

THE TOWN OF WEARE NEW HAMPSHIRE

Master Plan Update



**Adopted by the Weare Planning Board
March 24, 2005**

Prepared By:



Table of Contents

Chapter 1: Introduction

• Acknowledgements.....	3
• Contents	3
• Methodology	4

Chapter 2: Regional Setting

• Overview.....	8
• General Information about the Town of Weare, NH	10

Chapter 3: Community Vision, Goals and Objectives

• A Vision For Weare	15
• Vision Statements	16
• Goals and Objectives	16

Chapter 4: Population and Demographic Trends

• Historical Trends.....	25
• Current Conditions.....	27
• Age/Sex Composition	27
• Racial Characteristics.....	30
• Place of Residency	31
• Future Population Trends.....	32
• Comparison with Adjacent Towns.....	33

Chapter 5: Housing

• Community Survey Results	37
• Housing Characteristics	38
• Affordable Housing	54
• Conclusions and Recommendations	64

Chapter 6: Economic Development

• Community Survey Results	69
• Previous Economic Development Efforts.....	71
• Current Economic Conditions.....	72
• Future Economic Conditions	81
• Land Use Strategies to Promote Economic Development	86
• Summary and Recommendations	93

Chapter 7: Community Facilities

• Community Survey Results	99
• Public Works Department.....	102
• Recreation	109
• Education	111
• Protective Services.....	117
• Library.....	126
• Municipal Buildings.....	128

Chapter 8: Transportation

• Community Survey Results	135
• Roadway Classification	136
• Traffic Flow	141
• Crash Data Analysis.....	149
• Traffic Issues.....	152
• State of NH 2003/04 Transportation Improvement Program	155
• Roadway Surface Management Program.....	155
• Alternative Modes of Transportation.....	161
• Conclusions and Recommendations	163

Chapter 9: Historic and Cultural Resources

• Community Survey Results	167
• Historic Inventory	167
• Zoning Regulations.....	191
• Recommendations.....	191

Chapter 10: Natural Resources

• Community Survey Results	195
• Summary of Weare’s Natural Resources Inventory	197
• Priority Protection Areas.....	202
• Conclusions and Recommendations	218

Chapter 11: Existing and Future Land Use

• Community Survey Results	221
• Land Use Determinants.....	222
• Historic Development Patterns	222
• Current Land Use Patterns	223
• Land Use Inventory.....	224
• Existing Land Use Analysis.....	225
• Recent Subdivision Activity	231
• Weare’s Overall Growth and Development.....	233
• Existing Zoning Analysis.....	234
• Future Land Use.....	239
• Build-Out Analysis	240
• Summary of Developable Land	253
• Review of Earlier Plans and Recommendations	254
• The Future Land Use Map	258

Chapter 12: Implementation Strategies

• Implementation Actions Table.....	269
-------------------------------------	-----

APPENDIX

• The Master Plan – Community Survey Results	279
• Example of the Master Plan Community Survey	299
• Summary Results of the Weare Community Profile.....	303
• Summary of the Town of Weare’s Recently Approved Subdivisions.....	305

LIST OF MAPS

• Map 1: Regional Setting	9
• Map 2: Residential Sales by Block Group	50
• Map 3: Community Facilities	101
• Map 4: Sewer Facilities	105
• Map 5: Water Facilities.....	107
• Map 6: Fire Fighting Cisterns and Ponds	121
• Map 7: Administrative Highway Classification	139
• Map 8: Functional Highway Classification	140
• Map 9: Existing Traffic Flow	144
• Map 10: Projected Traffic Flow.....	148
• Map 11: Bicycle and Multi-Use Trails	162
• Map 12: Historical and Cultural Resources	169
• Map 13: Environmental Sensitive Areas	199
• Map 14: NH Fish and Game Wildlife Habitat Features	213
• Map 15: Existing Land Use Map	227
• Map 16: Existing Zoning Map.....	237
• Map 17: Conservation and Public Lands	243
• Map 18: Natural and Man-Made Hazards	245
• Map 19: Development Constraints	247
• Map 20: Build-Out Map (Buildable Land Parcels).....	249
• Map 21: Build-Out Map (Marginal Land Parcels)	250
• Map 22: Future Land Use	259

Chapter 1: Introduction



In this chapter:

Introduction.....	3
Acknowledgements.....	3
Contents.....	3
Methodology.....	4

This page intentionally left blank

Introduction

This Master Plan Update has been prepared for the Weare Planning Board in accordance with New Hampshire state law (RSA 674:2 and 674:3).

The plan is designed to guide the future development of Weare over the next ten years. It sets forth vision statements, goals, objectives, strategies and recommendations as a means of achieving desirable growth in the community. The plan provides guidance to the planning board and other town officials as to those areas of the community that are suitable for particular land use activities, and where development is inappropriate or requires standards that are more stringent.

The process used in the preparation of this plan should not end at the completion of this document. The Master Plan should be r used regularly by the planning board to evaluate future development proposals. The master plan should also be monitored annually and updated with changing conditions in Weare. In addition, the plan should be the basis for revisions to the town's land use ordinances and regulations, as well as non-regulatory activities such as the town's Capital Improvements Program.

Acknowledgements

The preparation of this Master Plan Update involved the cooperative efforts of many individuals and groups. Southern New Hampshire Planning Commission worked closely with the Weare Planning Board and received valuable assistance from town department heads and staff in addition to members of the Conservation

Commission and Historical Society. Particularly valuable to this effort was the Town Code Enforcement Officer and Land Use Coordinator.

Contents

This Master Plan Update builds upon a continuation of plans that have been prepared for the Town of Weare since the early 1980s. These plans include:

- A Plan for Weare, February 1982;
- Master Plan for the Town of Weare, November 1986
- Water Resource Management and Protection Plan, January 1990
- Master Plan for the Town of Weare, November 1994
- Open Space Plan, June 2002

In this sequence of plans, one plan does not end where the next plan begins. Rather, each plan builds upon the next to lay the foundation for continued planning. This is especially true for this plan, which represents a replacement of the town's previous master plan, which was adopted in 1994.

This Master Plan Update consists of the following twelve (12) chapters: Introduction; Regional Concerns; Community Vision and Goals; Population and Demographic Trends; Housing; Economic Development; Community Facilities; Transportation; Historic and Cultural Resources; Natural Resources; Existing and Future Land Use; and Implementation Strategies.

Methodology

Five techniques were used to prepare this plan: the community profile, a community survey questionnaire, demographic and land use studies, build-out analysis, and land use scenarios. Public input and involvement in the development of the plan was obtained through the first two processes and at follow up meetings with the planning board.

The Community Profile

The UNH Cooperative Extension conducted a Community Profile for the town in May 2004 to engage public involvement in the planning process. The Community Profile is a self-evaluation tool, which allows communities to take stock of themselves – where they are today and where they want to be tomorrow. A total of 11 issue areas were addressed. The results of the profile were used to help develop the community vision statements, goals and objectives of this plan

Community Survey

A town-wide community survey questionnaire was mailed to all households and residents in Weare in October 2003 seeking citizen input on various land use questions, community issues as well as the provision of services and facilities within the town. The survey questionnaires were returned to the town on November 21, 2003. The results of the survey were used to help develop the community vision statements, goals and objectives of this plan, as well as identify the key issues and concerns of the community.

Demographic and Land Use Studies

Studies of the town's land use and demographic trends were conducted. In addition, Weare's housing and economic conditions, community facilities, transportation, and natural environment were also studied.

Community Facilities Survey

A survey of the town's community facilities was also conducted with the assistance of the planning board, department heads, and the school district. Follow up correspondence with department heads and school officials was required to verify information, facility needs and issues.

Land Use Survey

An existing land use survey was conducted using the town's 2003 property assessment database. This information was supplemented by field surveys and digital orthophotos. An Existing Land Use Map was produced and is included in this final draft. A Future Land Use Map was also prepared as part of the planning process.

Build Out Analysis

In order to determine the potential for future development in Weare, a build out analysis was conducted of all the remaining undeveloped and underdeveloped parcels in town. The above land use survey was used as a guide. This process required a detailed review of the town's property assessment database, the application of existing zoning regulations, and consultation with town staff to verify the status of specific parcels. Since the type

Weare Master Plan Update

and amount of potential development that can occur in Weare is primarily a function of the town's Zoning Ordinance, as well as market forces, the build-out analysis was conducted on a zone-by-zone basis.

Future Land Use

After completion of the Community Profile, Community Survey, Land Use Survey and Background Studies, a land use scenario showing future potential development patterns was developed and shared with the planning board and the public at several board meetings. From

this effort, the board selected a preferred future development scheme. This scheme represents the town's Future Land Use Map.

Implementation Strategies

The community vision statements, goals and objectives of the plan have been translated into implementation strategies, actions and recommendations. These recommendations can be incorporated as necessary into the town's long range planning and Capital Improvement Program (CIP).

This page intentionally left blank

Chapter 2: Regional Setting



In this Chapter:

Overview.....8

General Information about the Town of Weare.....10

Overview

The Town of Weare is located in northern Hillsborough County, New Hampshire, approximately 20 miles northwest of Manchester and 15 miles southeast of Concord (see the following location map). Weare serves as a bedroom community for both of these cities. The Merrimack County towns of Henniker to the north and Dunbarton to the east border it. Its other neighbors, Deering, Franconia, New Boston and Goffstown, are all in Hillsborough County.

The Town of Weare is 38,464 acres in size (approximately 60.1 square miles). It is the largest municipality in geographic size located within the Southern New Hampshire Planning Commission Region. The primary access road is New Hampshire Route 114, which connects Weare to Manchester in the southwest, and Henniker and Bradford to the north. Access is also provided by New Hampshire Route 77 and Route 149, which connect the town with Concord and Hillsborough, respectively.

Over the years, the location of Concord and Manchester has directly influenced the growth of Weare. As development continues to spread out beyond these cities, it has followed NH Routes 77 and 114. Eventually, this growth will find its way to Weare.

Much of Weare's rapid population growth during the 1980s and 1990s was largely due the town's proximity to Concord and Manchester. Despite the town's rapid population growth, Weare remains one of the more rural communities within the 13-member

Southern New Hampshire Planning Commission Region.

Today, the town continues to attract people and businesses that want a rural lifestyle, but easy access to urban centers and places of employment. In the future, larger stores and more retail businesses will eventually move into Weare. However, currently low-density to medium-density residential development with on-site water and septic systems is the primary type of growth within the community. Growth is inevitable. How this growth is managed both locally and regionally is the key to Weare's future.

As the development of this plan unfolds, it will be important for the town to promote regional awareness in managing growth while fulfilling the vision statements of this plan. RSA 674:3 states that a planning board may consider the goals, policies, and guidelines of any regional, or state plans, as well as those of abutting communities. RSA 674:1 also states that a master plan may include consideration of any areas outside of the boundaries of the municipality, which in the judgment of the planning board bear a relation to or have an impact on the planning of the municipality.

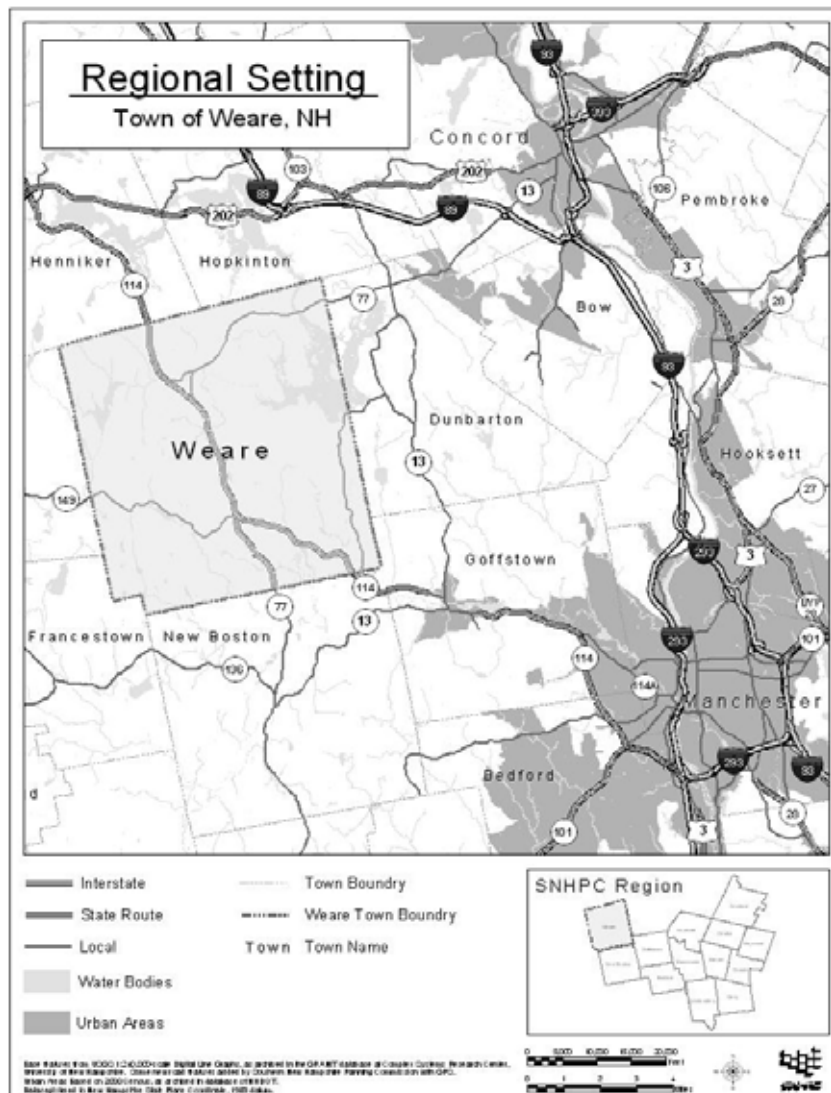
One of the identified areas of regional concern to the Weare Planning Board is the traffic congestion that is occurring at the unsignalized intersection of NH Route 114 and NH 13 in the Town of Goffstown, NH. Vehicles traveling from Weare to Goffstown on Route 114 are impacting the capacity of this intersection. The intersection is currently operating at a level of service

Weare Master Plan Update

of F during both morning and evening peak hour conditions (source: *Route 114/114A Corridor Management Study* prepared by Wilbur Smith Associates, 2003). The Weare Planning Board has identified this intersection as a regional

transportation problem and is recommending that the Town of Goffstown and NHDOT include the Weare Planning Board in the development of any plans to improve or signalize this intersection in the future.

Map 1





General Information about the TOWN of WEARE, NH



COUNTY: Hillsborough County, NH

LOCATION: Southern New Hampshire - bordered on the north by Henniker and Hopkinton, on the east by Dunbarton and Goffstown, on the south by New Boston, and on the west by Deering and Francestown. Weare is 20 miles from Manchester, 15 miles from Concord, 30 miles from Nashua and 61 miles from Portsmouth.

INCORPORATED: 1764

ORIGIN: Starting as a 1735 grant to soldiers in the Canadian wars, this town was named Beverly-Canada, for the soldiers' home town of Beverly, Massachusetts. It then went through the names Halestown, Robiestown and Wearestown. In 1764, it was incorporated as Weare, in honor of Colonel Meschech Weare, who served as the town's first clerk. Colonel Weare served New Hampshire as its first "president" from 1776 until 1785.

TYPE OF GOVERNMENT: Board of Selectmen - Town Meeting

Telephone: (603) 529-7525; Fax: (603) 529-4554; Email: office@weare.nh.gov

WEBSITE: Town of Weare: <http://www.weare.nh.gov>

TOWN OFFICE HOURS: Monday through Friday, 8:00 am – 4:30 pm

Labor Market Area:	Manchester, NH
Planning Commission:	Southern NH
Tourism Region:	Merrimack Valley

Weare Master Plan Update

SPECIAL DISTRICTS: U.S. Senators elected at-large

2nd U.S. Congressional District, 2nd N.H. Executive Councilor District and 7th N.H. Senatorial District

POPULATION: 7,776 - Source: 2000 U.S. Census

8,225 - Source: 2002 Estimate by the NH Office of Energy and Planning

8,010 - Source: 2001 Estimate by the NH Office of Energy and Planning

Regional Rank in Total Population (i.e. the Southern NH Planning Commission Region):

2000 Census: Eight; 1990 Census: Eight; 1980 Census: Eight

Median Age: 34.1 with 32 percent of population under age of 18, the seventh highest percent among cities & towns in the state, and 4.7 percent age 65 and older, the second lowest percent among cities and towns in the state (Source: 2000 U.S. Census)

Total Number of Households: 2,618, with an average size of 2.97 person. Of those, 2,119 are family households, with an average size of 3.28 persons (Source: 2000 U.S. Census). As of April 1, 2000, there were 2,828 total housing units.

