2006 are as follows:

**Table 46 Vol. II**  
**Rescue Squad Calls, 2000-2006**

<b>Year</b>	<b>Number of Calls</b>
2000	104
2001	122
2002	138
2003	158
2004	170
2005	185
2006	204
2007	193

Source: Town of Deerfield

The Rescue Squad is currently located at the Main Fire Station, on 4A Old Center Rd South. The existing fire station is highly inadequate as the reasons above have already enumerated. The changes that have been made since the last Master Plan update in 1999 include the addition of a bay for the Rescue Vehicle and space for an office and storage area. The Rescue squad has mutual aid agreements with Raymond and Exeter ALS to provide ambulance services. The average response time is six to fifteen minutes and service is provided twenty-four hours a day. The only vehicle that the Rescue Squad has as inventory is a 2004 4X4 Chevrolet Van AWD. The Rescue Squad reported that there have been no problems or issues in respect to their ability to respond to calls or conduct daily operations.

#### Future Needs:

The Rescue Squad has identified the following as future needs:

- 2010 – 2 Full time EMT/Firefighters
- 2015 – New Facility for Fire/Rescue
- Ambulance
- Stipends

#### **Educational Facilities:**

Deerfield Community School provides education for school-aged children in grades 1-8. High school students attend Concord High School per Town contract that runs until 2014. The travel distance from Deerfield to Concord High School is about 21 miles. The appropriated and actual expenditure of public funds (property tax revenues) from the Town of Deerfield for the years 2000-2006 are as follows:

**Table 47 Vol. II**  
**Deerfield School District Budget Expenditures**

<b>Fiscal Year</b>	<b>Local Town Appropriation</b>	<b>State Tax Appropriation</b>	<b>Total Local Taxes</b>	<b>Surplus Offset Taxes</b>	<b>Actual Expenditure</b>	<b>% of Appropriation</b>
1999/2000	1,268,447	1,023,596	2,292,043	506,190	6,298,856.52	36.39%
2000/2001	2,619,572	1,206,210	3,825,782	196,068	5,921,233.41	64.61%
2001/2002	3,652,898	1,256,902	4,909,800	217,867	7,324,972.08	67.03%
2002/2003	4,148,807	1,358,449	5,507,256	160,896	7,756,840.45	71.00%
2003/2004	4,632,761	1,370,651	6,003,412	197,188	8,631,276.71	69.55%
2004/2005	5,785,825	1,123,831	6,909,656	36,992	9,048,956.71	76.36%
2005/2006	6,390,214	1,128,827	7,519,041	266,260	9,887,462.73	76.05%

Source: Town Reports

\*\$935,000 Building Addition Bond in FY 1999/2000

The percentage of appropriation has risen sharply since 2000, now accounting for a little over seventy six percent of appropriation. Local tax revenues have also risen sharply in this period to help cover rising costs, while state tax revenue has remained more or less flat.

**Table 48 Vol. II**  
**Deerfield Community School Enrollment: 2005-2006**

<b>School Name</b>	<b>2005-2006 Enrollment</b>	<b>School Capacity</b>	<b>SAU</b>
Deerfield Community School	575	560	53

Source: Town of Deerfield

The town is currently dealing with serious capacity issues at Deerfield Community School. In 2006 Deerfield Community School was estimated to be thirty-two percent over capacity.<sup>22</sup> Compromises are made at Deerfield Community School in order to maintain acceptable class sizes. Science classrooms, foreign language classrooms, adequate sized computer rooms, and teacher prep areas are forfeited. Storage areas and modular trailers are used for instruction. Due mostly to these efforts, class sizes have been held to an acceptable number, but it will be increasingly harder in the future to sustain adequate class sizes. Projected enrollments for the years 2007-2015 are as follows:

<sup>22</sup> Report prepared by Deerfield School Board and the Deerfield Middle/High School Building Committee January 3, 2006





**Table 49 Vol. II  
Projected Enrollment  
Three Year Weighted Average**

<b>Year</b>	<b>K-6</b>	<b>7-8</b>	<b>9-12</b>	<b>Total</b>
2007/08	427	143	273	843
2008/09	431	145	271	847
2009/10	425	137	285	847
2010/11	432	134	277	843
2011/12	439	125	278	842
2012/13	424	153	277	854
2013/14	443	143	260	846
2014/15	436	136	285	857

Source: Deerfield School District

Deerfield Community School (DCS) has thirty-one classrooms that are used to house Pre-K through grade 6 students as well as art, music, and world language classes. Additionally, DCS houses five classes in three modular facilities on the school grounds. Pre-K (preschool) class is housed in a room that was retrofitted from an undersized, former staff room and a middle school class is housed in what was formerly the school's science lab. There are currently no spaces at the school that are not being fully utilized.

Using current School Board recommended class sizes, all grade levels are in the recommended range. The School Board's recommendations are: Grades 1 and 2 - eighteen students; Grades 3 and 4 - twenty students; and Grades 5 and 8 - twenty one students. If there were a need to remove some class space such as terminating the lease on the modular facilities, then reconfiguring spaces would mandate class numbers higher than School Board recommendations. According to New Hampshire Department of Education's recommended standards, DCS has a functional capacity of 412 students. The number of full time equivalents, as of December 2005 was 546. This translates to 134 students over capacity.

The state defines space expectations as follows:

*Kindergarten – Grade 2* – 25 students or fewer per teacher, provided that each school shall strive to achieve the class size of 20 students or fewer per teacher

*Grades 3 – 5* – 30 students or fewer per teacher, provided that each school shall strive to achieve the class size of 25 students or fewer per teacher

*Middle and Senior High School* – 30 students or fewer per teacher; or

- These class size requirements may be exceeded for study halls, band and chorus, and other types of large group instruction, including but not limited to, lectures, combined group instruction, and showing of educational television and films.
- In the interest of safety, the maximum number of students in laboratory classes in such areas as science and career and technical education shall be determined by the



number of work stations and the size and design of the area. In no case shall the number of students in laboratory classes exceed 24.



Photo: SNHPC

The Deerfield Community School is a single structure school with two smaller out buildings used for storage. The school was built in 1990 and has undergone routine maintenance over the past 16 years. The modular classrooms are leased and maintained by the company that owns the buildings. This firm addresses routine maintenance. There are no major physical conditions that have warranted concern at this time. In 2000, two kindergarten classes were added to the building. In 2001, there were 5 classrooms and a cafeteria added to the building. Since then, Deerfield has added three modular classrooms to the facility. The first was added in August of 2001. The second was added in August of 2002, and the last was added in August of 2004. The office space was reconfigured in the summer of 2005.

Deerfield is also home to Longview School, a private facility. The Longview School serves students aged 14-21 who have identified emotional and behavioral disabilities. The facility is a log structure located on the highest peak of a 154-acre campus bordering Pawtuckaway State Park. The Longview School at Summit Center is a, state approved, diploma granting high school. The school allows all students to develop self confidence, self awareness, social skills, communication skills, and healthy coping strategies in an emotionally and physically safe environment.

### *Future Needs*

There are currently no planned improvements at the DCS facility. The community continues to wrestle with the overcrowding situation at this school, but it dovetails with the ongoing lack of a high school facility for the community. Deerfield is currently in a long-term contract with Concord High School to provide education for students in grades 9-12. For many years, the community has had the opportunity to vote on varied building proposals that would address the overcrowding at DCS as well as a guaranteed place for students to attend high school. Coop options, Deerfield stand alone high school

proposals, middle/high school options as well as long term tuition agreements have all been explored. The current ten-year contract has mitigated the urgency to plan for building new facilities or possibly a high school. Until a facility solution has been agreed upon, it is not possible to address firm plans to modify curriculum or programs in the school.

## **Parks and Recreation**

For New Hampshire residents, our parks and recreation facilities are not just ancillary benefits enjoyed by a minority of individuals. Quite to the contrary, our parks and recreation facilities are enjoyed by all citizens and are a measure of our quality of life. With abundant forests, streams, and open spaces, Deerfield and the adjacent towns' communities offer a wide variety of outdoor recreational opportunities. Many out-of-town and out-of-state travelers come to the state parks in the summer to enjoy the natural beauty that residents of Deerfield experience on a daily basis.



Photo: SNHPC

A portion of two state parks exist in Deerfield, which offer recreational facilities. Bear Brook State Park offers swimming, boat rentals, picnicking, play fields, fishing, hiking and camping. Pawtuckaway State Park offers a 700 foot beach, play field, picnicking, hiking, snowmobiling, and camping.

The Parks and Recreation Department as of April, 2007 has two full time employees. The Parks and Recreation Director are responsible for creating and overseeing all department programs including maintenance of Bicentennial field. The Director is also responsible for submitting and adhering to the Parks and Recreation Budget. The director works with the Deerfield Recreation Commission on field and facility development. The director reports to the Town Administrator and Board of Selectmen and the director's assistant is responsible for all clerical duties of the Department as well as program creation and implementation.

**Table 50 Vol. II  
Parks and Recreation  
Veasey Park**

Part Time Employee	15,545.27
Swim Instructor	1,095.00
Legal Notices	467.50
Telephone	83.40
Contract	1,124.50
Electric	252.43
Repairs 1	40.00
Rubbish Collection	136.73
Supplies	272.64
Miscellaneous	78.00
<b>Total</b>	<b>\$19,195.47</b>

Source: 2006 Town Report, Deerfield

The town has built new recreational facilities and made improvements to existing ones since the last Master Plan update. Since 1999, the Town has built a new children's playground, a gazebo, new dugouts at the school baseball field, a new concession stand (still in progress) at the Bicentennial Field, both infields at the Bicentennial field have been redone and new bath houses were installed at Veasey Park. The town still does not have a full-sized soccer field, a useable tennis court, or an outdoor basketball court. In addition, indoor facilities are limited to multi-use buildings with no permanent set up available for recreational programs.

Deerfield's recreational programs serve all ages, from pre-schoolers to senior citizens. The heaviest emphasis is on recreational opportunities for elementary school grade students. Currently the responsibility for monitoring and maintaining Town-owned protected lands and Town forests lies with the Board of Selectmen.

Through 2010, the Parks and Recreation Department would like to repair the Town tennis court and create an outdoor basketball court. In addition the Department would like to create a more stable and consistent indoor program site. Through 2015, the Department would like to add additional ball fields to accommodate full sized field soccer, lacrosse, and other new programs, as well as to relieve the overburden at the existing field for current programs.

## **Library**

The Philbrick-James Library is currently located in the Soldiers Memorial Building, which was constructed in 1914. The building was originally built to honor Deerfield soldiers, house the Town's library, and provide space for meetings of Town Boards.



Philbrick-James Library. Photo taken on day of dedication July 28, 1914.

Caption above: Philbrick-James Library. Photo taken on day of dedication July 28, 1914.

The library currently employs one full-time staffer, two part-time staffers plus a janitor. In addition, there are approximately twenty volunteers who perform duties such as shelving items, preparing program materials, decorating bulletin boards, fundraising, and other varied tasks. The library's current hours are as follows:

Monday & Wednesday	1-8pm
Tuesday & Thursday	9-5pm
Friday	1-5pm
Saturday	9-Noon
Sunday	Closed

The estimated numbers of patrons using the library for the period 2000-2006 are shown in the following Table 51.

**Table 51 Vol. II**  
**Library Patrons: 2000-2006**

2000	9,087
2001	8,613
2002	8,637
2003	8,293
2004	9,123
2005	9,678
2006	9,812 (closed 3 weeks-floor project)

Source: Evelyn Decota, Town of Deerfield Librarian

There have been several changes and improvements made to the Philbrick-James Library facility since the last Master Plan in 1999. Some of these are as follows:



- Full-time librarian (2001)
- Added part-time technical assistant (2002)
- Repainted adult room (2003)
- Repainted and replaced carpet in junior room—Friends of the Library project (2003)
- Painted cement floor in reference room (2004)
- Front sidewalk re-designed and replaced-Boy Scout Eagle Project (2003)
- Landscaping along new sidewalk—Friends of the Library project (2003-2004)
- Slate roof repaired—funded by a Moose plate grant (2005-2006)
- Interior maple flooring sanded and refinished (2006)
- Added 2 air conditioning units to main floor (2003)
- Security alarm
- Installed under sink hot water heater (2005)
- Bottled water delivered monthly
- Track lighting installed on main floor
- Highway directional signs (2006)
- New back door (2006)
- Deadbolt on front door (2006)
- Replaced library sign out front with library name and new hours—Friends of the Library (2006)
- Increased open hours from 32 (1999) to 37 (2006) per week year-round
- Painting of one of our founders being restored—funded by a Moose plate grant (2006-2008)
- New music CD collection—Girl Scout Gold Award project—(2006-2007)
- Exterior trim to be painted (2007 budget item)
- Increased Parking space (2007 budget item)
- French drain to be installed (2007 budget item)

In addition to the enumerated facility improvements, there have also been several program changes to the library since the last Master Plan update in 1999. New hours have allowed the library to be open three mornings per week on Tuesday, Thursday, and Saturday. There have been more articles in the FORUM online newspaper and on the town website. A young writers' group was conducted for middle and high school students in the summer of 2005 and an Adult writers' support group was started in 2006. The library now facilitates as many as seven book groups (1 library sponsored, 2 private, 2 churches and 2 public schools) on an "as needed" basis.



Photo: SNHPC

Several issues with the existing facility have been noticed. The library will need additional space in the future to keep all volumes collected and meet the needs of Deerfield's growing community. Parking has also grown to become a big concern for library staff and patrons wishing to use the library. The library is located next door to the fire house in the center of town. The existing parking facility is small. If there is a fire call or training session for fire department volunteers, then there is virtually no parking available for library patrons. Conversely, when the library has a scheduled program, fire personnel have a difficult time finding parking when there is a fire call. The fire department and the library have asked the town to appropriate money in the 2007 budget to address this problem. (Photo: SNHPC)

As a result of the significant rainfall in the fall of 2005 and spring of 2006, the library building had some flooding on the lower level. As a stop-gap measure, the library had gravel deposited adjacent to the building in the areas where the roof's valleys empty onto the ground. Several contractors have looked at the problem and recommended a French drain be installed around the perimeter of the building. The town is in the process of applying for a FEMA grant to address this issue. The danger of flooding to the integrity of this historic building and its contents cannot be overstated.

In 1999, the Library had 16,089 volumes. In 2006, the number of volumes had increased to 20,907. The number of volumes in the library's collection has increased over the past few years as the library's budget for books and other media has increased. The library's budget for books was \$8,000 in 1999 and it has increased to \$ 12,000 in recent years. The Deerfield library participates in the interlibrary loan system, which the New Hampshire State Library operates out of Concord. The online catalog connects all the libraries statewide with a weekly van service to deliver requested materials in a timely manner. This is a cost efficient way to satisfy unusual or obscure requests.

The staff of the Philbrick-James Library is presently in the process of inventorying the entire collection. As part of the inventory, a member of the library staff is adding library holdings to the NHU-PAC (New Hampshire Union Public Access Catalog). This process makes it possible to search the library collection in addition to the collections of all the

member libraries in this state. This online searching can be done from home or in the library itself.

### **Future Needs for Facility**

As population growth continues, the library will need to address the long-term need for an addition to the existing facility at the bare minimum, and possibly the creation of a new facility. There is town-owned land adjacent to the present library building that was purchased to allow for expansion of the fire department and the library facilities. The library needs to form a long-range planning committee to study the facility needs.

### **Improvements to the Present Facility**

There is an Americans with Disabilities Act (ADA) compliance issue that is critical and needs to be addressed immediately. The addition of elevator/stair lift/ramps would address this situation. The less-than-efficient forced hot air furnace (pre-1981) will need to be replaced and the out-of-date reference section will need to be updated. There will need to be an additional sidewalk between the new steps to the existing sidewalk once the parking area is completed.

### **Personnel**

The library needs to have two staff members on duty at all times for reasons of personal security as well as logistics (bathroom breaks, vacation scheduling, lunches, sick days, etc.) There is a gap of 15 hours per week when double coverage is not possible. The new staff member's primary responsibilities will consist of programming needs, helping with technology issues, performing duties as assigned by the director and filling in as needed for staffing gaps.

### **New Equipment**

There is an immediate need for new computers (2 for present staff, 4 if public access computers are replaced). All computers at present have been donated by the public and therefore are practically obsolete before we acquire them. This item is anticipated to be 2008 budget item. An additional computer may be needed for the new staff member in the future. Shelving units for more books/CDs/DVDs/books on CD/magazines are desirable and will be requested as needed.

### **New Programs**

Additional adult and children's programming will be introduced as space, time and staffing constraints dictate. In the future, the library anticipates additional services such as:

- Outreach to homebound
- More sophisticated tech offerings such as wireless internet, downloadable audio books, and website development

- Additional story times for school-age children and babies
- Outreach to preschools, public schools and home schooling families
- Additional adult programming (as requested by patrons)

### **Highway Department**

The Highway Department consists of 4 full-time employees. Their primary jobs are to maintain the roads within the Town of Deerfield. Approximately 44 miles of paved roads and 14 miles of gravel roads make up the town's road system. For maintenance purposes, this translates to 116 lane miles of road.

Over the past few years, the Highway facility has had considerable improvements made. The interior of the building has been organized to make it more users friendly, 3 new overhead doors have been installed, and a waste oil burning furnace heating the entire garage has been installed. The Highway facility had been shared with the Ladies Food Pantry until January 2007, when the food pantry moved into the downstairs of the Deerfield Church giving the Highway Department the entire building. The space has been converted to include a small lounge/lunch room, a small kitchen area, new bathroom, locker room and an office area.



Photo: SNHPC

#### Currently, the Highway Department has the following equipment:

- 2004 F250 pick up with 8 foot plow and sander, 38,000 miles excellent condition. Sander good.
- 2002 F450 dump with 9 foot plow and sander, 51,000 miles good condition. Sander fair, should consider replacement
- 1994 International 4900 dump with 11 foot power angle plow, wing and sander, 98,000 miles good condition. Sander poor, needs replacement
- 1993 International 4900 dump with 11 foot plow, wing and sander, 185,000 good conditions.

- 1984 Cat 120G grader, 7500 hours with Hewitt wing and tower, good condition
- 2000 LB90 New Holland Backhoe with a twist-a-wrist attachment. 3800 hours, good condition. 3 extra buckets
- Torwell sander, fair condition
- 3-Spare 11 foot plows. 2 in excellent condition, 1 good condition
- V plow in fair condition
- 2-spare 10 foot wings in fair condition
- 1 York rake, good condition

2000 watt Honda generator, MQ three inch trash pump, seven older-type two way radios in vehicles, three hand-held portable radios, four chain saws, a pavement cut off saw, an air compressor, a steam/pressure washer, an Eager Beaver 20-Ton trailer, a crack sealer pot with two banders, and miscellaneous hand tools.

According to the Highway Department, with the exception of the 2004 F250 and the 2002 F450, the equipment is older and on the downward cycle. However, it is all under a good maintenance program. At some point within the next few years, at least one of the six wheelers should be replaced. One sander needs immediate replacement and the one assigned to the 450 is in poor condition.

#### *Future Needs*

Short term projects would include the overlay on Old Center Road North, full depth reconstruction of 600 feet on Reservation Road. one mile of Ridge Road also needs attention with in the next few years.

Long term planning would include some parts of Cotton Road, Middle Road, and South Road. These appear to be the largest traffic volumes roads in town. As the town continues to grow, the demands on the Highway Department will continue to only increase. The major development area remains on the south side of Deerfield.

The Town of Deerfield's Capital Improvement Program (CIP) lists several slated projects for 2007. These are as follows:

#### **Mt. Delight Road Phase 1 Overlay**

The project involves a pavement wearing surface overlay of 8,700 linear feet (LF)

#### **Mt. Delight Road Phase 2 and Swamp Rd. Overlay**

The project involves a pavement wearing surface overlay of 7,000 LF

#### **Reservation Road Reconstruction**

This project includes approximately 5,280 LF of total reconstruction which involves additional sub-base, culvert replacement, the re-creation of existing ditch lines plus adding 2 inches of pavement base course.



The CIP lists several other projects. However, when the CIP was done, the projects that were selected were based on the probability that there would be a capital improvement bond in place allowing the projects to be done and payment spread out over 10 or 12 years.

### **Transfer Station and Recycling Center**

The Deerfield Transfer Station and Recycling Center is located at 51 Brown Rd. In 1997, the Transfer Station was changed from a landfill to a Transfer Station. Most residents haul their own trash in Deerfield. Private haulers are available and have no connection to the town. Recycling is encouraged but not required. The Transfer station budget is \$219,000. Disposal and transport are \$188,000 of the total.

Municipal solid waste is disposed of in Pennacook. Municipal solid waste (MSW) is a waste type that includes predominantly household waste (domestic waste) with sometimes the addition of commercial wastes collected by a municipality within a given area. They are in either solid or semisolid form and generally exclude industrial hazardous wastes. The term *residual waste* relates to waste left from household sources containing materials that have not been separated out or sent for reprocessing.

#### *Unacceptable Materials*

- Compressed Gas Tanks: including all oxygen, acetylene, argon, Freon, and nitrogen
- Harmful, hazardous or toxic substances
- Sludge or septic waste
- Any material which, in the opinion of the Transfer Station and Recycling Center Attendant, constitutes a serious hazard to other users of the facility, to the property of the Town or to the operation of the Transfer Station and Recycling Center facility. This shall include, but not limited to, any industrial by-products
- Stumps to include trees and limbs greater than five (5) inches in diameter, as directed by the attendant



Photo: SNHPC

The town is seeking less expensive transport methods for Municipal Solid Waste. Needs will expand with population but the current facility should be able to handle the increase with an extension of operation of hours.

The 2005-2010 Capital Improvement Program (CIP) for the Town of Deerfield states that there are no projects, possessing a dollar value of greater than \$20,000, that are currently planned for the next six years.

### **Municipal Buildings – Town Offices/George B. White Building**

There are currently 20 full-time and thirteen part-time employees and volunteers working in the Town Office buildings for Deerfield. These employees and volunteers represent the various departments such as police, recreation, tax collector, tax assessor, highway, library, building inspector, health and welfare department, transfer station, planning board, zoning board of adjustment, technology department, fire, and rescue squad. The hours in which the offices within the Municipal Building are open to the public are as follows:

#### Town Clerk-Tax Collector's Office, Assessing Office, Finance, Human Resources

Monday	8 a.m. to 7 p.m.
Tuesday through Friday	8 a.m. to 2:30 p.m.

#### Town Administrator

Monday through Friday	8 a.m. to 4 p.m.
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#### Parks and Recreation

Monday through Friday	8 a.m. to 4:30 p.m.
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#### Overseer of the Welfare

Monday	4 p.m. to 6 p.m.
Tuesday through Friday	8:30 a.m. to 10:30 a.m.

#### Walk-in Hours

	:
Monday	4:00 p.m. to 6:00 p.m.
Wednesday	8:30 a.m. to 10:00 a.m.

Appointments can be made with the Overseer of Welfare during regular business hours. Additionally, a Welfare Official is available during regular business hours of the town offices.

#### Building/Code of Enforcement Office

8 a.m. to 12 p.m., other hours by appointment

#### Meetings of Committee

Evenings



The ground floor (center section) and lower section of the G.B. White Building is handicapped accessible. The lower level (former cafeteria) has access, but does not allow someone to reach the meeting room floor. There is also viewing platform in this area. The front section of the G.B. White Building is not handicapped accessible. The offices currently located in the building include the Town Clerk/Tax Collectors Office, Assessors Office, Police Department, Building/Code Enforcement Department, Parks and Recreation, Planning Board, Zoning Board of Adjustment, Conservation Commission, Welfare Office, Technology Department, Health Office, Town Administration and the Building Maintenance Supervisor. At present, the preference of voters is for Town Offices to remain in the G.B. White Building. The construction of a new building has been considered in the past, but voters have not approved the proposals.



Photo: SNHPC

There have been minimal changes to the building since the last Master Plan update with the exception of general maintenance. As space within the building has been vacated, it has been consumed by the Town Government functions. Interior space allocation for Town Government functions has been restructured to provide as much efficiency as possible with the space currently provided. The maintenance plans have been stepped up to include larger repairs such as the roof and the parking area.

Space problems currently exist in terms of meeting space for Town Boards, Commissions, Committees, and Civic Organizations. All departments have space issues. At present, the space is being restructured to alleviate some congestion but is only a band-aid. There is an immediate pressing need for storage and archive space.

Within the G.B. White Building, the computer systems are linked to the network server. Other Departments such as the Library, Transfer Station, Fire Station, Rescue and Highway Department are not on the network server.

Currently, there are numerous existing problems with the buildings infrastructure. There are many water leaks in the building. The roof was repaired on one section in the summer of 2007 to help mitigate this problem. There is constant maintenance of the light fixtures and electrical system within the building is under stress from all the computer equipment.

The plumbing is constantly in need of repair. The windows on the building are not well insulated and are in disrepair, this is a problem in the winter months especially with the rising cost of energy prices. The Septic System requires monitoring and maintenance. Two furnaces in the lower end are 37 years old and will need to be replaced in the near future. The building currently has a smoke/heat detections system, but lacks sprinklers. These are the most pressing infrastructure needs of the facility identified by town officials.

### *Future Needs*

Several future needs and upgrades were identified by the town administrator. The phone system is going to need to be replaced in the near future. Interior and exterior renovations are to be addressed each year. Around 2010 but before 2015, the Town will be looking at a new facility or major renovations to the G.B. White Building as the problems enumerated above should make clear. Complete overhaul and replacement of the leach field is necessary. There will also be a need for additional power to be run into the building.

### **Sewer and Septage Services**

There are no current plans to for the development of a municipal wastewater collection and treatment system. The town also has no known lagoon pits in town for septage. The community currently relies on individual septic systems. Septage is trucked to various waste water treatment facilities. Concord has agreed to handle septage that is transported by truck from individual residences if other cities refuse it. At this time, the trucking companies choose where they will haul the septage to. There are currently no future plans to alter the Town's septage system in any large scale way.

### **Water Supply**

The Town of Deerfield currently has no plans to develop a municipal water treatment and distribution system anytime in the future. All Deerfield residents and businesses depend primarily on individual wells for their domestic water supply. There are approximately 1,500 wells in town. Water quality issues exist in the area of Mr. Mike's Convenience Store and the Center of Deerfield (Old Center Road South).

The town-owned wells are as follows:

- 1 Fire Station, -4A Church Street, Philbrick-James Library, 4 Church Street (shared)
- 2 South Fire Station, 33 Birch Road
- 3 Highway Department Shed and Town Hall 8 Old Center Road, South and Town Hall (shared)
- 4 Deerfield Community School, 66 North Road
- 5 G.B. White Building, 8 Raymond Road

To date, these wells have never run dry and they have good water pressure. The town has not experienced any operating or maintenance problems in relations to these wells. There

are several community water systems in Deerfield. They are located at the following sites:

- 1 G.B. White Building, 8 Raymond Road
- 2 Sherburne Woods, Elderly Housing, Upham Drive
- 3 Longview School, Reservation Road
- 4 Lazy Lion, North Road
- 5 Deerfield Community School, 66 North Road

Future water supply and water distribution needs will depend on the growth rate of the community and would be addressed during the planning phases of a project.

## TRANSPORTATION

### Community Survey

In December 2006, the University of New Hampshire Survey Center conducted a Community Input Survey for the Town of Deerfield. The results of the survey provide information on the attitudes of Deerfield residents concerning transportation-related issues and future planning initiatives in the Town. A total of one thousand, seven-hundred and seventy-five (1,775) surveys were mailed to all Deerfield postal patrons in November and December 2006. Four hundred and sixty-six (466) responses to the survey were received. The response rate for the Deerfield Community Input Survey was approximately 26 percent.

The majority of Deerfield residents responding to the survey feel that minimizing traffic and traffic-related noise is a priority. Other transportation-related priorities expressed by Deerfield residents included preserving stone walls along public roadways, enforcement of speed limits, implementing an Adopt-A-Highway program and improving road conditions. The results of the survey indicated that those Deerfield residents responding to the survey strongly favor requiring developers to pay fees to help offset the costs of Town improvements such as roads. The majority of residents responding to the survey also felt that the Town should develop a policy for Class VI roads. Approximately 40 percent of the residents responding to the survey indicated that Deerfield needs more walking trails and bicycle paths.

### Roadway Classification

Municipal roads and highways are classified according to administrative and functional classification systems. Administrative classification systems define the roles and responsibilities of the various government agencies for activities such as construction and maintenance. The road and highway network within a municipality can also be defined through a functional classification system based on the role that a roadway facility serves within a network hierarchy. The following sections describe functional and administrative roadway classification systems.



### *Functional Classification*

General functional roadway classifications are:

- **Arterial Streets** are intended to carry traffic from collector streets to the system of highways; that is, to move through traffic to and from major attractors.
- **Collector Streets** carry traffic between local streets and the arterial system; they are intended to collect and distribute traffic in minor traffic generating areas.
- **Local Streets** primarily provide access to abutting properties.

The functions performed by higher hierarchy roadways such the major arterials are principally intended to provide regional and inter-city mobility. Where the primary function of a highway is to provide mobility, relatively high sustained speeds are desirable. Lower hierarchy roadways (i.e. minor arterials and local roads) are designed to provide access to local areas and individual properties, and in these areas, low speeds are necessary to provide safe access. Roadway networks providing safe and efficient access for these purposes are generally designed through utilization of the principles contained in a functional classification system. Development and maintenance of a functional roadway classification system will assist the town in highway system planning and encourage the development of a roadway network that meets the needs of both regional through travel and local trip-making.

### **Administrative Classification**

Guidelines for administrative classification of roadways in the State of New Hampshire are based on information contained in *New Hampshire Planning and Land Use Regulation*. Highways under state maintenance and control include Class I, II, and III highways while Class IV, V and VI highways are under the jurisdiction of municipalities. The administrative roadway classification as defined in *New Hampshire Planning and Land Use Regulation* is as follows:

- Class I highways consist of all existing or proposed highways which are part of the primary state highway system excepting all portions of such highways within the compact sections of 27 towns and cities listed in RSA 229:5, V.
- Class II highways consist of all existing or proposed highways on the secondary state highway system, except those portions of such highways which are within the compact sections of 27 towns and cities listed in RSA 229:5, V. Class III, Recreational Roads, consist of all roads leading to, and within, state reservations designated by the legislature.
- Class III-a, highways consist of new boating access highways from any existing highway to any public water in the state.
- Class IV, Town and City Streets, consist of all highways within the compact sections of 27 towns and cities listed in RSA 229:5, V. The extensions of Class I and Class II highways through these areas are included in this classification.

- Class V, Town Roads, consist of all other traveled highways which the town has the duty to maintain regularly.
- Class VI, Unmaintained Highways, consist of all other existing public ways, including highways discontinued as open highways, highways closed subject to gates and bars, and those highways which have not been maintained by the Town in suitable condition for travel for a period of five years or more.
- Scenic Roads are special town designations (by vote of the town meeting) of any road, other than a Class I or Class II highway, where the repair, maintenance, reconstruction, or paving work shall not involve or include the cutting or removal of trees, or the destruction of stone walls, except as provided for under RSA 231:158.

Table 51 presents a summary of Deerfield's administrative classified roadway mileage. This information was provided by the New Hampshire Department of Transportation (NHDOT). As of 2003, there were approximately 84.1 miles of public roads in the Town, including approximately 17.4 and 1.3 miles, respectively, of Class II and Class III highways. There are currently no Class I highways in Deerfield. The majority of the town's roads, approximately 54.8 miles, are Class V Town Roads, while there are approximately 10.6 miles of roads classified as Class VI in Deerfield. The Town's classified roadway mileage is summarized in Table 52.

**Table 52 Vol. II**  
**Approximate Highway Mileage**

Class II	17.4 miles
Class III	1.3 miles
Class V	54.8 miles
Class VI	10.6 miles

Source: NHDOT 2003

## **Traffic Flows**

The results of the Community Input Survey indicated that, of those residents responding to the survey, approximately 39 percent travel between 10 and 25 miles to work, while an additional 23 percent travel between 25 to 40 miles to work. Thirteen percent of residents responding to the survey indicated that they travel 40 or more miles to work.

Additional information on the travel behavior of Deerfield residents is also available from the 2000 Census. The results of the Census indicated that approximately 87 percent of employed Deerfield residents commuted to work alone in a private vehicle. This figure is slightly higher than the average for communities in the SNHPC region. An additional seven percent of employed Deerfield residents traveled to work in private vehicle with at least one other individual. The results of the Census also indicated that approximately

four percent of Deerfield residents worked at home. The Census did not reveal the use of public transit or walking as a mode for work trip travel by Deerfield residents.

### *Existing Conditions*

The SNHPC annual regional traffic counting program and regional travel demand model were used to compile existing and projected traffic volumes on the Deerfield roadway network. Existing (2005) average annual traffic volumes (AADT) on selected roadways in Deerfield are shown on Map 9, volume 1.

The State of New Hampshire Ten Year Transportation Improvement Plan (2007-2016) includes an evaluation of existing (2004) traffic congestion and operational data for the State highway system. Information on the major highway links in Deerfield is included in this evaluation. In the document, congestion is measured by level of service, which is an indication of how well traffic flows on the highway system. Level of Service (LOS) is expressed by a letter grade with LOS A representing little or no congestion and LOS F representing a roadway link operating at capacity.

The information presented for Deerfield indicates that NH 43 and NH 107 in the northern portion of the town are expressed as operating with little or no congestion. These conditions, which are also being experienced on NH 107 in the southern portion of the town, are roughly equivalent to LOS A and B. NH 43 and the portion of Routes 43/107 between the southern and northern junctions of these two state roads in the town are expressed as operating with moderate congestion, roughly equivalent to LOS C and D.

### *Future Conditions*

Traffic volumes for the “existing” base year condition were projected to a 2025 “horizon” year utilizing a growth rate from the regional travel demand model. The traffic growth rate was developed through a comparison of the “base” year and “horizon” year assignments from the regional travel demand model. These growth rates were then used to increase the base year volumes from the regional traffic counting program to represent the 2025 horizon year. The 2025 projected AADT traffic volumes are shown in Map 10, volume 1.

## **Traffic Accidents**

Crash data for the period from 1995 to 2005 was obtained from the NHDOT. A total of 772 accidents occurred in the Town during this period. The highest accident total was recorded in 2004 when a total of 84 accidents were reported. The lowest accident total reported was in 1998 when 51 accidents occurred. A summary of the accident totals for the years 1995 to 2005 is presented in the following Table 52.

**Table 53 Vol. II**  
**Total Reported Accidents in Deerfield, 1995-2005**

Year	Total Number of Accidents Reported
2005	77
2004	84
2003	66
2002	81
2001	80
2000	76
1999	61
1998	51
1997	83
1996	56
1995	57

Source: NHDOT

Crash data for the period 2001 to 2005 was used to identify high accident locations within the town. Table 53 presents a listing of the high accident intersection locations in the town for the period 2001 to 2005. The table indicates that, during this period, the Stage Road/Raymond Road intersection experienced the greatest number of accidents. A total of six accidents occurred at this location during this period. A total of four accidents occurred at the South Road/Cotton Road and Raymond Road/North Road intersections during this period.

**Table 54 Vol. II**  
**Intersection Accident Locations, 2001-2005**

Intersection	2001	2002	2003	2004	2005	Total
Stage Rd (NH 43)/Raymond Rd (NH 107)	3	1	0	2	0	6
South Rd (NH 43)/Cotton Rd	0	0	1	1	2	4
Old Candia Rd (NH 43)/South Rd	0	0	2	1	0	3
Raymond Rd (NH 43/NH 107)/North Rd	0	0	1	2	1	4

Source: NHDOT

Table 54 presents accident data for roadway links (between intersections) in the town for the period 2001 to 2005. The table indicates that North Road experienced the greatest number of accidents during this period. During this period, a total of 74 accidents occurred on this road. The links experiencing the next highest number of accidents during this period were Raymond Road (35 accidents) and Mountain View Road (31 accidents).