TOTAL AREA: 60.1 square miles – 59.06 square miles of land area and 1.04 square miles inland water area (Source: GRANIT, Complex Systems, Research Center UNH)

DENSITY: 129.4 persons per square mile

Regional Rank in Land Area: 2000 Census: first; 1990 Census: first

Regional Rank in Population/Per Square Mile: 2000 Census: tenth; 1990 Census: tenth

(Note: The Region is the Southern NH Planning Commission Region)

CLIMATE: Average temperature for the area varies from 23 degrees Fahrenheit in winter to 66 degrees Fahrenheit in summer. Total annual precipitation is about 44 inches. The humidity is moderate. Average seasonal snowfall is approximately 88 inches.

AERIAL PHOTOGRAPHS: Aerial photographs were flown in 1992/1993 at a scale of 1 inch = 400 feet. Prints are available from the SNHPC at a nominal charge.

SOILS INFORMATION: "Soil Survey of Hillsborough County, Western Part," U.S. Department of Agriculture, Soil Conservation Service, in cooperation with the New Hampshire Agricultural Experiment Station, October 1985.

"Soil Potentials for Development, Hillsborough County, NH," Hillsborough County Conservation District, March 1986.

This page intentionally left blank

Chapter 3: *Community Vision,* *Goals and Objectives*



In this chapter:

A Vision for Weare.....	15
Vision Statements.....	16
Goals and Objectives.....	16

This page intentionally left blank

A Vision For Weare

RSA 674:2 sets forth the purpose and description of a Master Plan. It states that every Master Plan is required to have “a vision section that serves to direct the other sections of the plan. This section shall contain a set of

statements, which articulates the desires of the citizens affected by the master plan, not only for their locality but also for the region and the whole state. It shall contain a set of guiding principles and priorities to implement that vision.”



In addressing this requirement, the planning board conducted a Community Survey in the fall of 2003 and participated in a Community Profile on May 7 and 8, 2004, which was facilitated by Cooperative Extension staff of the University of New Hampshire (UNH). The overall results of the Community Survey and

Community Profile are summarized within the individual chapters as well as the Appendix of this plan.

The vision statements, goals and objectives as presented in this chapter were generated by these processes and were further refined by the Planning Board during the public hearing process.

GETTING THE TOWN WE WANT Adopted by the Weare Planning Board

July 2004

The following vision statements reflect the desires of the citizens of Weare about the future growth and development of the town. These statements offer the guiding principles and priorities upon which this master plan is based. They also serve as a statement of public policy of the town. While vision statements do not have the force of law, local officials, boards, commissions and the public should consider these statements in all local municipal plans, actions and decisions.

The Vision Statements

We are residents' desire:

- *A well-governed and organized town with positive leadership, active volunteerism and a strong commitment to public services.*
- *A rural but vibrant community with open space, natural beauty, country atmosphere and small town character.*
- *A town with good prospects for positive manageable growth that promotes the local economy.*
- *A town that seeks a better balance between business and residential growth so that the financial impacts of continued residential growth can be softened.*
- *A town with a distinct and unique character while remaining an important part of a larger region consisting of the two major urban centers of Concord and Manchester.*
- *A town with an attractive and flourishing Town Center enhancing its existing satellite and historic villages.*
- *A town that values education and the need to maintain and improve its existing school facilities and educational services.*
- *A town that values its environment, open space, clean water and natural beauty and seeks to protect these resources through managed growth and land use planning.*
- *A town with a diverse population and economy offering opportunities for its youth and seniors.*

Goals and Objectives

This section illustrates the goals and objectives of this plan as they relate to the town's growth and development. The goals identify and represent a future condition considered desirable for the community. The objectives express a course of action in pursuit of the goals. To ensure their usefulness and adaptability in guiding the town's future planning efforts, periodic updating of these goals and objectives is advisable. In addition, local officials, boards, commissions and the public should use

these goals and objectives when establishing work programs and budgets, reviewing development proposals, and making decisions that affect the overall growth and development of the town.

Existing and Future Land Use

Goals:

1. Develop and implement a strong Master Plan.

2. Adopt the necessary regulations to promote the principles of the Master Plan.
3. Identify the preferred areas for future commercial and industrial development.
4. Encourage re-development and in-fill projects to help reduce the pressure of development in the rural areas.
5. Allow mixed uses in the Village Center in appropriate ways to blend in with existing residential, historic and school facilities.
6. Curb sprawl on the Route 114 corridor through appropriate performance and design standards that are incorporated into the Town's Zoning Ordinance and the Planning Board's Site Plan regulations.

Objectives:

- Rezone parcels appropriately to allow for commercial and industrial uses in harmony with existing development.
- Consider changing the existing interim growth management ordinance into a permanent growth management ordinance with development phasing provisions.
- Draft revisions to the Village District zone to include smart growth principles.
- Implement the Future Land Use Map.

Regional Concerns

Goal:

1. Coordinate with the town of Goffstown and NHDOT in whatever way possible to maintain the level of service at the intersection of Route 114 and Route 13 in Goffstown.

Objective:

- The Town of Weare should request Goffstown and NHDOT include the Weare Planning Board in the development of any plans to improve or signalize this intersection in the future.

Housing

Goals:

1. Provide for safe, decent and affordable housing in all price ranges so that persons of all income levels will be able to live in Weare.
2. Expand housing uses to meet changing demographic conditions.
3. Recognize affordable housing as an important factor in keeping a workforce in Weare and in allowing young and elderly people alike an opportunity for a home.
4. Develop a new model of centralized traditional neighborhoods rather than disconnected, suburban, or rural developments.

5. Use appropriate land use regulations and tools to guide new residential development at a rate and in locations that will maintain the “small town” and “rural character” of the community.

Objectives:

- Review the town’s current cluster housing provisions to look for ways to encourage housing affordability while protecting open space and enhancing the rural character of the community.
- Consider the inclusion of incentive provisions in the cluster regulations to encourage the use of cluster/open space development.
- Encourage more housing choices close to the Town Center and village districts, and within walkable distance to shopping, services, schools, and recreation.
- Review the town’s current residential manufactured housing district zoning requirements to ensure that they are adequate and afford real opportunities to develop affordable housing in Weare.
- Work with the New Hampshire Community Loan Fund, state agencies and owners to ensure that existing and proposed manufactured housing parks and subdivisions use best management principles.

- Review the town’s Zoning Ordinance to provide opportunities for multi-family housing.
- Allow smaller lots within the village districts.
- Consider mixed-housing development in subdivisions (i.e. some mixture of housing types including apartments, two-families, townhouses, and single-family homes).
- Encourage developments to include a mixture of sizes (i.e. some studio, one, two, three, four-bedroom units), with some units protected by affordability covenants.
- Review the town’s Zoning Ordinance to ensure that it does not discourage or unduly burden residents from creating accessory apartments.
- Review the town’s Zoning Ordinance to include provisions for the development of elderly housing and consider applying for Community Development Block Grant funds to help construct an elderly housing project in the community.

Economic Development

Goals:

1. Encourage a diverse, vibrant economy in order to expand the local service economy and increase local employment opportunities.

Weare Master Plan Update

2. Continue to support the Weare Economic Development Commission's work and their promotional efforts in developing the Weare Center Initiative.
 3. Identify those types of commercial entities that would deliver the most cost-effective dollars to the tax base and work to attract them to Weare.
 4. Consider developing a Cost of Community Services (COCS) study to determine the cost to provide municipal services based on land use.
 5. Provide additional developable commercial and industrial zoned land and seek a 10:1 ratio of residential to commercial land valuation within the overall tax base of the community.
 6. Merge new commercial and industrial uses into existing mixed-use areas and existing business areas as much as possible.
 7. Examine how to expand opportunities for home/business occupations in town.
 8. Explore the possibility of expanding water and sewer services in the Village Center through the use of tax increment financing and/or community development funds.
 9. Encourage "smart growth" through infill and mixed development while protecting Weare's natural resources and community character.
 10. Encourage businesses that would sustain the needs of the community and make the town self-sufficient (e.g. grocery store, drug store, etc.).
 11. Develop a review procedure for large commercial and "big box" development now before this becomes an issue in the future.
 12. Blend carefully new small businesses in defined "village" areas and in the Town Center with residential buildings so as not to negatively impact residential life.
- Objectives:
- Consider strategies to enhance and connect the North Village, Chase Village and Village Center.
 - Develop an Integrated Town Center Plan. Prepare a land use plan, which could facilitate the development of a larger and more integrated Town Center, which embraces smart growth principles and encourages small business development.
 - Consider expanding a limited portion of the existing industrial zoning located on the east side of Route 114 into the Mt. William area. This area is currently zoned Rural Agriculture with a Conservation Overlay.

- Consider a Planned Business/Office Park Zone in the town Zoning Ordinance and establish this district on the west side of Route 114, north of Maplewood Road.
- Consider a Gateway Transition Overlay District along Route 114 between NH 149 and the town line.
- Develop architectural/design performance standards in the Planning Board's Site Plan Regulations that address landscaping, building size and orientation, building façade, size and scale, color, roof design, signage, parking and buffering elements.

Community Facilities

Goals:

1. Continue to monitor, coordinate, improve and expand the level of community facilities and services in a cost effective manner in order to meet the demands of Weare's growing population.
2. Examine the performance of those services, which received an overall "fair" to "poor" rating in the Community Survey.
3. Support the concept of creating a new middle school with community multi-purpose facilities and long-term planning in mind.
4. Adopt a Capital Improvement Program (CIP) annually.

Objectives:

- Consider adopting an Impact Fee Ordinance pursuant to RSA 674:21 V. to help meet the needs occasioned by development for the construction or improvement of municipal capital facilities.
- Complete facilities at the Bolton Field Complex and include a project to develop future ball fields at the Ineson Field property.
- Evaluate the feasibility of additional permanent staff for the Fire Department and Rescue Squad.
- Continue to schedule facility improvement needs for the library, Town Hall and Stone Memorial Building in the CIP.

Transportation

Goals:

1. Provide a safe road system for both pedestrians and motorists that promotes an efficient flow of traffic, minimizes congestion and assures reasonable access.
2. Provide a well maintained road system designed to reduce maintenance cost and prolong roadway life.

Objectives:

- Allow adequate access to all parcels of land, including home, work, shopping, and recreational activities.

- Optimize the location of future street intersections and driveways.
- Minimize the number of new streets and driveways intersecting with state highways.
- Adopt a well-planned road improvement program for cost effective and efficient management of town roads.
- Improve town roads and bridges to provide safe and convenient movement of local and through traffic.
- Encourage projects aimed at pedestrian and bikers as alternate modes of transportation.
- Develop a sidewalk improvement plan for the Village Center and existing school facilities. Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Enhancement (TE) Program funding should be pursued for this project.
- Seek private developer participation on roadway improvements as a consequence of impacts created by new developments.
- Adopt specific level of service standards for roadways and intersections, via the Planning Board, to provide a benchmark for the review of development proposals.

Historic and Cultural Resources

Goal:

1. Continue to support and encourage the protection of historic sites, buildings and properties in Weare.

Objectives:

- The Planning Board and Board of Selectmen should consider the establishment of an historic district overlay zone for the North Weare Village, if local community support is obtained.
- The Board of Selectmen should support and establish a Heritage Commission for Weare. This commission should be charged with the responsibility of preparing and updating guidelines for the town's Historic Districts; seeking status and approval under the Certified Local Government Program for historic preservation; and continuing to work with the community to promote and coordinate various historic preservation initiatives and surveys.
- The town should consider adopting a Demolition Ordinance, which would delay action on a demolition permit for structures at least 50 years old for a reasonably short period of time to allow interested parties to discuss options for reuse of the property with the owner.

Natural Resources

Goals:

1. Protect and maintain Weare's natural features, including surface water resources and shorelines, aquifers, drinking water supplies, wetlands, floodplains, hillsides and steep slopes, forested lands, open space, agricultural lands, prime farmland soils, wildlife corridors and conservation lands.
2. Minimize the negative impacts of over development on sensitive open space, wildlife corridors, working forests and farms, aquifers, rivers, watersheds, steep slopes, and viewsheds.

Objectives:

- The town should recognize and support plans, programs and regulations, which will protect the open space and drinking water supplies.
- The Planning Board and Conservation Commission should schedule a joint meeting to review the progress of the town's Open Space Plan.
- The Environmentally Sensitive Areas Map contained within the Master Plan should be used as a guide when reviewing site plan and subdivision proposals.
- The Conservation Commission should seek the donation/acquisition of conservation easements from

willing landowners and continue to purchase priority open space areas through use of the Current Use Tax penalty funds and bond referendums as necessary.

- The Conservation Commission should identify priority conservation lands that might be acquired by the town through tax liens or other means.
- The Planning Board should evaluate the effectiveness of the Town's existing Rural Conservation Overlay District, Wetlands Zone Land Planning Ordinance, Aquifer Protection Ordinance, and Floodplain Development Ordinance in protecting these resources.
- The town should continue to support the Piscataquog Watershed Association and the Piscataquog Local River Advisory Committee's efforts in Weare as they promote local river corridor management plans and programs.
- The Conservation Commission should identify and develop protection strategies for Weare's prime wetlands.
- The Planning Board and Conservation Commission should consider designating prime agricultural areas and encouraging owner participation in voluntary land conservation transfer of development rights programs.

Chapter 4:

Population and

Demographic Trends



In this chapter:

Historical Trends.....	25
Current Conditions.....	27
Age/Sex Composition.....	27
Racial Characteristics.....	30
Place of Residency.....	31
Future Population Trends.....	32
Comparison with Adjacent Towns.....	33

This page intentionally left blank

Introduction

This chapter summarizes the most important changes in the Town of Weare's population and demographic characteristics. Population projections for the town are also included because of their importance as they relate to community growth.

Before analyzing the town's population characteristics, it is important to understand that population growth comes from two sources: natural increase (the number of births minus the number of deaths) and net migration (the number of people moving into an area minus those moving out). Population growth is also directly influenced by local, regional and national factors such as employment opportunities, the cost of goods and services, the provision of municipal services, and other quality of life issues. While some of these factors can be affected at the local level, most are subject to external conditions that are beyond the control of municipalities. The demand for housing, however, has a direct relationship to population growth and the potential need to provide additional municipal facilities and services.

Historical Trends

An understanding of population trends is essential in the preparation of any master plan. The demand for housing, land and municipal services all depend on the number of people who live in town. In addition to the total number of persons it is useful to understand some of the general characteristics of the population, such as age and sex composition, race, number of households, and residency. A

community with a younger population, for example, can expect more school-age children and residential homes. Similarly, a town with an older population may require more specialized services for the elderly.

Detailed historic information about the Town of Weare's population characteristics and growth is presented in the town's 1994 Master Plan. As described in the 1994 Master Plan, the Town of Weare has experienced population growth since the 1950s. Between 1950 and 1960, the town grew at a relatively modest rate of 5.6 percent. In the 1960s, the town grew at a more rapid pace of 30.4 percent and between 1970 and 1980, Weare's population jumped from 1,851 to 3,232 persons, an increase of nearly 75 percent.

However, it was not until the 1980s that the town's population exploded. During this period of time, Weare experienced unprecedented growth, nearly doubling its population. Between 1980 and 1990, the town's population grew from 3,232 to 6,193 persons, an increase of 91.6 percent or an average annualized rate of 9.16 percent per year (This is not a compounding growth rate).