# Functional Highway Classification

## TOWN OF DEERFIELD

 Town Boundaries

 Rivers

 Lakes

### Roads

*Functional Classification*

 Major Collector

 Minor Collector

 Local Roads

 Class VI & Private Roads

Data Sources:  
NH GRANIT Digital Data (1:24,000)  
NH Department of Transportation  
Town of Deerfield  
SNHPC

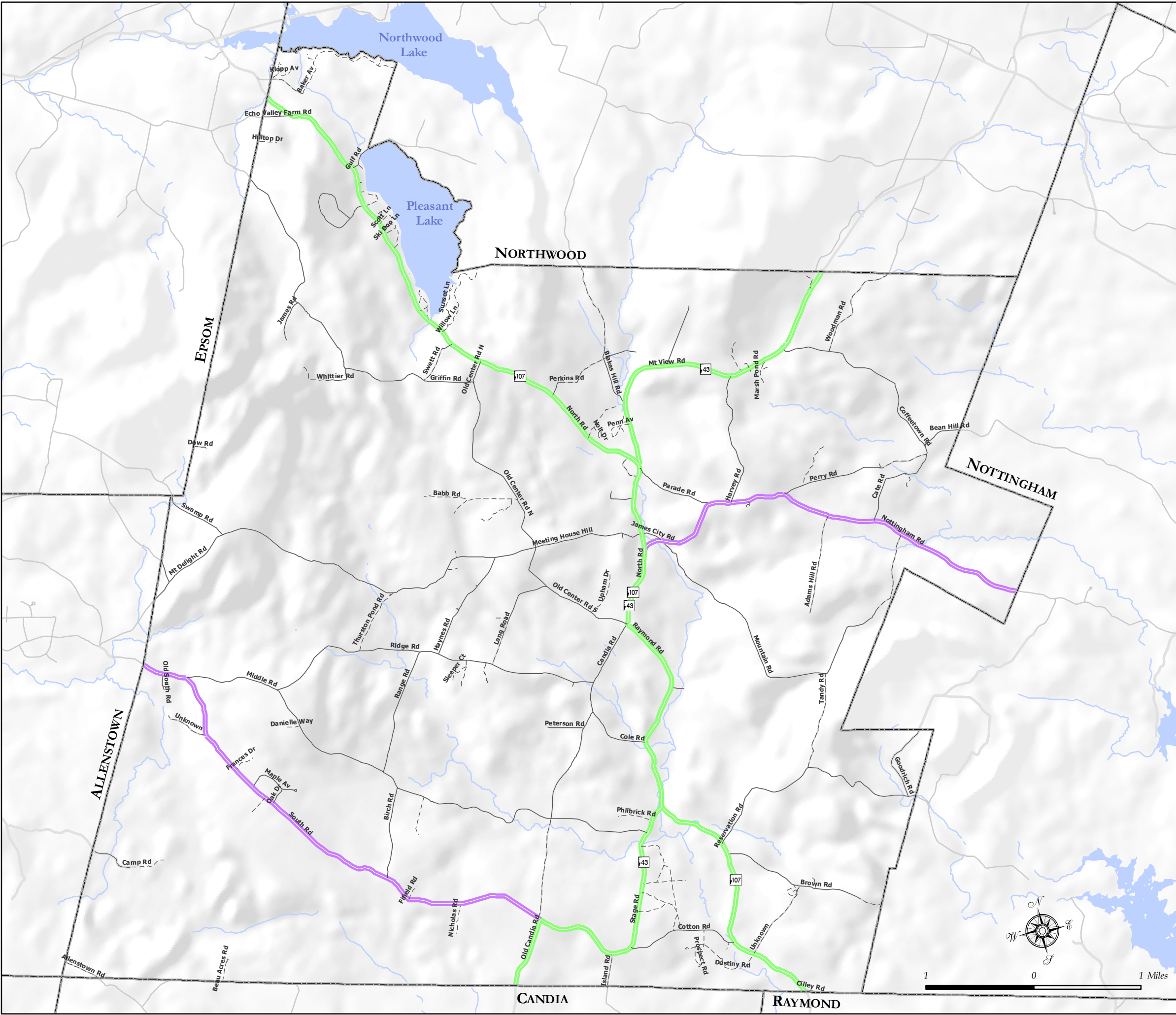
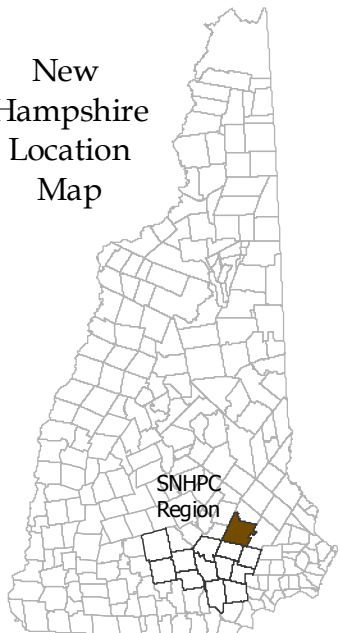
The individual municipalities represented on this map and the SNHPC make no representations or guaranties to the accuracy of the features and designations of this map.

Map Produced by  
GIS Service SNHPC 2007.  
Contact: [gis@snhpc.org](mailto:gis@snhpc.org)  
Ph: (603) 669-4664

This map is one of a series of maps that were produced as part of a Town's Master Plan 2007 and for planning purposes only. It is not to be used for legal boundary determinations or for regulatory purposes.



New  
Hampshire  
Location  
Map





# Administrative Highway Classification

## TOWN OF DEERFIELD

 Town Boundaries

 Conservation Land


 Rivers

 Lakes

### Roads

*Asministrative Classification*

 Secondary State Highway - Class II

 State Maintained Recreation Road - Class III

 Town Roads - Class V

 Town Roads - Class VI

 Private Roads

Data Sources:  
NH GRANIT Digital Data (1:24,000)  
NH Department of Transportation  
Town of Deerfield  
SNHPC

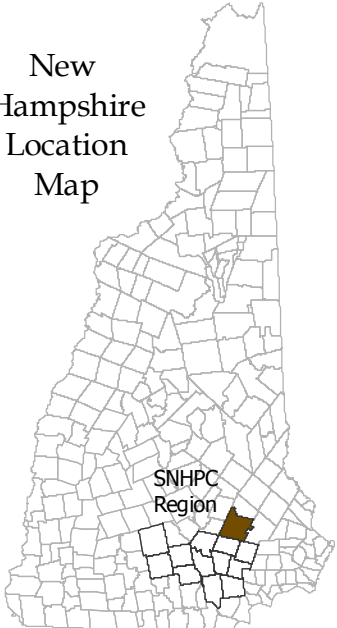
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New Hampshire  
Location  
Map



1 0 1 Miles

**Table 55 Vol. II  
Roadway Link Accidents, 2001-2005**

<b>Roadway</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>Total</b>
North Road (NH 107)	21	16	12	13	12	74
Mountain View Road (NH 43)	3	4	10	10	4	31
South Road	8	0	2	7	10	27
Raymond Road (NH 107)	7	8	3	9	8	35
Old Candia Road (NH 43)	4	2	1	1	0	8
Middle Road	4	3	3	4	3	17
Range Road	1	0	4	1	2	8
Reservation Road	1	1	1	4	0	7
Blakes Hill Road	0	0	1	0	4	5
Nottingham Road	3	2	2	1	1	9

Source: NHDOT

In the ten year period between 1995 and 2005, a total of four fatal accidents occurred in Deerfield. Table 55 identifies the location of these accidents and when they occurred. Three fatal accidents occurred on NH 107 and the other fatal accident occurred on South Road.

**Table 56 Vol. II  
Fatal Accidents, 1995-2005**

<b>Year</b>	<b>Fatalities</b>	<b>Location</b>
1995	1	NH 107 North south of Old Center Road North
2005	1	NH 107 500 feet south of Charlie Lane
2005	1	South Rd 2000 feet south of Oak Drive
2005	1	NH 107 400 North of Reservation Rd

Source: NHDOT

### **NHDOT Ten-Year Transportation Improvement Program/SNHPC Transportation Improvement Program**

The Transportation Improvement Program (TIP) represents a vital link between plan development and the implementation of transportation projects. The SNHPC, on behalf of Deerfield and other member communities, is required to participate in the TIP process of project implementation that includes updating the document biannually. The TIP process begins during the Fall of even-numbered years with input from the local communities as they submit their priorities for transportation system projects to the region. The projects are reviewed and ranked and a recommended list of projects is forwarded to the NHDOT for consideration.

The current FY 2007–2010 SNHPC TIP does not contain any improvements projects located in Deerfield. Additionally, the current version of the NHDOT Ten Year TIP (2007-2016) and the draft 2009–2018 TIP that is currently being reviewed through the



Governor's Advisory Council on Intermodal Transportation public hearings also does not contain any improvement projects in the Town.

The NHDOT Bureau of Bridge Design is currently monitoring four bridge structures in the Town. Three of these bridges are municipally-owned "red listed" structures requiring more frequent inspection due to known deficiencies such as poor structural conditions, weight restrictions or type of construction. These bridges are located on Middle Road and Candia Road (over Hartford Brook) and on Blakes Hill Road (over Lamprey River). The bridge carrying NH 43 over the Lamprey River in the southern portion of the town is a State-maintained structure that has been classified by the NHDOT as functionally obsolete. All of these bridges have been included in the NHDOT's priority listing system for repair and/or replacement.

### **Roadway Surface Management**

The Deerfield Highway Department was contacted to determine priority short term and long term roadway maintenance projects that the town intends to pursue. Based on the information obtained, the town's short term priority roadway maintenance projects include the following:

- Pavement overlay – Old Center Road North
- Reconstruction – Reservation Road
- Reconstruction – Ridge Road

Long term priority roadway maintenance projects include the following:

- Reconstruction – Cotton Road
- Reconstruction – Middle Road
- Reconstruction – South Road

In addition, the following roadway projects are included for implementation in 2007 in the town's Capital Improvement Program (CIP):

- **Phase 1 Overlay – Mount Delight Road** - Surface overlay of 8,700 Linear Feet
- **Phase 2 Overlay – Mount Delight Road 2 and Swamp Road** - Surface overlay of 7,000 Linear Feet
- **Reconstruction – Reservation Road** – Total reconstruction of approximately 5,280 Linear Feet involving additional sub-base, culvert replacement, re-creation of existing ditch lines plus two additional inches of pavement base course

CIP projects were selected based on the probability that there would be a capital improvement bond in place allowing the projects to be done and payment spread out over approximately 10 years.

The NHDOT Ten Year TIP (2007-2016) includes 2004 information on pavement condition of numbered routes on the state maintained highway system. This information



was based on observations of maintenance personnel and additional data gathered from pavement condition data collection efforts. The data presented suggests that the majority of the state maintained roadways in Deerfield (NH 43 and NH 107) require at least some work. A substantial portion of this roadway mileage is classified as requiring major work. It should be noted that, in its current redevelopment of the Ten-Year Highway Plan process, the NHDOT has stated its commitment to constructing new highway projects in the state while at the same time ensuring that the existing transportation infrastructure is adequately maintained. Additionally, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** requires a commitment to the development of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

### **Alternative Modes of Transportation**

The SNHPC is currently assisting the NHDOT to complete an update of the Statewide Bicycle Route System map. The SNHPC recently obtained input from its member communities on which routes should be included in this system. At the present time, the following roads in Deerfield have been included as recommended bicycle routes:

- Mount Delight Road from the Allenstown town line to NH 43/NH 107
- Middle Road from the Allenstown town line to South Road
- South Road from Middle Road to NH 43
- NH 43 from South Road to NH 107
- NH 107 from the Candia town line to NH 43
- NH 43/NH 107 from NH 43 south to Cole Road
- Cole Road
- Candia Road from Cole Road to NH 43/NH 107
- NH 43/NH 107 from Candia Road north to the junction of NH 43 and NH 107
- Parade Road
- Nottingham Road
- NH 43 from NH 43/NH 107 north to the Northwood town line
- NH 107 from NH 43/NH 107 north to the Epsom town line

There are currently no public transit services in the town of Deerfield. As the SNHPC region grows, increasing dispersion of land development in the area is leading to socio-economic and demographic changes. In turn, these changes are resulting in increased regional trip-making, travel across municipal boundaries, and a growing need to ensure mobility and accessibility on a regional scale. In an effort to address these issues, the SNHPC is currently conducting a Regional Transit Feasibility Study. The first phase of the study consisted of a Comprehensive Operations Analysis (COA) of the MTA's existing fixed-route bus services. The COA included a thorough review of the MTA system, including patronage by route, time of day and stop, transfers between routes and schedule performance. The COA recommendations, which were designed to ensure the system operates as efficiently as possible, were implemented in July 2007. The subsequent tasks of the Regional Transit Feasibility Study are now underway. The

remainder of the study will look at the feasibility of expanding the scope of the transit services presently provided by the MTA and how services can be coordinated more effectively and used more efficiently. It is anticipated that all of the SNHPC communities will ultimately benefit from this effort to more effectively utilize the transportation resources.

Deerfield is also participating along with the SNHPC and 25 additional towns and cities in the Community Technical Assistance Program (CTAP). CTAP was developed by the NHDOT in response to the anticipated impacts of the Salem-Manchester I-93 highway widening project. CTAP will provide advanced training for local officials, technical assistance, public information, education resources and innovative demonstration projects. The purpose CTAP is to provide towns in the study area with the tools required to deal with the impacts of the proposed highway widening. Year One CTAP projects are nearing completion and planning for Year Two is now underway.

## REGIONAL CONCERNS STUDY

### I. Results of Community Master Survey

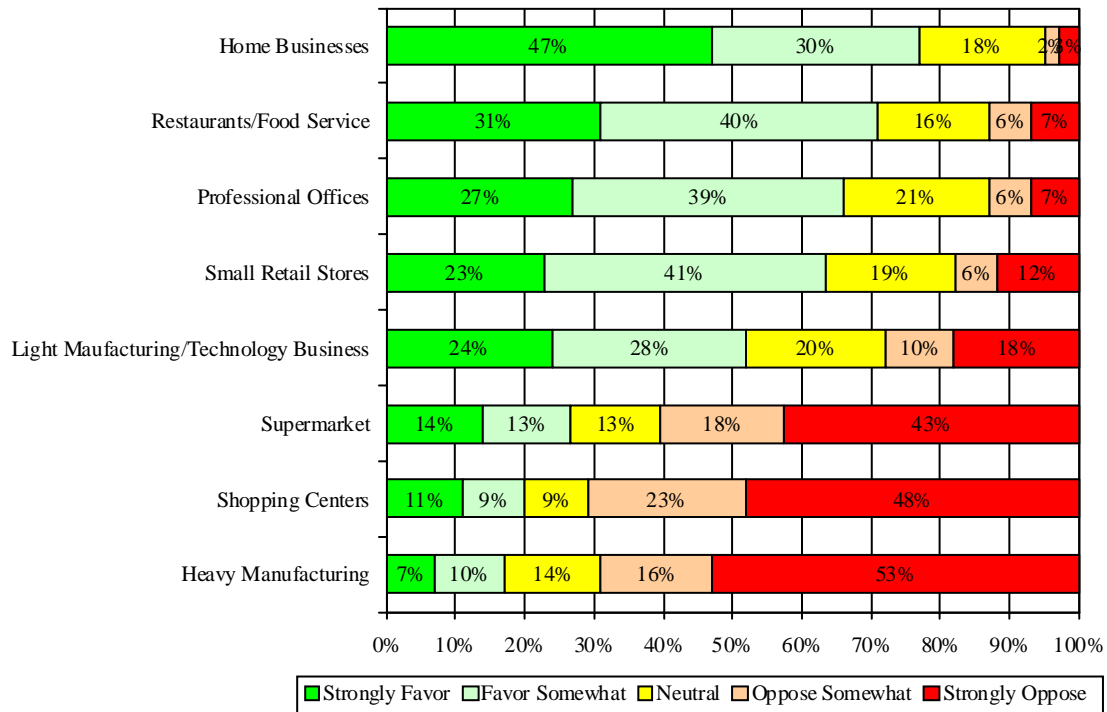
The University of New Hampshire Survey Center conducted a survey for the Town of Deerfield. The specific areas of interest were the attitudes about the Town of Deerfield and future planning initiatives for Deerfield. Seventeen hundred seventy-five (1,775) surveys were mailed to all Deerfield postal patrons on November 24, 2006 and a reminder was sent December 12, 2006. Four hundred sixty-six (466) Deerfield residents responded to the survey between November 24 and December 22, 2006; the response rate was 26 percent.

#### 1.2 Regional Concerns

*Question 23: What is your opinion of the following types of development in Deerfield?*

- **Overall Summary of Results:** The majority of Deerfield residents (77%) either strongly favor (47%) or favor somewhat (30%) development in Deerfield that includes home businesses, 71 percent favor development of restaurants/food service, 66 percent favor development of professional offices, 64 percent favor small retail stores, 52 percent favor light manufacturing/technology business, while only 27 percent favor a supermarket, 20 percent favor shopping centers, and 17 percent favor heavy manufacturing.





*Question 7: What is your opinion of the following possible actions the Town of Deerfield could take to assist with affordable housing? (Defined as a family of 4 earning less than 60K annually)?*

- Overall Summary of Results:** The majority of residents (88%) either strongly agree (62%) or somewhat agree (26%) with tax breaks for the elderly, followed by only 44 percent that agree developers should be required to either build a percentage of affordable homes or pay a fee to support affordable housing in other areas of Town, 33 percent agree with permitting mixed-use development, 28 percent agree with permitting manufactured housing, 26 percent agree with permitting apartments, 25 percent agree with permitting condominiums, and 24 percent agree with permitting smaller single-family building lots.



### Buffer Resources:

Buffers for Wetlands and Surface Waters: A Guidebook for New Hampshire Municipalities Audubon Society of New Hampshire, NH Office of State Planning, University of New Hampshire Cooperative Extension, U.S. Department of Agriculture Natural Resources Conservation Service, November 1995. Revised edition May, 1997.

Wilkerson, Ethel et al. "The Effectiveness of Different Buffer Widths for Protecting Headwater Stream Temperature in Maine" *Forest Science*, Volume 52, Issue 3, 2006.

The New Hampshire Estuaries Project website at:  
<http://www.nhep.unh.edu/resources/index.htm>

Best Management Practices to Control Nonpoint Source Pollution: A Guide for Citizens and Town Officials. New Hampshire Department of Environmental Services, January, 2004.



Innovative Land Use Planning Techniques: A How-to-Handbook for Sustainable Development, Water Resources Chapter “Shoreland Protection: The Importance of Riparian Buffers” Southern New Hampshire Planning Commission, Draft chapter completed on February 28, 2007.

## Regional Concerns

### Regional Impacts

Deerfield is a part of a regional network of communities tied together by a common transportation infrastructure, water resources, agriculture and forests, and issues of wide importance such as housing and population growth. For the regional economy to grow in the future, municipalities will have to work together to find an appropriate balance between commercial and industrial growth and preservation of open spaces and natural resources. Projects such as the widening of Interstate I-93 will have a major impact on regional growth well into the future. New projects such as this will continue to present themselves, and the Town of Deerfield should keep up to date on these developments.

By being actively engaged in regional planning initiatives, the Town of Deerfield can adequately participate and plan for its future.

### Housing Growth

The Town of Deerfield has seen a fifteen percent increase in total housing units from 1990-2000. In 1990, there were 1,227 total units with 1,043 of these being single family units, while in 2000, there were 1,406 total units with 1,231 of these being single family units.<sup>23</sup>

Deerfield has experienced nearly constant growth in housing units for three decades straight. Compared to the SNHPC region as a whole, whose growth rate from 1990-2000 was only 11 percent<sup>24</sup>, Deerfield is certainly a community with a growing demand for increased housing units. However, despite these large increases, Deerfield remains one of the smaller communities in the region. This may cause rapid growth changes to have greater impacts than would be felt for the same actual changes in a larger community.

Within the SNHPC region, eight of the thirteen communities have adopted growth management ordinances, interim growth management ordinances, or innovative land use controls such as timing incentives and phased development. Three of the communities have adopted growth management ordinances, including: Auburn, Derry, and Londonderry. Two of the three communities—Candia and Raymond—with innovative land use controls border Deerfield. The third community is Chester. The two

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<sup>23</sup> [www.census.gov](http://www.census.gov) 10/12/07

<sup>24</sup> Ibid.



municipalities with interim ordinances are Hooksett and Weare, with Hooksett located catty-corner to the Town of Deerfield.

The establishment of growth control ordinances essentially push housing development from one community into another. The maintenance of a growth control ordinance, in the communities neighboring Deerfield, may potentially create development pressures on the town that it may not have had otherwise. While the establishment and maintenance of similar ordinances in Deerfield may shift pressure into other communities, creating impacts elsewhere, there is little else that Deerfield can do to balance pressures they may receive for additional housing growth.

While Deerfield does not currently have a growth management ordinance in place, they do have a Phased Development Ordinance (Section 328) which is a process by which the Town can regulate the issuance of building permits for residential subdivisions so that the construction of units occurs at a rate consistent with the gradual expansion of community services needed to support it. Depending on the size of the project, the construction may be phased over a period of 2-8 years.

In addition to the close monitoring of its own growth control mechanisms, Deerfield can also maintain an open dialogue with its neighboring communities, either through one-on-one interactions or in regional forums, to review the regional impacts of housing growth in each community. These conversations may focus on actual growth trends, planning efforts, and growth controls, which all may have regional implications.

### **Affordable Housing**

The Town of Deerfield has become one of the most expensive places in the Southern New Hampshire Planning Commission Region to own a home. The median purchase price for a home in the Town of Deerfield in 2006 was \$296,900,<sup>25</sup> compared to \$253,600<sup>26</sup> for the SNHPC Region as a whole; a difference of approximately 17 percent. In 2005, the median purchase price of a home in Deerfield was 25 percent higher than the SNHPC Region, which represented a 15 percent increase over the 2004 figure of \$273,000. From January to July 2007, the median purchase price of all homes in Deerfield was \$297,000<sup>27</sup>, compared to \$240,000 in the SNHPC region during the same period. This trend is quickly making Deerfield one of the least affordable communities in the SNHPC region to own a home. This is particularly true for senior households on fixed incomes, younger generations just entering the housing market, and public employees such as teachers, firefighters and municipal staff. The lack of a diverse housing supply, with opportunities for all households, is a chronic problem in the State of New Hampshire, and is not unique to the Town of Deerfield.

<sup>25</sup> \*Calculations based on a sample size of 49. Sample sizes less than 50 are highly volatile and not considered valid.

<sup>26</sup> New Hampshire Housing Finance Authority, "Purchase Price Data for Various Geographic and Political Divisions of New Hampshire" 12/11/07

<sup>27</sup> Calculations based on a sample size of 24. Sample sizes less than 50 are highly volatile and not considered valid.



To adequately meet the state, county, and region's overall demand for a diverse and affordable stock of housing, municipalities must work together so that no single community has a surplus of low-valued housing, while others only have higher-priced housing. The goal must be towards maintaining a regional balance of community assets.

The Housing Chapter of this Master Plan outlines opportunities for Deerfield to help promote affordable housing opportunities for all households. In addition, the Town can participate in a variety of housing related regional forums sponsored by agencies such as the SNHPC, the Business and Industry Association, Home Builders and Remodelers Association of New Hampshire, the New Hampshire Housing and Finance Authority, the New Hampshire Office of Energy and Planning, and the Greater Manchester Chamber of Commerce. More information about up-to-date programs can be obtained by contacting each of the agencies.

### **Water Resource Protection**

Protection of the region's surface waters is important for a variety of reasons. One of the most important concerns is the natural vegetation growing alongside riverbanks and shorelines. These natural shorelines not only serve as wildlife habitat, but also play a significant role in holding stream and riverbanks together as well as preventing erosion and siltation. In addition, stream banks are natural conductors for runoff, and thereby replenish surface water supply. The New Hampshire Department of Environmental Services has compiled a list of great ponds in the State of New Hampshire. A great pond is defined as a natural body of water that is at least 10 acres in size. As a whole, the region has a total of 40 great ponds. The lakes and great ponds located within the Deerfield are provided below:

#### **Deerfield**

- Spruce Pond - 21.7 acres
- Beaver Pond – 58.4 acres
- Freeses Pond – 82 acres
- Pleasant Lake – 493.5 acres

The Town of Deerfield has several important great ponds such as Spruce Pond, Beaver Pond, and Freeses Pond. Pleasant Lake and the Lower Suncook River Watershed are important surface water resources for Deerfield which share boundaries with adjacent towns such as Hooksett, Candia, Nottingham, and Raymond. These surface water resources come under the protection of numerous state regulations for environmental protection, such as the State Shoreland Protection Act. However, smaller tributaries are a part of a larger watershed region that, in order to be protected, must be looked at from a regional perspective. Deerfield must work with other communities in concert to ensure there are appropriate setback requirements along entire water bodies, so that potential contamination at one site does not feed into the water of other towns. It will take this kind of regional approach to ensure that water resources are abundant and clean for future generations.



## Transportation Improvements

The major transportation improvements slated for construction by 2015 in the New Hampshire Department of Transportation's *Ten-Year Transportation Improvement Plan* is the I-93 widening from Salem to Manchester. This project could have significant impacts on the Town of Deerfield and the communities' outlying Manchester in terms of population, housing, and employment growth, and increased traffic.

The New Hampshire Department of Transportation (NHDOT) has been planning the widening of 19.8 miles of I-93, from the Massachusetts border to the I-293 split in Manchester and work has already commenced on bridge repairs and ramp work in Salem, as well as park and ride facilities along the corridor. The intent is to increase efficiency and safety and reduce congestion along this section of the highway. In order to accomplish this, the project will expand the existing two lanes in each direction to four lanes; redesign and reconstruct Exits 1 through 5; construct new park and ride facilities at Exits 2, 3, and 5; expand bus and rideshare opportunities; and reserve median space for a possible future train or mass transit system.

In order to assist impacted communities mitigate the potential impacts of the I-93 widening, the NHDOT has launched the Community Technical Assistance Program (CTAP). The CTAP is a five year program that will provide technical assistance to communities to enable the implementation of sound land use planning practices in preparation for future growth. This initiative will be a joint effort between communities, state agencies, and nonprofit organizations focusing on the region, raising awareness of growth-related issues, and developing innovative smart growth tools and techniques.

The CTAP program is unique in that the NHDOT had not predetermined the specific type or form of assistance that communities can receive. Instead, over the past several months through a series of Work Sessions, NHDOT engaged local governments, local non-profit organizations, community groups, and state, regional, and federal agencies in both planning the technical assistance that is needed and working together in providing this assistance over a five-year period. Fifteen representatives from non-profit organizations will work with representatives from government agencies and the 26 client communities to plan for the future of the region.<sup>28</sup> The results to date have been:

- 1 The development of a regional vision for what the participating communities want their communities to look like in the next 20 years
- 2 A strategic plan of what needs to be done, how to do it, and what obstacles need to be overcome to achieve this vision
- 3 The nomination and election of the 13 member CTAP Steering Committee, which will represent the CTAP communities and help guide the program through the next five years and beyond<sup>29</sup>

<sup>28</sup> <http://www.rebuildingi93.com/content/ctap/> 10/11/07

<sup>29</sup> <http://www.rebuildingi93.com/content/ctap/> 10/11/07



The Town of Deerfield can continue to stay involved in the I-93 widening and planning process through local participation and the SNHPC. The SNHPC will host informational sessions and disseminate critical information to the impacted communities throughout the process of the I-93 widening project.

### **Loss of Agriculture and Farms**

New Hampshire agriculture has changed over the years. Today's industry is quite diverse, encompassing many specialty products, crops, and livestock. The value of New Hampshire's agricultural industry is over \$935 million, including agricultural tourism impacts (fairs, scenic travel, etc).<sup>30</sup> Farming activity provides the fields, pastures and meadows that buffer New Hampshire's residential and commercial development and affords the views of the hills, valleys and mountains. Without land kept open by farming, there would be no greenbelts around our towns and cities and, without farming, there would be no barns, silos, or sugar houses that give our state its special character.<sup>31</sup>

In recognizing the importance of the intersection of agricultural land benefits and the expansion of sprawl and development given impetus by population growth, a careful balance must be struck to preserve the identity of our small towns. It is important for the Town of Deerfield to maintain its rural character in the face of economic and social transition. The major issues relating to the loss of agriculture and farms in Deerfield and surrounding regions is a quality of life issue. As external development pressures increase in Deerfield, so too will the demand for developing agricultural lands. Farm and agricultural lands can be protected through open space and conservation efforts in Deerfield. Conservation easements can be used for these types of properties much like they are used for forested lands. Additionally, the Natural Resource Conservation Service (NRCS) is available to assist communities trying to preserve farm and agricultural land.

### **Sprawl and Smart Growth**

Suburban and urban sprawl has accompanied population growth in southern New Hampshire for the last two decades. Forms of planning modeled on the post-World War II suburban sprawl paradigm are unsustainable and increase energy consumption and drive up costs of land. Smart growth embraces the philosophy that, in a world of increased energy demand and dwindling resources (especially fossil fuels), it is smarter for communities to plan towards denser mixed use village areas, which drives down costs and increases affordable housing for younger workers. Emphasis is also placed on creating more walkable communities to decrease congestion on roadways and carbon pollution from vehicles.

Unguided growth and sprawl can lead to land-use patterns that will adversely affect Deerfield's natural environment. The expansion of roads and associated infrastructure relating to increased sprawl leads to additional costs and a greater burden on the taxpayer.

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<sup>30</sup> [http://www.nh.gov/agric/publications/documents/2006AgriculturalStatistics\\_000.pdf](http://www.nh.gov/agric/publications/documents/2006AgriculturalStatistics_000.pdf) 1/11/07

<sup>31</sup> [http://www.nh.gov/agric/publications/documents/2006AgriculturalStatistics\\_000.pdf](http://www.nh.gov/agric/publications/documents/2006AgriculturalStatistics_000.pdf) 1/11/07

Smart growth would help affirm the values that constitute a town's particular culture by providing for a sense of place, a sense of community, and a sense of economy in the planning process. Mixed use development, innovative zoning, and open space protection for agricultural and environmentally sensitive land should help minimize the impacts of sprawl, environmental degradation, and potentially reduce taxpayer costs in the Town of Deerfield. Increasingly, the choices for residential development for the smaller communities within the Southern New Hampshire Planning Commission region are no longer between low density and concentration, but between suburbanization and rural character. To strike the right balance, the Town of Deerfield must involve the Town's citizens in every essential step forward in the planning process. The creative interaction of citizens, developers, and community officials will be the best way to assure implementation of a smart growth pattern that Deerfield can use for decades to come.

### **Partnership Opportunities**

There are a number of opportunities that the Town of Deerfield can utilize in order to partner with neighboring communities in an effort to collaborate on land-use planning efforts. Primarily, this can occur through the strengthening of day-to-day relations with the surrounding municipalities. Through open communications between communities, potential regional impacts can be identified and resolved as a joint effort and can minimize unintended consequences of development.

In an effort to further strengthen its relationship with neighbors, Deerfield can utilize the review of Developments of Regional Impact (DRI). Per RSAs 36:54 through 58, all municipalities are required to notify abutting communities of any developments of regional impact. The SNHPC has created its Developments of Regional Impact Guidelines to facilitate this effort and establish equitable standards for all communities. The intent is to open dialogue between communities in the SNHPC region, encourage all communities to utilize equal standards, provide equal consideration to neighbors, and minimize potential conflicting points of view between communities.

The guidelines were developed with participation from the region's members through a series of roundtable discussions. They outline the process of proceeding with a development of regional impact and establish standards indicating what may be a regional impact. The list of standards, defining potential regional impacts, was developed to clarify or set more specific standards to the definition provided in New Hampshire RSA 36:55. These standards are meant to serve as guidelines while reviewing proposals and are not absolute. They are to be used as indicators of potential regional impacts.

The SNHPC's guidelines go beyond the notice requirements established in the RSAs by recommending that whenever possible, a courtesy notice or memorandum should be sent to the abutting communities and carbon copied to the SNHPC, *before* a project has been determined to be a DRI. Additionally, a follow-up phone call should be made to ascertain whether the notice or memorandum was received and whether there are any questions to

be answered. The community should then proceed according to State statute and make the DRI determination if appropriate.

Deerfield should actively seek the input of abutting communities and the SNHPC if it has a potential development of regional impact. Conversely, if Deerfield is notified of a development in an adjacent community, it should use the opportunity to submit comments to the other municipality so that Deerfield's interests and needs are heard. The SNHPC is available to assist both municipalities as a neutral party when reviewing potential developments of regional impact.

In addition to the SNHPC, there are a variety of organizations and agencies that work in a regional capacity that may be of assistance to Deerfield when planning regional efforts and mitigating regional impacts. The following is a brief description of some of the additional partnership opportunities.

### **The Southern New Hampshire Planning Commission**

As the Regional Planning Commission for the greater Manchester area, the SNHPC is one of the main conduits of professional help for municipalities in planning areas as diverse as housing, transportation, natural resources, and energy. As a member of the SNHPC, the Town of Deerfield has representatives that are members of the board of commissioners and play a large part in developing a sustainable regional approach to planning for the future of greater Manchester. The SNHPC has several workshops and programs throughout the year that are intended to keep planners and municipal representatives abreast of land use planning issues of relevance as well as educate new planners about the resources and grant opportunities available to their community. Additionally, the SNHPC completed a Regional Comprehensive Plan for its region in 2006 which can be a valuable resource of information for the SNHPC communities.

### **New Hampshire Office of Energy and Planning**

The New Hampshire Office of Energy and Planning (NHOEP) is a part of the Governor's Office and serves to implement the policy recommendations of that office. The NH OEP's general tasks are to implement state policy on smart growth, provide a variety of planning assistance to municipalities, support natural resource protection programs, provide services related to heating fuel assistance and refugee resettlement, ensure reliable energy sources are available, and promote energy efficiency. Possibly the most valuable service NHOEP offers to communities is their training programs. NHOEP sponsors fall and spring planning and zoning conferences with sessions on all planning issues and subjects. Additionally, they maintain the State Data Center, an invaluable planning tool for municipal planning boards.

### **Local Government Center**

The Local Government Center (LGC) was originally founded as the NH Municipal Center in 1941 and reorganized as the LGC in 2003. The Local Government Center's mission is to provide programs and services that strengthen the quality of its member governments and the ability of their officials and employees to serve the public. To do this they provide a variety of services to its municipal members including legal advice,

professional recruitment, the Law Lecture Series, a toll-free hotline, enhanced member services, and pooled risk management services.

### **Manchester Health Department**

The New Hampshire Public Health Network<sup>32</sup> (NHPHN) works to assure coordinated and comprehensive delivery of essential public health services and serves as a local liaison with state agencies involved in the public's health and safety. The Network is comprised of community-based partnerships involving broad public health interests including local health departments and health officers, fire, police, emergency medical services, health care providers, social service agencies, schools, media and advocacy groups, and leaders in business, politics and faith working together to address complex public health issues. The Town of Deerfield is located within the Manchester service area, which also includes the City of Manchester and the towns of Auburn, Bedford, Candia, Goffstown, Hooksett and New Boston.

### **The New Hampshire Estuaries Project**

The New Hampshire Estuaries Project (NHEP) is part of the U.S. Environmental Protection Agency's (EPA's) National Estuary Program, which is a collaborative local/state/federal program established under the Clean Water Act with the goal of protecting and enhancing nationally significant estuaries. The NHEP receives most of its funding from the EPA and is administered by the University of New Hampshire. The mission of the NHEP is to protect, restore, and monitor the environmental quality of the state's estuaries, including the Great Bay Estuary and the Hampton-Seabrook Estuary. The NHEP study area covers the entire coastal watershed of New Hampshire, including all the freshwater tributaries that flow into the estuaries. Forty-two communities are within the NHEP's area of focus. About 10 percent of the state's land area is in the coastal watershed, and approximately one-third of the state's population and businesses are located here. Although a portion of the watershed lies in Maine, currently the NHEP conducts its activities in the New Hampshire portion only.

### **Lamprey River Watershed Association**

The Lamprey River Watershed Association (LRWA) was formed in 1980 to promote the restoration, conservation, wise development and use of the natural resources of the Lamprey River Watershed. Conserving fish, wildlife, forests, and soil and water resources, along with pollution abatement, are key goals of the LRWA. Through education and research, the LRWA will work to increase the understanding among citizens about the importance of water and land conservation in the watershed.

The Lamprey River Watershed Association works in partnership with other conservation organizations and citizen groups to maintain or improve the natural health and beauty of the watershed. The Lamprey Watershed Association, Inc. is a non-profit 501 (c) (3) organization.

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<sup>32</sup> For more information, visit [www.nhphn.org/who/index.html](http://www.nhphn.org/who/index.html)





**Bear Paw Regional Greenway Land Trust**

Bear-Paw Regional Greenway Land Trust is a land trust established by resident volunteers concerned with protecting open space lands. Bear-Paw has proposed a greenway that connects private or public lands with large areas of conservation land in a seven-town region, including: Candia, Deerfield, Epsom, Northwood, Nottingham, Raymond, and Strafford. This network of voluntarily protected lands will provide important wildlife habitat and protect rivers, wetlands and recreational opportunities.

**University of New Hampshire Cooperative Extension**

The Mission Statement of the University of New Hampshire Cooperative Extension Program (UNHCE) best describes their purpose, as follows:

"UNH Cooperative Extension provides New Hampshire citizens with research-based education and information, enhancing their ability to make informed decisions that strengthen youth, families and communities, sustain natural resources, and improve the economy."

The principal partner of UNHCE is the University of New Hampshire. The Program receives County, State and Federal funding in order to provide services to conduct resident instruction, research and outreach to New Hampshire citizens in an effort address any needs or problems. They are staffed with experts on the topics of agricultural resources, community development, forestry and wildlife resources, sea grant and water resources, and program development and evaluation. As part of the Master Plan process, the UNHCE Community Assistance Program has conducted Community Profiles throughout the state, including Deerfield and many of the other communities within the SNPC region.

**Rockingham County Conservation District**

The Rockingham County Conservation District (RCCD) has been operating since 1946 as a legal state subdivision. The RCCD provides a variety of services to private landowners, municipalities, and other local interest groups on conservation and natural resource management. They provide technical assistance and guidance on issues such as surface and ground water quality and quantity, non-point source pollution, erosion and sedimentation, storm water management, flooding, wetlands, forestlands, wildlife habitats, and solid waste. The Town currently partners with the Rockingham Conservation District and should continue to do so in the future.

## **Appendix A**

**DEERFIELD  
COMMUNITY INPUT SURVEY**

**SUMMARIZED BY  
SOUTHERN NEW HAMPSHIRE  
PLANNING COMMISSION**

**FROM**

**UNIVERSITY OF NEW HAMPSHIRE SURVEY CENTER'S  
EXECUTIVE SUMMARY**

**PREPARED  
DECEMBER 2006**

**MARCH 2007**



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## Summary of Survey Results

The University of New Hampshire Survey Center conducted a survey for the Town of Deerfield. The specific areas of interest are the attitudes about the Town of Deerfield and future planning initiatives for Deerfield. Seventeen hundred seventy-five (1775) surveys were mailed to all Deerfield postal patrons on November 24, 2006 and a reminder was sent December 12, 2006. Four hundred sixty-six (466) Deerfield residents responded to the survey between November 24 and December 22, 2006; the response rate is 26 percent.