Between 1990 and 2000, Weare's population increased from 6,193 to 7,776 persons, a gain of 25.6 percent. This increase represents an average annual rate of growth of 2.56 percent per year as opposed to an average annual rate of growth of 9.16 percent in the previous decade. The following table and figure compares the town's population increases in the decades between 1950 and 2000. It also shows the absolute numeric change, the overall percentage change, and the average

annual percentage change or rate of growth. It can be concluded that Weare has experienced significant population growth since 1970 on. Before 1970, the Town experienced little to moderate population growth. As will be seen

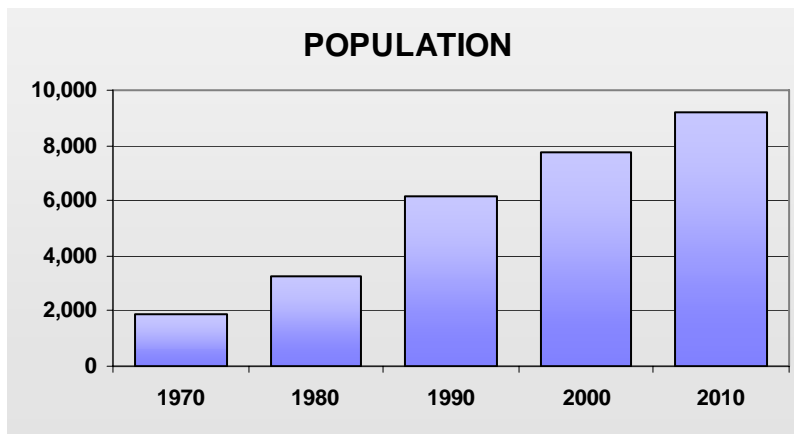
throughout this plan, Weare's tremendous population growth has had significant impacts on schools, housing, community facilities, roads, natural resources and land use.

Table 1
Historic Population Growth
Weare, 1950-2000

Year	Population	Change (#)	Change (%)	Avg. Annual Change (%)
2000	7,776	1,583	25.6	2.56
1990	6,193	2,961	91.6	9.16
1980	3,232	1,325	74.6	7.46
1970	1,851	431	30.4	3.04
1960	1,420	75	5.6	0.56
1950	1,345	-22	-1.6	0.16

Source: U.S. Census

Figure 1



Source: NH Housing Finance Authority

Current Conditions

Weare's population today continues to exhibit strong and sustained growth, but not at the same unprecedented growth rates of the 1970s and 1980s. Weare's 2000 population of 7,776 represents a growth of 25.5 percent since 1990. This compares to an overall growth rate of 13.4 percent for Hillsborough County and 14.9 percent for the Southern New Hampshire Planning (SNHPC) region over the same period.

The New Hampshire Office of Energy and Planning (NH OEP) has ranked the Town of Weare as the 35th largest municipality in the state based on total population. NHOEP has also ranked the Town of Weare as the 22nd largest municipality in the state with respect to total population percentage increase between 1990 and 2000. This percentage increase in population places

Weare among the top 25 fastest growing cities and towns in the state.

According to the U.S. Census Bureau, the Town of Weare is ranked 44th among all the 234 municipalities within New Hampshire in terms of total population size (7,776), total number of housing units (2,828), total land area (59.89 square miles), population density per square mile (132.1), and housing unit density per square mile (48.1).

The NHOEP also prepares annual population estimates for every municipality within the state based on a methodology referred to as the "dwelling unit method". This method relies on linking population growth to new dwelling units, which is an acceptable approach for estimating mid-census year population counts. These estimates are provided in the following table.

Table 2
Annual Population Estimates
Weare, 2000-2003

Year	Population	Change (#)	Change (%)
2003	8,405	180	2.0
2002	8,225	218	3.0
2001	8,007	231	3.0
2000*	7,776	NA	NA

Source: NHOEP

*Note: U.S. Census

As shown in Table 2, Weare has been growing at a rate of 2.0 to 3.0 percent per year between 2000 and 2003. This percentage increase is similar to the rate of population growth Weare experienced between 1990 and 2000.

Age and Sex Composition

A breakdown of the age of Weare's population is shown in the following table and figures. In 2000, the two largest age groups were children under the age of 15 representing 27 percent of the town's total population and adults 35 to 44 years of age representing 23

percent of the town's total population. In 1990, the two largest age groups were again children under the age of 15 also representing 27 percent of the town's total population and adults 25 to 34 years of age representing 24 percent.

The data shows that the majority of Weare's population is relatively young. This can be seen in the median age of

Weare's population, which only increased slightly from 30.1 years in 1990 to 34.1 years in 2000. In fact, the U.S. Census reports that Weare has the 7th highest percent of population under the age of 18 (i.e. 32 percent) among all cities and towns in New Hampshire and the second lowest percent of population over the age of 65 (i.e. 4.7 percent).

Table 3
Age and Sex Composition
Weare, 1990-2000

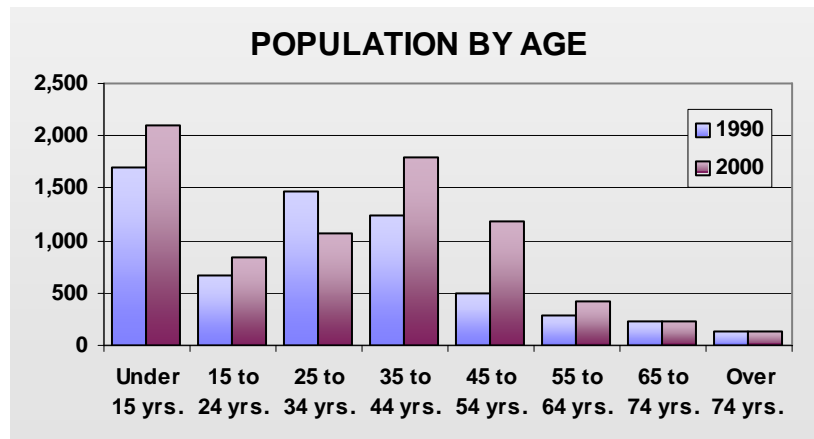
	1990	Percent of Total	2000	Percent of Total
Male	3,120	50.3%	3,910	50.3
Female	3,073	49.6%	3,866	49.7
Under age 15	1,698	27%	2,101	27
15 to 24 years	662	11%	838	11
25 to 34 years	1,470	24%	1,067	14
35 to 44 years	1,233	20%	1,798	23
45 to 54 years	489	8%	1,191	15
55 to 64 years	286	5%	416	5
65 to 74 years	221	4%	225	3
Over 75 years	134	2%	140	2
Median Age (Years)	30.3	N/A	34.1	N/A

Source: U.S. Census (1990-2000)

There are a number of factors, which can help explain why the Town of Weare has such a high percentage of population under the age of 18. First, there is a large number of adults in the 25 to 34 and 35 to 44 age groups in Weare, a period when families and households are typically formed. Second, there is a large number of family households in

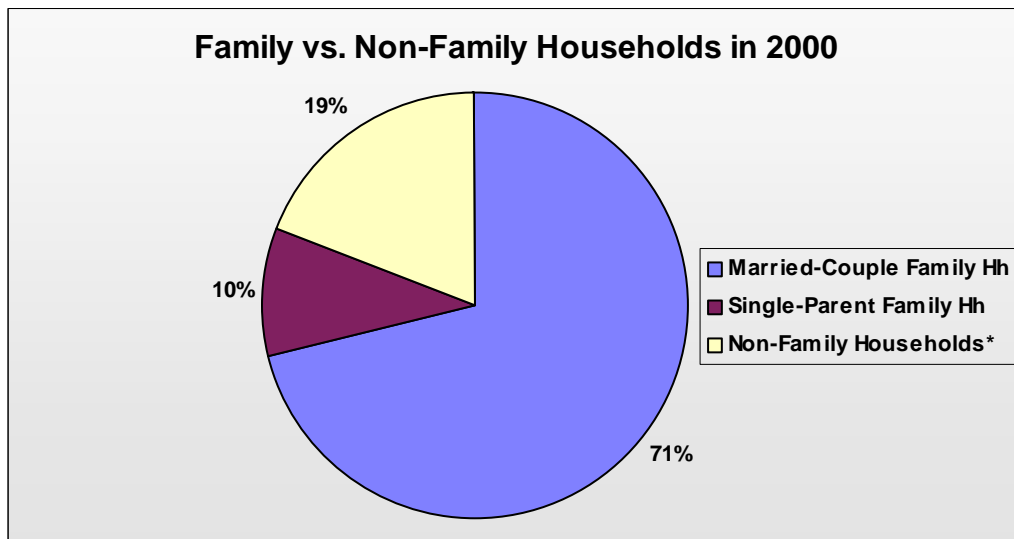
Weare. Between 1990 and 2000, the number of family households increased 22.2 percent from 1,734 in 1990 to 2,142 in 2000 (see the following figures). Generally all of these factors lead to increasing numbers of school-age children, which in turn places greater demands on the local school system.

Figure 2



Source: NH Housing Finance Authority

Figure 3



Source: NH Housing Finance Authority

Table 4
Households and Families
Weare, 1990-2000

	1990	2000	Percent Change
Total Households	2,124	2,618	23.3
Persons Per Household	2.92	2.97	1.9
Family Households	1,734	2,142	22.2
Persons Per Family Household	3.27	3.28	0.3
Married-Couple Family Households	1,550	1,860	20.0
Single-Parent Family Households	184	259	40.8
Non-Family Household	390	499	27.9
Persons Per Non-Family Household	1.33	1.64	22.9

Source: U.S. Census (1990-2000)

It should be also noted that there was relatively little change in the number of persons in Weare aged 60 years and older between 1990 and 2000. What this means is that the Town of Weare does not have a large population of retired persons. Instead of attracting retired people, Weare is drawing younger families who mostly commute to jobs located outside of town. This in turn places a larger burden on the local school system and the town's ability to provide services.

Racial Characteristics

As shown in the table below, the majority of residents in Weare are white. There is very little cultural diversity within the community. However, over the past decade, it appears that small gains are being made as more people of different racial backgrounds are moving to Weare. It is likely that this trend will continue in the future as more people of various cultural backgrounds move to Weare.

Table 5
Population by Race, Weare, 1990-2000

	1990	Percent of Total	2000	Percent of Total
White	6,161	99.5%	7,640	98.3
Black	12	0.2%	13	0.2
American Indian	3	0.0%	17	0.2
Asian & Pacific Islands	10	0.2%	33	0.4
Hispanic	28	0.5%	54	0.7
Other*	7	0.1%	73	0.9
Total Population	6,193		7,776	

*Other includes population of two or more races in 2000

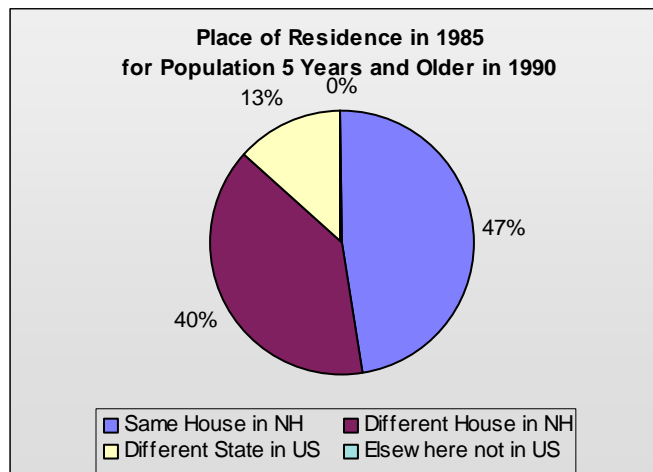
Source: U.S. Census

Place of Residency

As indicated in the following figures, 65 percent of Weare's residents lived in the same house in 1995 (as reported by the 2000 census) while only 47 percent lived in the same place of residence in 1985 (as reported by the 1990 census). What this means is that over the past decade

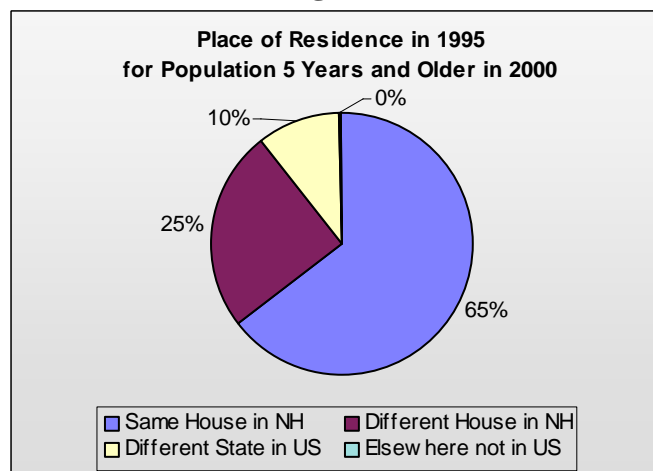
more residents have chosen to stay in Weare and fewer people are moving out of the community to a different place of residency or to a different state. It is quite possible that this trend will continue into the future, as Weare remains a bedroom community for the greater Concord/Manchester region.

Figure 4



Source: NH Housing Finance Authority

Figure 5



Source: NH Housing Finance Authority

Future Population Trends

Long-term population projections present a comprehensive perspective of the potential growth of a community well into the future. The Southern New Hampshire Planning Commission (SNHPC) prepared the population projections utilized in this plan. This data source projects the town's population out to the year 2025, in five-year intervals. A summary of the methodology is provided below.

It is important to note that the population projections prepared by the SNHPC were calculated after the U.S. Census (2000) and the housing boom of the late 1990s. Thus, the population levels projected for the year 2005, while on the low side, are reasonably accurate as evidenced by the population estimates presented earlier in this chapter. In May 2003, the SNHPC completed new population projections for all the

region's towns for the years 2005 to 2025. These projections were prepared using the Cohort Survival Method. The variables in this equation for births and deaths as well as the survival rates were obtained from NHOEP and the NH Department of Health and Human Services, Bureau of Vital Statistics. The variable for net migration was generated by the Commission based upon 30 years of historic data. Four possible future net migration outcomes were generated: high, middle, low and the historical average. The most probable of the four was then selected to generate the final projections. For Weare the middle net migration projection was selected.

The resulting population projections are shown in the following Table 6. Generally, the Cohort Survival Method is a more reliable indicator of actual growth because it is based upon actual births and death rates and net migration trends.

Table 6
SNHPC Population Projections
for Weare, 2005-2025

Year	Weare Population	Total Change (#)	Percent Change (%)
2000*	7,776	N/A	N/A
2005	8,784	1,008	12.9
2010	9,800	1,016	11.5
2015	10,815	1,015	10.3
2020	11,828	1,013	9.4
2025	12,833	1,005	8.5

Source: SNHPC and *U.S. Census (2000)

Comparison With Adjacent Towns

In comparison with surrounding abutting communities, Weare is the second largest town in the region. Goffstown is the largest town. See the population projections shown below for all the surrounding towns.

Table 7
Population Projections for Weare
and Adjacent Towns, 2005-2025

	2000*	2005	2010	2015	2020	2025
WEARE	7,776	8,784	9,800	10,815	11,828	12,833
DUNBARTON	2,226	2,420	2,580	2,750	2,920	3,100
HENNIKER	4,433	4,750	5,040	5,340	5,630	5,940
GOFFSTOWN	16,929	17,990	19,321	20,323	21,627	22,577
NEW BOSTON	4,138	4,634	5,125	5,588	6,024	6,431
DEERING	1,875	2,020	2,150	2,260	2,370	2,450
FRANCESTOWN	1,480	1,610	1,740	1,850	1,960	2,050
HOPKINTON	5,399	5,720	6,080	6,440	6,800	7,180
AREA TOTALS	44,256	47,928	51,836	55,366	59,159	62,561

Source: Southern New Hampshire Planning Commission

*U.S. Census 2000

This page intentionally left blank

Chapter 5: *Housing*



In this chapter:

Community Survey Results.....	37
Housing Characteristics.....	38
Affordable Housing.....	54
Conclusions and Recommendations.....	64

This page intentionally left blank

Introduction

This chapter provides an update of the changes that have occurred to Weare's housing characteristics since the town's 1994 master plan. Also included is an evaluation of the cost of housing and future housing growth within the community.

Knowledge of the supply, affordability, quality and type of housing, as well as population growth, can be used to predict future housing needs. Further, this information can be used to help establish and carry out policies that address and seek to improve the quality of life within a community.

The overall goal is to maintain the current quality of Weare's housing stock while promoting the provision of affordable housing for residents. The vision of the town is to maintain the rural character of Weare and to ensure that adequate housing opportunities are available for all residents of the community

Community Survey Results

In the fall of 2003, a Master Plan Survey was sent to all households and postal patrons in Weare. A total of 3,274 surveys were distributed with 315 returns, for a response rate of 9.6 percent. The following questions and responses are those on the survey that relate to housing in Weare.

4. *Do you own or rent your own home?*

97.5 percent of the respondents indicated that they owned their own home and only 2.5% rented.

5. *What type of housing do you live in?*

91 percent of the respondents indicated that they live in single-family homes; 3.5 percent live in two-family homes; 2.8 percent live in manufactured homes; 1.4 percent in multi-family homes; and 1.3 percent in other housing.

6. *How long have you lived in Weare?*

30 percent of the respondents indicated that they have lived in Weare longer than 21 years; 26.9 percent indicated that they have lived in Weare 11 to 20 years; 20.1 percent indicated six to 10 years; and 23 percent fewer than five years.

7. *How long do you plan to stay in Weare?*

61.3 percent of the respondents indicated that they plan to stay in Weare longer than 20 years; 14.4 percent indicated they plan to stay between 11 to 20 years; 12.2 percent indicated six to 10 years; and 12.1 percent fewer than five years.

20. *What type of household would you like to see Weare encourage?*

Based upon the responses received the following housing types were identified from most important to least important (see next page).

	<u>Percent of Response</u>
Single-Family	57.8
Elderly housing	17.2
Conservation Subdivisions	14.8
Townhouse/condominium	3.6
Two-family duplex	3.0
Manufactured housing	2.0
Multi-family (3-4 units)	1.3
Multi-family (5 or more units)	0.3

21. Does Weare need affordable housing, and if so where and what type?

No:	63.9 percent
Yes:	26.1 percent
Unsure:	10.0 percent

If so, where and what type? The most frequent responses to this question are summarized as follows: elderly housing near a store or library; affordable single-family or townhouse condos; single-family mobile homes in well managed parks; clustered apartments or smaller units for town employees; assisted living condos; middle range manufactured housing; and rental properties.

Overall Findings: From the responses received to the survey questions identified above, a clear majority of the respondents own their home; live in single-family homes; have lived in Weare 11 years or more; and plan to stay in Weare another 20 years or more. Of all the various housing types available within the community, single-family dwellings were identified as the most important form of housing. Surprisingly, elderly housing was chosen as the next most important form of housing. While there is very little, if any, elderly

housing in Weare, the demand for this type of housing may be increasing within the community.

At the other end of the spectrum, multi-family housing was considered the least favorable form of housing within the community. Additionally there was not much support for affordable housing. Nevertheless, a variety of affordable housing options were identified, including the need for single-family mobile homes in well-managed parks, elderly housing, clustered apartments, and assisted living condos within walking distance to the library, Village Center and other public places.

Housing Characteristics

Number of Housing Units

Despite recent downturns in the economy, the housing market in Weare has expanded at a rapid pace since 1990. Between 1990 and 2000, the construction of new year-round housing units increased by 411 units from 2,417 units in 1990, to 2,828 units in 2000 (US Census). This represents an increase of 17 percent or an average rate of growth of 1.7 percent per year.

Compared to abutting communities, this is the second highest numeric increase after the Town of Goffstown, which added more than 776 new units within the same time.

On a community-by-community basis, the largest percentage increases took place in the towns of New Boston (+ 28.4 percent), Dunbarton (+ 25.2 percent) and Deering (+ 23 percent). See the following table for comparisons.

Table 8
Change in Housing Stock, 1990-2000
Weare Compared With Abutting Towns

TOWN	TOTAL UNITS 1990	TOTAL UNITS 2000	CHANGE 1990- 2000	% CHANGE 1990-2000	% CHANGE PER YEAR	AVG. # PER YEAR
WEARE	2,417	2,828	411	17	1.7	41.1
DUNBARTON	685	858	173	25.2	2.52	17.3
HENNIKER	1,558	1,679	121	7.7	0.77	12.1
GOFFSTOWN	5,022	5,798	776	15.4	1.54	77.6
NEW BOSTON	1,138	1,462	324	28.4	2.84	32.4
DEERING	757	933	176	23.0	2.30	17.6
FRANCESTOWN	580	656	76	13.1	1.31	7.6
HOPKINTON	1,924	2,210	286	15.0	1.50	28.6
AREA TOTALS	14,081	16,424	2,343	17.0	1.70	240.3

Source: 1990 – 2000 Census

Residential Building Permits

The following table depicts the total number of residential building permits or certificate of occupancy permits that were issued by the Town of Weare between 2000 and 2003. During this three year time period, a total of 211 building permits with certificate of occupancy permits were issued for the construction of new single-family dwellings in Weare. This number of new single-family housing units in three years alone represents one half of the total number of new housing units that

were added to the Town of Weare in ten years between 1990 and 2000 as reported by the U.S. Census.

As can be seen in the following table, the vast majority of the residential building permits issued were for single-family homes (72 percent) followed by duplex units at 11 percent. Six percent of the total number of permits were issued equally between multi-family and manufactured housing and five percent were issued between commercial, public and semi-public, conversion and demolition.

Table 9
Certificates of Occupancy
Net Increase in Dwelling Units
(Number of Dwelling Units Approved)
Weare, 2000-2003

Land Use	2000	2001	2002	2003	Total	Percent
Single-Family	42	60	51	56	209	72.8
Duplex (2 units)	14	8	6	6	34	11.8
Multi-Family (>3 units)	0	0	8	0	8	2.8
Manufactured Housing	10	12	1	4	27	9.4
Conversion	0	-1	4	5	8	2.8
Public/Semi-Public	0	0	1	0	1	0.3
Total Permits	66	79	71	71	287	100

Source: SNHPC summary of town building permit records

Housing Types

A well-balanced and diversified housing stock is important for all communities as it provides housing opportunities for all residents at various income levels and personal needs. As can be seen in the table and figures on the next page, owner-occupied single-family housing is the most common form of housing in Weare.

As noted in the town's 1994 Master Plan, single-family housing generally contributes more to the tax base than any other housing type due to its high per-unit valuation. These units, however,

also tend to have the highest municipal service and educational costs.

As of 2000, Weare's housing stock was comprised of 81 percent single-family housing units, 11 percent multi-family housing units and 8 percent mobile home or other housing. Between 1990 and 2000, renter-occupied multi-family units experienced the largest percentage increase (+46 percent) than any other housing type in Weare. Multi-family units tend to be a popular form of housing because they provide a lower priced alternative to single-family homes.

Table 10
Total Housing Units by Type
Weare, 1990 – 2000

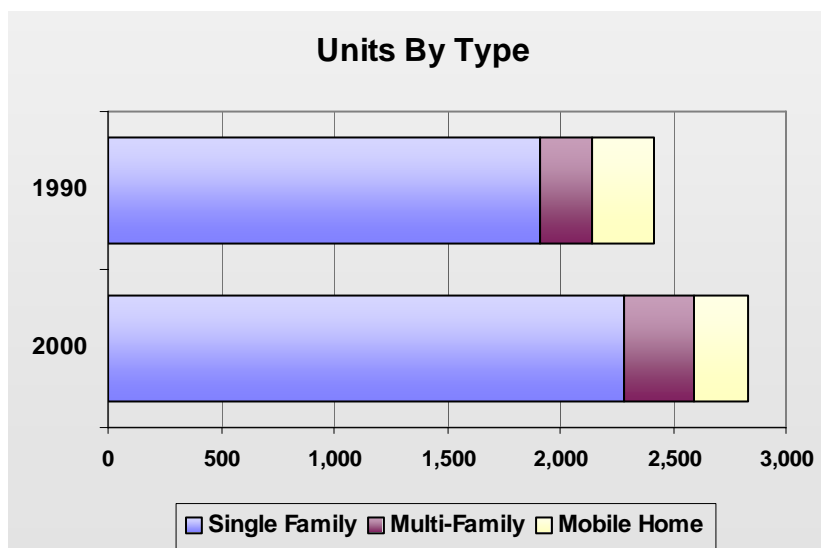
Units by Type	1990	% of Total	2000	% of Total	% Change
Single-Family	1,915	79	2,286	81	19
Owner Occupied	1,624	-	1,994	-	23
Renter Occupied	88	-	112	-	27
Multi-Family	229	9	307**	11	34
Owner Occupied	61	-	79	-	30
Renter Occupied	144	-	210	-	46
Mobile Home & Other*	273	11	235	8	-14
Total Housing Units	2,417	100	2,828	100	17

*Other – This category includes such non-traditional residences as rooming house space, vehicles, trailers, etc.

**Multi-Family - Consist of 164 duplex and 143 multi-family units

Source: U.S. Census, Units in Structure and Units in Structure Type: 2000

Figure 6



Source: NH Housing Finance Authority

While the number of single-family and multi-family units increased in Weare between 1990 and 2000, the total number of mobile homes and other housing units declined by 14 percent.

It is not known why there has been a decline in mobile homes other than perhaps the need for this type of housing has become sluggish or many of the available spaces in existing parks have become full.

Owner and Renter-Occupied Information

Information about the occupancy status of housing units in a community helps to create a picture of the types of housing options available. In 2000, 87 percent of Weare's occupied housing units were owner-occupied and 13 percent were renter-occupied (see table below).

Between 1990 and 2000, the number of rental units in Weare experienced the largest percentage increase in the type of housing units available (+ 31 percent), while the percent of owner-occupied housing declined slightly.

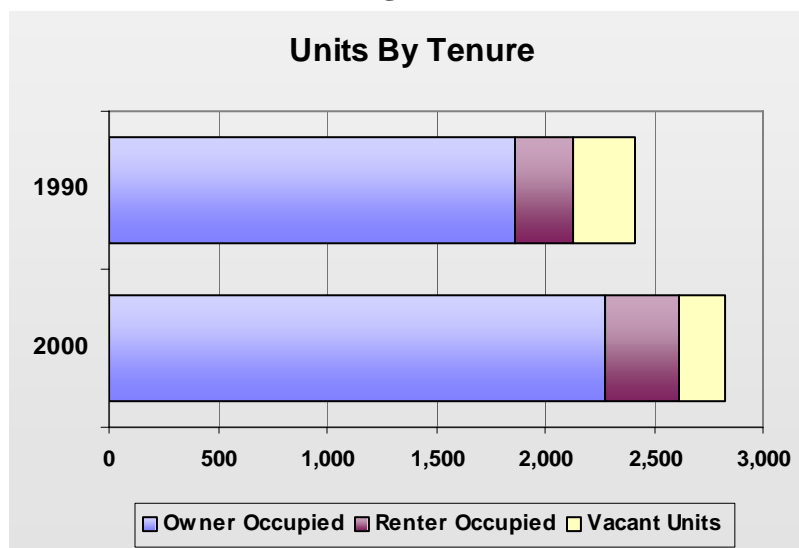
Between 1990 and 2000, there was also a decline in the total number of vacant units in the community from 12 to 7 percent.

Table 11
Housing Units by Tenure and Vacancy - Weare, 1990 – 2000

	1990	% of Total	2000	% of Total	% Change
Total Occupied Units	2,124	88% of total	2,618	93% of total	23
Owner Occupied	1,864	88	2,278	87	22
Renter Occupied	260	12	340	13	31
Total Vacant Units	293	12% of total	210	7% of total	-28
Vacant for Sale	72	3.7	22	2.1	-69
Vacant for Rent	23	8.1	15	4.2	-35
Vacant Seasonal	166	7% of total	153	5% of total	-8
Total Housing Units	2,417		2,828		17

Source: 1990 – 2000 Census

Figure 7



Source: NH Housing Finance Authority

Vacancy Rates

Vacancies, or the number of dwelling units for sale or rent in a community, allow for mobility in the housing market. Vacancy rates are important to monitor, as they are a reflection of the amount of choice available to those seeking housing. Vacancy rates provide one gauge of how housing supply (available units) and demand (number of prospective renters or owners) match up – in other words, of the availability of housing for families needing it.

A very high vacancy rate can be disastrous for housing sellers and providers, as it may indicate a glut in the market, thus resulting in deflated housing prices. On the other hand, a very low vacancy rate can indicate an inadequate amount of housing available

in the market, inflated housing prices, and the need to develop more housing opportunities. A vacancy rate of 4 to 5 percent provides a reasonable amount of mobility in a housing market (*The Practice of Local Government Planning*).

In 1990, 3.0 percent of the owner-occupied units and 1.0 percent of the rental units in Weare were vacant. However, in 2000, there was a decrease in the vacancy rate of owner-occupied from 3.0 percent to 1.0 percent and a rise in vacancy for renter-occupied units from 0.8 percent to 4.2 percent. These figures are comparable to many abutting communities, the county and the state as a whole due the housing shortage New Hampshire is currently experiencing (see Table 12 below).

Table 12
Vacancy Rates for Weare, Abutting Communities,
Hillsborough County and State of New Hampshire - 1990 - 2000

Town	1990 Owner- Occupied Vacancy Rate	2000 Owner- Occupied Vacancy Rate	1990 Renter- Occupied Vacancy Rate	2000 Renter- Occupied Vacancy Rate
WEARE	3.0%	1.0%	0.8%	4.2%
DUNBARTON	1.6%	0.3%	1.5%	0.1%
HENNIKER	1.7%	0.4%	2.2%	1.0%
GOFFSTOWN	1.6%	0.6%	7.1%	2.1%
NEW BOSTON	2.4%	0.6%	3.09%	2.6%
DEERING	2.6%	2.6%	12.5%	4.9%
FRANCESTOWN	3.2%	0.8%	2.76%	10.8%
HOPKINTON	1.5%	0.9%	1.1%	0.3%
HILLSBOROUGH COUNTY	2.2%	0.5%	11.1%	2.5%
STATE OF NEW HAMPSHIRE	2.7%	1.0%	11.8%	3.5%

Source: 1990 – 2000 Census

Vacancy rates are constantly changing and this information should be viewed as a snapshot of the conditions present at the time when the data was collected. Vacancy rates are also influenced by a variety of factors, including the economy, land use regulations, and the rate of new growth in the community, and the region as a whole.

Home Size

The size of the housing units in a municipality is one measure of the quality of life of its residents. The census defines rooms in a housing unit as “living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger’ rooms.” In 1990, the largest percentage of homes in Weare (19.8 percent) had five or more rooms.

In 2000, the median number of rooms was 5.9 (2000 Census).

Household Size

The average household size is an indicator of how the population is arranged in a community. In 1990, Weare had an owner-occupied and renter-occupied average household size of 2.95 and 2.66 percent, respectively. In 2000, however, the average household size increased to 3.03 and 2.59 percent. This is in contrast to abutting communities, Hillsborough County and the state as a whole, where the average household size generally remained the same. One possible reason for this difference may be due to relatively young population of the families and households, which make up Weare.

Table 13
Average Household Size, 1990 – 2000
Weare, Abutting Communities, Hillsborough County and
State of New Hampshire

Town	1990 Owner- Occupied Avg. Household Size	1990 Renter- Occupied Avg. Household Size	2000 Owner- Occupied Avg. Household Size	2000 Renter- Occupied Avg. Household Size
WEARE	2.95	2.66	3.03	2.59
DUNBARTON	2.77	2.46	2.75	2.60
HENNIKER	2.84	1.94	2.80	1.94
GOFFSTOWN	2.85	2.17	2.80	2.10
NEW BOSTON	3.09	2.59	2.90	2.50
DEERING	2.75	2.70	2.50	2.30
FRANCESTOWN	2.76	2.64	2.70	2.30
HOPKINTON	2.80	2.26	2.70	1.92
HILLSBOROUGH CO.	2.87	2.25	2.80	2.19
STATE OF NH	2.80	2.24	2.70	2.14

Source: 1990 – 2000 US Census

Weare Master Plan Update

Age of Homeowners

As of 2000, 46.1 percent of homeowners in Weare were 45 years of age or older and 53.9 percent were 44 years of age or less. This is in contrast to many abutting

communities, which have a larger percentage of older homeowners. See the Table 14 below for a comparison of homeownership trends between Weare and abutting communities.

Table 14
Age of Homeowners, 2000
Weare, Abutting Communities and Hillsborough County

Town	% of Homeowners 34 Years Old or Younger	% of Homeowners 35-44 Years Old	% of Homeowners 45-64 Years Old	% of Homeowners Over 65 Years Old
WEARE	16.8	37.1	37.1	9.0
DUNBARTON	13.0	32.6	42.2	12.2
HENNIKER	10.6	30.1	44.0	15.2
GOFFSTOWN	13.3	29.6	37.4	19.7
NEW BOSTON	15.0	31.5	44.8	8.7
DEERING	12.3	26.4	41.4	19.9
FRANCESTOWN	10.2	24.3	44.2	21.3
HOPKINTON	7.7	22.5	47.3	22.4
HILLSBOROUGH COUNTY	13.2	28.1	40.4	18.3

Source: 2000 Census

Housing Density

The density of housing is often employed as a measure of rural character. As of 2000, Weare contained 47.89 housing units per square mile. This represents an increase of 6.96 percent since 1990, as can be seen in the

following table. These densities should be viewed as an estimate because the land area figures used include land and water areas that would not be considered “available land” for housing. This unavailable land includes wetlands, steep slopes, and roads in the final land area figure.