The following figures display survey results, detailed tabular results can be found in Appendix A, Appendix B contains the open ended responses, and Appendix C contains the survey instrument.

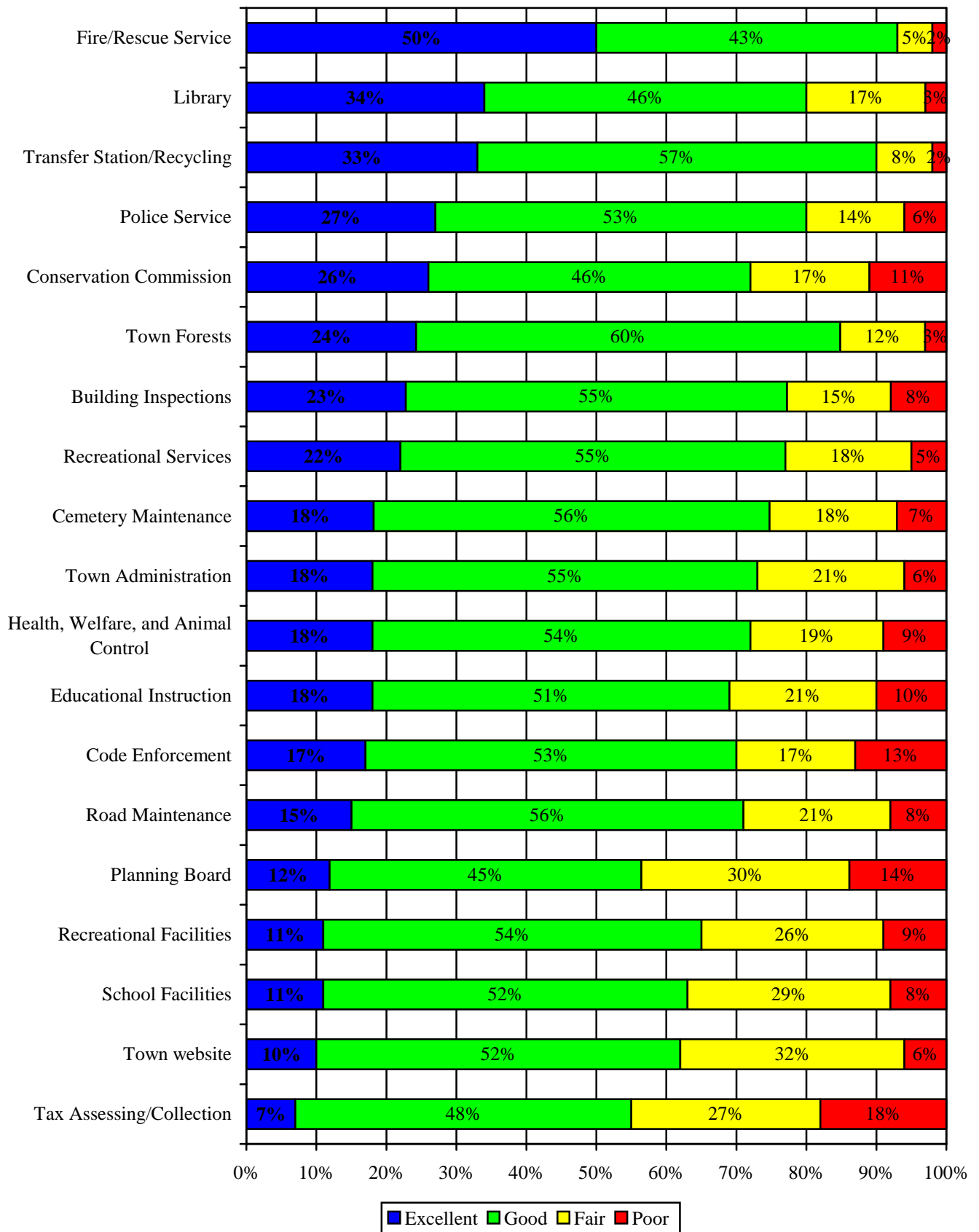
### **Community Facilities/Services**

*Question 1. The majority of Deerfield residents consider most town services and facilities average (good or fair).*

**Overall Summary of Results:** Half of Deerfield residents (50%) rank the Town's fire/rescue services as excellent, followed by the library (34%), transfer station/recycling (33%), police service (27%), Conservation Commission (26%), Town forests (24%), building inspections (23%), recreational services (22%), cemetery maintenance (18%), Town administration (18%), health, welfare and animal control (18%), educational instruction (18%), code enforcement (17%), road maintenance (15%), Planning Board (12%), recreational facilities (11%), school facilities (11%), Town website (10%), and tax assessing and collection (7%).

See following **Figure 5**

• **Figure 5**



## **General Planning**

*Question 2: Please indicate how high a priority on each of the possible goals/activities for Deerfield:*

- **Overall Summary of Results:** The vast majority of Deerfield residents (85%) indicated controlling property taxes as a very high priority (68%) or high priority (17%), followed by protecting drinking water supplies (83%), maintaining Deerfield's rural character (81%), protecting lakes and stream quality (76%), preserving open spaces (75%), protecting wildlife habitat (73%), slowing the town population growth (66%), protecting wetlands (66%), improving the educational system (56%), preserving historical sites and buildings (55%), minimizing traffic and noise (54%), protecting views (51%), improving the affordability of housing (37%), encouraging employment opportunities (35%), encouraging limited commercial development (34%), expanding existing businesses (31%), expanding recreational activities (17%) and encouraging residential development (3%).

*See Following Figure 6*

*Question 3: In the next five years, would you like to see the population of Deerfield...:*

- **Overall Summary of Results:** The plurality of Deerfield residents (42%) would like to see the population of Deerfield grow slightly in the next five years, 39 percent say they would like it to stay the same, 17 percent say it should decrease, and 2 percent say it should grow faster.

*See Following Figure 7*

*Question 4: How concerned are you about the following factors with regard to growth in Deerfield?:*

- **Overall Summary of Results:** Almost three quarters of residents (72%) are very concerned about the need to balance the Town budget against the tax rate, 63 percent say they are very concerned about the too rapid increase in school enrollment, 59 percent are very concerned about the loss of open space, 55 percent say they are very concerned about the too rapid increases in Town services, and 53 percent say they are very concerned about the existing character or flavor of the Town. Residents express less concern about an increased burden on emergency services (39% are very concerned), the future water needs of the Town (26%), and soil conditions and septic feasibility (25%).

*See Following Figure 8*

*Question 5: What is your opinion of the following methods for guiding and managing growth in Deerfield?:*

- **Overall Summary of Results:** The majority of Deerfield residents (87%) either strongly favor (71%) or favor somewhat (16%) requiring developers to pay fees to help offset the additional costs of Town services and improvements such as roads, schools, recreation, solid waste, etc., 84 percent favor requiring subdivisions over a certain size to provide open space, 80 percent favor capping the number of residential building permits allowed each year, 79 percent favor identifying thresholds, which when activated, could trigger a cap on residential building permits, 77 percent favor implementing a growth management ordinance, 69 percent favor regulating commercial and industrial development, 68 percent favor establishing energy efficiency standards for new buildings, 63 percent favor implementing practices to eliminate light pollution of the night sky, 51 percent favor allocating 100% of the change in use tax for purchase of open space, 41 percent favor promoting the creation of village centers or clusters for higher density residential and commercial development, 35 percent favor permitting increased residential density in the Town center and other built up areas, and only 23 percent favor permitting higher residential density as a bonus for affordable housing.

*See Following Figure 9*

**Figure 6:**

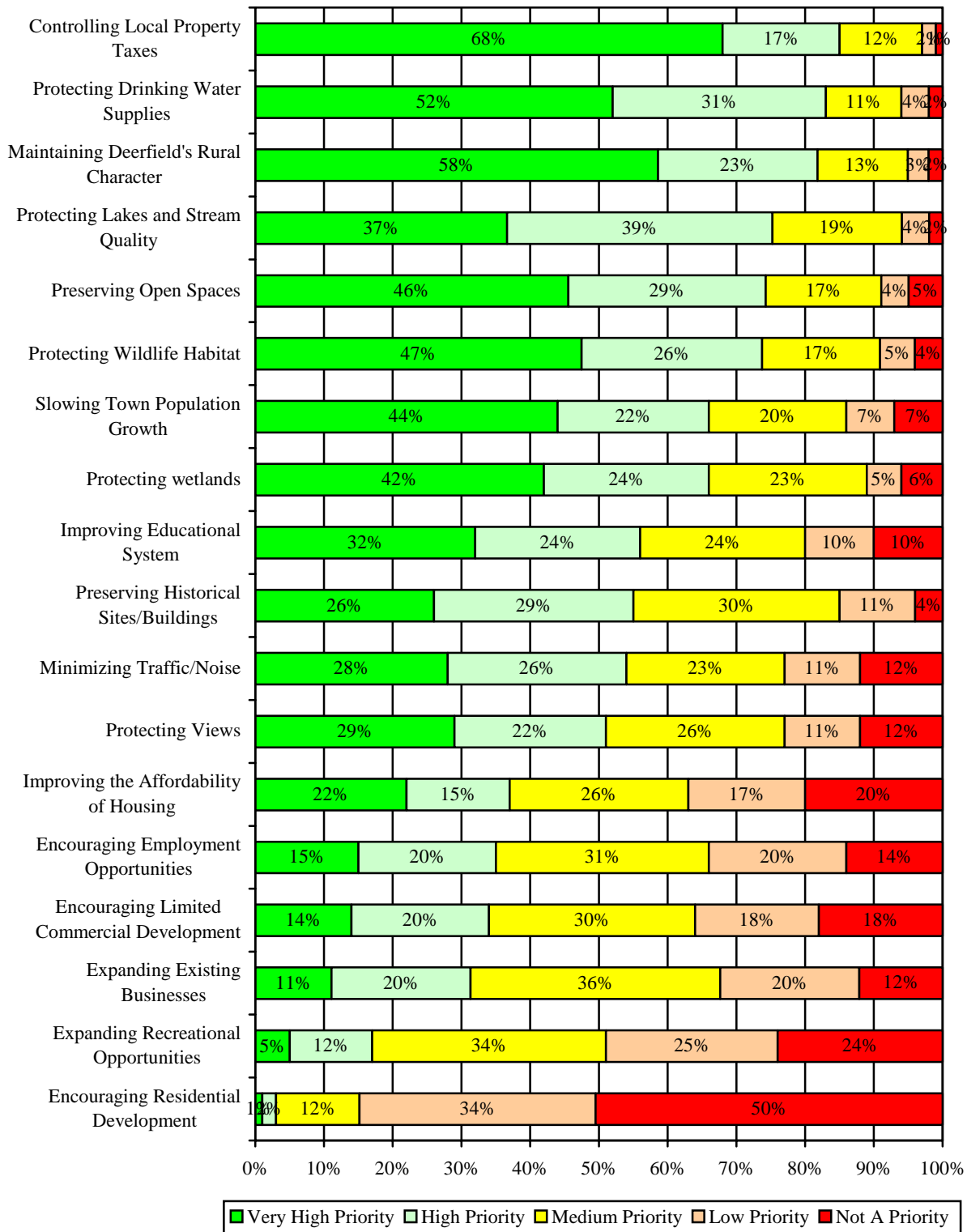


Figure 7:

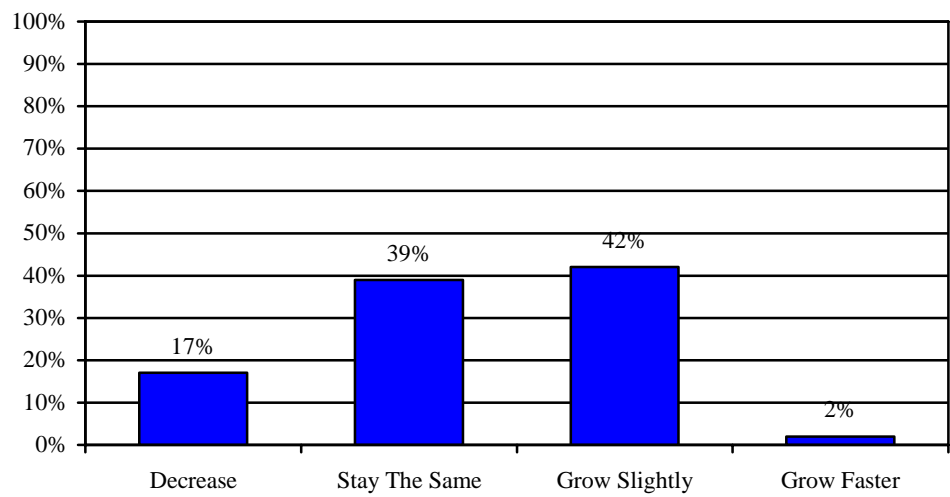


Figure 8:

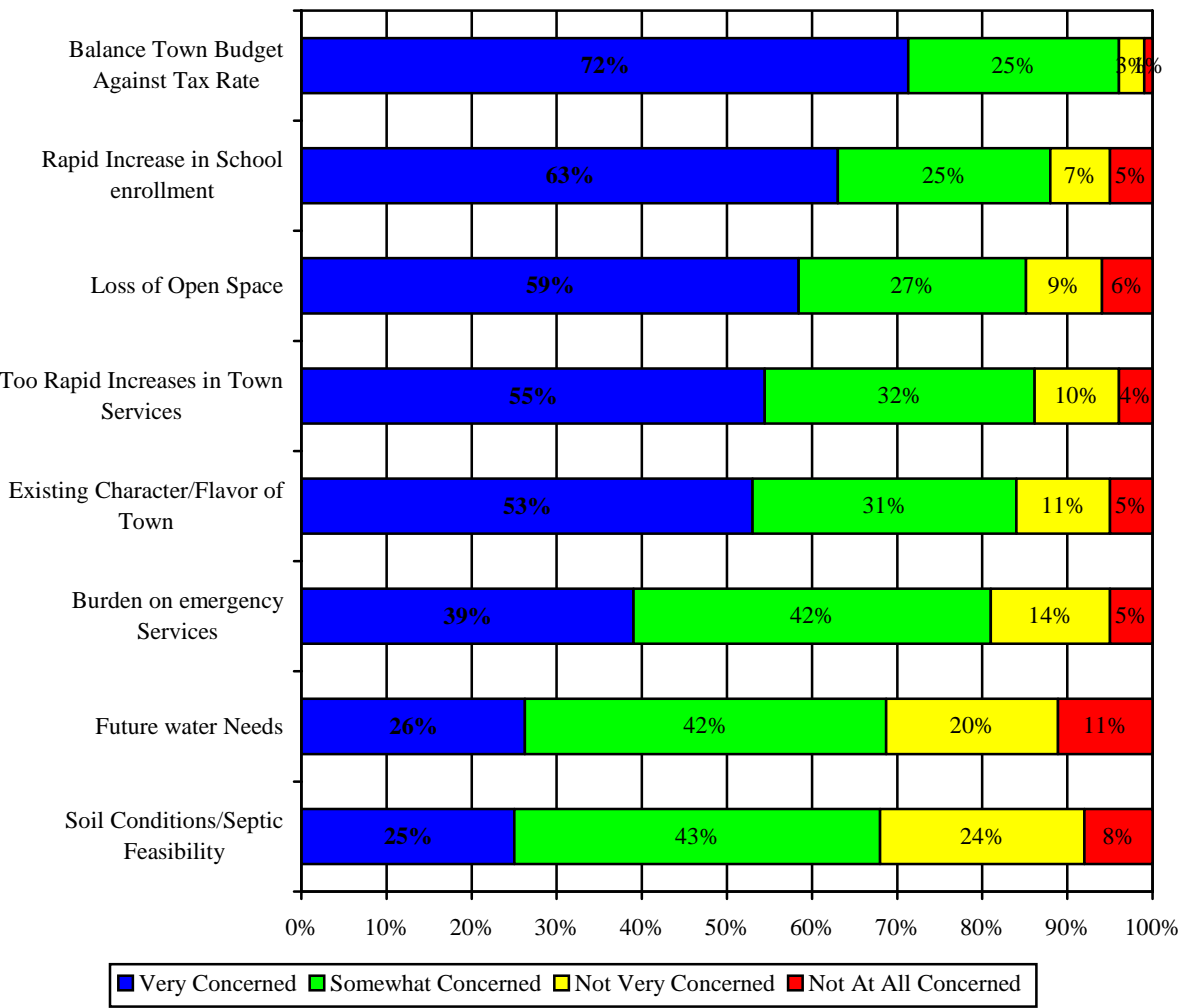
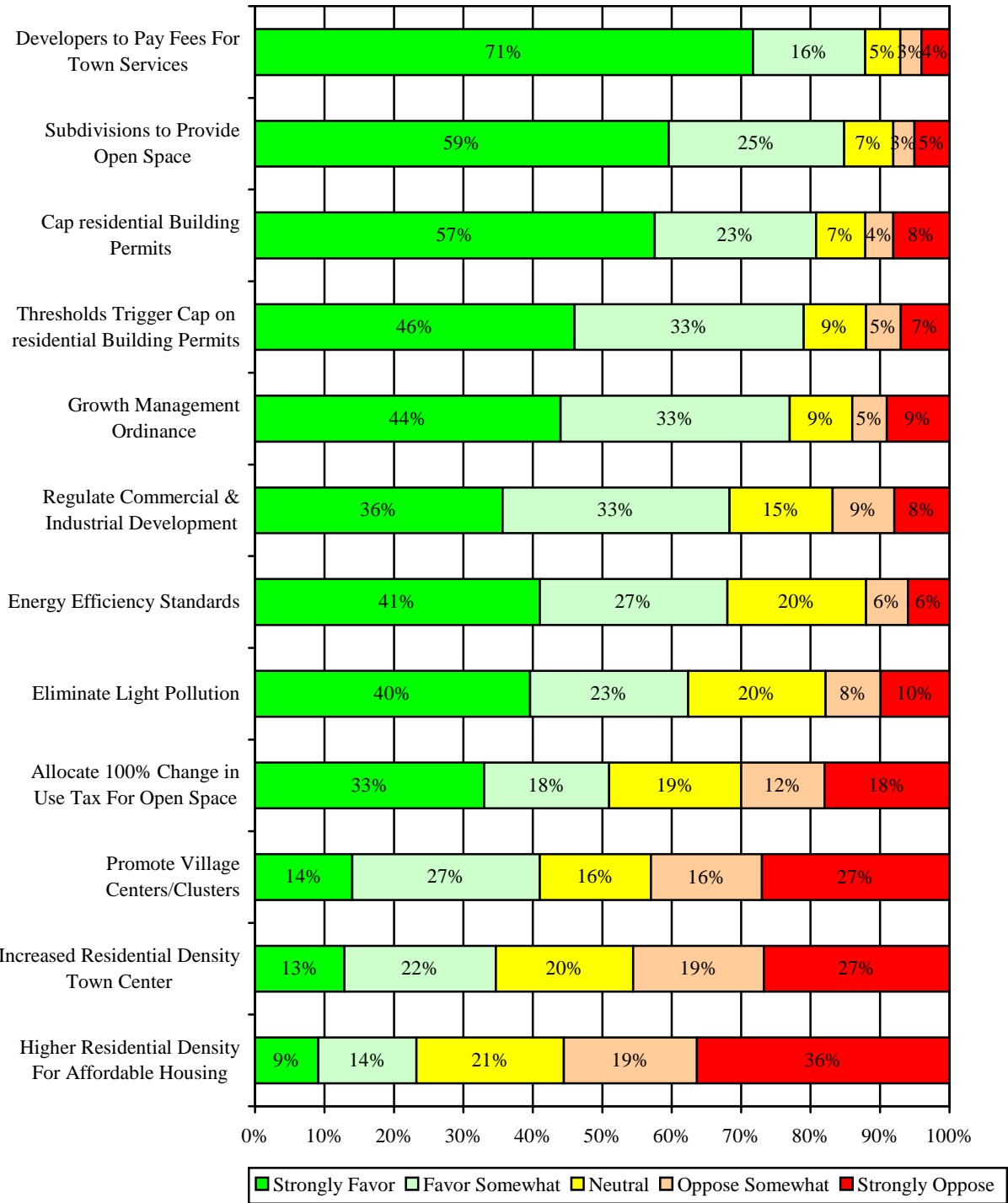




Figure 9:



## **Housing**

*Question 6: Do you feel it is the Town's responsibility to provide housing that is affordable for people with a limited income?:*

- **Overall Summary of Results:** Over three-quarters of Deerfield residents (77%) *do not feel* it is the Town's responsibility to provide housing that is affordable for people with limited income.

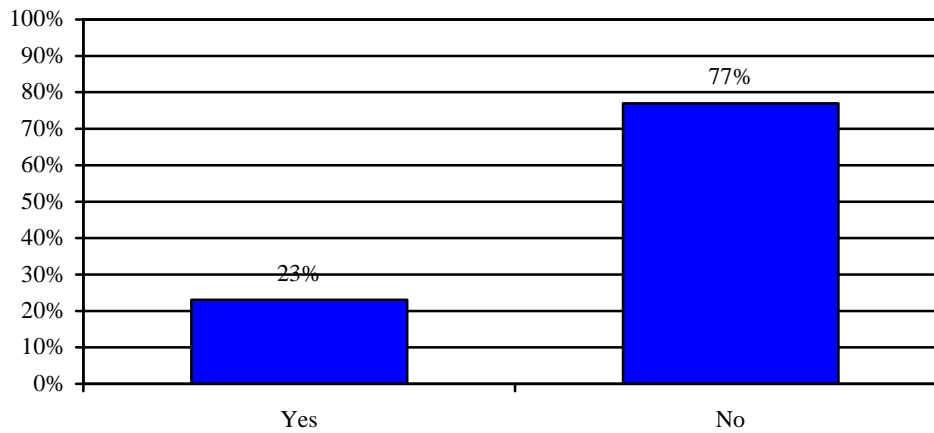
*See Following **Figure 10***

*Question 7: What is your opinion of the following possible actions the Town of Deerfield could take to assist with affordable housing? (Defined as a family of 4 earning less than 60K annually):*

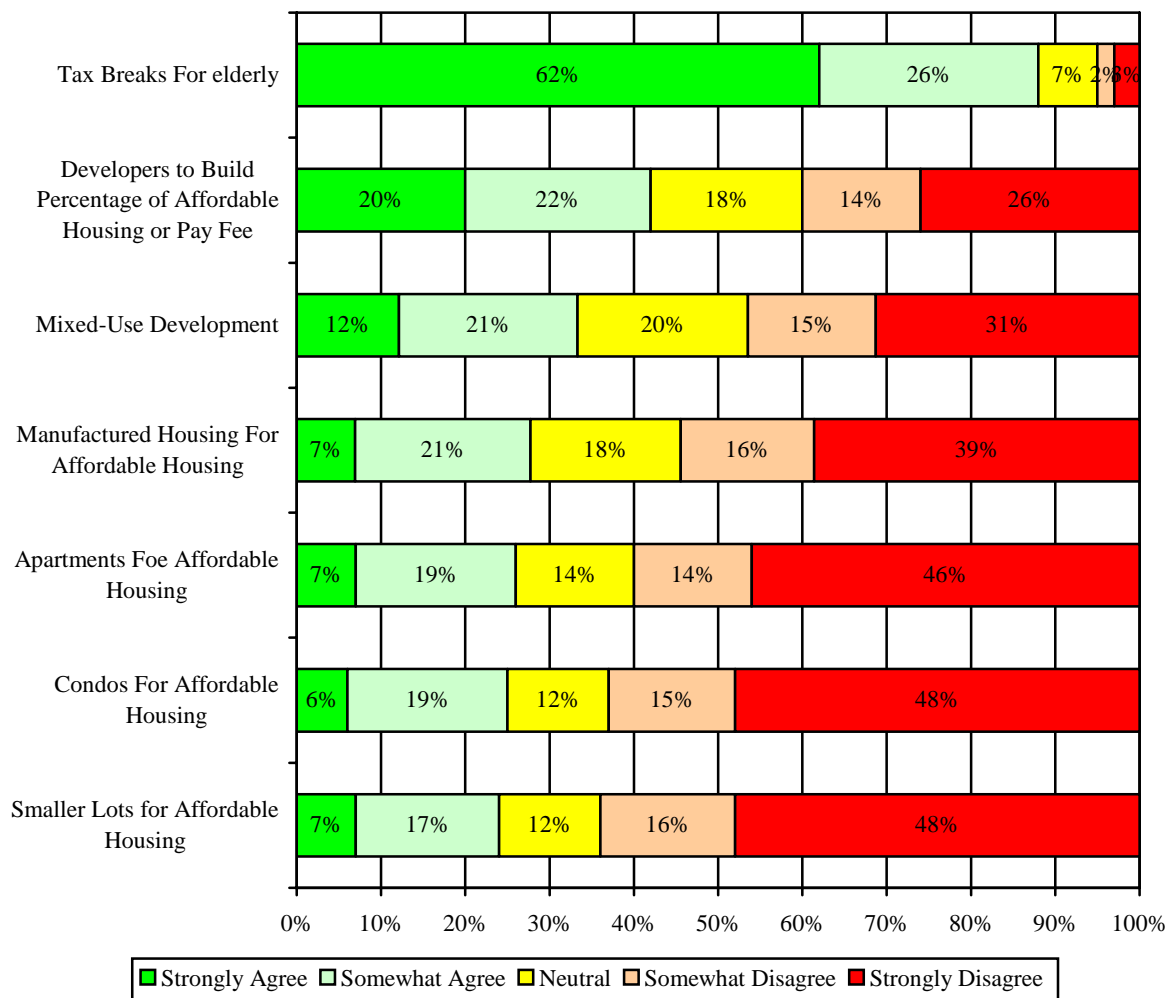
- **Overall Summary of Results:** The majority of residents (88%) either strongly agree (62%) or somewhat agree (26%) with tax breaks for the elderly, followed by only 44 percent that agree developers should be required to either build a percentage of affordable homes or pay a fee to support affordable housing in other areas of Town, 33 percent agree with permitting mixed-use development, 28 percent agree with permitting manufactured housing, 26 percent agree with permitting apartments, 25 percent agree with permitting condominiums, and 24 percent agree with permitting smaller single-family building lots.

*See Following **Figure 11***

**Figure 10:**



**Figure 11:**



**Transportation and Infrastructure**

*Question 8: Please indicate how high a priority you place on each of the possible goals/activities for Deerfield.:*

- **Overall Summary of Results:** Forty-four percent of Deerfield residents (44%) indicated preserving stone walls along public roadways is a very high priority (21%) or high priority (23%), followed by enforcement of speed limits (40%), minimizing traffic and noise (34%), implementing an Adopt-A-Highway program (27%), improving road conditions (27%), safe and connected pedestrian walkways (18%), paving gravel/dirt roads (12%), constructing a public sewer system (5%), constructing a public water system (4%), and parking availability for work (4%).

*See Following Figure 12*

*Question 14: What is your opinion on the following additions to Deerfield?:*

- **Overall Summary of Results:** Thirty-eight percent of Deerfield residents (38%) either strongly favor (20%) or favor somewhat (18%) a new middle/high school building, 36 percent favor a new safety complex, 27 percent are in favor of a new middle school, 25 percent are in favor of a new high school building, 24 percent favor a new library, 18 percent favor a new municipal building, and 16 percent favor a new multi-function community center.

*See Following Figure 13*

*Question 9: How far do you travel to work?:*

- **Overall Summary of Results:** The plurality of Deerfield residents (39%) travel between 10 to 25 miles to work, 16 percent do not travel to work, 9 percent travel 1 to 10 miles to work, 23 percent travel 25 to 40 miles, and 13 percent travel 40 or more miles to work.

*See Following Figure 14*

*Question 10: Do you think the Town should develop a class VI (i.e., non-Town maintained) roads policy that addresses usage, acceptance and upgrading?*

- **Overall Summary of Results:** The majority of Deerfield residents (53%) think the Town should develop a class VI roads policy and 47 percent do not think the Town should develop a class VI roads policy.

*See Following Figure 15*

*Question 15: Please indicate if you have called for an emergency response for yourself or for your family from any of the following departments within the last year:*

- **Overall Summary of Results:** The majority of Deerfield residents (80%) have not called for any type of emergency response within the last year. Eleven percent have called the police department, 8 percent have called the rescue squad or ambulance within the last year, and 6 percent have called the fire department within the last year.

*See Following Figure 16*

*Question 23: What is your opinion of the following types of development in Deerfield?:*

- **Overall Summary of Results:** The majority of Deerfield residents (77%) either strongly favor (47%) or favor somewhat (30%) development in Deerfield that includes home businesses, 71 percent favor development of restaurants/food service, 66 percent favor development of professional offices, 64 percent favor small retail stores, 52 percent favor light manufacturing/technology business, while only 27 percent favor a supermarket, 20 percent favor shopping centers, and 17 percent favor heavy manufacturing.

*See Following Figure 17*

*Question 19: How great a need is there in Deerfield for the following recreational facilities?:*

- **Overall Summary of Results:** The majority of Deerfield residents (56%) say wildlife preserves are greatly needed (26%) or somewhat needed (30%), 54 percent say Deerfield needs activities for teenagers, 42 percent say it needs trails for walking/snowshoeing, 41 percent say it needs bicycle and bridle paths, 41 percent say it needs activities for senior citizens, 32 percent say Deerfield needs swimming/boating/fishing, 30 percent say Deerfield needs ice skating, 29 percent say Deerfield needs activities for adults, 24 percent say Deerfield needs additional ball fields, and 22 percent say it needs Town tennis courts.

*See Following Figure 18*

*Question 16: Would you like to see alternative options to the current transfer station only method of trash disposal in Deerfield?*

- **Overall Summary of Results:** The vast majority of residents (79%) do not want to see alternative options to the current transfer station only method of trash disposal.

*See Following Figure 19*

*Question 17: How much do you think is a fair and reasonable yearly expense to have trash picked up at your home?:*

- **Overall Summary of Results:** Residents overwhelmingly say they do not want trash picked up at their home (92%), while 5 percent say \$750 per year is fair and reasonable for bi-weekly pick-up and 3 percent say \$1000 per year is fair and reasonable for weekly pick-up.

*See Following Figure 20*

*Question 18: Would you like to participate in a “pay as you throw” program combining free recycling and pay for trash bags program?:*

- **Overall Summary of Results:** Nearly three-quarters of Deerfield residents (73%) are not interested in a “pay as you throw” program combining free recycling and pay for trash bags program.

*See Following Figure 21*

*Question 20: Do you hunt or fish?:*

- **Overall Summary of Results:** The majority of Deerfield residents (66%) say they do not hunt or fish in Deerfield.

*See Following Figure 22*

*Question 21: Do you post your land (i.e., “no trespassing”)?:*

- **Overall Summary of Results:** Three-quarters of Deerfield residents (76%) do not post their land.

*See Following Figure 23*

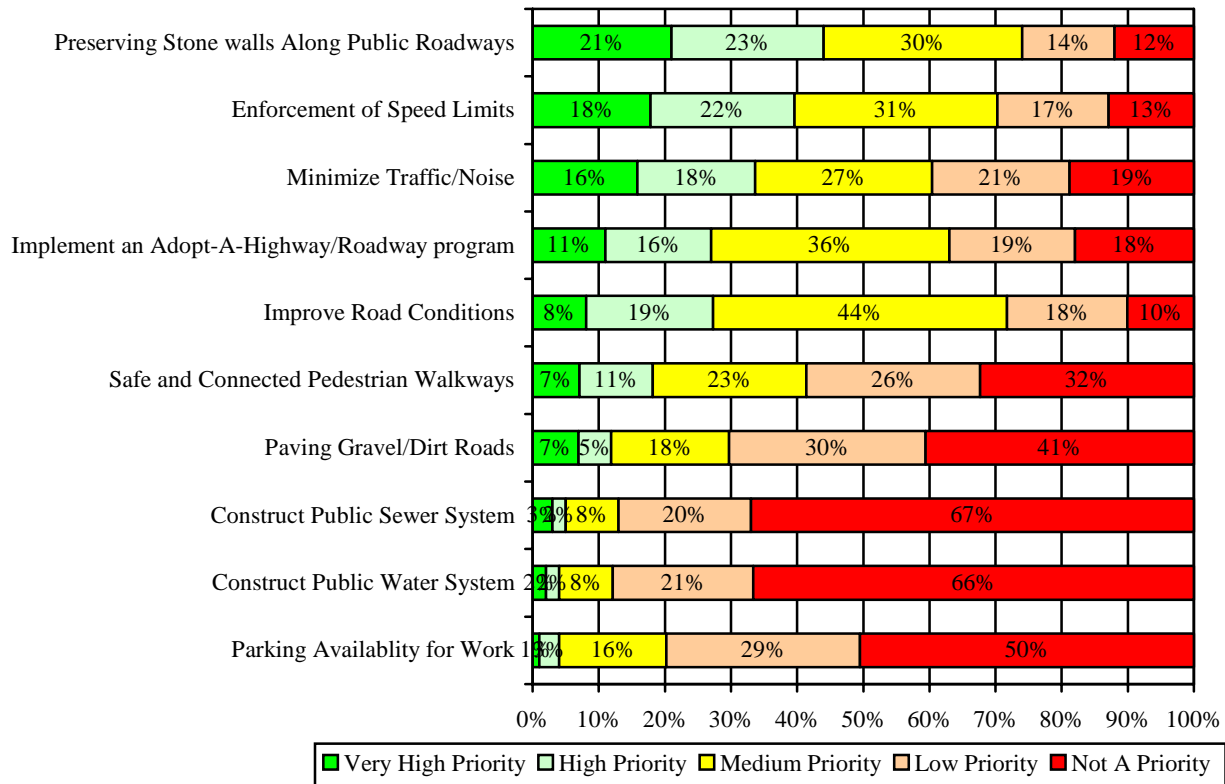
*Question 22: Do you permit hunting on your land?:*

- **Overall Summary of Results:** Half of Deerfield residents (50%) do not permit hunting on their land, of the remaining 50 percent, over one-quarter (27%) allow hunting by permission, and 22 percent allow unrestricted hunting on their land.