Table 15
Changes in Housing Density, 1990 – 2000
Weare, Abutting Communities, Hillsborough County
and State of New Hampshire

TOWN	Land Area (Sq. Miles)	Number of Dwelling Units, 1990	Dwelling Units per Sq. Miles, 1990	Number of Dwelling Units, 2000	Dwelling Units per Sq. Miles, 2000	% Change # of Dwelling Units per Sq. Miles, 1990-2000
WEARE	59.05	2,417	40.93	2,828	47.89	17.0
DUNBARTON	30.83	685	22.22	858	27.83	25.2
HENNIKER	44.11	1,558	35.32	1,679	38.06	7.8
GOFFSTOWN	37.60	5,022	133.56	5,798	154.20	15.4
NEW BOSTON	43.20	1,138	26.34	1,462	33.84	7.5
DEERING	31.20	757	24.26	993	31.82	31.1
FRANCESTOWN	30.40	580	19.07	656	21.57	13.11
HOPKINTON	43.27	1,924	44.46	2,210	51.07	14.9
HILLSBOROUGH COUNTY	876	135,622	154.8	149,961	171.2	10.59
STATE OF NH	8,968	503,904	56.18	547,024	60.99	8.56

Source: 1990 – 2000 Census, NH OEP

Housing Conditions

As noted in the 1994 Master Plan, equally important as the number and types of housing units in a community is the overall condition of the housing stock. Housing units are generally rated as standard or substandard. A housing unit is classified as substandard if it has structural deficiencies, lacks basic amenities, or if it is overcrowded.

The age of a community's housing stock can be an indicator of substandard housing. Housing units constructed during the 1980s were mandated to comply with building codes and

regulations and were subject to on-site inspections by a code enforcement officer. Consequently, they are less likely to be classified as substandard.

As shown in the following table, before 1980 there were 1,315 total housing units in Weare. Within the next 20 years, 1,513 more were added. During the 1980s, 958 units were built; 349 more were built between 1990 and 1994; and 206 from 1995 to 2000. Thus, nearly 47 percent of Weare's total housing stock was built before 1980, and nearly 53 percent was built between 1980 and 2000.

Table 16
Housing Units by Year Built
WEARE, NH

Year Built	Units	% of Total
1995 to 2000	206	7.3
1990 through 1994	349	12.3
1980 through 1989	958	33.9
1970 through 1979	604	21.4
1960 through 1969	237	8.4
1940 through 1959	124	4.4
1939 and earlier	350	12.4

Source: 2000 Census

Rents and Home Price Trends

Since 1980, the cost of housing in New Hampshire has increased significantly. This increase can be attributed to numerous factors including market demand, interest rates, property tax rates, quality of community facilities, and

location. Over the period of 1980 to 1990, the median single-family home value in Weare increased 160 percent from \$47,600 to \$124,000. This percent increase was the smallest among the communities surrounding Weare, except for the towns of Henniker, Goffstown and Francestown (see Table 17 below).

Table 17
Comparison of Median Single-Family Home Value, 1980 – 1990

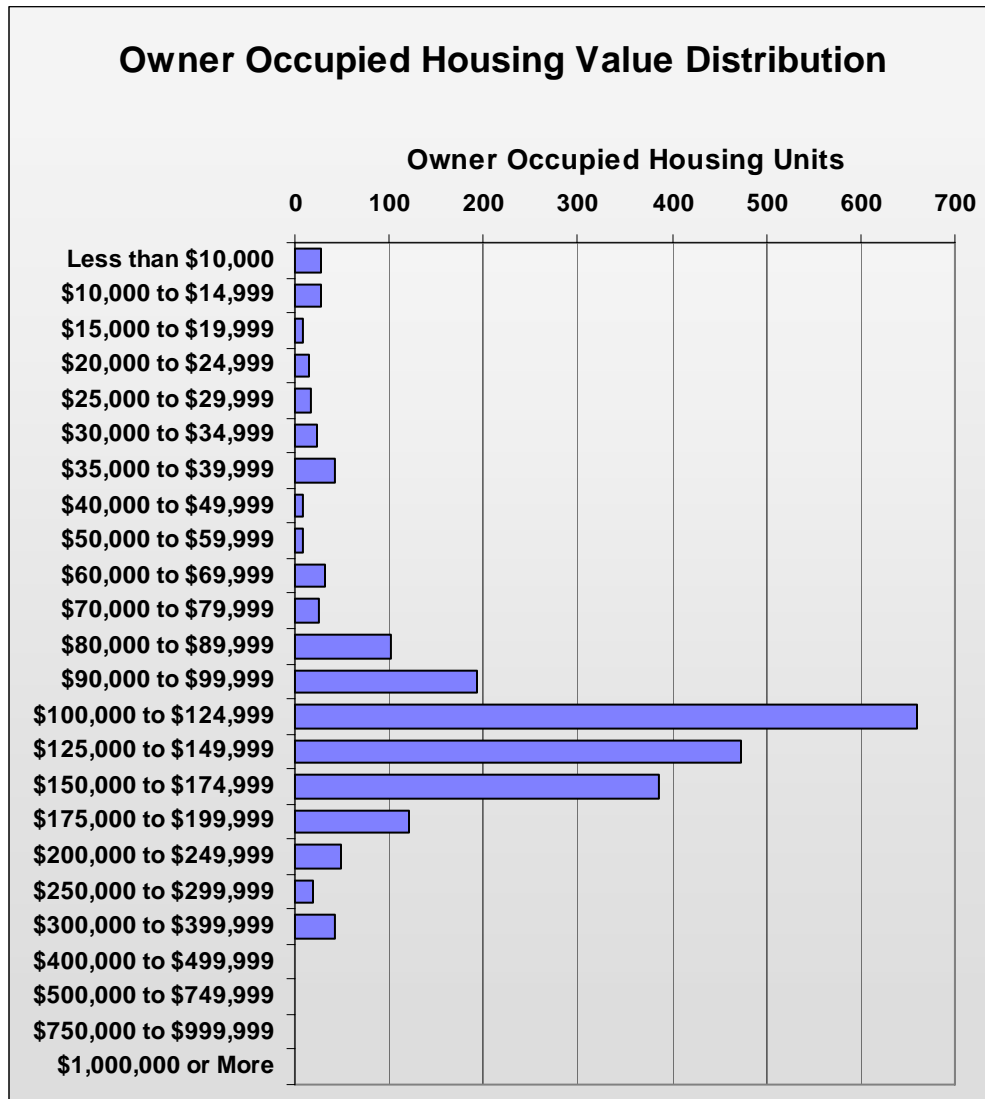
TOWN/AREA	1980 Median Home Value	1990 Median Home Value	% Change in Median Home Value (1980 – 1990)
WEARE	\$47,600	\$124,000	160
DUNBARTON	\$46,300	\$134,100	189
HENNIKER	\$47,900	\$124,000	158
GOFFSTOWN	\$47,300	\$121,900	157
NEW BOSTON	\$55,600	\$148,700	167
DEERING	\$36,600	\$115,200	214
FRANCESTOWN	\$56,700	\$140,200	147
HOPKINTON	\$59,600	\$149,000	150
HILLSBOROUGH COUNTY	\$54,300	\$137,100	152
STATE OF NH	\$48,000	\$129,400	169

Source: 1980 – 1990 Census

In 2000, the median value of an owner-occupied housing unit in Weare was \$123,800 and in Hillsborough County and the State of New Hampshire, it was \$139,100 and \$133,300, respectively.

Figure 8, shown below provides a distribution of the values for owner-occupied housing reported in the 2000 Census.

Figure 8



Source: NH Housing Finance Authority

More information about current sales is also available. The following table provides a sample of the home sales, both new homes and existing homes, from October 2002 to September 2003 in Weare. This information was compiled by Real Data Corp., Inc. and it was

analyzed by the SNHPC as part of a Real Estate Sales Tracking Project. The benefit of this project is that the data can be merged with SNHPC's Geographic Information System. This allows the real estate data to be displayed in a

Weare Master Plan Update

variety of maps permitting trends to be observed and followed over time.

Based upon this information, the average sales price of a housing unit in Weare between October 2002 and September 2003 was \$186,059. This includes all single-family home sales, mobile home

sales and condominium sales. As mapped by the SNHPC, the majority of these sales occurred in South Weare within census block group 210-2 (refer to the following map of Residential Sales by Block Group, Town of Weare, NH).

Table 18
Residential Sales, October 2002 to September 2003
WEARE, NH

SALES	Average Sales Price	Volume of Sales Reported	Number of Sales Reported
<i>4th Quarter 2002</i>			
House	\$180,072	\$8,283,330	46
Mobile Home	\$17,467	\$34,933	2
Condominium	\$140,000	\$280,000	2
Total	\$171,965	\$8,598,263	50
<i>1st Quarter 2003</i>			
House	\$175,560	\$5,618,198	32
Mobile Home	\$30,000	\$30,000	1
Condominium	\$120,296	\$1,084,664	9
Total	\$160,306	\$6,732,862	42
<i>2nd Quarter 2003</i>			
House	\$225,908	\$7,906,797	35
Mobile Home	0	0	0
Condominium	0	0	0
Total	\$225,908	\$7,906,797	35
<i>Average of Qtrs.</i>	\$186,059	\$7,745,974	42

Source: SNHPC, Real Data Corp., Inc.

The cost of rental housing in Hillsborough County and the abutting communities to Weare has increased significantly since 1990. In Hillsborough County, the median rents increased from \$588 per month, in 1990, to \$685 per month, in 2000. This is an increase of 13 percent over 10 years.

In contrast, however, between 1990 and 2000, the median cost to rent in Weare hardly changed at all. There was only a small increase of \$3, or 0.3 percent over 10 years. Median rental figures for Weare, abutting communities, Hillsborough County and the State of New Hampshire are shown in Table 18 above.

Map 2

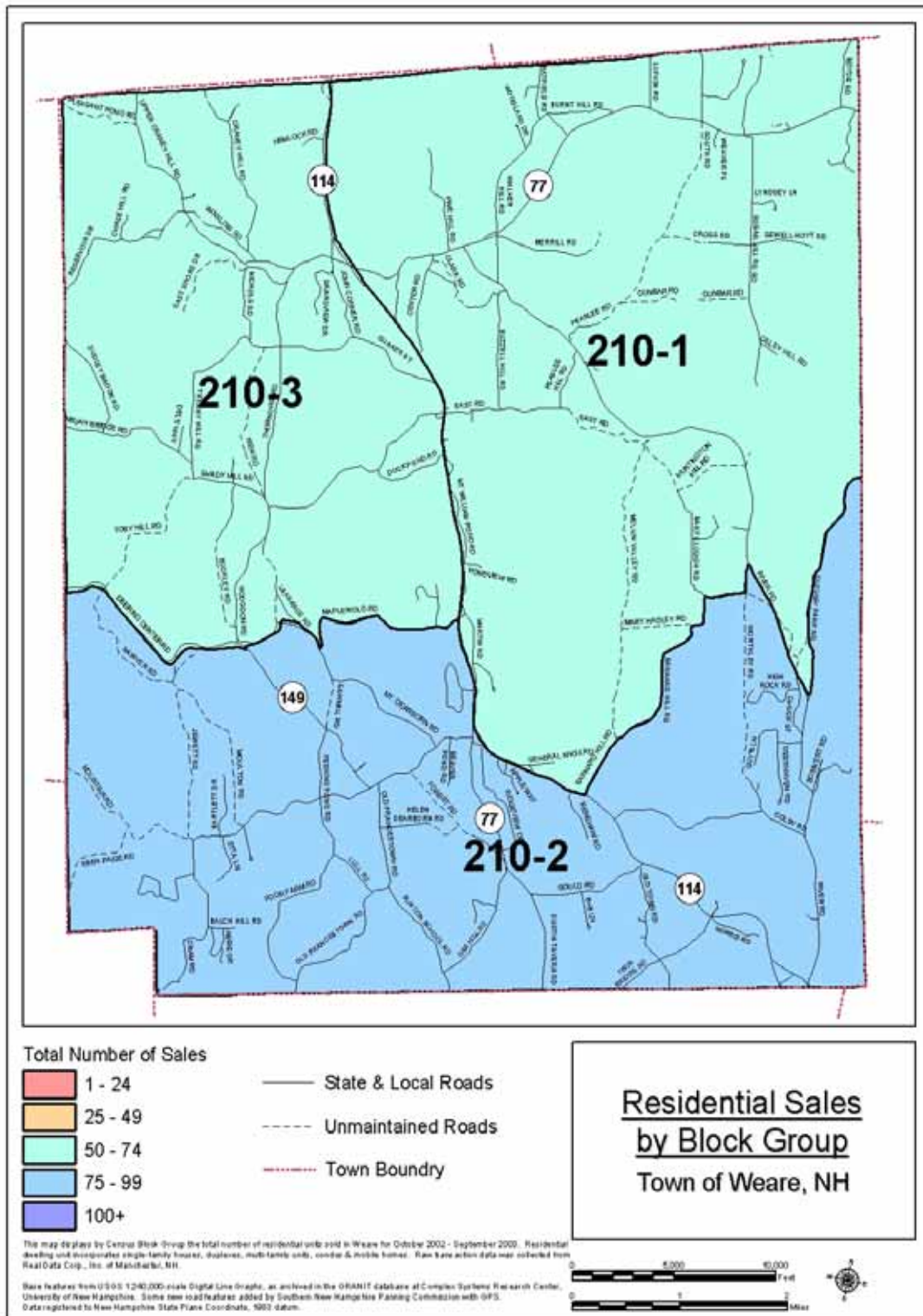


Table 19
Median Rent 1990 – 2000 for Weare
Abutting Communities, Hillsborough County and
State of New Hampshire

TOWN	1990 Median Rent	2000 Median Rent	% Increase 1990-2000 Median Rent
WEARE	\$661	\$663	0.3
DUNBARTON	\$595	\$709	19.1
HENNIKER	\$429	\$588	37.0
GOFFSTOWN	\$481	\$605	25.7
NEW BOSTON	\$536	\$806	50.4
DEERING	\$467	\$613	31.2
FRANCESTOWN	\$592	\$821	38.6
HOPKINTON	\$501	\$612	22.0
HILLSBOROUGH CO.	\$588	\$665	13.0
STATE OF NH	\$479	\$646	34.8

Source: 1990 – 2000 Census

Housing Unit Projections

Housing projections are important for planning purposes to help predict how much land will be needed for future residential development, and where that development should be located.

Over the past several years, the SNHPC has prepared a number of housing projections for the region and individual communities. Previous projections used in the development of the “Regional Transportation Plan” and “Transportation Improvement Program FY 2005-2007” were calculated assuming the historical annual average increases in housing units from 1970 to the present would remain constant in the future. This method was used to meet

SNHPC’s transportation modeling needs, which required dwelling unit projections to be completed independent of population or employment projection data.

Recently, the SNHPC prepared regional housing projections as part of the housing model used in the updated Regional Housing Needs Assessment. The New Hampshire Housing Finance Authority (NHHFA) developed this new housing model. It generates three alternative projections for 2010 based upon population and employment growth for the region from 1990-2000. It also projects the number of occupied units, vacant units, or replacement and deteriorated units by tenure.

The first projection assumes the region will maintain its constant share (19.3 percent) of the state’s employment through 2010. The second projection assumes the region will retain its share of the state’s 2000 to 2010 employment growth (26.1 percent). These employment driven projections allow the dwelling unit projection to respond to projected employment growth within the region. The third method of dwelling

unit projection used in the model is based on the municipal level population projections prepared by the SNHPC. The population projections prepared for the Town of Weare are presented in five-year intervals from 2000 to 2025 (see Chapter 4 page 32). The table below compares the dwelling unit projection

results for the Town of Weare used in the Regional Housing Need Assessment. It compares the SNHPC's traditional method of projecting the constant historical average and the three new projections used in the NHHFA model, and then averages the four projections.

Table 20
Comparative Dwelling Unit Projections
Weare, 2000 - 2010

Municipality	2000 U.S. Census	2010 Constant Historical Average	2010 Projection 1	2010 Projection 2	2010 Projection 3	Average of all Four Projections
Weare	2,667	3,491	3,211	3,375	3,138	3,304

Source: Updated Regional Housing Needs Assessment, 2004

These projections are all equally important in determining future quantities of housing units. They are also useful for regional comparisons. Because the results show only slight variations between each projection methodology, the average of all four projections is used in the updated Housing Needs Assessment.

There is another equally important housing projection method. This method relies solely on the population and housing characteristics of the municipality at the community level.

The first step assumes that the Town of Weare's average household size of 2.97 persons per dwelling unit in the year 2000 will remain constant in the future. The next step is to subtract the difference between the town's 2000 and the 2005 projected population then divide the difference by the average household size to provide an estimate of the number of new occupied housing

units that will be needed to house the increase in population.

In 2000, the Town of Weare had a total population of 7,776. In 2005, Weare's population is projected to increase to 8,784. In subtracting the difference in population and then dividing it by 2.97 persons per household, there will be 1,008 more persons in Weare than in 2000 and 342 more occupied housing units. Similarly in the year 2010, Weare's population is projected to increase to 9,800, which results in 1,016 more persons than in the year 2005 and 349 more housing units.

In simplistic terms, this methodology provides a useful estimate of the number of new occupied housing units. However, for these results to be meaningful, the estimates need to be adjusted to take into account existing and projected vacancy rates. For the purposes of this projection, a 1.5 percent vacancy rate is recommended for owner-occupied housing and a five percent rate

is recommended for rental units. These rates reflect the recommendations of the New Hampshire Housing Finance Agency for use in housing projections from 2000 to 2010. It is also assumed that all single-family dwellings, duplex, and mobile homes will be owner-

occupied, and that all multi-family units will be rental units, even though there may be some exceptions to this trend. The total number of projected occupied and vacant and total new housing units for Weare from 2000-2010 is shown in Table 21 below.

Table 21
Projected New Housing Units – Occupied and Vacant
Weare, 2000 - 2010

Housing Unit Type	Projected Occupied (2005)	Projected Vacant (2005)	Total New (2005)	Projected Occupied (2010)	Projected Vacant (2010)	Total New (2010)
Single Family	277	4	281	282	4	286
Duplex	20	0	20	20	0	21
Multi-Family	17	1	18	18	1	19
Mobile Home/Other	29	0	29	29	0	29
Total New Units	343	6	349	349	6	355

Source: Weare population projections, average household size of 2.97 as provided by the 2000 Census, building permit records for 2000-2003, and a owner vacancy rate of 1.5 percent and a rental vacancy rate of 5 percent as provided by the NH Housing Finance Authority.

In breaking down housing unit type in the projections, it is assumed that the proportion of each type of housing unit within the community will remain relatively the same as it was in Weare between 1990 and 2000. While there has been an increase in the total number of multi-family units in Weare since 1990 (see Table 10), the majority of the town's housing stock will continue to be single-family homes.

Based upon this information and Weare's existing 2000 census stock (see Table 10), it is assumed that 81 percent of the units will be single-family; 6 percent will be duplex, 5 percent multi-family; 8 percent will be mobile home/other. In the future, duplex and manufactured housing will continue to

be the second most common type of housing in Weare due to the rising costs of conventional housing. The final housing unit counts, which combine existing total units with projected total units, are shown in the following Table 22.

These projections do not address the conversion of units, as it is difficult to determine the number of new year-round units that may be converted from existing seasonal dwellings. It is generally assumed that housing conversions in the community will occur at a slower rate than in the 1980s and 1990s. Many of the remaining camps in Weare are too small or lack adequate septic systems for conversion to year-round use.

Table 22
Total Projected Housing Units -
Occupied and Vacant, 2000 - 2015

Housing Unit Type	2000	2005	2010
Single Family	2,286	2,568	2,855
Duplex	164	184	205
Multi-Family	143	161	179
Mobile Home/Other	235	264	293
Total New Units	2,828	3,177	3,532

Source: 2000 Census and previous table

Affordable Housing

Affordable housing is generally 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 less than 50 percent of the median family income in its relevant geographic area, while a moderate-income household earns less than 80 percent of the median family income. For planning purposes, it is useful to know what the total number of LMI

affordable units are within a community. This is basically accomplished through a housing needs assessment.

A housing needs assessment is a study of current and future housing supply, demand, and affordability within a specific community or region. As noted in the previous section, the SNHPC recently updated the Housing Needs Assessment for the Southern New Hampshire Planning Commission Region in accordance with RSA 36:47, II which states that:

“...each regional planning commission shall compile a regional housing needs assessment, which shall include an assessment of the regional need for families of all levels of income. The regional housing needs assessment shall be updated every five years and made available to all municipalities in the planning region.”

This new Housing Needs Assessment updates the former Regional Housing Needs Assessment, which was prepared by the SNHPC in 1999. It is meant to aid member communities in complying with RSA 674:2, III (l), which states that a town’s master plan may include:

“A housing section which assesses local housing conditions and projects future housing needs of residents of all levels of income and ages in the municipality and the region as identified in the regional housing needs assessment performed by the regional planning commission pursuant to RSA 36:47, II, and which integrates the availability of human services with other planning undertaken by the community.”

The fair share housing distribution method employed in the updated Housing Needs Assessment has been revised since the 1999 regional assessment. It is based upon a model formulated by Bruce Mayberry, a planning consultant on behalf of the New Hampshire Housing Finance Authority. One of the more significant changes is that the new fair share housing distribution model focuses on projected needs, allowing communities to better plan for future growth within the region.

The first four sections of the updated Housing Needs Assessment report - Existing Housing Supply, Housing Demand, Housing Costs and Affordability, and Meeting Local Housing Needs – were all developed to provide essential data for communities to use in their master planning efforts.

The last section of the report centers on the Distribution of Local “Fair Share.” The fair share distribution estimates should be considered as a guide or goal for each community striving to increase housing supply and provide decent, affordable housing. It provides a mechanism by which each community can assess its fair share need relative to other communities in the region. Further, it provides a framework for the establishment of a cohesive affordable housing policy at the regional level.

The following tables show the number of estimated housing units that would be needed in each community within the Southern New Hampshire Planning Commission region to accommodate low and moderate income households – both those residing in the community in 2000 and those who might wish to reside there through the year 2010.

As noted in the town’s 1994 Master Plan, the planning board recognizes that it has a duty to continue its efforts to accommodate LMI housing within the community as presented by the SNHPC fair share formula. The estimated housing units needed for the town represent a goal for the community to work towards.

A review of the housing trends in Weare reveals that the Town of Weare has made and continues to make an effort to provide LMI housing for the community. As stated in the 1994 Master Plan, LMI units have been made available to Weare residents in a number of ways. For example, data provided by the Weare Overseer of Public Welfare indicate that over 50 households received direct rental assistance from the town through October 2003. In addition, the town has amended its zoning ordinance to help accommodate LMI housing units. By permitting a variety of housing opportunities throughout Weare, the town believes that it supports the development of LMI units.

Table 23
Summary of Affordable Housing Needs for the Southern
New Hampshire Region
Proportionate Distribution of Moderate and Low-Income Housing Needs
(Renters under 80 percent MAI and Overpay at 30 percent+)

Municipality	2000 Number of Households	2000 Fair Share Distribution	2010 Number of Households*	2010 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	224
TOTAL	10,900	10,900	13,106	13,106

Source: Housing Needs Assessment for the SNHPC Region, January 2005
 *Note: Equals the 2000 number of households projected at 1.8604 percent annualized growth rate, derived from the average of the four dwelling unit projections for renter occupied households.

Table 24
Summary of Affordable Housing Needs for the Southern
New Hampshire Region
Proportionate Distribution of Moderate and Very Low-Income Housing Needs
(Renters under 50 percent MAI and Overpay at 35 percent+)

Municipality	2000 Number of Households	2000 Fair Share Distribution	2010 Number of Households*	2010 Fair Share Distribution
Auburn	19	207	23	236
Bedford	78	768	94	884
Candia	7	249	8	283
Chester	13	231	16	263
Deerfield	29	376	35	430
Derry	976	644	1,174	796
Goffstown	265	496	319	582
Hooksett	198	434	238	518
Londonderry	135	858	162	981
Manchester	5,533	2,089	6,653	2,735
New Boston	36	334	43	380
Raymond	164	367	197	422
Weare	164	486	102	554
TOTAL	7,538	7,538	9,064	9,064

Source: Housing Needs Assessment for the SNHPC Region, January 2005

*Note: Equals the 2000 number of households projected at 1.8604 percent annualized growth rate, derived from the average of the four dwelling unit projections for renter occupied households.

Regulatory Methods

There are a variety of regulatory methods available to municipalities to provide for a wide range of differing housing types. These include provisions for single-family homes at various densities, two-family housing, multi-family housing, clustered housing and manufactured housing. Each of these housing types can be developed at market purchase or rental rates for the

general public, or for specialized housing needs for lower-income groups, first-time home buyers, elderly households, handicapped households, or for temporary emergency shelter. Some of these methods are described as follows.

Manufactured Housing

Often viewed as the most undesirable form of housing in a community,

manufactured housing, or mobile homes, have received a great deal of attention in recent years. Recently, the state enacted legislation requiring communities be more permissive in the way they regulate manufactured housing. RSA 674:32 requires municipalities to provide “reasonable opportunities” for the siting of manufactured housing and prohibits the complete exclusion of manufactured housing from a municipality.

Communities generally discourage manufactured housing because of aesthetic qualities and the character of those types of homes. Some communities have recognized these issues and have crafted zoning regulations to address those community concerns. For example, some communities have limited the size and density of mobile home parks, created specific buffering requirements, and have dictated that manufactured homes be HUD certified. Other communities, where mobile homes are not as undesirable, have encouraged the development of manufactured housing on traditional residential lots.

Municipalities have several options regarding the siting of manufactured housing within their community. In general, manufactured housing can be situated in higher density parks, on individual lots, or in manufactured housing subdivisions. State law requires each community to provide for two of the three alternatives in most, but not necessarily all, areas of the community.

Manufactured homes permitted on individual lots must comply with the same lot size, frontage requirements and space limitations as conventional single-family housing in the same district, and

special exceptions or special permits cannot be required of manufactured homes located on individual lots or subdivisions unless required for single-family homes. The provisions of the statute that prohibit treating manufactured homes differently from conventional single-family homes in the same district are important to keep in mind in the context of affordable housing.



Towns that permit manufactured housing parks “shall afford reasonable opportunities” for the parks development and expansion. Therefore, lot size and density requirements for such parks must be reasonable.

As required by RSA 674:32, the Town of Weare’s zoning ordinance currently includes provisions for manufactured housing. Manufactured housing parks are permitted in the Residential Manufactured Housing (MH) District while individual manufactured housing units are permitted on lots in the Rural Agricultural (RA), Commercial (C) and Industrial (I) zoning districts.

There is currently no minimum acreage requirement for manufactured housing parks in the town’s Zoning Ordinance, but each individual manufactured house must be located on a minimum lot of at

least 10,000 square feet in size where centralized water and sewage systems are provided. An additional land requirement of 5,000 square feet per manufactured house must be provided for open space and to accommodate central sewage and water systems.

As noted by the SNHPC in a June 2003 report to the Community Development Finance Authority, there are currently three mobile home parks in Weare, containing 125 lots. These parks provide an important housing opportunity for low- and moderate-income groups. Since only the unit is purchased and the installation site (lot) is rented, the housing cost is relatively low. The average assessed value of these parks is \$572,433. One of the parks is a co-operative, which was formed when the residents joined to purchase the park. None of the parks are served by municipal water or sewer.

Recommendations:

- Review the town's current Residential Manufactured Housing District zoning requirements to ensure that it is adequate and affords real opportunity to develop affordable housing in Weare;
- Work with the New Hampshire Community Loan Fund, state agencies, and non-profit organizations to ensure that existing and proposed manufactured housing parks and subdivisions use best management practices.

Elderly and Group Housing

With the aging of the “baby boom” generation, the demand for quality elderly housing will continue to increase in Weare in the future. This viewpoint was noted in the Master Plan Survey in which the need for elderly housing in Weare has been identified. The Town of Weare currently has no subsidized housing complex for elderly residents.

Additionally, the town's Zoning Ordinance is currently not designed to encourage the development of affordable elderly housing. For example, there are no provisions for nursing homes, group homes, congregate care facilities, or elderly apartments.

Group homes are an important means of providing housing for the elderly and for special-needs groups such as de-institutionalized individuals, the homeless, handicapped, and others. Generally, a group home is a single-family home which houses several unrelated individuals with common needs within a family-type setting. A typical home provides individual or shared bedrooms and common living areas.

A provision for group homes usually requires that a community amend its zoning ordinance to provide a definition of “family” that allows a group home to be placed in a single-family area. Since group homes are not subdivided, they are not considered multi-family housing. A typical ordinance may provide a definition, for example, that would allow 10 unrelated elderly, handicapped, or de-institutionalized individuals to be considered a family for zoning purposes, provided that the home is not subdivided

and that the individuals live together as a single housekeeping unit. Group homes could also be considered under a special exception provision.

With the changing demographics of the town and region, there has been an increase in the desire for elderly residents to remain in their community, but not necessarily in their current home for economic or social reasons. By encouraging affordable housing development within the community, a more diverse housing market emerges that will benefit the town.

Recommendation:

- Consider revising the town's zoning ordinance to include a provision for the development of elderly and group housing.

Multi-family Housing

Perhaps the most traditional method of providing affordable housing, multifamily housing is the development of housing at a greater density than most other developments. Typically, multifamily housing consists of apartments, town homes, and condominiums and is developed in locations with access to public water, public or community sewer systems, and major roadways. Historically, multi-family housing is the foundation of rental-housing base of the community.

Weare residents recognize the need to provide a variety of housing opportunities in town, but express a desire to have the housing reflect the historic and rural character of the community. This perspective is reflected in many of the Master Plan

Survey returns. With façade design, landscaping, and the buffering of new multi-family developments, this type of housing can be developed to complement the rural character of the community that the residents want to preserve.

The town's zoning ordinance currently provides for multi-family housing to preserve open space and promote affordable housing and efficient use of land utilities. It is permitted as a special exception in the Residential Rural/Agricultural and Village Zoning Districts provided it consists of no more than eight dwelling units per building, and not more than three stories of heated living space. Additionally no dwelling unit may contain more than three bedrooms.

Recommendations:

- Review the town's current zoning ordinance to ensure that there are no deterrents to building multi-family housing in Weare.
- Review the town's current multi-family housing zoning regulations to include provisions for façade design, landscaping, enhanced buffer strips, and traffic impacts.

Accessory Apartments

Accessory apartments, also known as "in-law" apartments, provide a low-cost housing alternative for community residents without imposing on the rural character of the community. These units are constructed within a single-family home and are generally inhabited by older relatives or young, unmarried

family members in traditional single-family neighborhoods. Although some communities treat these units as duplexes, demand for this type of housing is increasing in large part to the aging “baby boomer” population in the state.

The Town of Weare’s zoning ordinance currently permits accessory apartments as a special exception in the Residential Rural/Agricultural and Village Zoning Districts. It also requires that an accessory apartment not exceed 600 square feet in size; that it be constructed within or attached to a single dwelling; and that it be clearly incidental to the primary use of the property as a single dwelling.

Recommendations:

- Review the current zoning regulations to ensure that it does not discourage or unduly burden applicants from creating accessory apartments.
- Consider allowing accessory apartments as a special exception in the Residential District under specific requirements.

Clustered Housing

Clustered housing allows for the grouping of a variety of detached housing units on smaller lots than those required under conventional subdivision requirements. As a result, it encourages many cost savings, including land, utilities, and road construction.

The Town of Weare has had clustered housing provisions in its zoning

ordinance for many years. Currently, it is only permitted in the Residential and Rural Agricultural Districts. The minimum size of the development is 15 acres and no more than one single dwelling unit is allowed per building. This prevents clustered housing in Weare to be developed at a higher density. The minimum lot size is based on a soil intensity/slope classification rating and at least 50 percent of the total tract must be set aside as open space.

To be a viable option for affordable housing, multi-family units must be permitted in cluster developments. Cluster housing has also been identified as an area of concern in the Master Plan survey. Many respondents claimed that this form of development was too intensive and that it affected rather than enhanced the rural character of the community. With density caps, enhanced landscaping, and buffering, clustered housing can be made to complement the rural character of the community rather than hinder it. For it to be affordable, it must be built at higher densities and include multi-family units.