*See Following Figure 24*



**Figure 12:**



**Figure 13:**

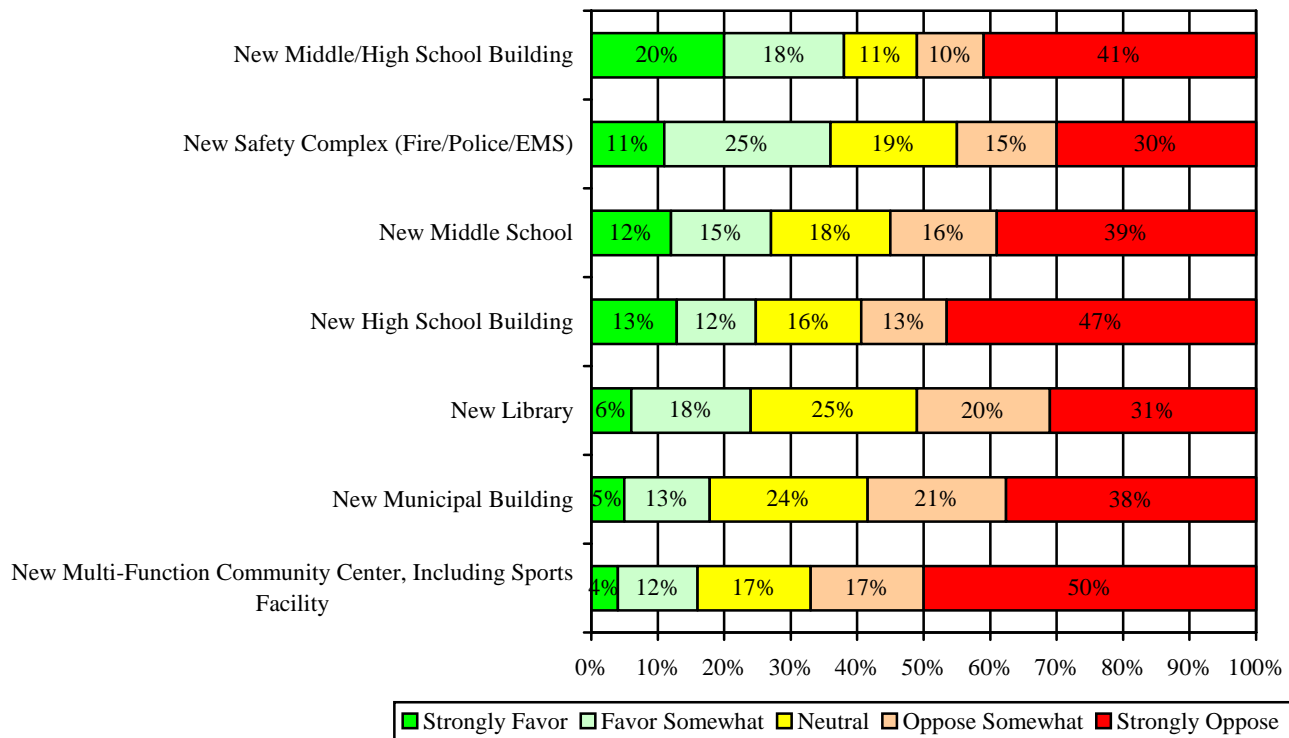


Figure 14:

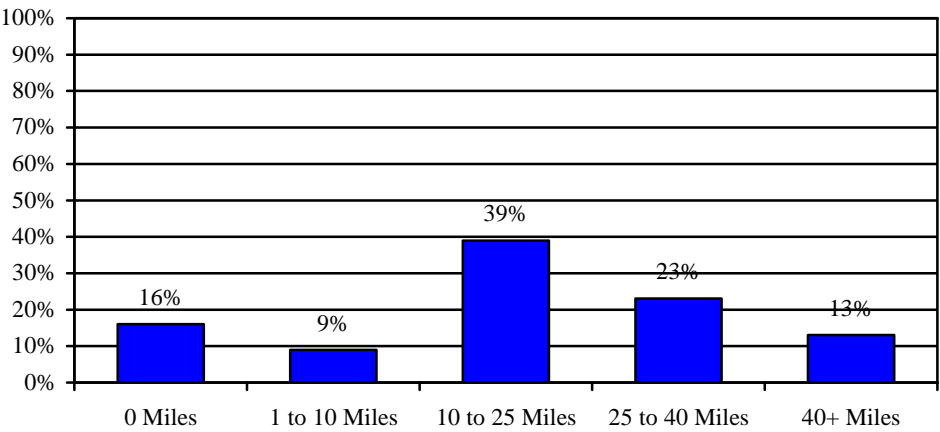


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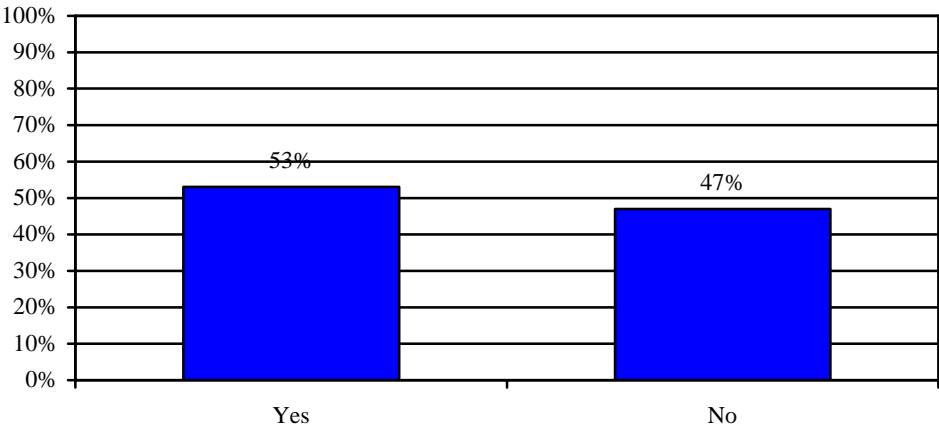


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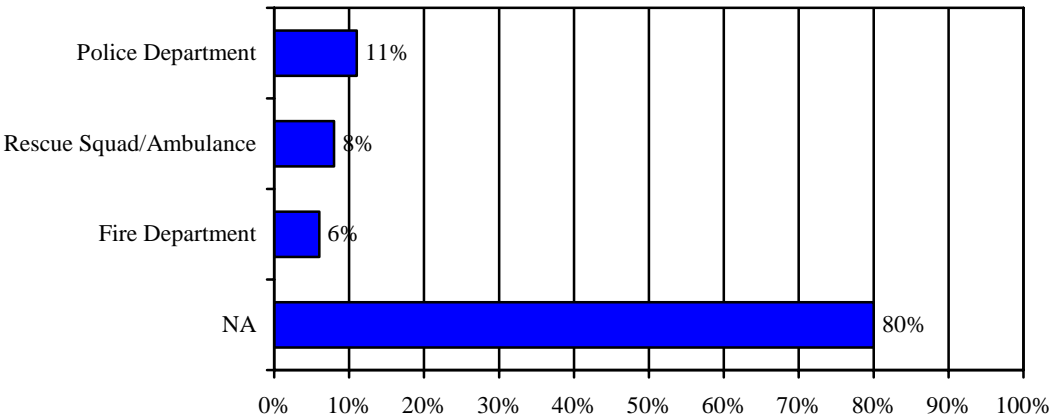


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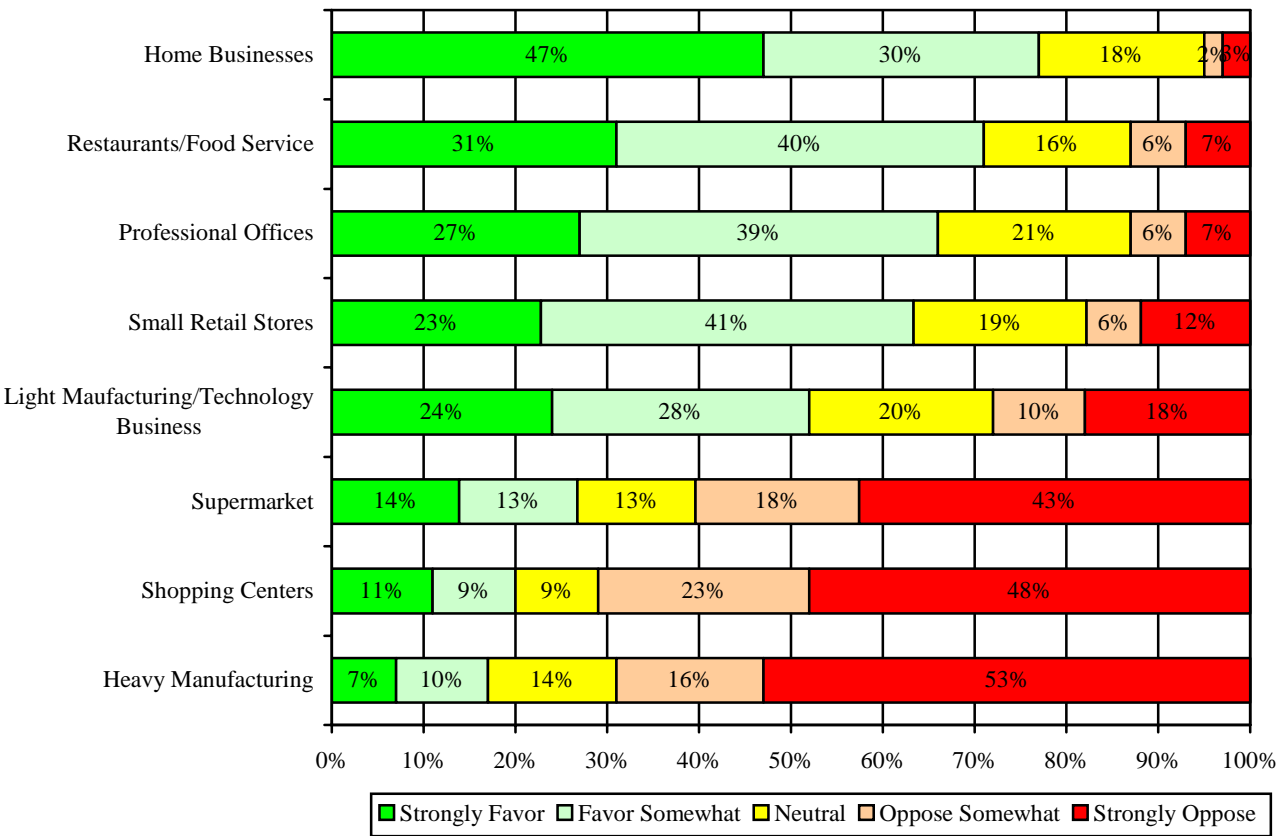


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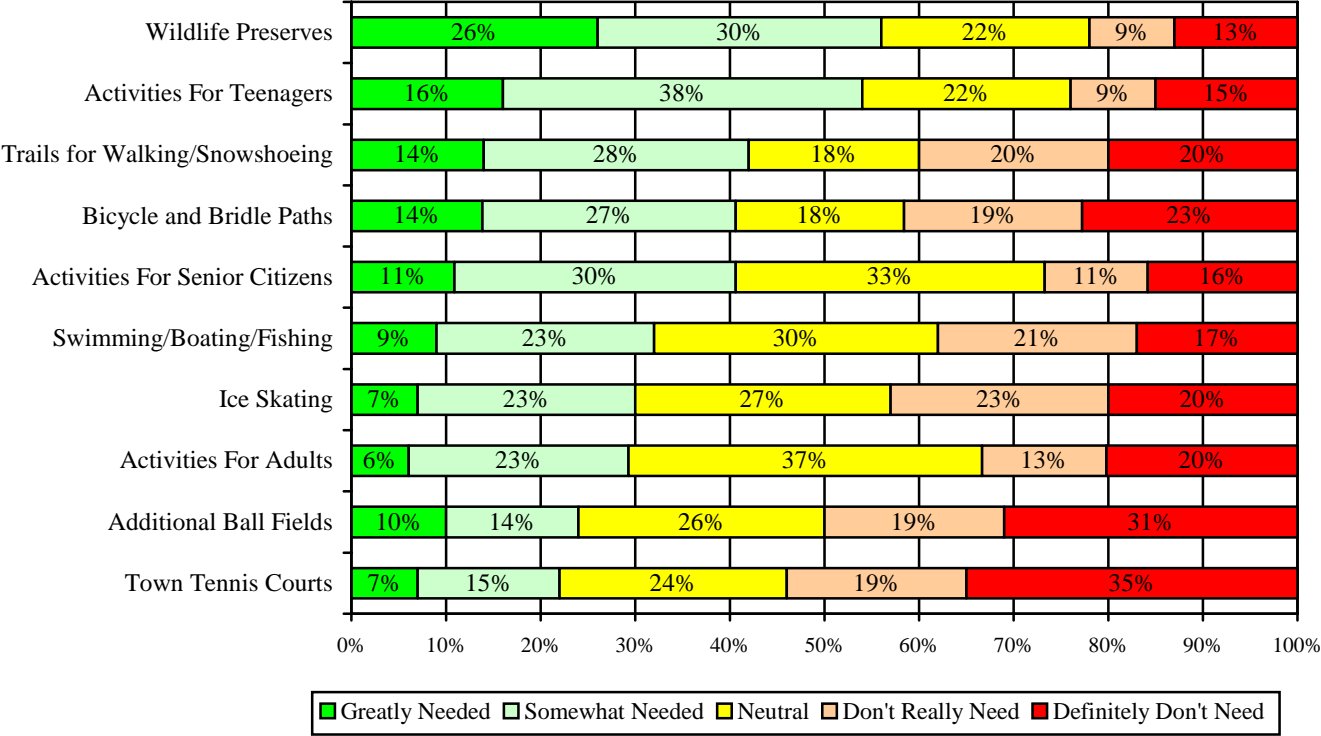


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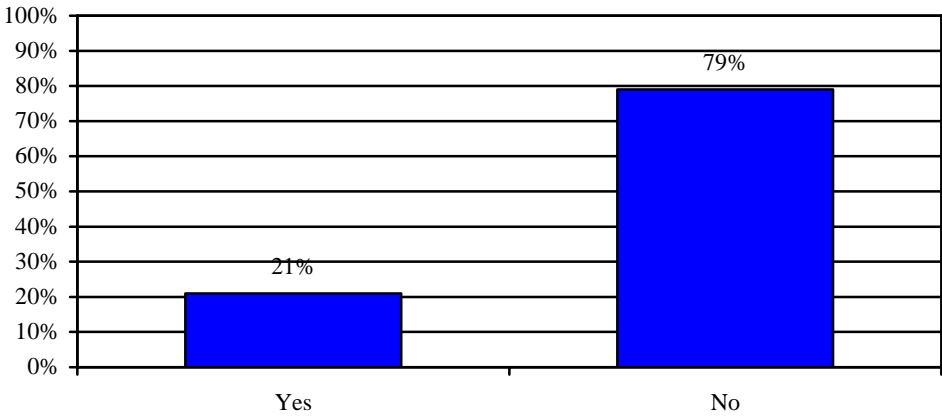


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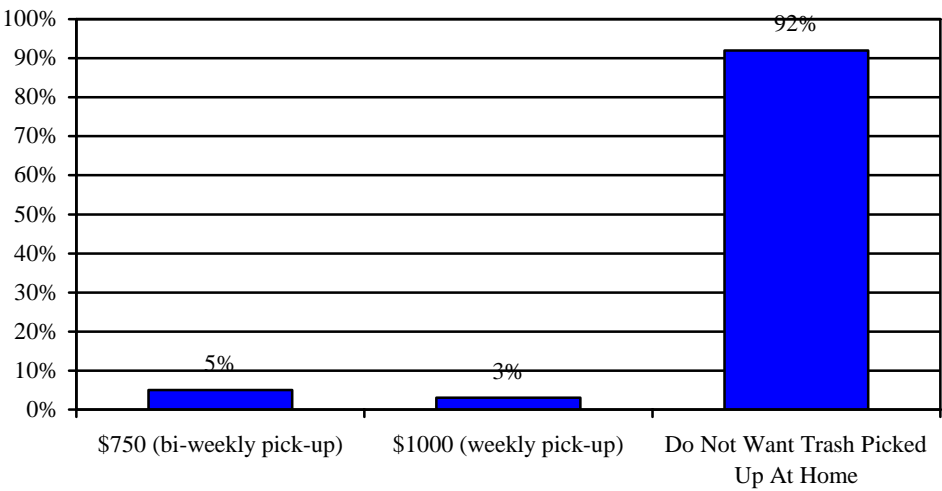


Figure 21:

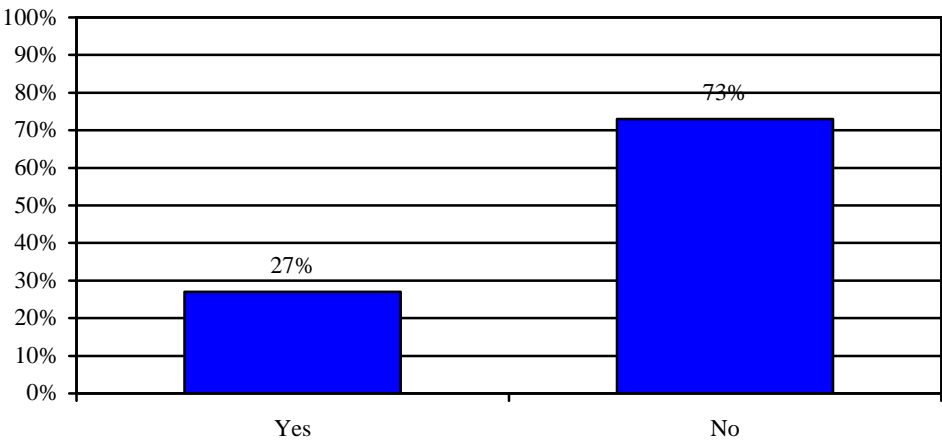


Figure 22:

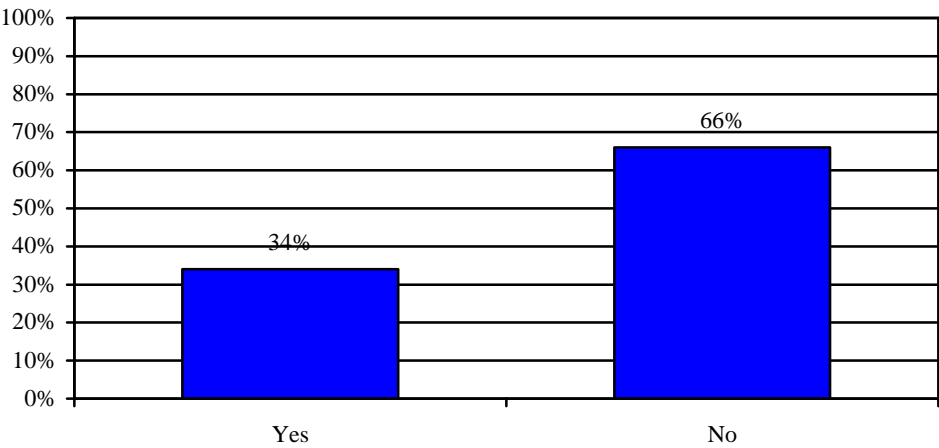


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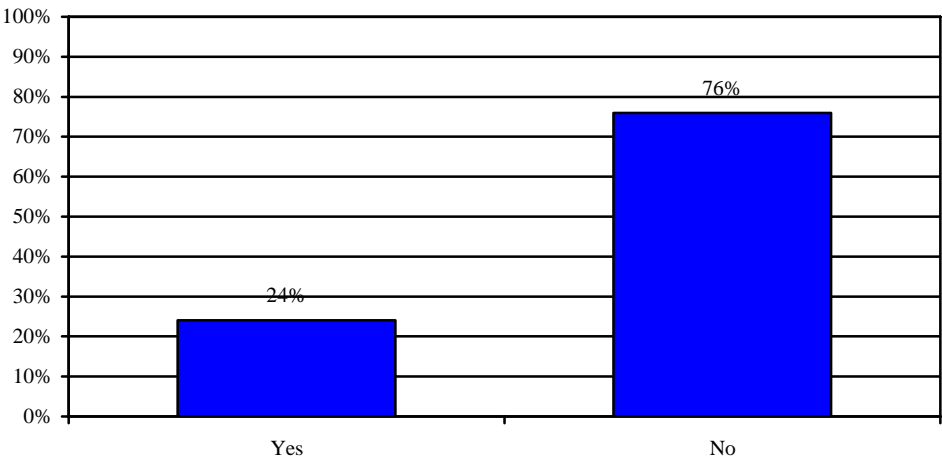
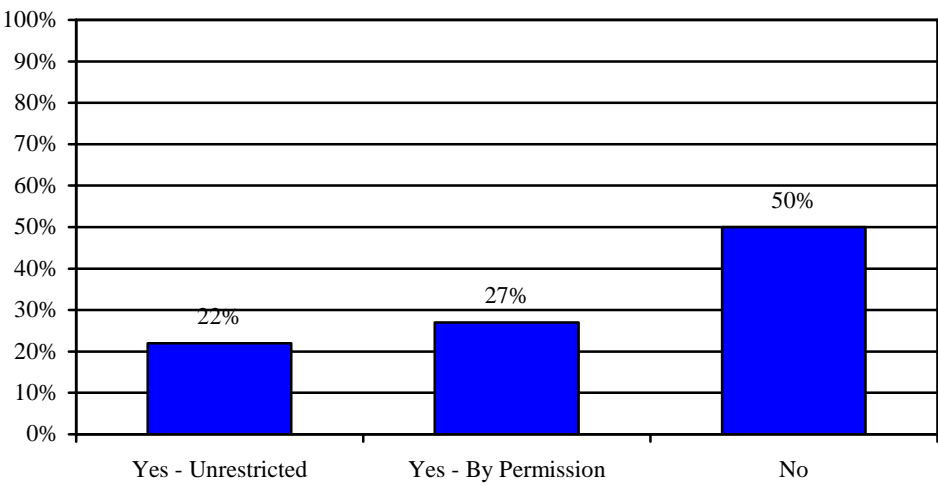


Figure 24:





## **Education**

*Question 26: Please rank the following aspects of the Deerfield Community School (K-8):*

- **Overall Summary of Results:** Less than one-quarter of Deerfield residents (24%) rank the Deerfield elementary school program as excellent, 15 percent rate the athletics program as excellent, 12 percent rate the middle school program as excellent, 10 percent rate building security as excellent, 7 percent rate the use of modular units with no plumbing as excellent, and 6 percent rate the ability of DCS to meet the space needs of its students.

*See Following **Figure 25***

*Question 27: Currently the Town of Deerfield is in contract with Concord High School until 2014; please answer the following questions with that in mind. What is your opinion of the following features as they relate to a high school?:*

- **Overall Summary of Results:** Three-quarters of Deerfield residents (76%) either strongly favor (49%) or favor somewhat (27%) having control of education spending in a high school, 71 percent favor an AP program, 70 percent favor a vocational or technical program, 67 percent favor a long-term solution, 65 percent favor having control over curriculum decisions, 63 percent favor having extracurricular activities available to students of all abilities, 62 percent favor having a wide variety of extracurricular activities, 59 percent favor having a school in close proximity to home, 54 percent favor a small to mid-sized school, and only 26 percent favor a mid- to large-sized school.

*See Following **Figure 26***

*Question 28: Do you think this community should continue sending students outside of this district for their high school education?:*

- **Overall Summary of Results:** The majority of Deerfield residents think the community should continue sending students outside the district for their high school education.

*See Following **Figure 27***

*Question 29: If you agree with building new school facilities, please indicate whether you would consider a joint arrangement with another community for each type of school:*

- **Overall Summary of Results:** Nearly three-quarters of Deerfield residents would consider a joint arrangement with another community for a middle/high school, 64 percent of residents would consider a joint arrangement for a high school, and less than one-third (31%) would consider a joint arrangement for a middle school.

*See Following **Figure 28***

Figure 25:

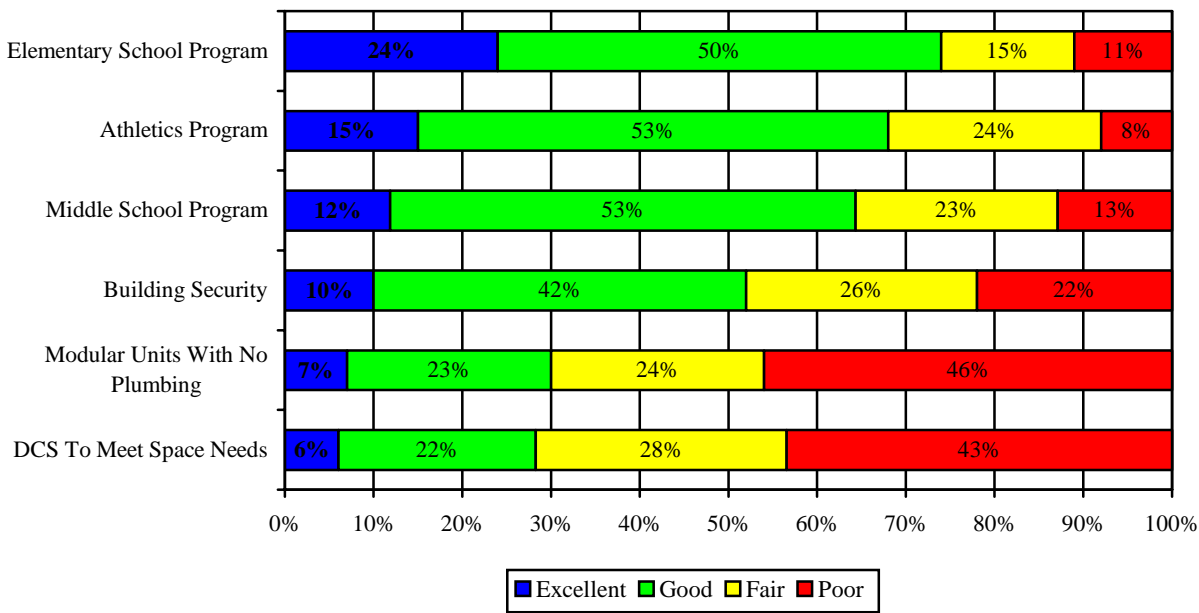


Figure 26:

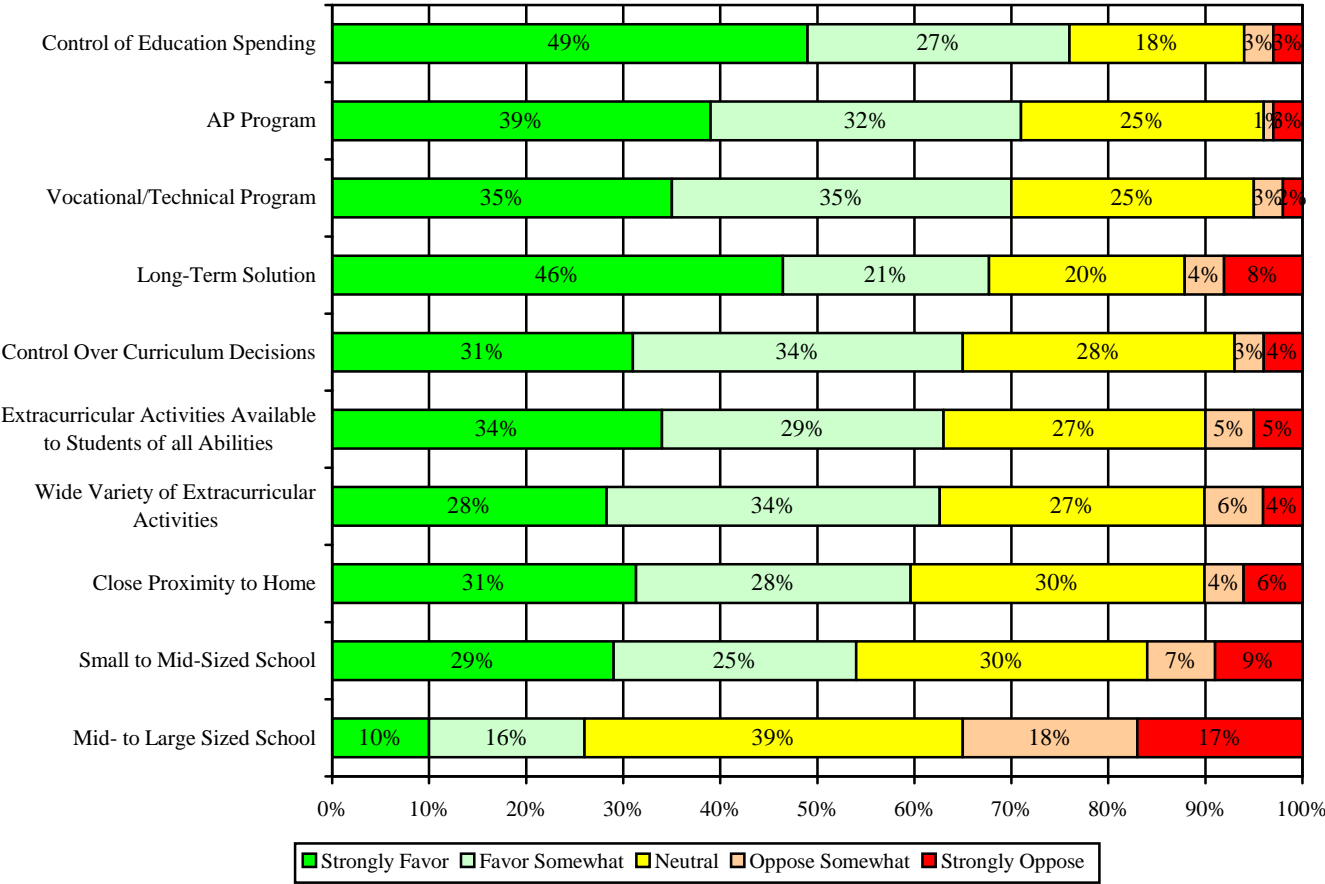


Figure 27:

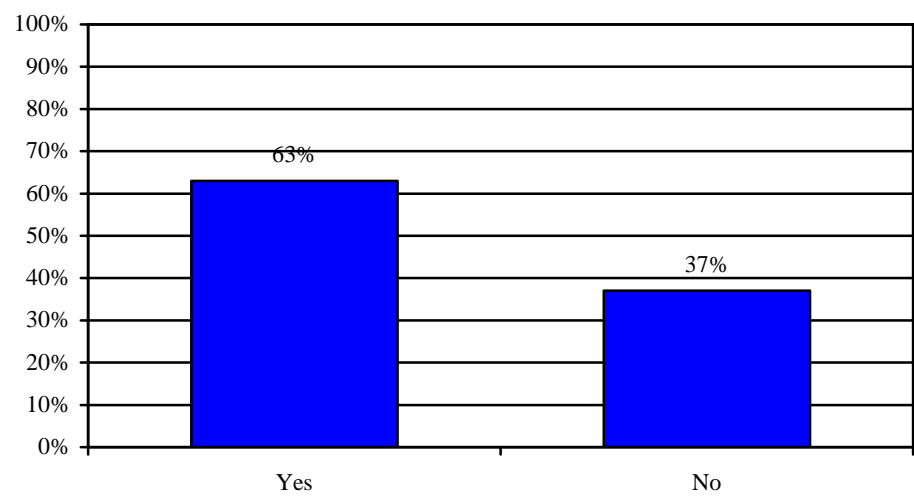
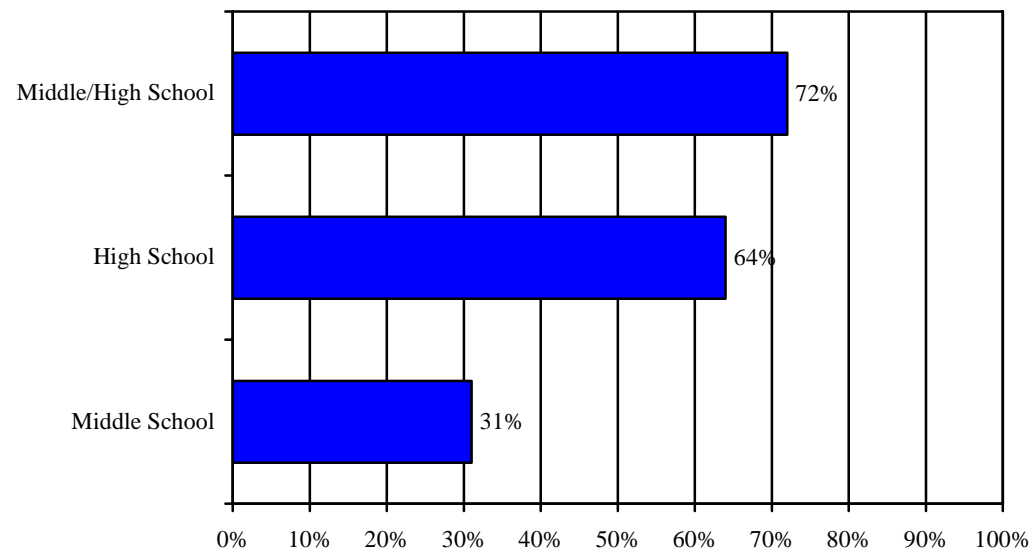
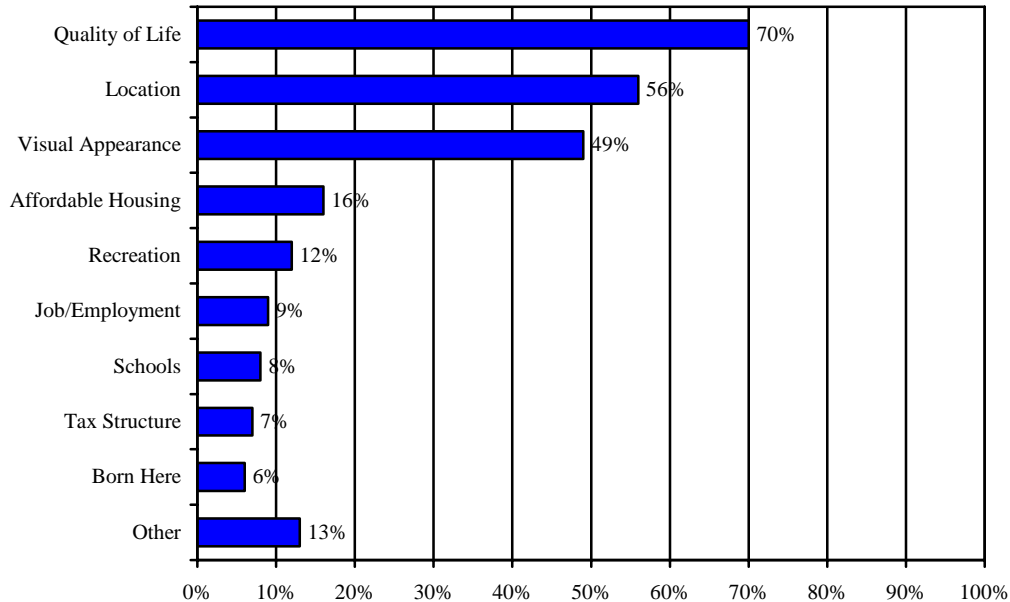


Figure 28:



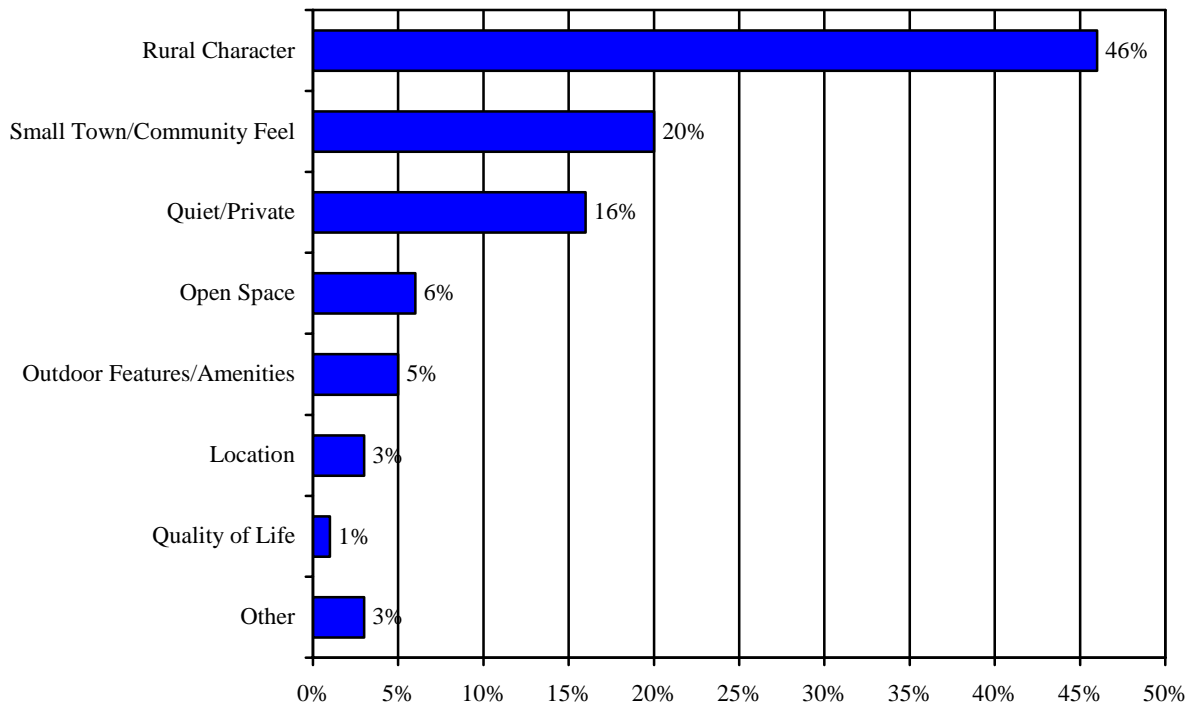
- When asked all the reasons Deerfield adults moved there, 70 percent said because of the quality of life, 56 percent said location, 49 percent said the visual appearance, 16 percent said affordable housing, 12 percent said recreation, 9 percent said for a job or employment, 8 percent said the schools, 7 percent said tax structure, 6 percent said they were born there, and 13 percent gave some other reason. **Figure 1**

**Figure 1:**



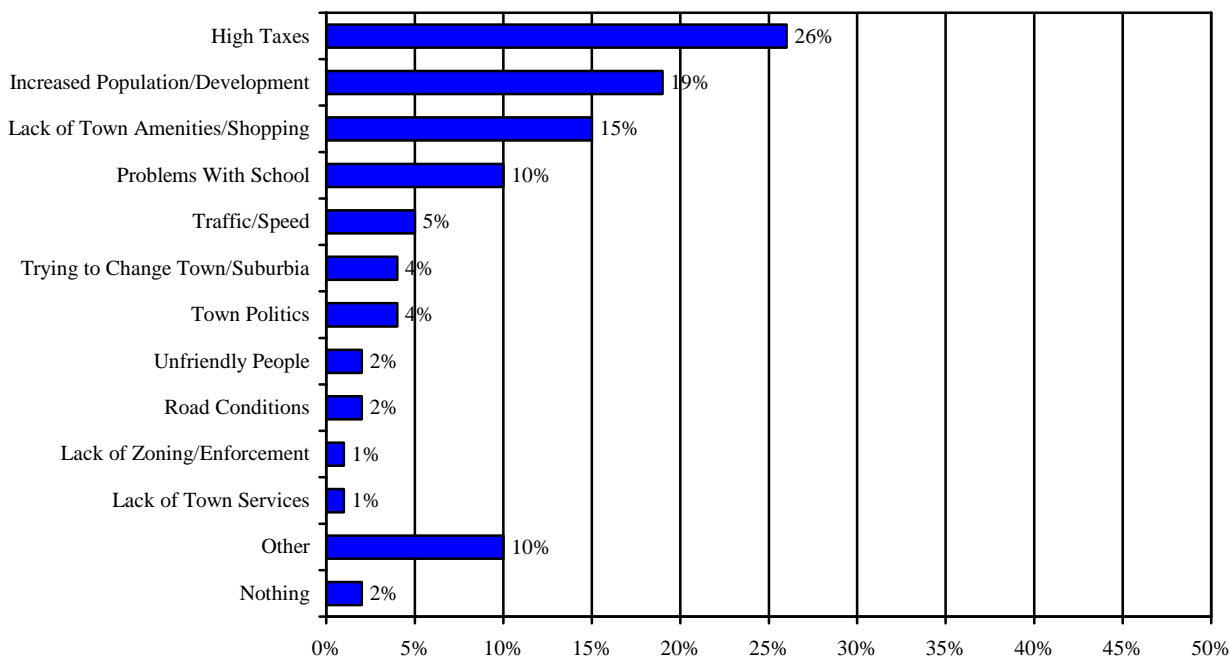
- The plurality of Deerfield adults (46%) say what they like most about living in Deerfield is its rural character, 20 percent say the small town community feel, 16 percent say the quietness and privacy, 6 percent say the open space, 5 percent say the outdoor features and amenities, 3 percent say the location, 1 percent say quality of life, and 3 percent give some other description. **Figure 2**

**Figure 2: “What do you like most about living in Deerfield?”**



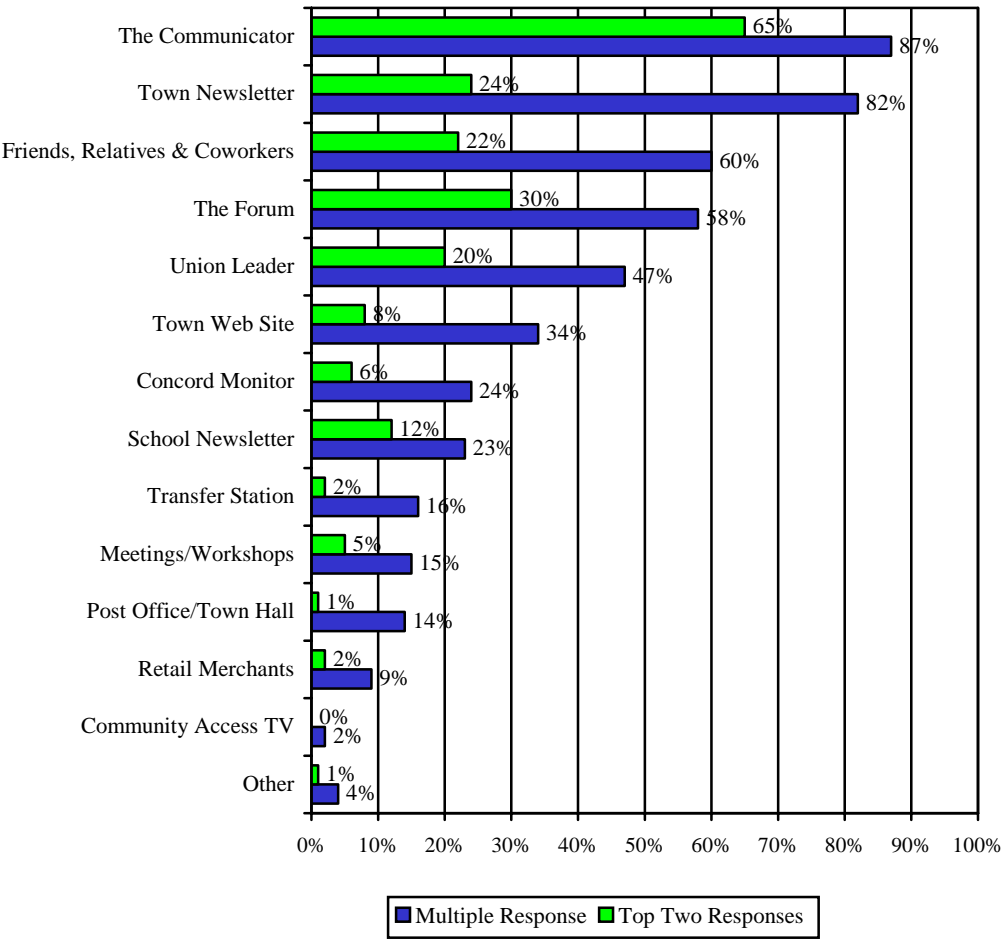
- One-quarter of Deerfield adults (26%) say what they like least about living there is the high taxes, 19 percent say the increased population and development, 15 percent say the lack of Town amenities and nearby shopping, 10 percent say problems with the schools, 5 percent say traffic and/or speed, 4 percent say people trying to change the town/trying to make it suburban, 4 percent say the town politics, 2 percent say the unfriendly people, 2 percent say poor road conditions, 1 percent say the lack of zoning and/or enforcement, 1 percent say the lack of Town services, 10 percent give some other reason, and 2 percent say there is nothing they like least. **Figure 3**

**Figure 3:**



- When asked what their top 2 sources for news and information about news and events in Deerfield are the majority (65%) said *The Communicator*, 30 percent said *The Forum*, 24 percent said the Town Newsletter, 22 percent said from friends, relatives or coworkers, 20 percent said the *Union Leader*, 12 percent said the school newsletter, 8 percent said the Town website, 6 percent said the *Concord Monitor*, 5 percent said meetings or workshops, 2 percent said the transfer station, 2 percent said retail merchants, 1 percent said the Post Office or Town Hall, and 1 percent said they get their information from some other source.
- The most commonly used sources for news and information about news and events in Deerfield are *The Communicator* (87%), Town Newsletter (82%), friends, relatives and coworkers (60%), *The Forum* (58%), *Union Leader* (47%), the Town web site (34%), *Concord Monitor* (24%), school newsletter (23%), transfer station (16%), meetings and workshops (15%), the Post Office or Town Hall (14%), retail merchants (9%), community access TV (2%) and 4 percent listed some other source. **Figure 4**

Figure 4:





## **Demographics of Survey Respondents**

- Half of Deerfield residents are male (50%) and the other half are female (50%).
- One-fifth of Deerfield residents are between the ages of 18 to 39 (19%), 30 percent are 40 to 49, 30 percent are 50 to 59, 14 percent are 60 to 69, and 7 percent are 70 or older.
- Thirteen percent of Deerfield residents have at least a high school education, 23 percent have technical school or some college, 37 percent are a college graduate, and 27 percent have completed post graduate work.
- Only 8 percent of Deerfield residents have household earnings less than \$29,999, 22 percent earn \$30,000 to \$59,999, 17 percent earn \$60,000 to \$74,999, 20 percent earn \$75,000 to \$99,999, and 33 percent earn over \$100,000.
- One-fifth of Deerfield residents (21%) have lived in Deerfield for less than 5 years, 25 percent have lived in Deerfield for 5 to 9 years, 19 percent have lived there for 10 to 19 years, 17 percent have lived there for 20 to 29 years, and 18 percent have lived in Deerfield for 30 or more years.
- Very few Deerfield residents (6%) have lived in NH for less than 5 years, 9 percent have lived in NH for 5 to 9 years, 11 percent have lived in NH for 10 to 19 years, 17 percent have lived in NH for 20 to 29 years, and 57 percent have lived in NH for 30 or more years.
- The majority of Deerfield residents (66%) do not have school age children and 34 percent do have school age children.
- Five percent of Deerfield residents have school age children less than 5 years old, 24 percent have 5 to 9 year olds, 29 percent have 10 to 13 year olds, and 43 percent have 14 to 18 year olds.
- Eleven percent of Deerfield residents say they never or only occasionally vote in local elections, 26 percent say they usually vote, and 63 percent say they always vote in local elections.
- Almost all of Deerfield residents (98%) own their homes.
- Virtually all Deerfield residents (99%) live there year round.

## **APPENDIX A**

### **OPEN-ENDED RESPONSES**

*Question 4: How concerned are you about the following factors with regard to growth in Deerfield?:*

- Stricter control or mandatory (with fines) recycling.
- Population growth, loss of rural character, development, impact of wildlife
- Too many cars and trucks left to rot on property. Example: Trees on Rte 43, Nelson on Rte 43 and Mandigo on Middle Road.
- Lower school taxes
- Town owned and easement property should be open to all including hunting.
- Need for tax base (businesses into town). Need to reduce funding to parks and recreation.
- Change in demographics - people not of NH mind
- Cannot afford increase in taxes if a new school is built. If parents want a new school let them pay for it.
- Increased traffic flow
- Need for business to provide a tax base. Change funding priorities: more for school, less for Parks and Recreation.
- I am concerned with potential affect on wildlife.
- Population dynamics show that an increase in population will not burden our schools. Workforce housing and light commercial development are important to our long-term health as a community.
- Taxes that the rich get out of paying and foist onto the rest of us.
- Start going back to 3 acres 200 ft. Frontage ONLY
- Traffic and noise increase
- The people who move in tend to come from the city. They think they want "country life" but they continue to drive as though they were in the city. There is a lack of regard and respect shown to people walking, cycling and riding horses. To move in, a packet should be given regarding how we all should respect the town and its residents.
- The road conditions are hazardous and disgraceful! Not enough road signs - no improvement in upkeep of vegetation. Main roads - downtown Deerfield has no character, no PRIDE. Trailer Park lifestyle is not a downtown style. Clean up the presentation and earn the reputation. Bigger business is needed to defray local taxes. SENSIBLE TOWN PLANNING!
- Lack of local high school. Freshman, sophomore and junior experience (non-driving years) watered down because of difficulties related to transportation.
- Size of school to number of students
- No new schools
- Over-crowding of DCS.
- Pave my road first.
- Town roads are not maintained presently. Deerfield would need to address roads before increasing growth.
- If parents want a bigger/another school in town, THEY should pay. Not elders or people who do not have children. Have parents pay a separate tax. If our school cannot handle the population growth, there should be a limit or a moratorium on building permits.
- As a 35-year resident of Deerfield, I have seen this town become overpopulated, governed as if it were a city in Massachusetts, and lose its citizen familiarity. Far too many people and out-of-staters moving here and getting involved with our small town government, "citifying" it.
- Reducing property taxes
- Lack of support for light industrial development
- Cable service and high speed internet NEED to be available to ALL areas of town - new or old.
- School is already overcrowded
- Lack of traffic control on local roads not state numbered roads, speeding.
- Poor condition of George B. White building - plumbing, smells. Crowdedness of the current K-8 school.
- Very concerned by non-NH natives moving into town, then making demands for commodities (exp. Gazebo/playground) and other tax-raising services, resulting in the demise of our rural, low-population town.
- High taxes
- Why is the Planning Board against the 2 senior housing projects in town? They would be a huge help on taxes and no children to add to school expenses.
- Ambulance service: Deerfield needs a contract with Epsom (or Northwood) as well as Raymond as Deerfield goes from Rt 101 to Rt 4. Those living closer to Rt 4 have too long a wait for Raymond.

- The roads are not able to handle the current traffic. I am very concerned about the safety of the town's citizens and mostly for the buses which have to travel some of the dirt roads.
- Senior services
- I would like to see controlled commercial development with a cap on over-expansion.
- Some roads get priority to being retarred/repaved while others get minimal to no attention.
- Too much elderly housing overburdens emergency services - not paying taxes to town.
- Concerned property taxes will become too high for seniors and young families to stay in this area.
- We are an agricultural town with a lot of open space. It needs to stay this way. No exceptions.
- Residential space costs more in services than it generates in revenue. Services should be cut to control cost.
- The town has a high tax rate for what is here, especially teachers receiving \$60,000 a year. The tax rate is so high - where does the money go? My property tax in 2 1/2 years went from 2800 to 3900. With the taxes the way they are there should have been a school already in existence. Having 2 detached buildings - shame on whoever is responsible. Where would anyone go for employment in this town? We don't even have a bank, grocery store or pharmacy. There is a definite problem.
- Growth will require new positions within town services - assessor, police, full time fire department.
- The loss of the small community and people knowing each other, working together for the community.
- My main goal is to have a high school and we need an increase in population to get the votes and to increase the tax base.
- Need more small businesses to help with taxes and so residents don't have to travel for everything.
- Increasing housing density per acre to reduce land use.
- The town needs to give landowners tax breaks per so many acres so they don't sell land to developers.
- The growth of town government. The town is providing too many things that are on some people's "want" lists; should only be providing for the "needs" of the town.
- Reducing property taxes and vehicle tax annually.
- The planning board is allowing a bunch of eyesores to pop up all over town. We need planning board members who are not resigned to growth and are willing to try to stop it. Specific recent eyesores are Dodge Farm, 40 ft duplex next to Lazy Lion and Concrete Corner.
- Construction traffic and the tremendous increase in residential traffic have made it unpleasant (noise, walking in ditch or on roadside in poison ivy and brush) to take a walk in the South Rd/Middle Road area. It has become unsafe to ride a horse along the road for the same reasons. Most people on motorcycles DO slow down for horses. Almost NO other motorists, including huge construction vehicles, observe the 20 mph speed limit when horses are present.
- Too many large developments getting by the Planning Board. Tax assessing out of control.
- Residential development will not expand tax base - large developments will ruin rural character and lead to rise in taxes.
- Lack of workforce housing and affordable housing.
- Housing that is so expensive that our children cannot afford to live here.
- Would like to see cluster developments and affordable housing.
- Excessive traffic flow or non-flow (traffic jam). Decrease in wildlife and their habitat.
- Too rapid increase in school enrollment- with facility that is not adequate! No support to change this
- Knee jerk anti-growth ordinances that rob property owners of their rights and the value of their land.
- Concerned about encouraging low income housing. If you are going to build a home it might as well be a big one. More tax base
- Road repairs. Old center rd and mnt. delight rd
- Increase in traffic
- Some other image than "oh, that's where they have THE FAIR"
- It will affect quality of life - which is the reason most people move to Deerfield. They move here because it is a nice town - let's keep it that way!
- Traffic issues and rapidly declining road conditions
- Very concerned about unplanned and sprawling growth
- The quality of our education and accommodating the needs of teachers and students.
- Too many flatlanders

*Question 11: Which road or intersection in Town poses the most serious threat to safety?:*

- Center of town
- Old Center Rd, Candia Rd, 107 Jct
- Old Center Road and Rt. 107
- None
- Raymond and Old Center
- Junction of Candia Rd, Old Center Road and Rte. 43
- Old Center Rd. And Raymond Rd.
- School exit - visibility and speed an issue. 107 and Old Center Rd - implement state plan!
- None
- 43 and South Rd.
- Jct of 107 and 43
- Rte 43 and Rte 107
- Old Centre S./43-107/Candia Rd.
- 107 to 43 below fairgrounds
- Don't know
- Rt 107 and Gulf Rd
- Do not feel this is priority. Control growth and minimize traffic. Intersections will not be an issue.
- 107 and 43
- Rte 43 to Cole Rd, Rte 43 to Old Center
- Route 107, Candia Road and Old Center Rd.
- I think the new stop signs (versus old yield signs) in town center are more dangerous as grade of hill is difficult to see at a stop.
- Rt. 43 and 107 at the fairgrounds intersection
- 43 - Center Rd. Intersection
- Rt 107/43 and Old Center South
- Rt 107/Old Center Rd/Candia Rd (by Sharon Home)
- Rte 43 to fire station intersection
- North/Raymond Rd (center of town)
- Old Center Rd - Candia Rd - Rte 43-107
- Intersection at Rte 107 - Old Center Rd - Candia Rd
- Rt. 107/Old Center Road intersection
- By Sharon nursing home
- 107 hill into Candia
- Rts 43/107 and Old Center South/Candia Rd.
- Rt 107 and Old Center Rd South
- Rt 43S and South Road and Town Center
- 43/107 and Old Center and Candia
- Brown Road
- 43/South Rd and Butlers Corner
- Rte 43 and South Rd
- Library corner
- Candia Rd, Old Center and 43 merge (corner)
- The main roads in and out of town during the winter are not sanded and salted making it unsafe to travel. Why do we pay taxes if it does not go to the roads?
- 107 sharp 90 degree corners (Old Center Rd South)
- Candia/Old Center/Rt 107
- Intersection of Old Center South and Candia
- Intersection of Rte 43/107, Candia Rd and Old Center South
- South Rd - gravel and dump trucks constantly use the road at speeds well in excess of the 35 mph speed limit.
- Old Center/Cole/107
- Old Center Rd and 43/107
- Old Center/Meetinghouse, but solved with 4-way stop. Thank you.

- Rt 43/Middle/Candia
- Rt 43 curve at town center (Candia Rd, Old Center Rd)
- 107, Candia Road
- Reservation Rd
- North Rd/Raymond Rd/Old Centre Rd intersection
- Griffin Rd onto Rte 107 (north Rd). Center Rd (by library) onto Rte 107.
- None if you go speed limit
- Brown and 107 on days transfer station is open
- Candia/Old Center Rd at former Sharon Home
- 107-43
- Rt 43 and South Rd
- North, 43-107, Mr Mike's Store
- Old Candia/Old Centre
- State Rt 107 - people drive too fast for this windy, curvy road
- Old Center Candia/107/43
- All of Rte 107, especially at the sharp curve near the Lazy Lion, and where 27, 43, and 107 merge (Stage Rd).
- Y at center of town
- Turning on to Coffeetown Rd from Rt 43
- North Road Rt 107 and 43 (South Road) meets
- None
- Middle Road/South Road
- The intersection of Candia Rd. Old Center Rd. And 107
- Rt. 43/107 - Old Center Rd - Candia Rd
- None
- 107 - Old Center and Candia road intersection
- None
- Intersection of Rt 43 and South Rd 2. Curve where Range Rd turns into Ridge Rd
- Corner of 43 and Old Center Rd and Candia Rd
- Junction Rt 43 and 107
- Intersection of Rts 107 and 43 at the stop sign, just past the fairgrounds.
- Destiny Way
- 43/107
- Rte 107 - everyone drives TOO FAST.
- Strongly disagree that any intersection poses a serious threat to safety and find this question biased to create one or more intersections as safety threats.
- Candia and 107
- Rte 43/South Rd at top of hill 2. Middle Road and Rte 43 near fairgrounds
- None
- Corner near the Lazy Lion/library/police station
- Nottingham Rd and Parade Rd - no one yields
- Intersection leading from Town Hall to White Bld.
- Middle onto State Rd - poor visibility especially with snow banks.
- Corner of 107/43 and Old Center Road
- Mountain Road; Corner by Tex Guinan's old house, sharp bend after GB White building
- Rts 43 and 107 North
- Jct of 43 and South Rd
- Middle Road - Rte 43 intersection. South Road - Rte 43 intersection.
- Candia Rd/Old Center Rd/Route 43
- Old Center Rd/Rte. 107 (corner) just above GBW building.
- Rt. 107 North by Veasey Park
- Rt 43 and South Rd intersection
- Center Road and Raymond/North Rd
- Rt 43/107 intersection with Old Centre Road South near Cornerstone House(old Sharon home)
- None



- Rte 107 and Rte 4
- Candia Rd and Route 43 and Old Center Road South
- The sharp turn on 43 by the police station
- Old Center Rd S - North Rd
- Rt 43 and South Rd
- Rte 107/43, Candia Rd, Center Hill Rd South intersections near library
- Rt. 43 and Rt. 107 junction below the fairgrounds - near the Pinecrest Farm
- Rt 107 - bicycling, pedestrians!
- Old Center Rd/Candia Rd/Raymond Road
- No real problems
- Rt 43/Candia/Old Center Road intersection
- Where 43 intersects into 107 by the fairgrounds.
- 107 and 43 (by Mr. Mikes)
- Middle Rd and Birch Rd
- Rt 43/South Rd
- 107 and 43, speed on South Road
- Candia Rd and Ridge Rd. Both are heavily traveled.
- Rte 107 and Rte 43
- Rt 43 near fairgrounds and beginning of Middle Rd
- Intersection of Old Center Rd, Candia Rd and Rt 43
- Rt 43 to South Rd
- None
- Rt 107 and Rt 43
- Rt 107 and 43 near fairgrounds
- Sharp curve by Pleasant Lake - Rte 107. Center - too many stop signs, should be straight across.
- Rt 43/107 intersection
- None - obey stop signs and you're fine
- South Road and Deerfield Road (43 N/S)
- Rt 43 and South Road
- James City to Meetinghouse/Rt. 107 South. Cannot see very well due to trees and brush on the side of 107
- Mountain Rd. (only 1-way in and out). Road too narrow to accommodate the traffic flow.
- Birch Rd and Middle Rd Birch Rd and South Rd
- Old Center - Candia Rd - Rt 107
- Rt 107 and Old Center Rd and Candia Rd
- The intersection of Route 107 and Rte 4. A 4-way light should be placed. There are many instances where traffic is backed up and people take risks because they have been waiting for a long time. It is especially dangerous in the winter.
- None
- Center Rd and Rte 43/107
- Rte 43 and South Rd - needs 3-way stop sign
- Rt 107/43 intersection at Mr. Mikes. No one stops at the sign!
- Old Center Rd, Rte 107, Candia Rd
- Mountain Rd curve
- Candia/Old Meetinghouse/107
- Route 43 to South Rd, sharp turn needs to be changed for better visibility. Big trucks need both lanes to make turn.
- Old Center Rd/Candia Rd/43-107 intersection
- Old Center Rd, North Rd intersection by library and GB White Building
- 107 and Old Center Rd South
- Junction of Old Center Rd South, Candia Rd, and Rte 43-107
- Intersection of South Road and 43
- None
- Rt 107
- One near Sharon home (used to be called that). Candia/Old Center intersection.
- None. Driver error is the threat.

- Nottingham/Parade
- None
- Intersection at Sharon Home
- 107 and Gulf Road
- Old Center Road and Route 43
- Intersection of 43 and South Rd.
- Old Center Road and 43/107
- Mountain Road
- Rt 43 near Candia-Deerfield line
- Corner of 107 and 43
- Candia, Old Center Rd, Rte 107
- Rt 107 - Old Center Road
- 43 and South Rd
- Sharp corner on Rt 107 near GB White
- Town Center - none really
- Intersection of North Rd, Raymond Rd and Old Centre Rd
- 107, Old Centre S, Candia Rd
- Old Center Road and Rt 43 intersection
- Old Center Rd and 107
- South Road and 43 intersection
- Rt 107/Old Center Rd/Candia Rd
- The junction near Lazy Lion - blind corner
- Brown Rd transfer station
- Rt 43 and 197 at Mr. Mike's and intersection at Cornerstone Place (Rt 43/107 and Old Centre Rd)
- Candia Road, Old Centre Road and Rt 43
- Rt 107 at intersection of Old Center Rd South
- Perry Road/Nottingham
- Rt 107/Candia/Old Center Rd
- South Rd and Rt 43 intersection
- Intersection of Raymond Rd and Old Center by the library.
- None
- Intersection of Old Center Rd, Candia Rd and Rt 107/43
- Middle Rd - Route 43
- 43 S next to cow farm, right angle turn, next to large house for sale. Morning commute - tailgaters and high speed passing every day by SUVs and pick-ups.
- Corner of North Rd and Raymond Rd
- None
- Rt 43/107 center of town intersection with Old Center Rd
- Old Center and 107 (North Rd)
- Candia Road/Old Center Road/43-107
- Old Center Road and Raymond Road
- Raymond Rd, Center Rd, Candia Road and Old Center Rd intersection
- Rt 43 - Penn Ave
- Curve in road 107 by Lazy Lion
- 107/43 and Old Centre roads
- None if you pay attention and drive like you should
- Corner Rt 107 and Old Center Rd
- 107 and Old Center Rd intersection
- Old Center Rd, North Rd, Candia Rd
- Not sure
- Candia Rd/Old Centre Rd/ Rte 107
- Ridge Road - speeders
- Town center
- The corner of Old Center and 43/107, near the Lazy Lion

- None
- Town center at 107/43
- The sharp corner at Route 43/South Road, as well as the quarter mile stretch on South Road leading to the corner, has already been the site of a one-car accident involving the Briggs' fence and repeated demolishing of plow markers at the bend.
- Intersection of North, Raymond, Candia, Old Center Rds near town center
- 107 and Old Center Road
- Deerfield Center! Intersection 43N-Candia-Old Center Rds.
- Rte 43 and 107
- 107 - cars travel over speed limit
- Intersection of 107 and 43, both places
- Intersection of Rt 43 and 107. Intersection at center of town.
- Candia Rd, Old Center Rd and Rt 43
- Mt. Rd/Nottingham Rd coming from Mt Rd - can't see oncoming on the right especially in am with the sun.
- Rt 43 and South Road
- Old Centre South/Candia Rd/43-107 (3-way intersection)
- None
- Rt 107 - speeding traffic, joggers, bikers, no sidewalks
- Sharon Home intersection
- Any road that people speed on. Any intersection that people don't stop at.
- Rt 43/Old Center/Candia intersection
- Old Centre Road and Rt 43
- Intersection between George B. White building and what used to be the Sharon Nursing Home.
- None
- Old Center Rd.
- Corner of South Rd and Rte 43
- The sharp curve at the intersection of the White building and entrance to Old Center Road
- Old Center/107/43
- 43 and South Rd.
- Cole and Old Center Rd North
- Middle Rd and Rt 43
- Candia Rd, Rt 107 and (library) Road!!
- Rt 43 North (south end of town) just over the town line from Candia. Many drivers pass cars and go over the 35 mile hr speed limit.
- 43 and South Rd
- None
- Intersections not a danger -- drivers are. Drivers need to be more responsible for their actions.
- South Rd/Rte 43
- Rts 43/107, Candia Rd and Old Center Rd
- The intersection of Old Centre S/Candia Rd/Raymond Rd
- Candia/Old Center/43 and 107 near Sharon Home and Old Center Rd North at 107
- Intersection of Rt 43/107 and Old Center Road South and Candia Rd, at the center of town.
- State Route 43 and South Road
- Intersection at 107 (North Rd), Old Centre Rd, Candia Rd
- Intersection of North Rd, Old Center Rd and Candia Rd. North Road poses a safety threat to bicyclers and walkers.
- Traffic volume
- Rt 43/Candia Rd/South Old Center Rd
- None as we drive
- None
- 43 and South Rd, by Mr. Mike's
- None
- Raymond Rd, where Candia Rd and Old Center Rd South intersect with Raymond Rd
- 43/107 by fairgrounds
- There are NO SERIOUS threats to safety.

- Turning off 107 onto Old Center
- Rte 43 and South Road
- The intersection in front of old Sharon home.
- Center of town
- Town center
- Stage/ramond/43-107
- Intersection of Rt 107, Candia Rd and Center Rd South
- Rt 107, old center rd and Candia rd intersection
- North/Old Center
- In town center, where 43/107 makes that curve and Old Center Rd and Candia come together - that area.
- Dirt portion of middle road
- Middlerd intersection with rt 43
- Both 43/107 splits
- 43/107 intersects with Old Candia Rd which turns left to Town Hall Rd by library
- Raymond/North at Candia and Old Center South
- Intersection 107/43 with Candia rd and old centre rd. Very accident prone. It is just a matter of time
- The right angle turn of rt 43 where it meets south rd
- Raymond rd where it intersects with old center rd south
- Old center rd south and rt 107 intersection
- 43 and South Rd - white stop line way too far out from stop sign. Taking left from 43 to S. Road, when cars are at line to go straight, blocks cars turning onto S. Road.
- The junction just south of the lazy lion cafe- 107 and road down to library
- Rte 107 - Rte 4, 9, 202
- Center of town
- Rt 43 - South Rd junction with 43
- 10 mph corner(43 + south rd, speeding on non 107/43 rds poses the threat to safety. We live on the western end of Nottingham rd and speeding is prevalent but enforcement is completely absent.
- 43 and Old Center
- Rt 43/107 - Candia Rd and Old Center Rd
- 5-way at 43/107 and Old Centre road
- 43 south intersection onto 107 N
- None
- Intersection by north rd and Candia rd and old center rd
- Turn off from 107/43 onto Old Center Rd
- Hayes rd any similar "developed" rds
- Junction Candia rd/old center rd/107/43
- Town center (Cornerstone Place)
- Corner of 43 and South Road. 43 and Old Center Rd.
- The intersection at Cornerstone Place in the center.
- Old Center So. And Candia Rd and Rte. 43/107
- The corner of 107 and Candia Road by library
- Intersection at Raymond /old center/Cole
- Old center and Candia and rat 107/43
- South rd
- 43-107
- Intersection of rt 43 and rt 107 near the Deerfield fairgrounds
- Intersection at Mr. mikes (43-107)
- Going towards Mr. mikes from post office, the intersection of 107 and old center rd-turning off at 107 to go to library
- South rd and rt 43 intersection
- Old center, rt 43/107, Candia rd
- Junction of Candia rd, old center and rt 43 at cornerstone place
- Rt 107 and old center rd
- 43 and 107/ old center rd

- Old center/meetinghouse hill/mnt. delight- since there is now a useless 4 way stop intersection, its very easy to forget since the stop signs where there never before in the 12 years we've lived here
- Rt 107/gulf rd speeding
- Deerfield center
- Intersection of rt 107 and old center rd and Candia rd
- Rt 43 hill

*Question 12: If a new road could be built, which two points in Town should be connected?:*

- Bypass fair grounds from Candia to center of town
- None
- Unsure
- NONE!
- None
- South Rd. To 27 in Candia
- From town center to 101
- South Rd to Middle via Candia Rd
- Rt 107 and Northwood Lake area
- No new roads
- No need
- Currier Road to South Road
- Mountain Road to Route 107
- None
- None
- Rte 107 - Candia Rd
- No opinion
- Middle Rd and 107 near the lake
- None
- Rt 43N and Rt 43S
- Reopen Old Candia Rd (Breakneck Hill) and upgrade
- Rte 27, Candia and South Road
- Library corner to Rte 28
- None
- None
- No opinion
- Not sure
- None
- No new roads
- A fairgrounds by-pass
- Deerfield Rd/Candia Rd/North Rd at Rt 43 intersection
- Entrance to transfer station off of 107 following power lines. So that Brown Rd is not affected by traffic.
- That's the LAST thing we need!
- Old Center Rd near Deerfield/Candia line
- NO NEW ROADS!!
- No new roads please
- Corner of South Road/Route 43 straight through to Center via Breakneck Hill and Candia Road
- None
- Center of town and south of town near Candia
- None
- MT. Road and Reservation Road
- None
- No opinion
- Not in favor of new roads
- Center of town to South Rd
- No new roads
- No new road should be built. Again, a biased question to create new roads.
- None
- No new road
- Rt 4 to Rt 101
- Rtes 43 and 107 North
- Corner of 43 and South Road to Deerfield Center via Breakneck Hill Rd (class VI)/Candia Rd./Old Center Rd.



- South Road to Middle Road - straight path into town
- Do not build new roads
- No new roads
- Raymond to Deerfield
- No new roads should be built
- Connect 43 to Rt 4
- Do not want new road
- Don't know
- Don't have an opinion
- The Peter More Rd. - from South Rd. To Currier Rd.
- Nottingham Rd to Brown Rd
- South Road, Middle and Mt. Delight 43 and 107
- Candia Road from South Rd to Raymond Rd (107)
- 107 and 43 (Stage Rd) and 43 North
- South end and north end
- None
- Currier Rd to South
- None
- North Rd (107) and Rt 43? Mountain View Rd
- None - town roads are fine as they are now.
- No need - too costly
- Like it as it is
- Rte 43 at Deerfield/Candia town line. Point where South Road becomes Stage Rd (near Island Rd)
- None
- Mountain Rd connected to Nottingham Rd
- South Rd to Middle Rd via Candia Rd
- None
- Candia Rd and South Rd intersection to town center
- No new roads!
- No opinion
- No new road needed
- Change 43 and South Rd intersection
- Middle and South Rds
- Possibly avoid the whole intersection of Old Center Rd and Candia by rerouting Rte 43-107 further east for a few hundred yards.
- Middle Road - South Road by intersection of 43 and South Road
- None
- No opinion
- Not sure
- No needed
- Fire station/Sharron Home to sharp corner when entering Deerfield from Candia.
- Candia Road to South
- None
- Connect nothing
- North Rd and South Rd
- Stupid question!
- Deerfield should not be in the business of building roads
- 107 and Rt 28
- Town Hall Road and Rt 107 near GB White
- Not sure
- Currier Road directly into Deerfield
- Middle Road to Route 101
- No new roads
- Currier Rd and South Rd

- Middle to South
- South Rd and Raymond Rd/North Rd
- No knowledge
- No more building of roads!
- Nottingham Rd connected to Reservation Rd
- Tandy Road to Mountain Road
- Fairground to center of town
- Not sure
- No new public road needs to be built
- Limit cul-de-sac development to allow roads to connect easier. South Road to center of town.
- No opinion
- If they are not connected now they don't need to be
- South Rd and Rte 43 to Mr. Mikes at Rte 43 and Rte 107
- None
- Upgrade Peter More Rd from South Rd to Currier Rd
- Move Rts 43/107 out of town center
- Do not build new roads. It will only cause more unwanted development.
- None
- No more roads, please.
- None
- Unsure
- Enough roads!
- South Rd to town center
- 43 around Saddleback Mt and 107 on North Rd
- Take Rt 43-107 out of town center
- Old Centre South to South Road?
- No new roads - leave the back roads bumpy. Then maybe people will slow down and I won't have to worry about my kids and animals getting hit.
- Upgrade Candia Road from South Rd to center of town
- South Road and Old Candia Rd intersection to Raymond Rd-North Road-Candia Rd and Old Center Road South.
- We don't need a new road.
- Middle Rd and South Road
- None
- None
- None
- No new roads are needed. The ones we have aren't maintained.
- Not sure
- None
- No more roads
- South Road and Middle Road south of Birch Rd
- No new roads!
- Improve Breakneck Hill Rd, from Middle Road to Old Candia Rd.
- With 50 square miles - what would connect?
- South Rd should be connected to Candia Rd (Middle Rd) where that gated class VI road already exists - upgrade.
- Mt delight cross to 43 Candia
- Don't build a new road!
- None- it encourages people to travel too quickly/fast
- None
- What???
- Dk
- No more development!
- Don't need any new roads
- From Store 24 to South Rd (intersection to Candia) or Meetinghouse Hill Rd to Rt 23 Bear Brook.
- South Deerfield and center of town. Open class 6 road that already exists

- None
- No opinion
- Rt 43 near South Road to center of town
- We don't need any new roads
- I can't imagine needing a new road anywhere
- Candia road to south rd
- None needed
- None - no road
- None, keep rural
- Don't build new roads
- D/k
- Unnecessary
- Rebuild discontinued Candia rd between middle rd and south rd
- None
- Leave as is
- Corner of 43 and South Road. Build a road north through the fields in the south of 43 by South Road so it connects with 43 by Cotton Road. This would ease traffic at this corner.
- No
- South Deerfield to center of town
- East to west
- Peter fuller drive off south rd into Candia
- Currier rd and south rd (re-open Peter Moore rd)
- No new roads!!
- Plenty of rds
- Sonette rd to middle rd

*Question 13: If the population grew substantially, what roads would need to be upgraded, or where would new roads need to be built?*

- All
- None
- All
- Mount Delight Rd, Old Center Rd North and South
- Depends on where growth happens
- None
- Harvey Rd.
- It depends where growth appears.
- See above
- Control growth, minimize growth
- Rte 43, South Road and 107
- Blake's Hill Road - upgraded
- Mt. Delight Rd.
- Breakneck Hill (class6) between South and Middle
- 43
- Middle Rd
- Depends where housing increased
- Rt 107 and 43
- Mount Delight Rd, Reservation Rd, Brown Rd
- South Road upgraded, Rte 43/State Rd upgraded
- 43 and 107
- Middle Road behind fairgrounds
- Nottingham Rd and Ridge Rd
- Rt 43N - sidewalks or a bike path would be great
- It depends where population grew!
- Rt 43
- Library corner to Rte 28
- None
- Nottingham Rd
- Depends on where the population lands
- South, 107N, Center Rd
- Planning Board should implement growth management upon completion of CIP and Master Plan.
- 43 and 107
- Don't grow population
- Upgrade Rt 43/107
- Reservation Rd
- Upgrade Rt 43/107 at Mr. Mike's store to Rt 43 split and Stage Rd to next split
- Stop and slow growth. Keep us a small town with all its glory. We are not Manchester.
- This would need to be done. Brown Rd is too dangerous on days transfer station is open.
- State Rt 107 was poorly paved recently
- Don't know. Hope it doesn't happen - all new road network would be needed if it happens
- No new roads, but Middle Road are already heavily trafficked and needs upgrading as well as speed controls!
- No new roads please
- All Roads would need to be upgraded, regarding new road, see question 12.
- Middle Road and South Road connections beyond Birch, Mt. Delight and points further north. Whenever there are new cul-de-sacs.
- None
- Upgrade - Rt. 43/107. New - roads surrounding growth area.
- None
- Tandy
- None

- Ridge Rd, Middle Rd, Mt. Delight
- The intersection in the town center (Old Centre, Candia, Raymond Rd) would need upgrading.
- No new roads!
- Not an issue - I would relocate
- Center of town to South Rd
- No growth
- No upgrades needed and certainly no new roads need to be built.
- Obviously, South Road
- No new roads
- Wouldn't that depend on where they resided and where they drove?
- Rt 107 and 43
- Middle upgraded
- All dirt roads
- Let's prevent this from happening
- Limit growth to what the road system can handle
- Middle Road
- Upgrade 43, 107
- Don't know
- Mt Delight Road
- Build and improve only as needed.
- Pave Middle Rd
- Rte 43/107 thru center of town
- Finish the damn Mountain Rd. Period.
- Coffeetown Road, Nottingham Road
- Mt. Delight, 43 - too many turns 107 out to Raymond
- Middle Rd, Candia Rd
- Rte 43/Rte 107
- Currier Rd to South
- None
- Middle Rd
- Middle Road
- We vehemently oppose the building and upgrading of any town roads as this would only encourage more building and raise taxes driving the elderly from their homes and from town.
- Lets hope not
- Mt Delight, Middle
- Rte 43 N/S
- The center of town and the intersections to Rt 107
- Middle Rd, Mountain Rd, Coffeetown Rd. Paving of all dirt roads.
- Middle Rd
- All intersections with Rt 107
- Rte 43 and 107
- Let builders pay for it.
- I would not favor growth resulting in new roads.
- None
- None!
- No opinion
- Perhaps reinforce shoulders or provide turn lanes on side shoulders at busy spots
- Not sure - depends on where the population grew substantially
- Griffin Rd
- Junction of Old Center Rd South, Candia Rd, and Rte 43-107. Otherwise, the need would depend on what parts of Deerfield developed.
- Middle Road - Ridge Road
- Limit population growth and this problem does NOT exist!
- Rt 107/43 to Rt 101