Recommendation:

- Review the town’s current cluster housing provisions to look for ways to encourage housing affordability while protecting and enhancing the rural character of the community.

Other Resources Available for Meeting Local Housing Needs

In addition to the regulatory opportunities a community has to

promote affordable housing, there are other resources that can be pursued. These resources are identified and described below.

Inclusionary Housing Programs or Density Bonuses

Inclusionary housing programs are another method used to encourage the development of quality affordable housing for low-income individuals by private developers. Generally, a developer can request a greater than normal development density in exchange for setting aside a certain percentage of a development for low to moderate-income households. Set-aside requirements for inclusionary developments range from 5 percent to 40 percent of the entire acreage being developed. Aside from the important fact that the private sector is providing affordable housing, segregation of income levels is reduced, as lower income homes are integrated into the overall residential development of the community.

To make such a program a success, developers must still be afforded reasonable profits. In most communities, inclusionary housing programs are not mandatory. However, developers wishing to use the program must secure a special exception before proceeding to the planning board. Some zoning ordinances that permit inclusionary zoning require a cluster program for such developments, while others require below market rate units to be distributed equally throughout developments.

Community Development Block Grants

One popular source of funding to build affordable housing is the Community Development Block Grant (CDBG) Program. Administered by the Office of Energy and Planning, the New Hampshire CDBG Program receives several million dollars annually to which communities may compete to finance affordable housing projects, including the rehabilitation of affordable housing units, or expansion of infrastructure to serve affordable housing units. Since its inception in 1983, the CDBG program has renovated or purchased over 8,500 dwelling units in New Hampshire.

Common CDBG projects include:

- Acquisition and rehabilitation of properties through housing trusts.
- Single family housing rehabilitation loans and grants.
- Loans and grants for land lords that provide decent, safe, and sanitary affordable housing to low and moderate-income renters.
- Acquisition and rehabilitation of structures to provide alternative living environments, such as elderly homes, group homes, and boarding homes.

Communities that apply for CDBG funds are required to have a properly adopted Community Housing Plan. Such a plan must be adopted by the selectmen at a properly noticed public hearing, and is considered valid for three years by the NHOEP CDBG Program.

As noted in the 1994 Master Plan, the Town of Weare has pursued, and should continue to pursue, CDBG funding. In 1983, CDBG monies were used to

purchase and upgrade the South Weare Mobile Home Park. At that time, 41 of the manufactured housing units in the park were owned by LMI households.

New Hampshire Community Development Finance Authority (CDFA)

The CDFA is also an important public source for the purchase and/or rehabilitation of low to moderate-income housing. CDFA provides funds by “pooling” money from various banks and lending institutions to provide grants or very low interest loans to groups developing affordable housing. In addition, CDFA has the unique ability to grant tax credits to private developers who provide properties for rehabilitation into low to moderate-income housing.

New Hampshire Housing Finance Authority (NHHFA)

Created in 1981 by the State Legislature, the NHHFA is a nonprofit entity committed to developing affordable housing opportunities in New Hampshire. NHHFA is funded through the sale of tax-exempt bonds. The authority has created several multi-family housing development programs, which provide investors with incentives such as tax credits, deferred mortgage payments, low interest loans, and grants. In recent years, NHHFA has been involved in the creation of Mobile Home Park Co-Ops, as well as construction and rehabilitation of rental housing and single-family homes.

New Hampshire Community Loan Fund

Founded in 1983, this organization helps connect low-income households with

lending institutions willing to invest in housing projects to serve low-income housing opportunities. In 1999, the organization loaned \$2,130,643 to start 12 low-income housing projects throughout New Hampshire. Projects, which this organization has helped to develop, include Meadow Brook Elderly Housing in Epsom and the Riverbend Special Needs Housing Facility in Boscawen.

Department of Housing and Urban Development (HUD)

HUD has been fostering affordable housing in many states throughout the country since 1965. HUD administers numerous programs to provide housing for low to moderate-income families.

Popular rental assistance programs include:

- **Section 8 Housing:** Program whereby private landlords enter into a contract with the federal government where, in exchange for providing sub-market rent to low to moderate-income families, the landlord receives a government subsidy.
- **Public Housing:** Program in which the federal government provides resources for the operation of housing units owned and operated by a local, state, or federal entities.
- **Subsidized Private Housing:** Program in which housing units are owned and operated by a private entity, but are partially funded with public resources to reduce rent. This is similar to the Section 8 Housing Program.
- **HOME Grant Program:** A program created to provide local and

state entities with seed money to develop affordable housing projects.

HUD also administers several popular home ownership programs for low to moderate-income families.

US Department of Agriculture – Rural Housing Service (RHS)

Like HUD, the US Department of Agriculture (USDA) also has affordable housing programs for low to moderate-income families located in rural communities. Each year the USDA helps 65,000 low to moderate-income families find decent affordable housing. Popular affordable housing programs that USDA administers include:

- Home ownership loans, which require no down payment and have below market interest rates.
- Self Help Housing Programs where USDA provides materials to families that build their own homes while working with other families.
- Rural Rental Housing Loans, which assist developers financing low to moderate-income rental housing.
- Farm Labor Housing Loans for the repair or construction of farm worker housing.
- Housing Preservation Grants.
- Housing subsidies.
- Community facilities loans, grants, or loan guarantees.

Conclusions and Recommendations

Evidenced by the Master Plan Survey results and the town's Community Profile Project, maintaining the rural character of Weare, while providing an adequate supply and quality of housing,

is paramount in the future growth and development of the community.

The data presented in this chapter show that housing is expanding in Weare at a rate of growth of 1.7 percent per year. Weare is adding more new housing than many abutting towns and Hillsborough County as a whole. Only the town of Goffstown has added more housing units than has Weare between 1990 and 2000.

With this projected growth of new housing, the Town of Weare can expect that the need for municipal services will increase in the future. New households will continue to place increasing demands on the town's existing services and facilities.

The issuance of new residential building permits since 2000 has also been increasing despite the recent downturn in the economy. The vast majority of these permits are for single-family homes, which continue to make up over 80 percent of the housing types in town.

Between 1990 and 2000, there was also an increase in the percentage of the number of new multi-family housing units in Weare. In contrast, there was a significant decline in the percentage of new manufactured housing units in the community.

During the same time, vacancy rates for owner-occupied units have been falling while rates for rental units have been increasing. In addition, the average household size in Weare has been increasing in contrast with abutting towns and statewide trends. This is reflective of the large number of young households, which make up the community. About 54 percent of the

Weare Master Plan Update

homeowners in Weare is 44 years old or younger.

Since 1980, the cost of housing has also significantly increased. The median value of a single-family home increased 160 percent between 1980 and 1990. Recent sales data reveal that the median value of a housing unit in Weare is now \$186,059. Surprisingly, the median cost to rent in Weare did not change significantly over this same period. This has been helpful in addressing the affordable housing needs of the community.

Nevertheless, housing affordability remains a difficult issue. While Weare residents are not fully supportive of the concept of affordable housing (primarily as expressed by the responses received in the master plan survey), the community recognizes that there is a need for elderly housing. The town should consider applying for Community Development Block Grant funds or other similar funding to address this need in the future.

This page intentionally left blank

Chapter 6: Economic Development



In this chapter:

Community Survey Results.....	69
Previous Economic Development Efforts.....	71
Current Economic Conditions.....	72
Future Economic Conditions.....	81
Land Use Strategies to Promote Economic Development...	86
Summary and Recommendations.....	93

This page intentionally left blank

Introduction

Economic growth and development can directly affect the quality of life and image of a community. Overly aggressive economic development can lead to loss of community character, housing and labor shortages, and other problems. At the same time, efforts not to diversify the employment base of the community can leave a community vulnerable during economic downturns. Therefore, a balance between community character and a diversified economic base must be achieved.

The purpose of this chapter is to discuss the economic base of Weare, explore current conditions impacting economic

development and review past economic development strategies, as well as develop recommendations regarding how to best preserve and encourage business development that is consistent with Weare's scale, location and rural character.

Community Survey Results

In the fall of 2003, a Master Plan Survey was mailed to all households and postal patrons in Weare. A total of 3,274 surveys were distributed with 315 returned, for a 9.6 percent response rate. The following questions and responses are those on the survey that relate to economic development in Weare.

18. Please circle the number corresponding to the level of importance that the town should give to the following economic development goals:

	<u>Very Important</u>	<u>Neutral</u>	<u>Unimportant</u>
Attract new office development	48.9%	23.9%	27.2%
Attract new retail development	56.8%	14.9%	28.2%
Attract new light industrial development	51.5%	21.6%	27.2%
Develop new industrial park(s) in town	38.8%	22.02%	39.2%
Ensure that there is sufficient land available for comm./industrial development	51.23%	20.5%	28.3%
Identify in advance comm/indus. development	70.8%	13.5%	15.6%
Expand the role of the Weare Economic Development Commission to retain existing business and attract new business to town	56.4%	22.8%	20.7%

19. Is there a type of retail business, industry or service that does not exist in Weare that you wish was available? ____Yes ____No If yes, what kind?_____

“Yes” responses: **62.6%** “No” responses: 31% Not Sure: 6.5%

If “Yes” what kind?

<u>Comments Received</u>	<u>Number of Responses</u>	<u>Percentage</u>
-Major pharmacy/drug store	27	10.4
-Neighborhood pharmacy /drugstore	14	5.4
-Major grocery store/supermarket	55	21.2
-Major retail outlet	16	6.2
-Small retail shopping center	8	3.1
-Hardware store	1	0.4
-Retail - Fast-food	5	1.9
-Sit down restaurant	24	9.2
-Drive through donut/coffee/bagel shop	13	5.0
-Bakery	2	0.8
-Pizza Delivery	1	0.4
-Theatre	1	0.4
-Hi-tech computer/medical research	5	1.9
-Professional services/office park	6	2.3
-Personal services (dry cleaning, barber shop, etc.)	13	5.0
-Doctor's/dentist office	10	3.8
-Multi-purpose service station/convenience store	4	1.6
-Teenage recreation center	4	1.6
-Indoor recreation/bowling alley/ice skating rink	8	3.1
-Outdoor recreation/golf course	1	0.4
-Health food store	2	0.8
-Health fitness/club	6	2.3
-Manufacturing/Industry	8	3.1
-Car wash	12	4.6
-Book/music store	2	0.8
-Local newspaper	2	0.8
-Local agricultural	4	1.6
-Local artists	3	1.1
-State liquor store	2	0.8
Total	259	100

Overall Findings: From the responses received, all of the economic development goals and strategies identified in the survey questionnaire received strong support. This included attracting new office, retail and light industrial businesses to Weare and planning in advance locations and sufficient land area for this kind of development to occur. There was generally an even split in support and against the concept of developing new

industrial parks in town. In addition, a solid majority of the respondents agreed that there is a need for a wide variety of businesses in Weare. The types of businesses identified include a major grocery store, drug store, sit down restaurant, drive through donut or coffee shop, a major retail outlet, car wash, barber shop, dry cleaner and medical and dental offices (see list of businesses above)

Previous Economic Development Efforts in Weare

In general, the need for economic development has not been a major overriding focus of the town's previous master plans. In the town's 1986 plan, the following policy statements on economic development were put forward:

“To encourage the creation of local job opportunities and balance the predominantly residential tax base, the town is urged to:

1. Designate an industrial district in its zoning ordinance and make the infrastructural investments necessary to establish an industrial park.
2. Provide financial support to the Economic Development Authority's industrial promotion efforts.

The town's 1994 plan, on the other hand, recognized the need for more locally based jobs. However, the plan concluded that it would not make sense for Weare to appropriate funds to improve the infrastructure necessary to facilitate industrial development. More specifically, the plan concluded that even with stepped up water and sewer service, firms would still opt for readily available and accessible space in Manchester and Concord.

As a result, an alternative approach to economic development was recommended. Rather than focusing on needed infrastructure improvements, the plan recommended that Weare focus, instead, on improving the image and

appearance of the town in order to attract small-scale, high-technology/clean employers and to increase Weare's recreation and tourism-related trade. Toward this end, the following economic development policies and recommendations were adopted as part of the 1994 plan:

“To encourage the creation of local job opportunities and to balance its predominantly residential tax base, it is recommended that the town:

1. Facilitate economic development in Weare by means of promoting Weare's high quality of life and rural attributes.
2. Encourage small-scale, “clean” high technology industries that can be served by on-site water and septic systems.
3. Continue to support the Weare Economic Development Commission's promotional efforts.
4. Continue to participate in and work with the Southern New Hampshire Planning Commission's Economic Development Committee as it develops a “multiple listings” database to be used at the regional and state levels. This database will be used to match the needs and interests of prospective businesses with available buildings and sites in the Southern New Hampshire Planning area of which Weare is a part.
5. Expand recreational opportunities and development in Weare in

order to foster such spin-off development as restaurants and retail establishments.

6. Continue to support home-based occupations and businesses in the town's zoning ordinance.

Weare Economic Development Commission

Over the years, there have been very few organized economic development efforts in the community. During the 1980s, Weare's first Economic Development Commission was created. This ad-hoc organization consisting of community leaders and business people largely served as a public relations group to promote Weare as a business friendly community. Despite their best efforts, however, little success was achieved and the organization disbanded in the early 1990s.

Recently, there has been renewed interest in economic development and in 2000, the Weare Economic Development Committee was formed. This committee has been busy over the past several years spending much of its efforts on the Weare Center Initiative.

The Weare Center Initiative is a plan to beautify Weare Center, as well as making it more usable and safer for residents and visitors. In 2002, the Town of Weare was selected by PLAN NH for a community design charrette. Several public workshops were held to discuss and gather ideas. After much work, a plan was created to develop a "Town Square" that would create a central village identity and a safer pedestrian environment. It would also encourage "cottage industries" to move

to the Town Center. To begin to implement this plan and secure funding, an article was placed on the March 2003 Town Ballot. Unfortunately, the article did not pass, but the Committee is reorganizing to pursue this project.

To be successful in the long term, the Weare Economic Development Committee needs financial support and a role within a larger regional economic development framework. Additionally, it should work with the Planning Board, Chamber of Commerce and applicable state agencies to attract desired types of businesses to Weare.

Chamber of Commerce

The Town of Weare is fortunate to have a local Chamber of Commerce. The chamber provides an opportunity for town officials, community leaders, and local business people to establish mutually beneficial working relationships. This is especially important in maintaining and attracting new businesses to Weare.

Current Economic Conditions

The following statement from the town's 1994 Master Plan summarized the Town of Weare's basic economic conditions. Does this statement still hold true today?

"While Weare does have potential for economic growth, it is not likely to become a major employment center. Its growth as a low-density residential community means that it is more likely to attract employers who will provide services for the town's primary commuter population."

Weare Master Plan Update

To verify this statement, the following economic data has been collected and reviewed.

Managerial and professional specialty occupations were the next largest category.

Occupation

In 1990, 3,319 residents in Weare (16 years and older) were employed (1990 Census). At that time, the largest occupation was in technical, sales, and administrative support occupations.

According to the 2000 Census, the majority of Weare's employed residents (16 years and older) today work in managerial, professional and related occupations (see the Table 25 below). Sales and office occupations are the next largest category.

**Table 25
Occupation
Employed Persons 16 and Over
Weare, NH**

Occupation	2000	Percent
Managerial, Professional and Related Occupations	1,524	36.5
Service Occupations	492	11.8
Sales and Office Occupations	967	23.15
Farming, Fishing and Forestry Occupations	19	0.45
Construction, Extraction, and Maintenance Occupations	580	13.9
Production, Transportation, and Material Moving Occp.	595	14.2
Total	4,177	100

Source: 2000 Census

Place of Employment/Travel To Work

In 1990, 19.2 percent of Weare's residents were employed in-town and 80.8 percent were employed out-of-town. The 2000 Census reported that 14.7 percent of Weare's residents today

are employed in-town and 85.3 percent are employed out-of-town (see Table 26 below). Between 1990 and 2000, the number of residents in Weare who worked out-of-town (i.e. 1,020) increased 40.8 percent.

**Table 26
Place of Work
Minor Civil Division (MCD) Level
Count of Workers 16 Years and Over**

Occupation	1990	Percent	2000	Percent	% Change
Worked In MCD of Residence	593	19.2	604	14.7	1.8
Worked Outside MCD of Residence	2,496	80.8	3,516	85.3	40.8
Total	3,089	100	4,120	100	33.4

Source: 2000 Census

Many of Weare's residents who work out-of-town also commute considerable distances to their places of employment (see Table 27 below). In 1990, 1,810 residents commuted 30 minutes or more

to work. In 2000, this number increased 40.7 percent to 2,547 residents in 10 years. In 2000, the mean travel time to work was 35.1 minutes and 161 residents worked at home.