- Possibly 43 or 107
- Population will not grow. Keep 107/43 in great shape and all will be good.
- Upgrade Middle Rd. Pave dirt part of Candia Rd.
- Middle road should be paved
- No opinion
- New roads built - as it is, living on the north side it takes 35 minutes to get to a main highway 101-95
- Depends on the areas of growth
- Rt 107 and 43
- Depends on where the growth is.
- Nottingham Road, Mountain Road
- Middle and Griffith Roads would need upgrades. No new roads need to be built.
- Complete existing dead end roads
- Middle Rd paved
- All the roads would need new work
- Many roads could be widened
- New cluster subdivision roads should be built. Keep Middle Road unpaved.
- South Rd, Middle Rd
- None at all to preserve the character of the town
- Middle Road to Allenstown and both Rts 107 and 43
- None. All primary roads are well maintained. If people choose to move onto a poor/dirt road then they should be prepared to deal with that and not expect taxpayers to upgrade their road.
- North Rd South Rd
- Rt 43 and 107 at all points
- South road expansion. Roads into DCS.
- Rt 43
- None - if you don't like the roads don't move here
- Upgrade Mt. Delight, upgrade Nottingham Rd
- A by-pass to Route 4/202/9
- Not sure
- Dependent upon where development occurred - from new population area(s) towards 101 and also towards Rte 4.
- All need upgrading
- Town center
- Cap building permits and we will not have substantial population growth.
- Ridge Road
- Where growth is
- If that happens, it will not be our concern because we will leave.
- Middle Road
- Unsure
- Hopefully it doesn't, but if so, Mt. Delight Rd upgraded. No new roads.
- Rtes 43 and 107
- It depends on where development occurs
- Town center
- Ridge Rd, Candia Rd, Range Rd
- Pave Mt. Rd.
- Most roads would need to be widened to add lanes. On existing roads if population grew substantially.
- No new roads - do not want population growth. Why make it more appealing?
- All roads
- North Road - South Road
- Middle Road - should be widened and maintained. No need to pave it.
- Nottingham Rd Raymond Rd
- Mount Delight Road
- South Rd and Middle Rd will need to be upgraded in the near future due to large developments in progress on South Rd
- Middle Road has high traffic and many new homes with a dirt road that is far outdated (needs paving).
- Pave Middle Road



- Intersection of 43 and 107 would require a traffic light.
- Rt 43 from Rt 4 to Rt 101 would need to be enhanced.
- The present roads should be sufficiently maintained - not adding new roads!
- Dirt portions of Middle, Candia Rd, Mount Delight Rd
- No new roads!
- From Nottingham to Rt. 43 - Harvey Road
- Upgrade Peter Poore Rd (South Rd to Currier Rd). Pave Middle Rd.
- South Birch and Middle roads. Build new road on Old Candia Rd thru town center to North Road.
- Middle Rd
- Mt. Delight Rd needs upgrading, Griffen Rd needs upgrading, also Coffeetown Rd, Old Coffeetown Rd, Nottingham Rd needs widening, Mountain Rd needs upgrading.
- 107 wider, more lanes
- If you build them, they will come, if you don't, maybe they'll stay away!
- It depends on the area of town most effected by the development. It takes 20+ minutes to cross town on state 107- that's a lot of miles
- None
- Pave dirt part of Middle Rd, Candia Rd
- None
- Raymond Rd
- 43/107
- Pave Middle and Coffeetown
- Don't let population grow substantially!
- 107, 43
- Open class 6 roads to upgrading like Parkins road
- All
- 107/43
- Middle Rd
- Limit population growth
- No opinion
- The paving company that paved Rt 43 did a lousy job.
- Don't want population growth
- Don't know, but I will say that upgrading roads may actually encourage more development, encourage people to drive faster.
- Upgrade Candia rd...continue birch rd thru Candia at exit 3 on 101
- Depends on where the development is planned
- Middle Road
- Don't increase the population - thus roads would not have to be upgraded. Increased population creates burden on the town - taxes, road repair, schools.
- No new roads! Upgrade existing rds to include speed calming/speed bumps at key locations
- D/k
- None. People moved here because they liked the character of the town. Why change it?
- Not for population growth
- Candia rd south of intersection at Cole rd
- NO SUBSTANTIAL GROWTH please.
- Keep population down
- Breakneck
- Mt delight and Nottingham rds
- Corner of 43 and South Road. Build a road north through the fields in the south of 43 by South Road so it connects with 43 by Cotton Road. This would ease traffic at this corner.
- Rt 107/43
- Some unpaved roads
- All
- Main roads through town, 43 + 107 would need improvements
- Probably- middle rd



*Question 24: What do you like most about living in Deerfield?:*

- Safe country setting
- Quiet, peaceful
- Quality of life
- Rural, historic, quiet, safe, small-town feel
- Rural character, open spaces, lack of traffic congestion
- Peace and quiet
- Availability of town forests, walking trails, and outdoor recreation, etc. Centrally located. Stone walls and historic feel of some areas.
- All except the School Board and Selectmen agenda
- Rural character
- Quiet country atmosphere
- Its rural character
- Rural character
- Rural nature
- Location, road kept up.
- The quiet, rural setting
- The rural character
- Rural farming character, woodlands, minimal noise and traffic, small town feel
- Serenity of the rural setting
- The rural environment
- Country setting. Proximity to services in cities, i.e. Concord, Manchester, Nashua, Portsmouth, etc.
- Small town with little industry - no Dunkin Donuts, McDonalds, etc.
- Knowing my neighbors
- Rural area
- Rural atmosphere; low population; sense of community
- Rural character, dirt roads, "open" woods and fields in active agricultural use, Deerfield Fair.
- Very scenic and rural
- The quiet and peaceful country setting
- It's a nice community with an easy living lifestyle, but close to shopping and all the conveniences.
- Quiet and rural
- It is rural and the people
- Quiet, low traffic, privacy with larger house lots.
- Privacy, rural dirt roads
- Rural character
- Rural setting
- Quiet, rural, friendly
- Living in country while still close to cities
- The country setting with wildlife abundance
- Rural setting
- I like living in a quiet area and the close access to both Bear Brook and Pawtuckaway.
- Small town character, rural farm atmosphere
- Privacy, my yard and not having someone I can shake hands with when I open my window
- Countryside, people
- My dirt road/country setting
- Small community, low crime
- Living in the country away from a city
- Space around us is empty
- Its rural character and the fact I don't live right up on top of my neighbor.
- Live on land my wife inherited
- The people are wonderful, town officials are very helpful, relatively quiet
- Rural setting
- Quiet, open space, clean

- The rural nature of our town
- Country, rural atmosphere, close to major cities
- Rural character, low population
- The quaintness and quietness of the area.
- Open areas, atmosphere
- Small town, agricultural atmosphere!
- Rural setting, quiet
- Rural character, friendly people
- Access to Pawtuckaway, quality of land where we live
- Rural, quiet, privacy
- Rural character, amazing views, wonderful people, wildlife in our backyard.
- Rural character
- Rural character and feel
- Open space, quiet, wildlife, independent, night sky, self reliance
- The feeling of community
- Rural quality
- State parks, rural character and access to hiking trails.
- Pleasant Lake
- Private life
- Nice atmosphere for the most part, beautiful lake
- Peacefulness
- Quiet town, breakfast town - want to stop growth and go back to 3 acres 200 ft. Frontage and not overtax our town and not do glorified trailer courts.
- Access to big cities in a country setting.
- Rural character, open space, uncrowded
- Peace and quiet
- History, farms, woodlands, wildlife, community strength
- Country
- Rural character
- The stars on a clear night. The birds and the deer. Small town = helpful people at the town hall.
- Don't live here; run business
- Rural
- Rural character - dirt roads, no street lights, traffic lights, lots of woods, no commercial stuff!
- Quiet
- I don't have an opinion - I have spent my entire life (so far) in the same home
- The setting
- The quiet atmosphere that comes from having a rural community.
- Location, character
- Rural, woods, wildlife, quiet
- Peace and quiet. Rural feel close to Raymond and Manchester.
- Family and friends, have grown up here whole life.
- Rural feel of town
- Peace
- Being in a rural, New England setting which is also close to cities and towns.
- Country living
- Sense of community, citizen involvement and great friends.
- Quiet way of living. The small size. How all the children know each other.
- Rural character
- Rural setting
- Quiet
- Not much any more. Taxes too high. 107 unsafe.
- No red lights at any intersection
- Small community feeling
- Rural

- Rural character
- Peace and quiet
- My development - a group of houses close together, places for childhood friends and roadways that are "safe".
- Rural charm
- That it's small, quaint and safe
- Rural living
- I don't really like much about the town anymore. Too many people from urban centers trying to impose urban regulations.
- It's still a nice community
- Being left alone
- Quiet rural setting with limited business and traffic
- Rural character
- Accessibility to state parks and forest.
- Rural, dirt road, able to see night sky, quiet, open space, cows next door
- It's home, I was born here.
- Location
- Character of the town
- Large enough subdivisions that homes are not "stacked" on each other. Quiet, country living.
- The open areas and wildlife and natural character. Privacy - wooded lot - the small community.
- Peace and quiet, open spaces, land and antique home preservation, neighbors
- Rural setting, quiet
- Rural, quiet, friendly
- Rural character
- Rural character, space between homes
- Many of the people who as volunteers help the community function.
- Rural character
- Its rural character, friendliness of people
- Sense of community
- Open space/country living - although that's changing really fast.
- It is rural and simple.
- Quality of life, i.e., low crime and peace of mind
- Rural atmosphere
- Having 5 acres of land, beautiful area, can see the stars at night, the DCS school system
- Ability to hike in woods from my house, excellent music in town, low traffic on side roads
- Slower pace, family heritage back to the 1870's-past memories of community camaraderie, agricultural opportunities.
- Rural character of town
- Rural character, farmland, forested areas, historic houses.
- Good neighbors, country setting, proximity to interstates
- It is home
- Quiet, rural
- Woods, quiet, space
- Rural character, small population, wildlife
- Reasonable drive to work and visit with friends, the country, fresh air
- Community spirit
- Its rural character
- Beautiful small town, sense of community
- The rural setting and quiet lifestyle (the New England character)
- Country setting, quietness, family oriented
- Small country town atmosphere
- The small town flavor
- Country atmosphere, small town, minimum congestion, security, nice place to raise a family
- Quiet, rural, location
- Rural character, wildlife, kids not exposed to as much crime and media as city kids, quiet in the woods as opposed to city.

- Rural character
- Rural character. People helping people.
- Rural location and character, historic buildings
- Land
- Rural and undeveloped nature
- Country living
- The small town rural atmosphere, the wildlife, the undeveloped, unspoiled nature of countryside view that once was most of NH.
- Peace and quiet, the fact that homes are not close to one another, space
- The country, rural, QUIET setting. Not many people.
- Quiet, rural
- People and organizations
- The rural character of the town and the fact that it is reasonably quiet.
- Small town atmosphere, woods, fields, wildlife, not too many people, quaint
- Open land
- Rural character, 250 year history
- Country living, open spaces, hiking and biking
- The rural character
- Quiet, peaceful
- It was a small quiet town, but no more.
- Rural, great people
- Friendly, peaceful, safe and still close enough to Manchester and Seacoast.
- The people and country ambiance
- Friendly, rural community, peace and quiet, little traffic
- Quiet small town
- Quiet, no city noises
- The rural area, the openness, the people, life is more enjoyable here.
- Natural rural aesthetics, safety, quietness and wildlife.
- The rural character of the community
- Nice country atmosphere
- No much anymore. Too many houses, too much traffic, taxes too high.
- Rural character
- The rural character and sense of community
- The small town rural character
- Small town feel
- The natural beauty
- Rural country setting, wildlife, fair, farms
- The people
- Country living, no seeing neighbor's house, quiet, no noise/light/water/air pollution
- Quiet, woods, wildlife
- It is small enough that I can know a great many of its citizens and can, therefore, have an impact on it.
- Quiet, spacious, clean
- The people, the "atmosphere", no high school, quaint feeling of center.
- Deerfield as a small town
- Personal privacy
- The rural small town country qualities.
- Lack of neighbors, open woodlands, low population, low traffic, wildlife, Pleasant Lake
- Low traffic, low noise
- Community
- The people
- Small, undeveloped New England town with natural beauty and wildlife.
- Quiet - not a lot of traffic
- Rural, quiet, seems isolated yet close enough
- Private quiet rural living



- Rural feeling
- Small, quiet country living
- Quiet
- Serenity and wildlife
- Quiet and friendly
- Town meetings
- Small town country atmosphere
- The quiet small town feel, open spaces and farms.
- I was able to buy 2 years ago. My daughters moved here but since have moved because of their taxes!
- Small country town!!
- Rural character, open space, antique properties
- The country atmosphere
- Rural character
- The fresh air, the open space, the people, the small farms and businesses.
- Rural character, open space
- Sense of community, people
- Competent and friendly town employees
- Pace of life, natural beauty, open space
- I love the beautiful views, having a lake nearby and not a lot of overcrowding.
- Rural life with cities nearby
- Rural setting
- No crime (almost), peaceful
- Rural character
- Rural character, quiet, low traffic volume
- Living away from the big cities, no loud noises and no hassle of a big city
- Small town atmosphere and quiet rural setting. Seeing lots of wildlife.
- Housing affordability, centrally located
- The open space
- Quiet
- Rural atmosphere and nice family town.
- Location, location, location
- The rural charm, character and size of our small community.
- Quiet, friendly and recreational facilities for all ages.
- Quiet town with good neighbors
- People committed to the community, rural character
- Rural, somewhat non-crowded environment, however, we are losing it very rapidly.
- Views, open space
- Open spaces, wildlife
- The open spaces and the love of living in the country.
- No one knew where it was
- Country setting
- Rural atmosphere, quietness, darkness (no light pollution), woods, trails, people
- Rural charm, sense of community
- Rural atmosphere
- Rural and quiet
- The rural character
- Rural atmosphere
- Country atmosphere and people
- It's still rural
- Country environment
- Rural character, quiet
- Rural character and community involvement.
- Property size
- Small, quiet, safe town to raise a family in.

- Small community, easy access to outdoors, quiet
- The country setting
- Open space, not living in a suburban development.
- Its rural character yet nearness to large urban areas
- Rural/historic character
- I like that there are cows across the street, that our neighbors are close by - but not too close and I like that the sky can be seen at night.
- Rural character, friendliness, community
- I like the rural nature and LOVE the wildlife.
- Rural living, wildlife, small town, less traffic, work somewhat in town
- Small town atmosphere
- Small town, rural character. Activities helping others - senior luncheons, library activities, contra dancing. Coffeehouses and old home days.
- Peace and quiet, space, easy access to outdoors
- Country, peaceful and quiet
- The setting, privacy, nature.
- Rural character
- My wooded lot, very quiet, minimal traffic, private.
- The woods, the community, nice neighbors
- Rural nature
- The beauty and rural character of the town. Availability of Class VI roads to walk dogs on.
- The rural character of the town and the open space (which is fast disappearing).
- Rural atmosphere but easy access to Manchester, Concord and Portsmouth.
- Location
- Small town, able to know most people in town, good fire department and police department, the Deerfield Fairgrounds and Assoc.
- Rural atmosphere
- It's small
- Rural nature of town, wide open spaces
- Scenic value
- What is left of the rural character of the town and neighbors who share the same appreciation.
- Country atmosphere, location, nice people
- The rural setting, quiet
- The rural setting
- Country setting, nice people
- Small town community
- Quiet, seeing wildlife often
- Rural character, generally quiet, close to nature, fresher air
- Rural character of Deerfield, peace and quiet, space
- Safe and rural yet close to cities.
- Small town feel yet close to city
- Living near areas of large open spaces
- There are still open spaces and there is still a rural atmosphere
- Rural charm, community activities (sports, parade, rec stuff), people
- It is quiet, clean and rural. I love it here.
- Quiet, clean, small
- Pleasant Lake, country living
- The peace and quiet, seeing wildlife, the view on a clear winter night
- It is a beautiful town
- Safe community
- It is a pretty town
- Small town living, rural area, nature
- Some areas have managed to keep their rural identities, close proximity to both mountains/beach...location, location, location...

- Rural character - disappearing quickly unfortunately
- The RURAL aspect
- Its rural atmosphere, close to several cities
- Small town feel
- Rural, central location
- Rural character
- Rural character and the people
- Rural character
- Beauty of the area, willingness of residents to help each other and, most often, accept folks who are different from them.
- Rural atmosphere - I raise livestock
- Visual appearance, excellent school
- Private
- Lack of population, privacy, wildlife, country simplicity
- Carrying people
- Quiet, sense of community, land
- No traffic, private and quiet, wildlife
- It is quiet and low key
- Rural atmosphere
- The people I have met and the friends I have made.
- Space, country setting
- Lots of land, safe town, dirt roads to ride by horse and hike with dogs.
- Open space, small town atmosphere, community
- Community spirit
- Open space
- Rural character, sense of SMALL town community.
- The peaceful surroundings
- Quiet, private, clean air
- Being out of the city
- Small community feeling, rural feeling, open space, nice old houses
- The area- community the "old small town" feel
- Small town atmosphere, open space
- The quiet small town environment, it feels safe
- Rural and private
- Country atmosphere
- Peace and quiet, rural, woods, water
- Country setting
- Ambiance, people, location, proximity to Manchester, Concord, Portsmouth, UNH, Pawtuckaway. Nice swimming area at Pleasant Lake.
- Quiet country living but still close to urban areas
- Rural character, open space, working "community" rather than individuals who happen to live in the same town
- Enjoy our property and privacy, quiet traffic
- Privacy, scenery
- Small town atmosphere, quietness, country feeling
- Rural character, small town, everyone knows everyone else
- Rural character, open space, quality of life, strong sense of community
- Friends and neighbors
- Small town feelings, quietness, fresh air
- Quiet, no airplanes
- Location, beauty
- The quiet, the woods, rural atmosphere
- The rural character of the town. The practical nature of the people until now.
- Living out in the country
- The rural character
- Farmlands and forests, rural character

- Small town community, open spaces, quiet lifestyle.
- Sense of community but lack of commitment to improve our town
- Small town feel
- Open space, freedom, friendliness
- Not over built, country living, fairs in town
- Rural character, beauty of undeveloped farmlands
- Rural character
- Rural character and close proximity to services in surrounding towns
- Rural character
- Open space
- Farming community, community events, back roads and non-developed forests.
- Quality of life, community, rural nature
- Community, availability/access to outdoor activities (walking, hiking, biking, fishing, swimming)
- Country living, fresh air
- Small town rural character
- The country setting
- Its low population, knowing a lot of folks, its rural character.
- The rural character
- Open space, wildlife, views, historical bldgs.
- Rural setting
- Nice laid back town
- Aesthetic appeal of living in the country
- Fresh air
- Rural character, small population, abundant wildlife, peace and quiet, friendly neighbors, friendly librarians
- Rural/farm environment
- Rural/agricultural environment, wildlife, low population, forest
- Courteous people
- Nice place to live and pretty setting
- Smaller, manageable level of all aspects: dealing with the town, school, social activity, etc...
- Quiet, nature, people
- Quiet
- Quiet, open space
- The rural character and schools
- Love it
- Its beauty and the fact that it does not have any highways cutting through it. Attractive town center-historic buildings, lots of natural beauty (pleasant lake) still close enough to concord for shopping, etc.
- Used to be rural and quiet till owners count not afford taxes so have to sell land to be developed
- Privacy
- Rural feel of town
- The open space and historical character. I like the spirit of community and the volunteer ethic. But with growth people aren't volunteering as much anymore
- Rural character of town
- Country living

*Question 25: What do you like least about living in Deerfield?:*

- High taxes
- Most people seem unfriendly and unhelpful unless you're in the click.
- Rapid growth, large developments, school costs, real estate taxes
- People trying to change it
- The high tax rate required to support public education
- High taxes and commute
- Speed of traffic on rural roads. Arbitrary assignment of speed limits - Rt 107 and Nottingham Rd both 35 mph. Cut through traffic, litter, lack of enforcement of speed limits.
- People who think we should be like Amherst or Bow
- High taxes
- Being 20 miles from any city
- Property taxes
- No commercial center or "downtown"
- Sunday transfer station hours. Need full day!!
- Having to travel 30 minutes to get anywhere
- Lack of cooperation with surrounding towns - Northwood
- Taxes, concerns about growth
- Taxes out of control
- Its growth!
- Taxes, fast rate of growth and speeding cars on country roads.
- The uncontrolled skyrocketing increase in residential development, population, need for services and property taxes.
- Taxes - a N.H. problem
- Distance to hospital and medical help, distance to grocery stores
- High taxes
- Harriet Cady; loss of town meeting; lack of enforcement of junk yard regulations
- Growth of population, huge expensive houses bring people who think differently, forcing farms to sell more land due to high taxes.
- Property taxes
- Taxes! Especially the "view" tax.
- How much traffic there is and the fact that people drive fast on the main roads.
- I live on an unpaved road
- Taxes too high
- Fear of too rapid, uncontrolled growth
- Nothing
- Taxes
- Nothing
- Leveling wooded areas for future possible development
- The lack of small retail space (now being addressed somewhat, thanks)
- Rapid increase in new home construction. Rapidly increasing subdivisions.
- I can't think of anything bad.
- Taxes too high
- No neighborhood activities
- People, distance to stores, doctors, etc.
- The school is TOO over-crowded
- Increased population growth
- New housing complexes coming in and then getting sold.
- The recent traffic increases from other towns using Rt 43 as a connector road.
- Selfish attitude of most citizens, lack of acceptance of diversity
- School systems need a lot of improvement
- Losing it and newcomers posting everything
- Rapid growth
- Rapid growth of housing developments

- Tax rate too high
- Schools/lack of transportation to a high school
- Far away from conveniences such as grocery stores, retail
- High property tax! Extremely high on Pleasant Lake property!
- Takes a long time to go somewhere
- Taxes, school system (local) not high school, kids are not prepared for high school.
- Don't know
- Attitudes of others in town (selfish, short-sighted, intolerant and narrow-minded)
- Tax rate, distance from conveniences
- The fear that someday the contractors/developers will take over the town. This happened to us in the town we lived in previously - we left after living there for 19 years.
- Relatively high tax rate
- Availability of goods and services
- Growth, fast travel, taxes, municipal wish for new facilities, duplexes, poor quality residential development.
- Taxes
- Inability to control/stop/slow growth
- The access to Rt. 101
- No shopping, no restaurants
- Very little police patrol
- Long drive at only 35 mph to go anywhere!
- Traveling
- Too much growth and extra traffic - couldn't even use our own lake this year, never had a place to park to go kayaking.
- City life is trying to move into Deerfield.
- Lack of school, recreation facilities, no trash pickup
- Growth
- Fast growth, losing above. New people have different values, want suburban lifestyle.
- Lack of proper zoning and enforcement
- Growth by development
- The agricultural/residential zoning. Anyone can stick a petting zoo 100 ft from your home - complete with crowing roosters. We need protection for residential properties that clearly were not made for farming.
- See above
- Minimum of 20 minute drive for groceries, pharmacy, etc.
- The 35 mph speed limit on 107
- Speed limits to slow
- No dislikes
- There is far too much "Boys Club" politics that serve only the privileged few. Not very much is above board. Too many closed doors meetings, etc.
- High taxes and overbearing police department
- Slow to change, opposition to growth, taxes, schooling decisions
- None
- Lack of high school. Rising taxes. Unresponsive Planning Board when problems arose.
- New people moving in and forcing life-long residents to undue hardships to try to keep their homes that have been in family for generations.
- Rapid growth of town
- Cell phone service
- Lack of a comprehensive plan to manage development. It seems like developers are trying to make a lot of money before a plan gets in place.
- Lack of convenience stores
- Resistance to change and to paying for the true cost of goods and services.
- No restaurants
- Rapid loss of rural setting
- New people moving in
- Development of one kind. Taxes. Police department. No one knows what agriculture is about.
- Groups who won't stop personal agendas. New schools when other schools will take them.



- No middle/high school
- Taxes
- Planning Board allows too many houses to be built and most all in one area (South Road)
- New schools shoved down our throats every voting period.
- Sending my Deerfield child elsewhere for high school.
- Access to Rt. 152 and 125 via Deerfield Rd. In Nottingham
- That it's growing and wants to be more like a city
- Proximity to highways
- Too far from high school
- Regulations which are indeed "snob zoning". Committees and commissions that are so zealous to exclude people that they are getting regulations passed to effectively do that, especially to exclude lower income people.
- It's becoming a bedroom community
- Being bothered
- Disproportion of services to taxes paid
- Too many people
- Taxes and school system
- Neighbor encroachment as land is continually being logged and clear cut.
- Increased development of big cheesy homes, occupants of which drive fast down the road, have many children, want services they left MA for, and increased property taxes because of all that.
- People
- Changes in town character
- High taxes, constant talk about "needing" more things that will raise taxes higher, even it they won't benefit everybody.
- Commute
- Supermarket is far
- Too many people and outside lighting
- ROADS
- Property taxes make it almost unlivable, closed mindedness and judgmental attitude of some residents
- Recent loss of town/school meeting, recent lack of support for education
- Having to drive so far to stores, schools, etc. The inconvenience.
- View taxes
- Feeling of being crowded out by wealthier citizens
- The HIGH taxes
- The taxes/impact fee for new construction
- Substantial and continuing growth of property taxes "has to stop"
- High taxes
- We pay way too much tax for too few services. No conveniences, no bank, grocery store, donut shop, we are too far from everything. The DCS school is too crowded and needs to be resolved with all the new houses being built.
- Property tax structure that interferes with ability of town to support different initiatives.
- Too many ridiculous zoning laws - newcomers (since the 1980's) constant misuse of the term "rural character" - people that move into town change the laws, up the taxes and then move out. The whole high school situation-mileage, bus fare, longer days for kids, no educational input from parents, sports/after school activities difficult, etc., etc., etc...
- TAXES
- Town office business hours stink! Taxes, people from other areas trying to implement the school proposition - they knew we had no middle/high school when they moved here! If they didn't, they should have done more homework.
- We don't get much snow in winter any more
- Getting to be too many fees, rules/conditions.
- People racing up roads, not enough local jobs
- Lack of businesses/restaurants services, i.e., a Dunkin's, a gym for kids.
- Greed. People coming from "cities" to the country and wanting the same benefits and complain when there's no \$\$ or changing (or trying to change) our way of living.
- Distance from many things
- No middle/high school
- Growth
- The people/out-of-Towner's that speed up and down Reservation Rd.

- Taxes
- Overcrowded school
- The fast growth
- No defined town center, inadequate grocery shopping, high property taxes
- Growth, increase in taxes
- No high school
- Growth -new development
- I have nothing that I don't like.
- New development that uses plastic materials and modern styling
- Isolation - no one comes to visit
- High taxes
- Taxes
- That its simple beauty and open farm land is drawing developers and wealthy residents from out of state resulting in its demise as a small, rural community.
- High taxes
- ANY NEW DEVELOPMENT! Obnoxious neighbors who allow their pets and kids to run anywhere.
- Distance to shopping and retail stores
- Taxes
- No sidewalks on Rt 107 (I like to walk) and no food delivery services.
- Taxes
- Nothing I dislike EXCEPT the town center MESS
- Amount of new homes
- High taxes, lack of business/commercial choices (such as groceries, restaurant), lack of substantial municipal service (such as library expansion).
- NO SERVICES from taxes
- Losing the above, taxes
- Having to drive so far for conveniences such as groceries, banking, doctors, dentist and youth sports.
- Outsiders running the town like a city.
- School situation! Need middle/high school.
- Taxes
- Children have to leave town for high school. Travel time necessary for shopping, work, etc.
- High taxes without an adequate school system (i.e., high school)
- Too much government. Get rid of Recreation Director, pay him too much money.
- The taxes
- The road we live on (Ritchie Road) is poorly maintained causing damage to vehicles and it can be hard to even walk down the road due to all the holes. I personally feel we pay enough in taxes to have our road maintained at regular intervals like all other roads.
- The growing town population and speed limits
- Far from shopping and Concord High is too FAR!
- No viable town center and poor town office facilities.
- See above. We also need stronger zoning ordinances and the guts to stand up to developers who are raping Deerfield and leaving with the profits.
- Increased population
- The invasion of the "Mass-holes"
- Police attitude and expense
- It is a little secluded
- Too much development, heavy traffic, becoming like a city
- Lack of safe biking roads (for kids), lack of sidewalks - cars rule, not people
- Tax Rate!!
- Schools, speeders on roads, taxes
- More and more people who don't take their small town citizenship responsibilities seriously.
- Lack of shopping facilities
- Deerfield's "educational philosophy", lack of moral values at the school, taxes can be high to support substandard education, angry/foolish political atmosphere.

- Deerfield growing too quickly and that it is getting too costly for the average family.
- Tax rate
- It is getting way too overbuilt house-wise.
- Taxes continue to rise
- Speed traps on larger roads
- Taxes
- Transportation
- High taxes for limited services, lack of fiscal responsibility
- Massachusetts transplants/Yuppies
- No high school, high taxes
- Growth, taxes
- Commute to work
- Taxes too high
- Rapid growth
- There's nothing in it
- Low speed limits and slow roads
- Property taxes and the way they're used in the school system.
- Having to drive 20-30 minutes to go to the grocery store or restaurant.
- Not seeing a publicized print-out of where the money goes!
- No supermarket, pharmacy or decent gas station
- Recent growth, increase in traffic, the choice between a good school and high property taxes.
- The drive to work
- Distance to cities
- The change in community, the suburban mentality that comes with expensive houses, the insistent focus on sports.
- Growth, high taxes, poor town administration and small town politics
- The few people in certain groups, planning board and conservation that try to push their views and beliefs down your throat.
- High tax rate for school
- Distance from work and conveniences
- There is NO transportation for people that don't drive. A bus to the Concord Mall would help.
- Going to Concord High School
- Taxes/unfair house assessment. Houses assessed at greater than market value.
- No bank, supermarket, etc.
- Over development
- Our town officials. They are all about themselves.
- HIGH TAXES!!
- No high school
- Trucking business. Interruptions. Dump trucks and trailers cause noise and are always speeding on roads.
- The commute to the cities to get even the basic items and services.
- No ambulance service
- Heavy traffic on roads such as Rt 107 and Rt 43.
- No plan for future school development
- Lack of restaurants
- Pressure of development of 4 bedroom colonial style McMansions with bonus room over the garage! Need alternative housing design/planning and zoning.
- Rapid increase in property taxes
- New construction
- Too many new houses and new buildings going up - losing the rural identities of our town.
- Everyone knows where it is
- Nearest store 8 miles away
- Growth and school situation
- Lack of planning - short-sightedness, difficulty in communicating, inconvenient to services
- High school issue
- Loss of rural atmosphere

- The school system! Lack of forethought into the future.
- Increased traffic
- The growth
- Distance to shopping centers, i.e., supermarket, dept. Stores.
- Increasing traffic and development
- Distance to services, i.e., grocery stores, home improvement stores.
- Property and vehicle taxes and no trash pickup.
- Taxes
- Cannot think of anything
- No high school, high tax bills
- New development
- Power outages
- Speeding traffic that comes from thoughtless scofflaws who feel their business is more important than their neighbor's.
- No high school
- The amount of driving I have to do bothers me. My doctors are in Manchester and everything else is in Concord or the Seacoast. The trade-offs are worth it, though.
- New developments, cheap quality houses, builders come, rape the town and leave with profits! Many Deerfield properties are kept extremely poor. No pride in appearance of ones property.
- Long drive to retail services
- No public transportation to larger shopping areas
- People who want more services
- High Taxes, maintenance of roads.
- The lack of foresight on the part of townspeople re: schools.
- No high school
- No major grocery store, few restaurants.
- Property tax
- That it is 40 minutes from Concord High School. Love Deerfield and CHS but wish our high school was closer.
- All the new development destroying open space and the character of the town.
- Taxes, constant efforts to build schools which already have small classes and non-increasing enrollments.
- High taxes
- Increasing traffic, road noise, speeding, high property taxes, schools too expensive.
- High growth - large amount of new houses
- Increase in business
- It's growing
- Increasing demand for "suburban" services: trash pickup, soccer fields, local shopping, drug stores, fast food
- Too far for entertainment, medical, shopping
- The rapid growth of residential construction; approval of lots for building that make neighborhoods congested. Loss of quiet and privacy. The changing character of the town - too many homes not in keeping with Deerfield's historical appeal.
- Disappointment in how school has evolved and community involvement
- Commute to work, lack of proper education facilities
- The doubling of tax rate in 10 years
- Remoteness to urban areas - 1/2 hour's drive or more to work and/or shopping
- Taxes. Most of all, we as residents of the town, detest constantly having to vote on NOT to build schools. We are constantly on the watch for the school board's attempts to cheat and trick the voters into building a school or schools that the town CAN NOT AFFORD!!
- Winter driving.
- None
- The rapid rise of residential growth
- Poor roads, no middle school/high school, crowded elementary, poor school budget
- Too many people trying to bring Massachusetts problems/ideas to town. Out of control development.
- Taxes
- The taxes are out of control
- Lack of a high school, property taxes

- There are no stores. You have to leave town every time you need something.
- Some of the unkempt properties
- Ever increasing property taxes, too much town owned property, all the large, unaffordable homes being built.
- Taxes very high with minimal services. Lack of appreciation on part of selectmen that town's rural character will soon be lost.
- The growth
- Having to travel so far to see my doctor
- Lack of leadership by selectmen - too defensive
- Taxes
- Taxes
- Taxes, but where can you go for less?
- Explosive growth
- It has become a place only affluent people can move into.
- Limited school space, resources and quality of education. Limited space for park and rec activities. Need ball fields.
- Distance to grocery stores especially in winter
- No high school
- Driving Manchester
- The helpless feeling that Deerfield will turn into another heavily populated urban sprawl community.
- Steady growth both in taxes and development
- Far to get to stores
- It is starting to build up and the school
- Lack of a high school
- High taxes, school with modular's, flood of high priced housing
- Anti growth, anti development mentality that "business" is inherently "bad".
- Too much new development!!!
- The high property taxes with no middle/high school and having to bus our kids to concord
- Roads, no high school
- No "downtown"
- Messy houses, no high school, too many mobile homes, poorly planned commercial development, no historical district(new duplex and commerce corner are eyesores) also eye sores created by Steve Rollins behind his shop, junction 43 +107 by Mr. Mikes and junc. Rt 43 +107 by fair speed traps at bottom of hills
- High taxes
- Lack of school support- need new middle/high school- property taxes high
- Increased building, distance to Manchester, Concord, high schools
- High taxes, lack of a "main street" area with small shops. NO HIGH SCHOOL!!
- School situation
- High property taxes
- Long way to work, taxes are high
- TAXES!! Highest rate in NH and no high school??
- Too much development
- The unfriendly staff at transfer station, any unrestrained growth that results in "ugly-ifying" the area.
- High property taxes
- Increasing traffic, people moving in and wanting "city" services and convinces
- Cultural isolation, lack of code enforcement, town wide lack of pride in roadside visual appearance
- Outrageous taxes
- Distance to travel to get shopping/church/family/friends
- Increase property taxes every year, influx of families wanting more than a small town can offer. Big city pocketbooks causing increased taxes. Burden on elderly and low income families.
- Everyone knows everything about everyone. Great for raising kids - you know when they get in to.
- Volunteerism is critical to the success of Deerfield and is declining. The selectmen have shown no interest in taking the initiative to reverse this trend. Vehicle speeding and noise continue to increase. The growing police dept. Budget has not solved/managed this problem. Loss of town meeting. Regressive property tax system
- Taxes too high
- High school contract with concord

- High taxes
- Large tax bill. Amendment #12 amend sec. 325.3 should have been grandfathered.
- High taxes-"yuppification"
- Loose dogs, cant go into woods during hunting season- non enforced speed limits
- The constant harangue over building a new high school. The tax and spend crowd is now in power. Watch out!
- The lack of commitment by the townspeople as a whole to improving the town and maintaining its rural character while providing quality education.
- Inability of town population to approve improvements to certain services, esp. Middle/high school and need to travel 15 min.'s for many basic purchases
- We love Deerfield as it is.
- Traffic
- Same select board and planning Board - very few willing to run!
- Private rds not maintained, paying some taxes
- High taxes, no high school, no transportation to high school included in taxes.
- The demands newcomers place on town services esp. School and special needs
- The tax bill!
- Too much development taking place
- Current change away from rural character; the gated communities are a joke
- Growth and high taxes.
- High school option
- We live on a noisy rd - Rte 107
- Property taxes are unfairly assessed
- Out of control spending
- Taxes
- Tax rate and the lack of responsibility by the building inspector.
- Population growing too fast
- Lack of middle and or high school, junk filled yards around town. Areas where trees have been stripped-near Mr. Mikes, intersection of 43 and 107
- Property taxes
- Property taxes
- High taxes
- Rude people
- Town government
- There could be more restaurants, bakeries and small shops
- Rapid growth in town
- Snowmobiles and ATVS!!! Lack of small privately owned businesses such as pharmacy, bakery, reasonably priced restaurants
- Tax structure. Town does not give senior citizens any tax considerations. The town wants to build 40 million dollar school, multimillion dollar safety complex; new municipal building, etc- seniors on fixed income will bear the heaviest tax burden. That's main reason these proposals are rejected every year. ALSO house assessment is way above realistic selling price
- No shopping-grocery store, bank
- Not easy to get around, everything seems to be 1/2 hour drive
- Nothing
- Time and distance to get to grocery stores, departments stores
- My hillbilly neighbors barking pit-bull mutt!
- Property taxes
- Watching the natural beauty of Deerfield bulldozed and covered in McMansions. The loss of the dodge farm still hurts a lot. That should have been saved from development. Middle road has been lost. Range rd should never have been paved. Taxes are too high for a town with NO HIGH SCHOOL
- Takes too high
- Too many flatlanders now
- Loss of rural feel
- Taxes/wasteful spending



- The select board. We need some people in towns who realize an effort went into maintaining rural character. Just because we are a rural town doesn't mean things are going to stay that way
- Select board personnel stay on the board too long. Need change
- Schools

*Question 33: I moved to/live in Deerfield because:*

- Rustic feel
- Rural countryside
- To be near my family so they could help with childcare
- Built on land my wife had inherited
- Buying a horse
- My wife lived here
- Family property inherited
- Most acreage in southern NH
- Rural character
- Rural
- Ex-husband was from here
- Rural nature
- Low taxes at the time in early 2000.
- Agriculture
- Family home
- Wanted older/antique home - found it here
- We found a perfect house and piece of land
- To retreat from town that had become over-populated, and a suburb of now crime ridden Manchester.
- Get away from sprawl
- Marriage - husband from NH
- Owned land for generations
- Grew up here and family
- Fell in love with this piece of land
- Friends
- Spouse from town
- Family was here
- Close to employment
- Rural character
- My spouse lived here
- Family here
- Simplicity
- Deerfield had agreed to build a high school with Nottingham.
- Found nice parcel of land. When we bought we thought Nottingham was going to build a school with us.
- Community character
- Husband grew up here

*Question 40: In what ways do you get your information about news and events in Deerfield?:*

- Library
- Neighbors
- Library
- Web
- Bulletin board at Mr. Mikes
- Don Gorman
- People talk
- Library
- Mr. Mike's
- WMUR
- Church monthly paper (Trumpet)
- Hooksett Paper
- Neighbors
- Gossip
- Wmur.com
- Lenny
- Neighbors

#### Question 41: Comments

- Cops are rude
- Seems to be a select group pushing their own agenda for personal gain and not for the town as a whole.
- Zoning board "chairman" Anthony D. Mauro SHOULD BE REMOVED FROM OFFICE!
- We do not feel that a town of 4100 can support an adequate high school program that will be competitive with others.
- Senior tax breaks so that we may be able to afford to remain Deerfield residents. Recycling not strict enough.
- We appreciate the opportunity to think about these questions but are concerned about the length of this survey and whether enough people will answer to give you a true picture of the concerns of our citizens.
- Local newspaper covering government and local news
- I am offended by the editorial nature of many of the questions!! You knew the answers that you wanted - why did you ask?
- Very pleased with Concord High School!!
- Pleasant Lake is one of the town's greatest assets. By resisting cooperation and cost sharing with Northwood, Deerfield is not participating in protecting that asset. Northwood will develop the land on and beyond Pleasant Lake whether Deerfield likes it or not.
- Would love to see Deerfield develop a multi-use trail system connecting Allenstown, Candia, Raymond and Northwood. Would like to see Deerfield become more outdoor activity based, meaning, become more valued by residents and surrounding towns for its recreational/wilderness opportunities.
- The education system needs to be addressed by the state. The town can't pay for this forever. Tell the representatives we are going broke.
- Save our town's rural character and beauty by limiting growth and development NOW!
- I think this survey is a good idea and hope that the results will be very helpful in all decision making.
- There appears to be an elitist group running the planning board and Conservation Commission. A more diverse group of residents should serve on boards, not just the same old names running for office and who consider themselves the judges of what's good for me.
- The growth of subdivisions and increased activity on back roads is sad. Best is single family house lots. However, people should be able to do what they want with their land. If high taxes force them to sell large tracts, they should be able to. Town should try to work with them first to find alternate solutions.
- We moved from a small town up north to here because you still feel like you're in a small town with the same values, but we find the taxes quite high.
- No
- Keep Deerfield's quality of living and rural style. DO NOT reduce minimum building lot size - no condos - no clusters - no apartment buildings.
- Limit number of cars for sale by owner and have a set back for such!
- For the most part it is being run well. Growth is inevitable, but I believe should be approached cautiously and intelligently; not by the pocketbook.
- It would be nice to have lower taxes, but not if it means losing more open land. I also think high schools should be large and diverse and think small town high schools don't provide enough learning experience outside the classroom.
- It is one of the less developed towns in the state and I would like to see go unchanged.
- Teens in this town need more interactive after school activities to keep them out of trouble. I truly think we have a problem with traffic and with the increase it's difficult to have a chance to walk or bike on the road, so a bike/bridle path would be great.
- Denominational holiday displays on public property is mal apropos at best. The town should rethink this choice, considering the message it sends to those residents who do not subscribe to the same belief system.
- If we don't do something different with our school system, serious, serious problems will result.
- We are running out of small beautiful town, let's keep ours.
- I oppose "safe and connected pedestrian walkways" due to the expense of building and maintaining them. However, I would approve widening our roads during major repaving projects. The extra width should be reserved for pedestrians, cyclists, runners, baby strollers and horseback riding. The widened area need not have the extensive bed support required for motor vehicles.
- No new taxes!
- Do not build a high school!!
- Lower property taxes

- Town should NOT have its own high school as it is too small to have and offer activities, studies, and facilities. We should negotiate with Coe Brown for a long term contract. See the success of Pinkerton.
- I've enjoyed being a member of the volunteer fire department for the last 28 years.
- Deerfield is a sharply divided, highly factional community in which the likelihood of getting anything of consequence accomplished is vanishingly small.
- Don't be short-sighted in planning for education, growth, etc. Start thinking outside of box to preserve Deerfield's character.
- This is a great town - let's not let it be taken over by builders. No building in close proximity to historic buildings and enforce the town's and state's conservation laws so that we stay a desirable place to live.
- I think it would be important to form a multi-town planning initiative to collaborate efforts with our neighbors and incorporate regional planning with our town planning.
- You can't stop growth by controlling it. This only delays growth. To stop growth, large tracks of land should be saved by town purchase, place conservation easements, purchase development rights, re-sell land.
- Many of these questions have recently been settled by the only survey that counts, a town-wide vote. Survey results that differ significantly from these votes should be questioned.
- We cannot afford a high school
- Our young teens have to travel 30-45 minutes for employment outside of this town. Some teens work as late as 10pm - let's get some job opportunities here. This could be a process whereas our town gives companies an incentive to higher our local competent teens for some. This, hopefully, would help to acquaint them with the retail, secretarial or medical field before they should move on to college, vocational schooling or other employment.
- Please help our elderly and control subdivisions for all our sake - we need to save our land. Why do a planned unit on a beautiful place like Dodge Farm - we need parks and green space.
- Thank you!
- Stop the growth
- There is too much burden (taxes) on homeowners. We would like to see smaller businesses thrive without harming the character of the town. It is possible to have a nice charming downtown without ruining the town.
- Property taxes must be lowered! We are paying too much tax for the minimal services we receive. We are paying too much for a poor school system. Deerfield has the highest concentration of home scholars in the state because of the poor public education.
- We moved to Deerfield to get away from crowding, to have a lot of land and woods to roam around in, to have neighbors far enough away so we can't see them. We love it just like it is and don't want anything to change - but we know that probably won't happen.
- No
- I am ashamed of the present state of affairs in this town. The roads are abysmal. Costs of busing to Concord are very high for families with multiple children. Small business promotion to defray tax increases is non-existent. If I could move, I would!
- Police department is over staffed and does not use their authority properly.
- Please do not pave Middle road - we like it unpaved (we live on Middle Rd).
- When deed disputes arose in my neighborhood, the Planning Board was NOT helpful. The current leadership of the Planning Board should be replaced. Deerfield is a good place to live. Taxes must be balanced with needs, especially education.
- Control growth to a point - continue the small town way of life.
- Keep it rural. Don't want other towns' students shipped in. Road improvements minimal - like it rural/slow. Keep open spaces, protect environment.
- That it is increasingly important for town leaders (board members) to identify common goals and to work cooperatively to achieve them.
- There are safe secure and legal ways to slow the sprawl. No one expects elected officials to stop it. We need large minimum lot sizes and fewer town services.
- I want controlled growth in Deerfield
- There are too many senior citizens that are being forced out of their homes and property because of taxes. Most of us get the privilege of going to the dump for our taxes.
- Stop spending our money to push for your personal agendas. How many ways do you need to be told no.
- In regards to #17, I have trash pickup weekly and it costs approximately \$500 a year.

- The Planning Board needs to have provisions for "conservation subdivisions" - not only open space. 2. Town of Deerfield needs to be more active in securing land for the town's future - done a very poor job to date.
- Please keep it simple. Our taxes have doubled in the 6 years we've lived here with no new services.
- More business to create less tax burden on homeowners, yet if taxes do remain the same, more to be put into our children's education. They are the future of this town. Not having a high school is turning people away from our town - including people who are already paying taxes here. Open space is one thing, but there has to be a happy medium!
- Left Massachusetts to get away from too many taxes for too many services (most of which I could live nicely without). Quaint is just fine by me - if I wanted more services I'd move to the city. Stay small.
- Property taxes have become confiscatory. Other people especially cannot continue to live here. The biggest problem is no tax base beyond residential dwellings. This is probably as biased a survey as I have ever seen. The choices are stated in such a way that they are predestined to get the response the Planning Board wants. For instance: "Allocate 100% of the change in use tax for purchase of open space". No other choice is given. Why isn't there a choice for none of the change in use tax to go for purchase of open space? That money, we were led to believe, when we went into current use, was to be used to reduce the tax rate to make up for taxes not paid in full in the years in current use. This is a faulty survey in that it is designed to get the answers the Planning Board wants
- I love this place.
- Meeting minutes should be posted on websites in a timely manner. Planning, zoning and other departments should be posted. Totally inefficient to go to town office to read copies of minutes. SAU School Board minutes months behind. Need regular time information especially prior public minutes or votes. Legal notice in Union Leader not an answer. Very cumbersome to read these.
- We are not opposed to quality education (school size, location, curriculum, etc.) BUT we cannot afford it. If Deerfield wants a school, there has to be a different way to pay for it. Until then, decrease the amount of residential development - limit building to meet the school's capacity.
- Keep the town for the residents. Lower building permits to developers. Put a residence requirement for each permit. Kids are our future - build a BIG enough middle/high school for the next 20 years. NO sidewalks, street lamps or other citifications - no town septic or town water. Preserve open space and forests.
- Would like it to remain a town, NOT a city.
- Just that we moved here from town of Chester where growth was much too rapid. We hope town of Deerfield avoids this kind of expansion. We support all reasonable measures to maintain town character.
- I don't want to see our dirt roads paved. I don't want to see street lights in people's yards. I think you should get a school tax break if you haven't had kids in school for the past 15 years.
- Slow growth, better roads, tennis court
- Urgent need for middle school. At least provide bus service to high school if nearer school not available/approved.
- Know something about the taxes. For what we have here for services, the tax base is terrible.
- We cannot build a high school alone, we "must" join other towns to get one built.
- You can not stop growth, you can only hope to manage it well. 2. We need to fix or replace the existing tennis court. 3. People are moving out of town because you do not get your money worth out of the high taxes we pay. We are considering moving out of town for these reasons. 4. Most, not all, of the dump employees are rude, temperamental and generally mean.
- I watched uncontrolled growth greatly affect two Massachusetts towns in which I lived. Deerfield has an opportunity to control growth that it should not waste, or in 20 years it will be just another overbuilt suburb with no special character.
- In this critical process to help shape the future of Deerfield, it should not be forgotten that (large) landowners have rights that should be acknowledged and not regulated beyond control.
- The taxes are out of control. No more spending until a firm master plan is in place to help forecast how to pay for it all. Planning Board is a joke. They need a committee to hear only business plans and commercial projects. We cannot survive without the commercial tax base.
- When I was young taxes were not a real burden. Now taxes are a real burden, from less than \$300 per year to over \$6000 per year
- I would like to see more programs geared toward kids whose parents both work.
- I would like to continue living in my home, but am greatly concerned I will lose everything if taxes keep going up! A few dollars to most people is a thousand dollars to me.
- Need sidewalk on Rte 107 portions. Alex Cote is an excellent road agent.
- Residential expansion, need for new mid/high school, and increase of taxes are major concerns. Raise new construction impact fees allowing current residents some tax relief.

- Keep growth manageable, school from becoming more overcrowded
- I would like to see the highway department do a better job on roadway maintenance and cleanup and better police patrols for speeding - our country roads are too small for high speed.
- We need a much stronger focus on environmental issues such as protecting all surface water whether rivers, brooks, ponds and lakes. Need stronger regulations of activities that affect our environment.
- We definitely need to encourage commercial growth to help with the taxes. We can't think about a school until you get at least 2 more towns to go in on it.
- As a native of NH, I greatly resent that my once beautiful, simple, clean and crime free state has been so changed by the massive influx of people who claim to desire this state's qualities yet quickly join those who can't tolerate our lack of commodities, industry and services thus raising our taxes and destroying our simpler way of life. My husband and I truly appreciate the opportunity to voice our objections to the rapid, unwanted growth of our town and state. Thank you!
- No more development! We moved here when taxes were low and the town was QUIET! Now we're paying more in taxes than ever and the school problems are worse! Limit the development and the over crowding problem will STOP!
- Town owns too many pieces of land - should sell and use tax money. Sell GBW old school. Tear down road building and build necessary town buildings around old town hall or use land by Freeses Pond (by Mr. Mikes).
- Part of the reason we moved here was the appearance of the town center, churches, etc. There should be some restrictions in that area of town governing trash piled in the yard - couches etc., on "burn" piles.
- 35 mph speed limit unnecessary on Rte 43 except in town center. Should be 45 mph. Control on cap growth. Conservation of open spaces. Encourage more clean business to reduce tax burden. Resolve school building issue.
- Thanks for asking.
- Myself and many people I have spoken to strongly oppose low income housing of any kind. If people need assistance, it should be given to those already living in the town such as elderly and families who have hardships. If we are to increase the population in any way, it should be done conservatively with small tasteful businesses.
- We have considered leaving Deerfield just so the rest of our kids can go to Coe-Brown. Concord High has a horrendous reputation. I'll give up football and swimming just to have a school I feel safe sending my kids to.
- Get rid of the 3 acre minimum lot size. It results in sprawl development and defeats affordable housing.
- Taxing everyone out of their homes is not acceptable! We do with less so too should the town and state! We can't afford a school! We can't afford a luxurious police station/fire dept. When our wages increase, you can have more. Until then, stop asking!
- Need to control building growth, more business less housing would create fewer burdens on schools, yet increase tax base. Traffic is getting to be a big problem in town. Also, roads were not built to handle the volume.
- We moved here to get out of city away from apartments, crowding and crime. Lived and grew up in country as child. Space is a very precious thing and you have space between homes and neighbors. Don't overcrowd Deerfield or it will become another crime trap/city.
- Regarding the transfer station, we would like to see increased operating hours.
- Having a recreational director is an expense we do not need. If the parents will not volunteer, then we don't have the program, i.e., scouts, etc. Why have we continued to discuss the high school issue and waste money on architects when it has been voted down several times? Why do we waste money on architects for buildings never built and voted down? This is a waste of money.
- None
- Keep it rural. Increase minimum building lot acreage to 5 acres. This will limit growth and eventually keep enrollment in the schools low and preserve open spaces. Thank you to the lifeguards at V. Park who watch me swim (rain or shine) throughout the summer.
- Full time pre-school would be great and full time kindergarten
- This is a very slanted survey. We don't want or need a new high school. If you need more room at DCS, build on an addition!!
- If town is paying for this survey, it's our money that is being wasted. I am sure this is not free printing and mailing.
- As a hardworking parent, my family cannot pay out anymore money for taxes. It's hard enough finding money to support a household of 6 never mind pay more taxes each year.
- Government has no moral authority to do anything that would be immoral or illegal for an individual. As such, respect for life, liberty and property is paramount. Taxation is theft and should be replaced with user fees as much as possible.
- Why is a large parcel of land at the corner of Rt 43 and 107 still sitting idle after we paid a lot of town money for it and we are still in discussion of WHERE to put a proposed safety complex and new school?



- We appreciate this survey and the town's effort to get feedback from residents.
- The taxes need to change as I am sure you have noticed just on Rt 107 the amount of homes that have sold in the past 2 years.
- Deerfield's rural character and large tracts of land are very important as is protecting its lake, ponds and wetlands. Creative and protective measures need to be taken to protect the various water sheds.
- I think the roads should be widened or have a bike route to protect children that ride on the road.
- Growth is inevitable. Let's try to get more affordable houses. What ever happened to building capes or ranches? The middle class and working class are slowly being pushed out of Deerfield. Don't let that happen.
- Stop the growth, control spending, control taxes. Get your act together!!
- To the greatest extent possible, private and/or home schooling should be promoted.
- Some form of transportation is needed for the community.
- Yes, taxes too high
- It appears that we have a budget committee that is either a rubber stamp or ignored by the selectmen. They have no impact. Why do we need 24/7 police with 4+ cars. Most of their \*can't read this word\* is ticketing residents.
- We really love Deerfield! We would like to see more MID-size (affordable to lower middle class) houses built and not so many GREAT BIG HOUSES that look like they belong in Bedford or richer communities. Seems like all built lately are oversized and over 400K. We could never afford that now, nor can our children (or most of our friends for that matter).
- I want the population to grow, but not the density of housing allowed. Make lot size requirements and frontage increase. If cluster and subdivisions are developed, make lot size maximum be one acre which increases open space. Add impact fees.
- We greatly support our fire, rescue and police departments; however we do not support a newly constructed facility for these departments. It is our belief that those departments should be housed in the GBW. Yes, remove the tenants! We now have facilities such as those restored and built by the Nelsons which may help to accommodate some tenants. Spend the money to upgrade GBW and leave trees standing in the center of town! Build a high school and stop sending our money to Concord!
- I am the grandparent in a family of five
- Deerfield appears to be on a path that only the well-to-do can afford! This will change the town's culture drastically, perhaps not for the better!!
- Please don't make into the crowded place we just left. Keep country feel. Don't need street lights, pools, etc.
- Please maintain the rural identities and closeness of this town!
- Need more conservative decisions from the board. Need new people on the board.
- Try to get a co-op with closer towns for high school.
- I'd like to see the town sell the GB White building and take whatever money from the sale and build a new town office building.
- If everyone who has moved here in the last 20 years does not want to change Deerfield as they claim, then they wouldn't be here. They changed it when they had a new house built.
- It would be nice if the old and the young could agree or compromise! Some young leaders are devious and underhanded and sometimes lose sight of the elderly. This is not to say that some elderly could lose sight of the younger people also!
- Lower the property and vehicle taxes - way too high for the residents who have to take their own trash to the transfer station and who use their own wells, septic, etc. Our costs FAR exceed services provided!
- Town should not go it alone on middle high school
- This town needs to return to 3 acre, 200 ft frontage zoning. Do not allow new roads. I would rather fight lawsuits from developers than have to look at abominations like that mess off South Rd. The Planning Board should be ashamed of themselves for allowing it.
- Stop publishing the town newsletter. Combine it with the Communicator and forumhome.org
- If you want a new middle and/or high school, start thinking outside the box. Create a learning environment that improves the environment - make the school green. Then, use the facility as a place to teach children a sustainable economic model. Further, this kind of school would surely attract tuition students drawn to a unique, superior opportunity.
- Build a middle/high school NOW 2. Limit growth NOW

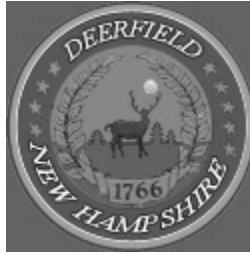
- I believe this town should take a serious look at the center of town. I drive thru and am ashamed of the dilapidated, poorly kept properties in our "historic district"!! I don't see any pride in people's properties anymore. Center could use town plan!
- Open space for birds, animals and plants, as well as humans, is important. Also, maintaining the town's rural character.
- The school issue is a problem but should be solved by a regional middle/high school.
- Your franchise agreement with Metrocast is disappointing. I moved here in August 2006, based on the fact Metrocast gave me an August 23rd installation date, then retracted and as of 12/6/06, I still do not have cable. I NEED cable. I work for a major medical insurance company from home (satellite internet is not compatible) and currently have to travel to Allenstown because they have reliable Comcast. My husband also is self-employed and also is without the internet service. It's very disappointing for Metrocast to have told us this and then when we moved here, they couldn't provide the service!!
- I feel the planning board has been remiss in allowing huge development in some of Deerfield's prime areas. I believe the townspeople thought they were voting to preserve open space and wound up with this abomination. We should return to 3 acre, 200 ft frontage zoning on existing roads and limit the number of permits in a year. Then our growth will slow, backlands will remain open and there won't be the pressure on our schools.
- Rate of property tax and increased houses by far the greatest problems.
- Concerned about so many new buildings overloading our school systems. More work on our fire dept., police dept. And rescue squad. It is not a small town anymore.
- We need to absolutely control growth! Most of us came here because it was rural. We PREFER it that way.
- Current trends are to turn Deerfield into Hooksett/Londonderry - disgusting! Land use, development plans MUST be incorporated into master plan to keep Deerfield's character
- The cost to build a new middle school/high school would include significant increases in real estate taxes, almost double for a number of years and actually double for more than a year. Most residents cannot afford this nor would they be able to sell their homes because the tax structure would not be supportable in the real estate marketplace. This should be a clear indication that Deerfield CANNOT AFFORD the luxury of a new school. Also, no mention was made regarding the cost of staffing and furnishing or educational supplies. One needs to question why none of the surrounding towns has been willing to partner with Deerfield to build a middle and/or high school. The Deerfield school's philosophy and policy of creating their own curriculums is not a mainstream practice. Can't fit rest
- Take another look at the master plan. Deerfield is changing quickly, not always for the better.
- It is our hope that the town and all its relevant committees will some day figure out how to partner with other towns/cities to share the burden of education. Taxing the residents into bankruptcy, taxing us out of existence is not the answer - especially when there is no proof that the future of Deerfield's needs = another expensive school!
- Pawtuckaway State Park should allow dogs on leashes (not beach area). I've recently seen signs prohibiting dogs there. Dog owners pay taxes. We should be able to hike with our dogs.
- I want my children to be able to attend school in a non-crowded facility. Also, when they are ready, there is a middle/high school in town. More recreational activities/facilities.
- The police department is to serve and protect. Ours is using fear and intimidation (Lieutenant). Planning Board (Town Planner) needs to look out for the people of the town, not the developers. Road Agent needs to improve roads, not just band aid fix them.
- When I moved here we paid an impact fee (for use to roads, schools, etc.) I live on a road where every car that goes to the Deerfield Fair passes. I think a surcharge for every car that goes to the fair should be enforced and the money collected go to the school to help our taxes. They also use it for horse shows year round and I think a fee to the town for the use of the services and roads would be fair and help our tax burden.
- Pursue talks with neighboring towns such as Hooksett to build a high school.
- I don't see how we can allow more development in when we don't have a road system or school facilities to support it. Taxes are already way too high and we need to improve on a lot of the public facilities. There should be more educated people to help make decisions so we don't purchase worthless land like the 75 acres across from the fairgrounds. Deerfield needs long-term plans to maintain its character.
- Once the town engineers and Planning Board have approved private roads for town acceptance, there needs to be a smooth transition of this, and property owners should not have to partition the selectmen for approval.
- Deerfield has one thing that distinguishes it from other communities - rural character. Otherwise, there is little reason to live here (high taxes, minimal services, inadequate schools, few services, etc.). If action is not taken to protect character/growth soon (like most other communities), Deerfield will lose its rural character and appeal.
- Lower the property taxes.

- Encourage industry to help pay taxes. Need more businesses here. More senior citizens' housing so old timers can afford to stay in "our" town.
- Town needs to better balance regulatory and environmental concerns with housing affordability and ability of small business to establish.
- Going to the town offices for car registration, animal licenses, etc. Is a very frustrating, time consuming necessity. The employees seem totally unconcerned about working quickly - just one slow speed. When I have called animal control officer, he tells me to take care of the problem myself, that he is busy doing something else. When I called the road agent and left a message and phone number on the answering machine, I never received a reply, even after more than one call. One of the transfer station employees (might be a past employee now) is verbally abusive and has an anger management problem.
- Deerfield is unique in many ways: its location, country flair, and wildlife and land layout. All of this can quickly evolve into urban sprawl if we don't attempt to control or limit the growth of this town. Don't take what we have here for granted or it will soon be GONE! LET Deerfield STAY Deerfield!
- The current school is best suited for middle school children- the full gym, playing field and environmental opportunities in particular. The town should be planning to build an elementary facility, k-4/5 and then a high school. Both could be built on the current school purchased land
- Stop increasing taxes. The average family of 4 can not afford to live here anymore
- If we can't approve a middle/high school, we should be able to apply to a nearby high school of choice like the children used to be able to do.
- Great place to live, but getting harder with taxes and travel for opportunities for kids
- We should go to state/county police coverage and eliminate the police department. We should allow more 55+ housing and change 62+ ordinances to 55+.
- Don't want the town to get any bigger. Would like a dirt bike/4-wheeler track, recreational trails.
- The iron in our water supply has dramatically worsened recently which I feel is a health hazard to my family. I'm concerned current developing has affected water supply.
- Very concerned about the historical character of the town center. The town seems to encourage low income housing with apartments, cheap duplexes, and mobile homes. We need a historical district to save the New England village look that we now have. We should not allow any more mobile homes except in parks which can be zoned to certain parts of town. There are too many messy mobile homes in this town.
- The transfer station is good but another main dumpster would be nice. It has been very crowded lately.
- Minimize growth
- Taxes are ridiculous - too high for not having schools and I am tired of hearing that development burdens this. A lot of people don't have children. Also, fairground - the DFA needs to pitch in with taxes. Free ride should be over. All that land in use and not 1 cent?
- Please preserve our rural town. Once it's gone there is no getting it back! If you want services go elsewhere and slow down and enjoy the bumpy roads
- This is NOT a "Welcome to Deerfield, glad you are here" town!!
- Stop developers from building cluster housing. Love the transfer station - guys there do a great job! Love the ballot voting - makes it more of a democracy! Makes the vote fair!!!!!!
- Affordable houses need to be continuously affordable as they are sold and resold. Qualified owners should be limited to a capped % increase in selling price over purchase price this requires a control mechanism such as the town which would buy and sell affordable houses
- We need lower taxes!
- Street signs need to be posted on corner where Ridge turns to Range. None there now.
- If it isn't broken, don't fix it!
- The problem of speeding on 107 from the Epsom town line south is horrible. Also there is an increasing problem with loose dogs-people walking uncontrolled dogs without a leash
- Deerfield's noncommercial atmosphere is a plus. Please help it stay this way.
- We moved to Deerfield because we like the way that it is. We don't plan to move again.
- The thought process in town is that the more you spend on education the better the results. This couldn't be farther from the truth
- I think recycling should be mandatory.
- The police are a little aggressive with the speed traps. God and bad I guess. Keep the town the way it is.

- Good schools and controlled, environmentally friendly growth will increase the quality of life and the value of our homes and the town as a whole.
- Growth in Deerfield in many cases has been the result of landowners selling their property because of the arrogance and personal agenda of some members of the planning board and conservation commission. Both of these groups are counterproductive to maintaining the rural character of our town!!
- I strongly oppose taxing residents for a "view" on their property. (This doesn't happen in my case, but it affects friends and neighbors.)
- I would favor a very low state sales tax (1%) if we could use it to help lessen our property taxes
- I think the town taxes are too high. Most goes on education. I do not object to paying within reason. I have no children
- Stop spending money
- A major cause for distress for me is the many homes having old rusty unused equipment, trucks and cars left to rot on the front lawn of homes. The town officials neglect to address these problems- to initiate and enforce the rules to clean up the town, considering Deerfield's high taxes and real estate cost one would think people would have more pride. Deerfield wants to be known as a "bedroom" community but instead is looking like a junk yard. One dwelling on center road is so unsightly it appears to be a town dump yard. Obviously the town officials do not have the guts to enforce the rules!!!!
- We must solve the school situation
- I love Deerfield, do not want to sell my house
- I would like to see more emphasis on land conservation. I would like to see more money going to the conservation commission to enable this. I pay far too much in taxes for my child to be in a modular. They are not a solution for the long term. Deerfield community school is an unsecured building. Not safe.
- Taxes too high-results in the sale of our open space-land owners have no choice- get rid of area
- Get control of developers. Right now that are controlling you
- Need better high school option

**APPENDIX B**

**QUESTIONNAIRE**



## DEERFIELD COMMUNITY INPUT SURVEY

As part of the process of updating the Town of Deerfield's Master Plan, the Deerfield Planning Board is seeking your opinion. Please take a few minutes to share your views by completing this confidential survey. Circle the number that best represents your response. If you are not sure, or if a question does not apply to you, circle the "DK/NA" response. Your input is critical to this process and will help the shape the future for Deerfield.

The UNH Survey Center is compiling survey responses to ensure their confidentiality. Responses will be tabulated and a report of the results will be compiled and presented to the Town at a public meeting in early 2007. The results of this survey will help our elected and volunteer community leaders develop and prioritize the implementation of the Master Plan to shape the future of the Town of Deerfield.

Please return your completed survey on or before December 15, 2006 so that your opinions can be included in the compiled results. Simply close and tape together (do not staple) the completed survey so that the UNH Survey Center address is showing and place it in the mail. For your convenience return postage is prepaid. Should you have any questions or concerns, please feel free to email [dldmasterplan@hotmail.com](mailto:dldmasterplan@hotmail.com) or contact John Reagan at 463-3009. Thank you in advance for your assistance and cooperation. We truly value your opinion.

Sincerely, The Deerfield Planning Board

### Community Facilities/Services

1) Please rank the following Town facilities or services *that you have used*.

	<u>Poor</u>	<u>Fair</u>	<u>Good</u>	<u>Excellent</u>	<u>DK / NA</u>
a. Educational instruction	1	2	3	4	9
b. School facilities	1	2	3	4	9
c. Fire/rescue service	1	2	3	4	9
d. Police service	1	2	3	4	9
e. Library	1	2	3	4	9
f. Recreational services	1	2	3	4	9
g. Recreational facilities	1	2	3	4	9
h. Road maintenance	1	2	3	4	9
i. Transfer station/recycling	1	2	3	4	9
j. Building inspections	1	2	3	4	9
k. Code enforcement	1	2	3	4	9
l. Planning Board	1	2	3	4	9
m. Conservation Commission	1	2	3	4	9
n. Health, welfare & animal control	1	2	3	4	9
o. Tax assessing/collection	1	2	3	4	9
p. Town administration	1	2	3	4	9
q. Cemetery maintenance	1	2	3	4	9
r. Town forests	1	2	3	4	9
s. Town website	1	2	3	4	9

## General Planning

2) Please indicate how high a priority you place on each of the possible goals/activities for Deerfield.

	<b><u>Not A Priority</u></b>	<b><u>Low Priority</u></b>	<b><u>Medium Priority</u></b>	<b><u>High Priority</u></b>	<b><u>Very High Priority</u></b>	<b><u>DK / NA</u></b>
a. Expanding recreational opportunities	1	2	3	4	5	9
b. Protecting lakes and stream quality (Pleasant Lake, Lamprey River, etc.)	1	2	3	4	5	9
c. Protecting drinking water supplies	1	2	3	4	5	9
d. Preserving open spaces -- fields, forests, and farms	1	2	3	4	5	9
e. Expanding existing businesses	1	2	3	4	5	9
f. Encouraging residential development	1	2	3	4	5	9
g. Encouraging limited commercial development	1	2	3	4	5	9
h. Preserving historical sites/ buildings	1	2	3	4	5	9
i. Slowing Town population growth	1	2	3	4	5	9
j. Improving the affordability of housing	1	2	3	4	5	9
k. Controlling local property taxes	1	2	3	4	5	9
l. Maintaining Deerfield's rural character	1	2	3	4	5	9
m. Protecting wetlands	1	2	3	4	5	9
n. Protecting wildlife habitat	1	2	3	4	5	9
o. Minimizing traffic/noise	1	2	3	4	5	9
p. Improving educational system	1	2	3	4	5	9
q. Protecting views of hills and mountainsides	1	2	3	4	5	9
r. Encouraging employment opportunities	1	2	3	4	5	9

3) In the next five years, would you like to see the population of Deerfield ...

1. Stay the same      2. Grow slightly      3. Grow faster      4. Decrease

4) How concerned are you about the following factors with regard to growth in Deerfield?

	<b><u>Not at All Concerned</u></b>	<b><u>Not Very Concerned</u></b>	<b><u>Somewhat Concerned</u></b>	<b><u>Very Concerned</u></b>	<b><u>DK/ NA</u></b>
a. Too rapid increases in required Town services	1	2	3	4	9
b. Future water needs of the Town	1	2	3	4	9
c. Soil conditions/septic feasibility	1	2	3	4	9
d. The need to balance Town budget against tax rate	1	2	3	4	9
e. Loss of open space	1	2	3	4	9
f. Too rapid increase in school enrollment	1	2	3	4	9
g. Existing character/flavor of the Town	1	2	3	4	9
h. Increase burden on emergency services	1	2	3	4	9
i. Other-Specify below	1	2	3	4	9

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5) What is your opinion of the following methods for guiding and managing growth in Deerfield?

	<b>Strongly <u>Oppose</u></b>	<b>Oppose <u>Somewhat</u></b>	<b><u>Neutral</u></b>	<b>Favor <u>Somewhat</u></b>	<b>Strongly <u>Favor</u></b>	<b>DK/ <u>NA</u></b>
a. Implement a growth management ordinance	1	2	3	4	5	9
b. Cap the number of residential building permits allowed each year	1	2	3	4	5	9
c. Identify thresholds, which when activated, could trigger a cap on residential building permits	1	2	3	4	5	9
d. Permit increased residential density in the Town center and other built up areas	1	2	3	4	5	9
e. Permit higher residential density as a bonus for affordable housing (defined as family of 4 earning less than 60K annually)	1	2	3	4	5	9
f. Allocate 100% of the change in use tax for purchase of open space	1	2	3	4	5	9
g. Promote the creation of village centers or clusters for higher density residential and commercial development	1	2	3	4	5	9
h. Regulate commercial and industrial development	1	2	3	4	5	9
i. Require subdivisions over a certain size to provide open space.	1	2	3	4	5	9
j. Require developers to pay fees to help offset the additional costs of Town services and improvements such as roads, schools, recreation, solid waste, etc.?	1	2	3	4	5	9
k. Establish energy efficiency standards for new buildings	1	2	3	4	5	9
l. Implement practices to eliminate light pollution of the night sky	1	2	3	4	5	9

## **Housing**

6) Do you feel it is the Town's responsibility to provide housing that is affordable for people with a limited income?  
(Defined as a family of 4 earning less than 60K annually)

1. Yes                      2. No

7) What is your opinion of the following possible actions the Town of Deerfield could take to assist with affordable housing? (Defined as a family of 4 earning less than 60K annually)

	<b>Strongly <u>Disagree</u></b>	<b>Somewha <u>t</u> <u>Disagree</u></b>	<b><u>Neutral</u></b>	<b>Somewhat <u>Agree</u></b>	<b>Strongly <u>Agree</u></b>	<b>DK/ <u>NA</u></b>
a. Permit smaller single-family building lots as a bonus for creating affordable housing	1	2	3	4	5	9
b. Permit condominiums for affordable housing	1	2	3	4	5	9
c. Permit apartments for affordable housing	1	2	3	4	5	9
d. Permit manufactured housing for affordable housing	1	2	3	4	5	9
e. Allow for higher tax break for the elderly to stay in their homes	1	2	3	4	5	9
f. Permit mixed-use development (Single-family, multi-family and commercial uses in one development)	1	2	3	4	5	9
g. Require developers to either build a percentage of affordable homes or pay a fee to support affordable housing in other areas of Town	1	2	3	4	5	9

## **Transportation/Infrastructure**

8) Please indicate how high a priority you place on each of the possible goals/activities for Deerfield.

	<b><u>Not A Priority</u></b>	<b><u>Low Priority</u></b>	<b><u>Medium Priority</u></b>	<b><u>High Priority</u></b>	<b><u>Very High Priority</u></b>	<b><u>DK / NA</u></b>
a. Improve road conditions	1	2	3	4	5	9
b. Safe and connected pedestrian walkways	1	2	3	4	5	9
c. Parking availability for work	1	2	3	4	5	9
d. Minimize traffic/noise	1	2	3	4	5	9
e. Enforcement of speed limits	1	2	3	4	5	9
f. Paving gravel/dirt roads	1	2	3	4	5	9
g. Preserving stone walls along public roadways	1	2	3	4	5	9
h. Implement an Adopt a Highway/Roadway program	1	2	3	4	5	9
i. Construct public water system	1	2	3	4	5	9
j. Construct public sewer system	1	2	3	4	5	9

9) How far do you travel to work?

1. 0 miles      2. 1 to 10 miles      3. 10 to 25 miles      4. 25 to 40 miles      5. 40+ miles

10) Do you think the Town should develop a class VI (i.e., non-Town maintained) roads policy that addresses usage, acceptance and upgrading?

1. Yes      2. No

11) Which road or intersection in Town poses the most serious threat to safety?

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12) If a new road could be built, which two points in Town should be connected?

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13) If the population grew substantially, what roads would need to be upgraded, or where would new roads need to be built?

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14) What is your opinion on the following additions to Deerfield?

	<b><u>Strongly Oppose</u></b>	<b><u>Oppose Somewhat</u></b>	<b><u>Neutral</u></b>	<b><u>Favor Somewhat</u></b>	<b><u>Strongly Favor</u></b>	<b><u>DK/ NA</u></b>
a. New middle school	1	2	3	4	5	9
b. New middle/high school building	1	2	3	4	5	9
c. New high school building	1	2	3	4	5	9
d. New municipal building	1	2	3	4	5	9
e. New multi-function community center, including sports facility	1	2	3	4	5	9
f. New library	1	2	3	4	5	9
g. New safety complex (fire/police/ems)	1	2	3	4	5	9

15) Please indicate if you have called for an emergency response for yourself or for your family from any of the following departments within the last year: (circle all that apply)

1. Fire department      2. Rescue squad/ambulance      3. Police department

16) Would you like to see alternative options to the current transfer station only method of trash disposal in Deerfield?

1. Yes      2. No

17) How much do you think is a fair and reasonable yearly expense to have trash picked up at your home?

1. \$750 (bi-weekly pick-up)      2. \$1000 (weekly pick-up)      3. Do not want trash picked up at home

18) Would you like to participate in a "pay as you throw" program combining free recycling and pay for trash bags program?

1. Yes      2. No

19) How great a need is there in Deerfield for the following recreational facilities?

	<b>Definitely Don't Need</b>	<b>Don't Really Need</b>	<b>Neutral</b>	<b>Somewhat Needed</b>	<b>Greatly Needed</b>	<b>DK/ NA</b>
a. Bicycle and bridle paths	1	2	3	4	5	9
b. Trails for walking/snowshoeing, etc.	1	2	3	4	5	9
c. Swimming/boating/fishing	1	2	3	4	5	9
d. Ice skating	1	2	3	4	5	9
e. Wildlife preserves	1	2	3	4	5	9
f. Additional ball fields	1	2	3	4	5	9
g. Activities for teenagers	1	2	3	4	5	9
h. Activities for adults	1	2	3	4	5	9
i. Activities for senior citizens	1	2	3	4	5	9
j. Town tennis courts	1	2	3	4	5	9

20) Do you hunt and/or fish in Deerfield?

1. Yes      2. No

21) Do you post your land (i.e., "no trespassing")

1. Yes      2. No

22) Do you permit hunting on your land?

1. Yes – Unrestricted      2. Yes – By Permission      3. No

23) What is your opinion of the following types of development in Deerfield?

	<b>Strongly Oppose</b>	<b>Oppose Somewhat</b>	<b>Neutral</b>	<b>Favor Somewhat</b>	<b>Strongly Favor</b>	<b>DK/ NA</b>
a. Professional offices	1	2	3	4	5	9
b. Small retail stores	1	2	3	4	5	9
c. Restaurants/food service	1	2	3	4	5	9
d. Shopping centers	1	2	3	4	5	9
e. Supermarket	1	2	3	4	5	9
f. Light manufacturing / Technology business	1	2	3	4	5	9
g. Heavy manufacturing	1	2	3	4	5	9
h. Home businesses	1	2	3	4	5	9

24) What do you like most about living in Deerfield?

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25) What do you like least about living in Deerfield?

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## **Education**

26) Please rank the following aspects of the Deerfield Community School (K-8):

	<b><u>Poor</u></b>	<b><u>Fair</u></b>	<b><u>Good</u></b>	<b><u>Excellent</u></b>	<b><u>DK / NA</u></b>
a. Elementary school program	1	2	3	4	9
b. Middle school program	1	2	3	4	9
c. The ability of DCS to meet the space needs of its students	1	2	3	4	9
d. The decision to teach students in modular units without plumbing	1	2	3	4	9
e. Building security	1	2	3	4	9
f. Athletics program	1	2	3	4	9

27) Currently the Town of Deerfield is in contract with Concord High School until 2014; please answer the following questions with that in mind. What is your opinion of the following features as they relate to a High School?

	<b><u>Strongly Oppose</u></b>	<b><u>Oppose Somewhat</u></b>	<b><u>Neutral</u></b>	<b><u>Favor Somewhat</u></b>	<b><u>Strongly Favor</u></b>	<b><u>DK/ NA</u></b>
a. Control of education spending	1	2	3	4	5	9
b. Control over curriculum decisions	1	2	3	4	5	9
c. Vocational/Technical program	1	2	3	4	5	9
d. Advanced Placement program	1	2	3	4	5	9
e. Small to mid-sized school	1	2	3	4	5	9
f. Mid- to large sized school	1	2	3	4	5	9
g. Close proximity to home	1	2	3	4	5	9
h. Wide variety of extracurricular activities	1	2	3	4	5	9
i. Extracurricular activities available to students of all abilities	1	2	3	4	5	9
j. Long-term (20+ year) solution	1	2	3	4	5	9

28) Do you think this community should continue sending students outside of this district for their high school education?

1. Yes

2. No

29) If you agree with building new school facilities, please indicate whether you would consider a joint arrangement with another community for each type of school: (circle all that apply)

1. Middle school

2. Middle/high school

3. High school

## **About You and Your Family**

30) How long have you lived in Deerfield? \_\_\_\_\_ Years in New Hampshire? \_\_\_\_\_

31) Do you own or rent your home? 1. Own 2. Rent

32) Do you live in Deerfield year round? 1. Year round 2. Seasonal

33) I moved to/live in Deerfield because ... (Circle the numbers of all that apply.)

- |                     |                       |                      |                  |               |
|---------------------|-----------------------|----------------------|------------------|---------------|
| 1. Born here        | 2. Affordable housing | 3. Visual appearance | 4. Tax structure | 5. Recreation |
| 6. Job / Employment | 7. Location           | 8. Quality of life   | 9. Schools       | 10. Other:    |

34) What is your age? \_\_\_\_\_ Years

35) What is your combined annual household income?

- |                       |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|-----------------------|
| 1 Less than \$15,000  | 2 \$15,000 - \$29,999 | 3 \$30,000 - \$44,999 | 4 \$45,000 - \$59,999 |
| 5 \$60,000 - \$74,999 | 6 \$75,000 - \$99,999 | 7 \$100,000 and over  |                       |

36) What is your highest level of education?

- |                        |                    |                                 |                    |
|------------------------|--------------------|---------------------------------|--------------------|
| 1 Eighth grade or less | 2 Some high school | 3 High school graduate (or GED) | 4 Technical school |
| 5 Some college         | 6 College graduate | 7 Postgraduate work             |                    |

37) Do you have school age children?

1. Yes 2. No

If so, what ages? \_\_\_\_\_

38) Are you ...

1. Female 2. Male

39) How frequently do you vote in Town elections?

1. Never vote 3. Usually Vote  
2. Occasionally Vote 4. Always

40) In what ways do you get your information about news and events in Deerfield? Please check all that apply and circle your top 2 sources.

- |                             |                      |   |
|-----------------------------|----------------------|---|
| ___ <i>The Union Leader</i> | ___ Town Web Site    | ___ Community Access TV                     |
| ___ <i>Concord Monitor</i>  | ___ Post Office      | ___ School newsletter ( <i>the Bridge</i> ) |
| ___ Meetings/Workshops      | ___ Retail Merchants | ___ <i>The Communicator</i>                 |
| ___ <i>The Forum</i>        | ___ Transfer Station | ___ Friends, relatives, co-workers          |
| ___ Town Newsletter         | ___ Other: _____     |   |

41) Is there anything else you would like to share with the Town of Deerfield?

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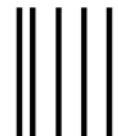
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If you have additional comments about the survey, please contact us. If you or someone else in your household would like to get involved with projects or activities in Deerfield, please write your name, address and phone number on a separate piece of paper, and mail it to the Town of Deerfield/Survey, c/o Deerfield Planning Board, 8 Raymond Road, Deerfield, NH 03037.

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Thompson Hall  
105 Main Street  
Durham, NH 03824-9987

RESIDENT  
DEERFIELD, NH 03037

## **Appendix B**





UNIVERSITY *of* NEW HAMPSHIRE  
COOPERATIVE EXTENSION

**“Down the Road in Deerfield –  
You Can Get There from Here”**

**March 23, 2007  
Deerfield Community School**

**“Down the Road in Deerfield—  
You Can Get There from Here”  
Deerfield Community School  
Friday, March 23, 2007, 6:30-9:30 pm  
Agenda**

***Goal of Visioning Session:*** The visioning session will provide valuable input for the development of Deerfield’s Master Plan. This vision will be the cornerstone of all future planning efforts.

**6:30 Potluck Dessert**

**6:45 Welcome (Fred McGarry, Chair of Planning Board)**

**6:50 Master Plan Background (David Preece, Executive Director, SNHPC)**

**7:10 Overview of Master Plan Survey (Michele Gagne, UNH Cooperative Extension)**

**7:30 Breakout Groups:** Each of the forum participants will be assigned to one of the following 8 Master Plan component areas.

The 8 topics are as follows:

1. Housing
2. Transportation
3. Public Services, Facilities, and Utilities
4. Natural Resources, Conservation, and Environment
5. Business and Industry
6. Recreation
7. Education
8. Community Leadership

**9:00 Group Reports:** Each group gives 2-3 minute presentation on their vision statement

**9:20 Closing Remarks (Erika Heilman, Master Plan Advisory Committee member)**

**9:30 Adjourn**

## **Group 1: Housing**

Facilitator: Michele Gagne

Recorder: Brian Biernat

Participants: Jeanne Menard, Wendy Schorr, Gerald Coogan, Steve Nogueira, Lisa Nogueira, Rebecca Hutchinson, Peter Menard, Kay Williams

**Housing:** Shelter is a primary need of every community. When a community loses sight of this fact, a slow process of decay can eventually result in inadequate living units and conditions in the community. Therefore, the following are some of the aspects of housing that may be considered:

- a. condition of existing housing stock
- b. affordability of housing stock
- c. a rising senior population
- d. residential growth and the desired pace of it
- e. current 3-acre zoning

## **Strengths:**

- Sherburne Woods (20 units) 65+ years income restrictions
- 44 units of housing for seniors coming
- corner stone – 12 units

## **Comments:**

- 10% maximum senior housing
- new open space development
- no restrictions on manufactured homes
- cluster/open-space housing approved
- 3 acre zoning
- suggestion for reducing 3 acre zoning for affordable housing

## **Challenges:**

- increasing senior citizen housing
- lack of housing development variety
- stigma that new affordable housing brings kids
- 3 acre zoning

## **Future:**

- keep Deerfield rural character the same as it is now
- see smaller starter homes (stay affordable)
- existing properties will stay affordable
- develop a growth ordinance and make sure Master Plan has tools in it
- small businesses – town can sustain local business like bakery
- unrestricted affordable housing for all ages – not just seniors
- balanced age population
- variety of housing types (cost, style)

- protect farmland from development
- increased support for conservation

### **Vision:**

- keep Deerfield rural character as it is now
- see smaller starter homes in housing inventory
- keep % of existing inventory affordable for future buyers
- create incentives so that starter homes will be built
- develop a growth ordinance; make sure Master Plan has tools in it
- sustainable small businesses in town (like bakery)
- unrestricted affordable housing for all ages – not just seniors
- balanced age population
- variety of housing types
- protect farmland from development
- increased support for conservation

### **Group 2: Transportation**

Facilitator: Marisa Imon

Recorder: Tyler Brown & Jessica Demetrakopoulos

Participants: Joe Dubiansky, Greg Duane, Anne Deely, Bob Strobel, Tabitha Szcapanile, Fred McGarry, Phil Bilodeau

**Transportation:** “Transportation networks tie a community together and link it to the outside world.” It is vital that communities provide safe, reliable access to work, schools, shopping, residences, and other key community functions\*. The following are some of the aspects of transportation that may be considered:

- a. Roads
- b. Other modes of motorized transportation
- c. Non-motorized transportation facilities (walking/bike paths, etc.)

### **Strengths:**

- ideally located 43 & 107
- two lanes
- state maintained – good shape/condition
- 5-8 a.m. congestion
- accidents – enough detour routes
- road ways ideal for low density
- North/South access is good because of highways
- network of roads (class 6 non-maintained)
- transportation for elderly
- regular route bus for elders
- like dirt roads
- plenty of hiking trails
- mapped road for cyclists
- good road for biking
- well publicized hiking trails

- town member ownership of trails
- public clean up

### **Challenges:**

- sidewalks (kids walking to school)
- pedestrian walkways
- 107 major road – no place to walk/bike
- town services on major roads are hard to walk to with heavy traffic
- East/West traffic
- availability of public transportation (for elderly) (for anyone)
- buses for high school kids
- intersection of 107/Candia old center
- parking for hiking
- access to sites
- need enforcement (speeding, tailgating)
- dirt roads being paved (money and expensive)
- maintenance of roads
- state study of traffic counts

### **Future:**

- private development wants own roads
- future roads; consider how they fit together
- planning for expansion
- bypass thru Deerfield
- encourage public transportation activity
- population growth – need buses
- cab service
- more traffic in future
- congestion
- alternate roads
- walkways
- realign intersection of 107/Candia (roundabout)
- breakdown lane on 107
- widen 107
- park and ride
- more bike trails along roads
- trail access to Pawtuckaway
- keep the dirt roads
- widening of 93--breakdown lane
- solution to more people traveling
- reroute 43
- funding for traffic issues
- provide student busing
- better handicapped accessibility for parking lots

- minimizing impervious surfaces
  - environmentally safe run off
- keep back roads scenic
- design roads so people drive slowly

### **Vision:**

- specify where to create walkways
- combine multiple roadways into one
- widen roads where needed
- encourage new development to create roadways to get from point A to point B
- create an overall transportation plan for roadways, park and rides, public transportation
  - then create development around the transportation plan
- address problem areas such as:
  - intersection of 107 and Old Center (4-way)
  - South road and 43
- an overall town wide transportation network plan including highways, collectors, trails foot-paths, and town services safety
- the plan will include a map of potential future development and conservation and services
- preserve current rural character and small town feel and scenic nature
- traffic calming design
- pedestrian friendly-biking
- 107 & 43 and Old Center, South Road & 43 (address)

### **Group 3: Community Services, Facilities, and Utilities:**

Facilitator: Celis Brisbin

Recorder: Marc Smith

Participants: Gile Beye, John Collins, Deb Boisvert, Denny Greig, Erica Menard

**Community Services, Facilities, and Utilities:** This category consists of any buildings, lands, or services that serve the public. Together, these items make up the “infrastructure” of the community\*. The following are some of the aspects of services, facilities, and utilities that you might consider:

- Community maintained and operated buildings (e.g. recreation center, town hall, etc.)
- Hospitals and health clinics
- Schools
- Water and sewer infrastructure
- Parks
- Police/fire/ambulance service

### **Strengths:**

- schools
  - community
  - pre-school/day care (tuition based)
- library
- fire station (2)

- volunteer
- police station
- town offices (BGW)
- two churches
- highway department
- town hall
- fields
- parks
- town forest
- town beach
- post office
- cemeteries
- transfer station with swap shop
- food pantry

### **Challenges:**

- town offices
- police station
- fire station/EMT
- middle school
- high school
- senior center
- after school program
- more town land for conservation
- biking lanes
- walkable community
- sidewalks
- recreation center (coordinator)
- tennis courts
- bigger library
- safety complex
- senior services (coordinator)
- skating pond
- public transportation (seniors)
- wellness community (coordinator)
- emergency management
- highway department (salt control)
- water testing (community awareness)
- Health & Human Services (expand)
- food pantry
- town-wide internet
- more athletic fields for students/children
- volunteer coordinator



### **Categories:**

- school improvement
- infrastructure
  - municipal
  - walkability/transportation/trails etc.
- recreation
- health & human services
- town building
  - improvement
- communication
  - newsletter
- environmental quality
- conservation

### **Vision:**

- expand on fire rescue and police
- community services, facilities and utilities need to meet the needs of the diverse needs of Deerfield residents

### **School:**

- provide effective educational buildings, services, programs for a diversity of Deerfield residents

### **Town Buildings:**

- to provide functional and up to date facilities for town services: fire, police, rescue, town offices, highway department, library, town hall and personnel

### **Recreation/Health & Human Services:**

- to expand and coordinate recreation, health and human services, to the diverse residents of Deerfield

### **Communication:**

- maintain and grow multiple lines of communication to all residents

### **Environmental Quality:**

- to maintain and improve the environmental quality by monitoring and removing sources, (invasive species) in the town

### **Conservation:**

- improve and protect our air, water, land, wildlife, forest, open space and historical resources

#### **Group 4: Natural resources, conservation and environment:**

Facilitator: Bryan Dwyer

Recorder: Dee Henley

Participants: Dick Boisvert, Diane Thompson, Bob Davitt, Irene Cruiksuank, Mary Doane, Gigi Klipa, Ron Helwig, Patrice Kilham

**Natural resources, conservation, and environment:** Open space and natural landscapes create the character of New Hampshire towns. Rapidly growing towns lose open space and there are predictable negative environmental impacts as residential growth takes place\*. It is important that communities come to balance the need for new residential and commercial/industrial development environmental protection and resource conservation and/or preservation measures. The following are some of the aspects of natural resources, conservation, and environment that might be considered:

- a. Open Space
- b. Agricultural Land
- c. Key natural resource lands/features
- d. Appropriate balance between growth/development and conservation/preservation
- e. Identified zoning for conservation lands

#### **Strengths:**

- strong support among voting population for conservation
- spent money to acquire conservation land
- opportunities exist to improve open space
- zoning is not supported and not sure what to do with it
- surrounded by 2 state parks which are great
- natural wetlands, mountains
- hiking trails/marked trails
- pleasant lake
- scenic/Class VI roads
- wildlife
- old growth forest
- open fields/pastures
- lots of granite
- boulder field(s)
- clean air
- not much night pollution (nice night skies)
- scenic vistas
- people committed to conservation

#### **Weaknesses:**

- loss of beautiful pasture lands
- losing scenic spots
- rapidly fragmenting open spaces
- lacking in funding for economic development
- tax rate causes loss of farmland
- I-93 expansion zone (create residential pressure)

### **Challenges:**

- town wants to keep taxes low
- lack of communication of alternatives
- people may not want to put tax money into conservation (or not as much money)
- confusion about how much money it costs to conserve
- lack of education on zoning and developmental right(s)
- arsenic/radon in ground (concerns water quality)
- use of land
- conflict with snowmobiles as to where trails are, people make their own trails
- ATV's
- lack of promotion of trails (unaware of existing trails)
- no system to maintain trails
- lack of proactive commitment
- people not in favor of conservation (no compromising)
- conflicting lifestyles of multiple use of open space

### **Future:**

- completion of the Bear Paw Green Belt
- conservation of large parcel of lands (farms, etc.)
- sustainable agriculture – encourage people on use of agriculture
- sustainable forestry
- highly encourage recycling (i.e. 100% pay per trash)

### **5-10 years overview**

- I-93
- for sale signs
- wicked high taxes
- water resources problems
- aging population
- fragmentation of landscape into many small parcels

### **What do we want Deerfield to look like?**

- retain existing open space(s)
- controlled economic development
- keep taxes reasonably low
- maintain farming/rural community
- conservation and appropriate/low impact economic development
- have economic development that supports
- a place where young families can afford to live
- support and expand farmers markets
- maintain cultural resources
- maintain an economy that blends in with the natural surroundings of Deerfield
- Bear Paw Green Belt

- maintain current population (slow growth)

### **Group 5: Business and Industry**

Facilitator: Ashlee Iber

Recorder: Sean Carroll

Participants: William Perron, Missy Perron, Beth Heckman, Louise Ewing, Bonnie Beaubien, Carolyn O'Neal, Erika Heilman, Wendy Nelson, Wendy S. Lannon, Jack Munn, Al Jaeger

**Business and Industry:** Deerfield's businesses and industries are vital to Deerfield's economic growth. Not only are they critical to the community's employment base, but they help to generate and re-circulate wealth in the community. Therefore, it is important that the town create policies and programs which lead to steady economic growth over time. The following are some of the aspects of business and industrial growth and development that might be considered in this group's discussion:

- a. Business/industry as employment basis
- b. Appropriate mix of business and industry
- c. Appropriate economic growth strategy, including plans for infrastructure
- d. Best zoning structure to support economic development (e.g., current "floating" zone vs. fixed economic "nodes" of development)

### **Strengths:**

- strong small business
- varied business/cultural
- home based
- inviting store fronts
- residents running business
- business can succeed in Deerfield
- Farmer's Market and support for sustainability
- rural community/protected land
- current open zoning benefits small and home based business
- art about town blends culture and business/niche economy
- Deerfield Fair exposes business in town
- multiple uses of fairground
- available restaurants in town
- don't have close proximity to main highways
- people are driving through town

### **Challenges:**

- home and family owned business don't allow for outside employment
- lack of concentration of businesses means people have to drive more--lack of community
- floating economic zoned and lack of economic nodes
- lack of visibility due to zoning based on floating zoning
- no economic perks
- lack of infrastructure hinders bringing new business to town
- no room to develop infrastructure in existing town center
- current zoning has impact on transportation and roads also services and natural resources

- town center is spreading, do we want to concentrate on maintaining a specific town center?
- town support for initiatives
- tax payers support for initiatives
- missing out on matching grants
- not active marketing
- when visitors come for farmers market, lack of additional attractions

### **Future Vision:**

- supporting local businesses
- historic flavor
- cultural co-op with artisans everyday
- slow growth of medium sized businesses both existing and new
- clustering of business to prevent sprawl and protect natural resources and get people to go to more businesses at once
- look at needs and desires of people driving through to attract people to stop
- shared vision on economic development between boards in town
- light industrial business in outskirts of town while still being accessible
- year round indoor farmer's markets with more organic choices
- agritourism increase
- cultural and historical museum
- 24 hour mechanics
- more variety of businesses and hi-tech industry
- light impact on community
- variety of employment opportunities
- local professional business
- more services such as lawyers and healthcare
- green businesses and practices
- create profile of community and promote it
- architectural requirements for new businesses
- local employment for teens increase
- place for teens to go in town
- better developed recreation facilities
- better advertising for businesses
- closer jobs means closer community
- central posting board for community employment opportunities and happenings
- more communication methods
- more PK Lindseys
- flagship businesses

### **Vision Statement:**

We are a welcoming community that offers a friendly home for businesses, artisans, and farmers. Because we believe that rural and green values can co-exist with a vital economic community, we strive to cluster our businesses to prevent a draw on natural resources and services, therefore, providing a sense of community and nurturing economic vitality.

## **Group 6: Recreation**

Facilitator: Charlie French

Recorder: Brandon Stapleton

Participants: Stephen Stephenson, Robert W. Mann, Bruce Lindwall, Kathleen Bailey, Kim Kilgore, Stephen Hicks, Chuck Reese

**Recreation:** Recreation is a key component of a community's well-being. Most importantly, recreational activity helps to improve individual levels of mental and physical health. Moreover, recreational opportunities make the community more attractive to residents. This group will talk about Deerfield's existing and potential recreation opportunities. The following are some aspects of recreation that may be considered:

- a. Youth recreation opportunities (school and non-school)
- b. Recreational opportunities for adults and seniors
- c. Outdoor recreation opportunities
- d. Specially zoned recreational areas

## **Strengths:**

- proximity to Bear Brook and Pawtuckaway
- multiple special purpose fields
- recreation department
- town center – gazebo/playground
- rural character/outdoor recreation
- trail system
- Pleasant Lake, Bear Brook
- Beasey Park
- riding arenas
- rock climbing
- road races
- mountain bike
- access to private property
- hunting and fishing
- Deerfield Fair
- class VI roads
- snowmobiling/ATV
- proximity to other recreational resources
- playground by gazebo
- class trips
- school athletic department
- old town hall
- control dancing

## **Challenges:**

- Pleasant Lake parking
- recreational opportunities the public is unaware of
- book of trails

- defining use of open space
- tennis courts – shabby condition
- taking advantage of recreation opportunities that cost money
- user fees sustain recreation department
- tough to find group activities
- communication
- horse-back riding opportunity not publicized
- overuse/underuse of trails
- conflict between user groups (motorized/non-motorized) and knowledge of available trails
- development of remaining fields
- lack of ball fields
- “us” and “them”/town politics, old and new vs. and who came after
- people with children and those without

### **Vision:**

- no dramatic change
- better developed and promoted trail system
- utilize recreation department
- continue to promote recreation department for all ages and abilities (family friendly activities)
- network of recreation paths (all ages) connecting parts of town
- encouraging volunteer efforts
- recreation as community link
- fields for informal recreation activities
- space for indoor recreation community center/town hall
- better utilization of Beasey Park
- nature based recreation
- multiple access points to conservation and recreation land
- trail development of conservation land
- conservation land as recreation opportunity
- inter-connectivity of conservation land
- recreation department/planning board/bike easements

### **Vision Statement:**

Build awareness of all existing recreation opportunities, natural, social/cultural as well as developed opportunities like ball-fields, and indoor facilities. To continue promoting recreational activities accessible to all. Maintenance of existing trails and development of new interconnecting and multi-use trails, with the goal of tying the community together.



## **Goal 7: Education**

Facilitator: Heather Noyes

Facilitator: Jessica Greco

Participants: Rachel Kelly, Julie O'Brien, Maryann Clark, Maureen Mann, Laurie Guillion

**Education:** Programs of higher education and lifelong learning provide local businesses with a pool of trained employees. Other formal and informal learning opportunities allow community members to discover hidden talents and develop an array of interests and skills. Lifelong learning allows citizens to manage their lives more effectively in a changing economy and to participate in increasingly complex municipal operations with greater knowledge and skills. The following are some aspects of education that might be considered in this group's discussion:

- a. The quality of public school facilities
- b. Support for home-schooled children
- c. Accessibility and equity of educational opportunities
- d. Academic, vocational, artistic and spiritual educational opportunities

## **Strengths:**

- Elementary  
good attention to individual  
good staff/administration
- Middle School  
local  
creativity  
good staff/administration

## **Challenges:**

- high school problem
- voters don't want a new school
- Concord short-term solution alone
- support of teachers but not new school
- other towns have similar problem
- space within the current school
- appropriate programs to get ready for high school
- polarized opinion in Deerfield
- difficulty staying in touch with community by sending kids to other schools
- isolating kids – taking them away from town and parents
- missing out on opportunities because of travel time
- no local control over high school dollars spent and programs/policy
- lack of extra curricular activities other than athletics

## **Solutions:**

- everyone pays for high school education
- make it work
- work with other towns – combine

**Future:**

- explore collaborative education options for high school with neighboring towns
- address current space needs concerns at DCS
- promoting greater local control and input for k-12
- promote community awareness about schools – what happens in schools at all levels
- promote community involvement
- high standards (accommodate/promote) individual strengths and goals of each child
- high school in Deerfield to maintain character
- schools should take more advantage of community resources
- foster connection between school and community for continuing education program (ex. students and people in community share pool, art, music, etc.)
- small group grassroots discussion in neighborhoods
- town education
- encourage more open dialogue about schools
- community awareness through a variety of media – newspaper, radio station, TV, school newsletter
- Deerfield's children
- vocational and academic opportunities to meet the needs of the individual student (part of accommodate individual strengths statement)
- diversified curriculum

**Current Vision statement:**

- weak
- too vague
- needs to be strengthened
- focus on the individual child
- needs and wants
- us and them mentality
- address high school problem

**Vision Statement:**

Responsibility of our community to educate our children from pre k – high school in a way that recognizes their unique character, develops their knowledge and skills for a changing world and fosters a connection between the school and the community.

## **Goal 8: Community Leadership**

Facilitator: Alex Dymnet

Recorder: Emily Lawless

Participants: Gabriel Szczepanik, Alan O'Neal, Ron Charland, Walt Hooker, JoAnne Bradbury, Jack Hutchinson, Erick Berglund, Judy Muller

**Community Leadership:** In a healthy community, citizens actively participate through voting in local elections, serving on local boards, attending public hearings, and being involved in civic organizations and community activities. All citizens need to develop knowledge and skills to contribute to community life. Shared problem solving and planning for the future as a community increases local pride and commitment. Healthy communities have, and develop, public leaders who work together to enhance the long-term future of the community. Community leadership must be responsive, honest, efficient, enlightened, fair, and accountable. It should have the ability to bring the community together to participate in open, neutral dialogue on important issues.

Leaders should be representative of their community and be able to envision an economically secure, environmentally sound and socially viable future. Leadership should empower community members to assist in resolving community issues. Items to consider in this group's discussion:

- a. Citizens help identify community goals and resolve community issues.
- b. Participation and leadership is proactive instead of reactive
- c. Local committees and boards communicate well with each other, the public, and with boards and committees throughout the region.

## **Challenges:**

- involvement (ex. attendance at meetings)
- volunteerism; promotion of short-term projects for attracting new volunteers
- fewer public offices  
infrastructure

## **Structure of leadership:**

- not as connected as in past
- boards could work together more--many attempts have been made
  - due to lack of care
  - turf issues
- lack of communication within the town (town website)
- lack of mutual goals, needs and problems
- Select Board could be more strategic (as well as other boards)
- lack of time

#### Connections to surrounding communities:

- could help to find more effective solutions
  - spread costs
  - lower taxes
  - very difficult, can become a competition

#### Connections within the town:

- start with the Select Board (lead by example)
- joint meetings are usually reactive not proactive

#### Communication:

- email distribution of tentative agendas of meeting
  - people could self-identify with issues
  - make people aware of ongoing issues
- illegal junkyards--lack of control
- volunteerism; lack of blogs and online forums could help
  - to voice opinions
  - would have to be managed
- inter-connect modes of communication

#### Collaboration of boards:

- having clear goals
- time being well-spent
  - seminars
  - facilitated meetings
- may need a professional to pull it all together
- televised meetings
- review of meeting agendas to help decide who to invite
  - has to do with communication
  - target the audience
  - put in the town newsletter

#### Vision for Deerfield (5-10 years)

- more growth (I-93 expansion)
- new town charter?
- use of a town manager as well as town administrator
- volunteerism will decrease
- volunteer or pay?
  - have to get people excited
- hiring a community development practitioner
- tasks need to be broken up
- clear and communicated goals
- structure of town, use of town manager
- “community meetings” as opposed to “town and school” meetings
- boards need to work together, more and have better communication

- challenge Select Board
- vision should include more action statement
- add a statement about actively participating in community life
- find towns that were in this position in the past (explosive growth) for models and ideas
- pro-active communication
- shared responsibilities and cooperation between boards

Goals:

- board collaboration
- communication (2-way) led by Selectmen
- volunteerism
- structure of town government

## **Participants**

Jeanne Menard  
Steve Nogueira  
Peter Menard  
Greg Duane  
Tabitha Szczepanile  
Gile Beye  
Danny Greig  
Diane Thompson  
Mary Doane  
Patrice Kilham  
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Erica Menard  
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Gigi Klipa  
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Kim Kilgore  
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Bonnie Beaubien  
Wendy Nelson  
Al Jaeger  
Bruce Lindwall  
Stephen Hicks  
Julie O'Brien  
Laurie Guillion  
Ron Charland  
Jack Hutchinson

## **Master Plan Advisory Committee**

Gile Beye  
Erika Heilman

Judy Muller  
Bob Strobel

## **Facilitators & Recorders**

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Tyler Brown  
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Jessica Greco  
Ashlee Iber

Brian Biernat  
Jessica Demetrakopoulos  
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Brandon Stapleton  
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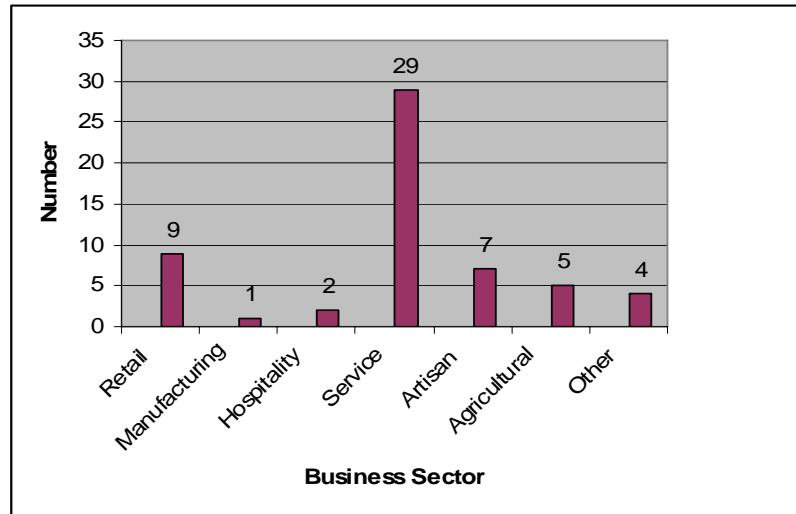
Marissa Imon  
Celis Brisbin  
Dee Henley  
Heather Noyes  
Emily Lawless

## **Appendix C**



## Deerfield Business Owners Survey

1. What sector best describes your Deerfield-based business?



2. How long has your business been in operation?

Less than 1 year	<b>3</b>
1-5 Years	<b>11</b>
5-10 Years	<b>12</b>
10 Years +	<b>24</b>

3. Do you work out of your home?      4. How many employees do you have?

Yes	<b>27</b>
No	<b>23</b>

1-10	<b>46</b>
11-50	<b>4</b>
11-50	-
100 +	-

5. Which of the following best describes the general economic condition of your business?

Declining	<b>1</b>
Maintaining Itself	<b>20</b>
Growing and Expanding	<b>27</b>

6. Which of the following suggestions to promote economic development in your community do you support?

Conduct promotional activities to attract new business.	<b>27</b>
Attract offices	<b>25</b>
Attract retail businesses	<b>29</b>
Attract agricultural businesses	<b>20</b>
Promote tourism	<b>16</b>
Promote industry	<b>13</b>
Pursue the development of special business tax districts	<b>11</b>
Create a "main street" area for businesses	<b>16</b>

Provide local government financial incentives to businesses.	<b>19</b>
No change	<b>4</b>

7. Do you plan on making any changes or improvements to your business?

New products	<b>15</b>
Repair Facilities	<b>6</b>
Add Space	<b>5</b>
Sell business	<b>3</b>
Add Employees	<b>5</b>

8. How would you like Deerfield to grow?

Stay the same	<b>7</b>
Increase businesses	<b>29</b>
Increase residences	<b>1</b>
Increase open space	<b>23</b>

9. How has being in Deerfield affected your business?

Asset	<b>25</b>
Barrier	<b>6</b>
Neutral	<b>17</b>

Eight business owners indicated an interest in participating with DBVC.

\*Of the original list of more than 100 businesses compiled from the Deerfield Telephone Directory and lists of the Deerfield Business Association, non-respondents either could not be found or had gone out of business.

## **Appendix C-2**

## **Results of Survey of Deerfield Business Owners**

by the Deerfield Business Ventures Council (DBVC)

Results of 52 respondents

Compiled 4/30/06 RWM

1. What sector best describes your Deerfield-based business?

Retail	<b>9</b>
Manufacturing	<b>1</b>
Hospitality	<b>2</b>
Service	<b>29</b>
Artisan	<b>7</b>
Agricultural	<b>5</b>
Other	<b>4</b>

2. How long has your business been in operation?

Less than 1 year	<b>3</b>
1-5 years.	<b>11</b>
5-10 years	<b>12</b>
10 years +	<b>24</b>

3. Do you work out of your home?

Yes:	<b>27</b>
No:	<b>23</b>

4. How many employees do you have?

1-10	<b>46</b>
11-50	<b>4</b>
51-100	-
100 +	-

5. Which of the following best describes the general economic condition of your business?

Declining	<b>1</b>
Maintaining Itself	<b>20</b>
Growing and Expanding	<b>27</b>

6. Which of the following suggestions to promote economic development in your community do you support?

Conduct promotional activities to attract new business.	<b>27</b>
Attract offices	<b>25</b>
Attract retail businesses	<b>29</b>
Attract agricultural businesses	<b>20</b>
Promote tourism	<b>16</b>
Promote industry	<b>13</b>
Pursue the development of special business tax districts	<b>11</b>
Create a "main street" area for businesses	<b>16</b>

Provide local government financial incentives to businesses. **19**  
No change **4**

7. Do you plan on making any changes or improvements to your business?

New products **15**  
Repair Facilities **6**  
Add Space **5**  
Sell business **3**  
Add Employees **5**

8. How would you like Deerfield to grow?

Stay the same **7**  
Increase businesses **29**  
Increase residences **1**  
Increase open space **23**

9. How has being in Deerfield affected your business?

Asset **25**  
Barrier **6**  
Neutral **17**

Eight business owners indicated an interest in participating with DBVC.

Of the original list of more than 100 businesses compiled from the Deerfield Telephone Directory and lists of the Deerfield Business Association, non-respondents either could not be found or had gone out of business. We apologize for any businesses we may have inadvertently missed. A small number declined to participate because of “run-ins with the town.”

## **Appendix D**

The American Institute of Architect's (AIA)  
10 Principles for Livable Communities

1) Design on a Human Scale

- Compact, pedestrian-friendly communities allow residents to walk to shops, services, cultural resources, and jobs and can reduce traffic congestion and benefit people's health.

2) Provide Choices

- People want variety in housing, shopping, recreation, transportation, and employment. Variety creates lively neighborhoods and accommodations residents in different stages of their lives.

3) Encourage Mixed-Use Development

- Integrating different land uses and varied building types creates vibrant, pedestrian-friendly and diverse communities.

4) Preserve Urban Centers

- Restoring, revitalizing, and infilling urban centers take advantage of existing streets, services and buildings and avoid the need for new infrastructure. This helps to curb sprawl and promote stability for city neighborhoods.

5) Vary Transportation Options

- Giving people the option of walking, biking and using public transit, in addition to driving, reduces traffic congestion, protects the environment and encourages physical activity

6) Build Vibrant Public Spaces

- Citizen's need welcoming, well defined public places to stimulate face-to-face interaction, collectively celebrate and mourn, encourage civic participation, admire public art, and gather for public events

7) Create a Neighborhood Identity

- A "sense of place" gives neighborhoods a unique character, enhances the walking environment, and creates pride in the community



#### 8) Protect Environmental Resources

- A well-designed balance of nature and development preserves natural systems, protects waterways from pollution, reduces air pollution, and protects property values

#### 9) Conserve Landscapes

- Open space, farms, and wildlife habitats are essential for environmental, recreational, and cultural reasons

#### 10) Design Matters

- Design excellence is the foundation of successful and healthy communities

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