Table 27
Travel Time to Work
Count of Workers 16 Years and Over Who Did Not Work At Home

Minutes	1990	Percent	2000	Percent
Less than 5	92	3.1	98	2.5
5-14	373	12.5	365	9.2
15-29	702	23.6	949	24.0
30-44	1,225	41.1	1,474	37.2
45 or more	585	19.7	1,073	27.1
Total	2,977	100	3,959	100

Source: 1990 and 2000 Census

Employment

As reported in the 1994 master plan, Weare's economy during the 1980s reflected the fact that employment was directly correlated with the Town's growth as a residential community. This trend has continued through the 1990s. Between 1980 and 1990, the government, trade, construction and service sectors produced the most jobs in Weare. Also at this time, employment growth in the government sector more than doubled, indicating an increase in demand for local services (1994 Master Plan). The State of New Hampshire

Department of Employment Security (NHES) does not provide detailed employment data by industry type for any city or town in the state. However, NHDES does maintain a breakdown of manufacturing and non-manufacturing employment in every city and town. This information for the Town of Weare is provided in the following Table 28. Much of the detailed employment data contained in the town's 1994 Master Plan was provided by New Hampshire Econometrics, Inc. in 1986 and by local adjustments made to county-level NH DES data by SNHPC.

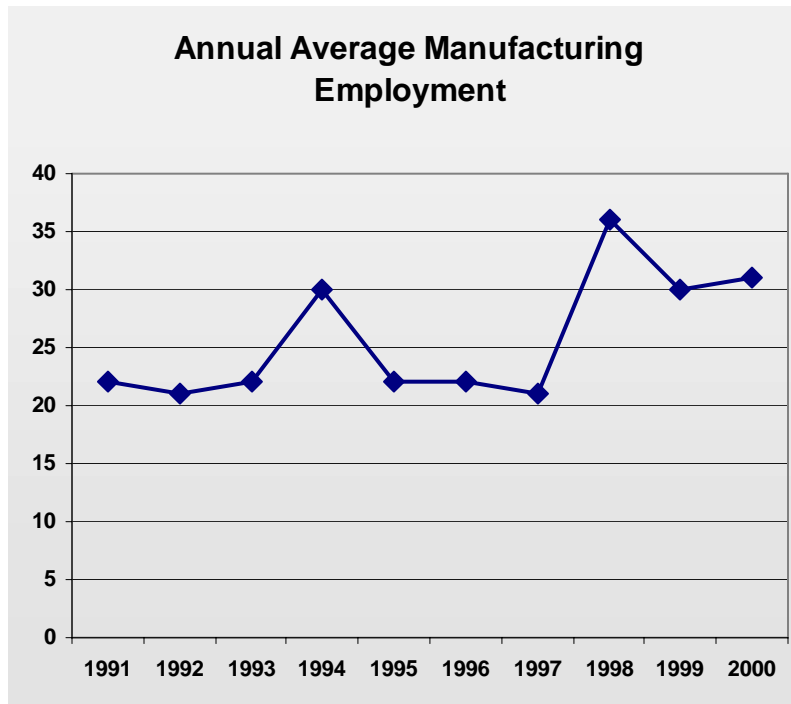
Table 28
Average Annual Covered Private Employment, Town of Weare, NH

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Manufacturing	22	21	22	30	22	22	21	36	30	31
Non-manufacturing	414	429	456	483	518	599	650	743	826	877
Total	436	450	478	513	540	622	671	779	856	928
Change from Prior Yr.		91-92	92-93	93-94	94-95	95-96	96-97	97-98	98-99	99-00
Manufacturing		-5%	5%	36%	-27%	0%	-5%	71%	-17%	3%
Non-manufacturing		4%	5%	6%	7%	16%	9%	14%	11%	6%
Total		3%	6%	7%	5%	15%	8%	16%	10%	8%

Source: NH Department of Employment Security, Covered Employment

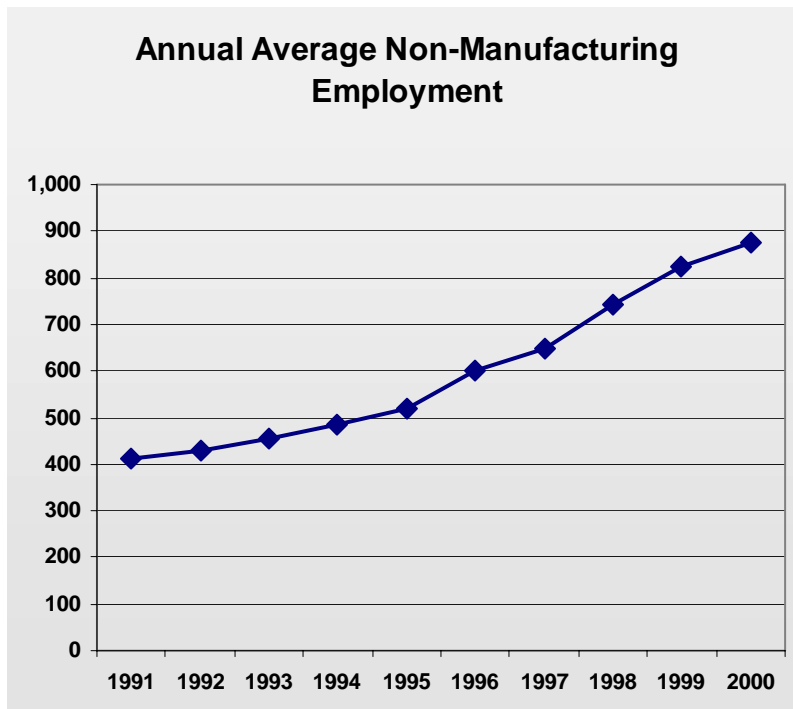
As can be seen from this data, the average annual manufacturing employment in Weare between 1991 and 2000 experienced several ups and downs, but overall it increased 36 percent. On the other hand, the average annual non-manufacturing employment in Weare during the same time increased 112.8 percent.

Figure 9



Source: NH Housing Finance Authority

Figure 10



Source: NH Housing Finance Authority

Overall manufacturing employment in Weare declined from 5 percent in 1991 to 3.3 percent in 2000. Between 1991 and 2000, non-manufacturing employment on the other hand has remained steady at 95 percent of the town's total employment.

As noted in the town's 1994 Master Plan, the majority of the town's non-manufacturing employment in 1990 was government related positions (town and school), trade, transportation and utilities, and construction. There was also a significant increase in employment in banking and real estate between 1980 and 1990, which is related in part to the town's rapid housing development.

At one time, Weare was once a farming

community. However, today these traditional rural forms of employment only contribute marginally to Weare's total employment base. In 1990, the agriculture, forestry and fishing industry provided 3.0 percent of Weare's total employment. Today, this industry now represents less than 1 percent of the town's total employment (see Table 25 showing occupations of employed persons 16 years or older).

The Economic and Labor Market Information Bureau, NH DES provided the following facts for 2000, 2001 and 2002; the average labor force of Weare is 4,262 people; the average number of employed residents is 4,141; and the average unemployment rate is 2.8 percent. Additional data is provided on the following pages.

Weare Master Plan Update

	<u>1990</u>	<u>2001</u>
Annual Average Labor Force	3,724	4,193
Employment	3,548	4,090
Unemployment	176	110
Unemployment Rate (percent)	4.7	2.6
Regional Rank in Unemployment Rate	Eight	Eleventh

The largest reported employers in the Town of Weare as documented by the Economic and Labor Market Information Bureau, NHDES are shown below.

<u>Largest Employers</u>	<u>Number of Employees</u>	<u>Established</u>
Weare School District	159	1800
John Stark Regional School District	127	1987
Granite State Telephone	70	1937
Weare Municipal Government	66	1764
Goffstown Truck Center	33	1968
Lancots Grocers	27	1967
Knoxland Equipment	22	1962
Country 3 Corners	19	1961
Dodge's Store	15	1991

Income Characteristics

As reported by the 2000 Census, the per capita income of Weare in 1999 was \$22,217. The median household income in 1990 was \$41,647 and in 2000, it increased to \$59,924. A breakdown of the number of households by type of income and household income is shown in the following tables and figure.

Table 29
Households By Type of Income, Weare, NH

By Type of Income	Households	Percent
Total Households	2,630	100
with earnings	2,445	93.0
with wage and salary income	2,371	90.2
with self-employment income	487	18.5
with interest or dividend inc.	1,057	40.2
with social security income	397	15.1
with supplemental security income	67	2.5
with public assistance income	69	2.6
with retirement income	277	10.5%

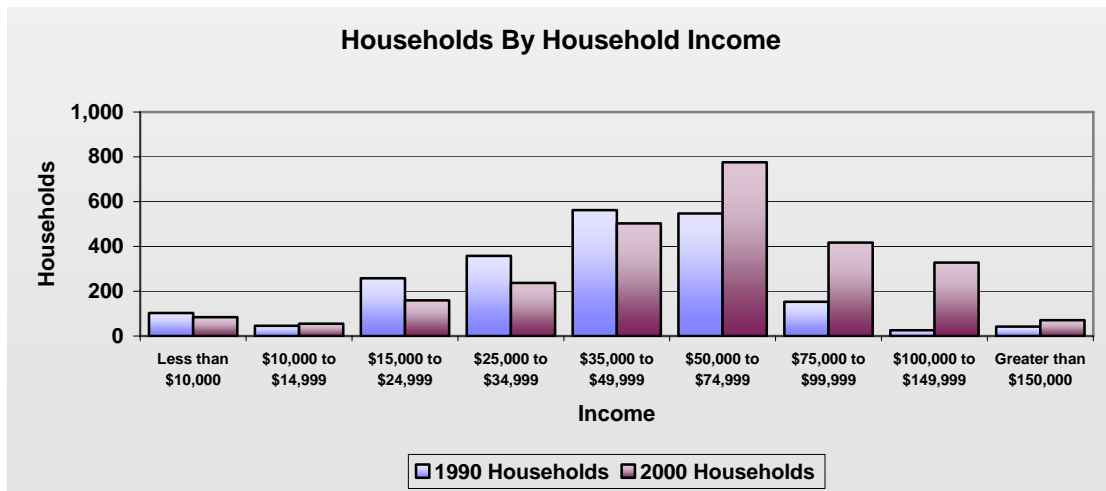
Source: 2000 Census

Table 30
Number of Households by Household Income
Weare, NH

Household Income	1990 Households	Percent	2000 Households	Percent
Less than \$10,000	103	5	84	3
\$10,000 to \$14,999	46	2	55	2
\$15,000 to \$24,999	258	12	159	6
\$25,000 to \$34,999	358	17	237	9
\$35,000 to \$49,999	562	27	503	19
\$50,000 to \$74,999	547	26	776	30
\$75,000 to \$99,999	153	7	417	16
\$100,000 to \$149,999	26	1	328	12
Greater than \$150,000	42	2	71	3

Source: 1990 and 2000 Census

Figure 11



Source: NH Housing Finance Authority

Poverty

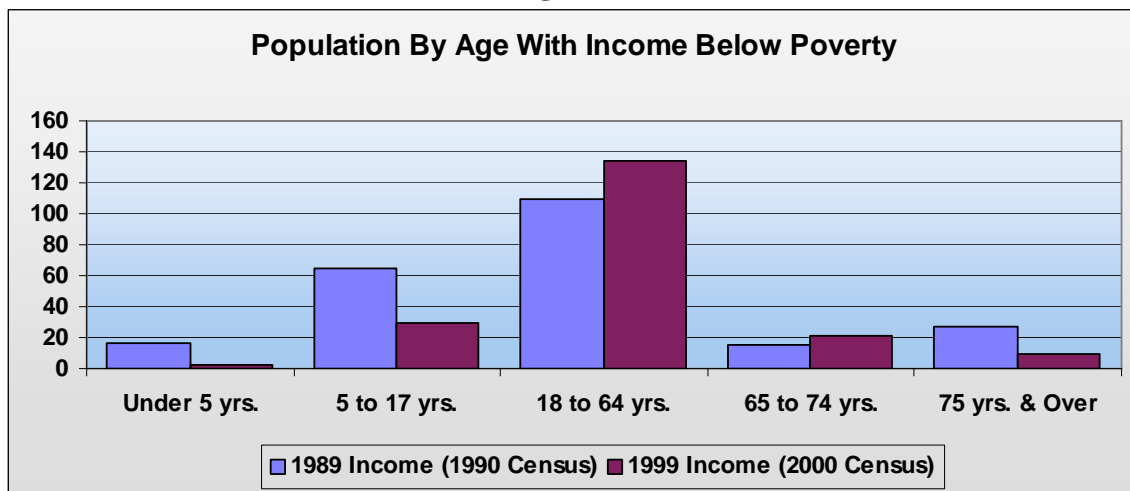
The 2000 Census reports that the median family income in Weare is \$62,661 and that 1.5 percent of all the families in town are below the poverty level. The number and age of individuals within families in Weare with incomes in 1999 below the poverty level are shown in the following table and figure.

Table 31
1989 and 1999 Income Below Poverty Level
Weare, NH

	1989 Population	Percent	1999 Population	Percent
Individuals	234	3.8	196	2.5
Under 5 years old	17	2.6	2	0.3
5 to 17	65	5.1	30	1.6
18 to 64	110	2.8	134	2.7
65 to 74	15	6.8	21	10.2
75 years & older	27	20.1	9	5.6

Source: 1990 and 2000 Census

Figure 12



Source: NH Housing Finance Authority

Tax Base

Weare's economic base is a reflection of its location and its tax base. The economic base of any community can be defined as all those sources from which the town receives revenue. Generally, if an economic base is diverse, the per capita tax burden is lower.

In Weare, the primary source of revenue is from property taxes, and the breakdown of property tax sources shows the dramatic influence of the town's geographic location and its growth and development patterns (see following table).

Table 32
Summary of Total Property Values by Use as of 2/23/04
Weare, NH

Group	Count	Acres	Land Value	Improvement	Total
Commercial/Industrial	87	2,099,539	4,603,387	15,377,600	19,980,987
Current Use	118	2,929,925	168,100	0	168,100
Public Lands (Fed. State & Town)	185	5,160,346	4,434,900	82,715,200	87,150,100
Mixed Use (Commercial/Resd.)	33	349,233	1,761,585	2,691,200	4,452,785
Single Family Residential	3,633	25,089,237	72,499,273	242,364,500	314,863,773
Single Family Resd. Waterfront	227	218,724	8,206,914	10,750,000	18,959,914
Duplex	81	433.724	2,188,273	9,212,400	11,400,673
Duplex Resd. Waterfront	2	3,150	43,200	344,400	387,600
Three Family Residential	16	166,179	420,773	1,730,500	2,151,273
Multi-Family Residential	7	198,200	271,850	676,700	948,550
Utility/Electric	1	0.000	0	5,070,900	5,070,900
Totals	4,390	36,648.347	\$94,598,255	\$370,933,400	\$465,531,655

Source: Town of Weare

As indicated by the above table, the gross value of all property in Weare, including all tax-exempt properties, is \$465,531,655. At the town's current 2003 tax rate of \$28.12 per \$1,000 valuation, this represents a total property tax base of approximately \$13,090,750. In 2003, of the total tax rate, \$1.87 goes to the county, \$4.16 goes to the town, \$6.15 goes to the state, and \$15.94 goes to the school district.

In evaluating the land use component of the town's tax base, commercial and industrial land and building values

represent 4.29 percent of the total tax valuation. Mixed commercial and residential land and building values represent 0.95 percent. Single-family residential and waterfront properties combine represent 71.7 percent of the total tax base. Duplex residential and waterfront properties combined represent 2.53 percent. Three family residential properties represent 0.462 percent and multi-family properties represent 0.203 percent of the total tax base (see the Table 33 on the following page).

Table 33
Summary of Inventory Valuation
(In Thousands)
(Includes values of land and buildings)

Land Use	Percent
Commercial/Inds.	4.29
Mixed Use	0.95
Single-Family	71.7
Duplex	2.53
Three Family	0.46
Multi-Family	0.20

Source: Town of Weare

If all the residential values and the commercial/industrial and mixed-use categories were combined, the overall percent of total tax valuation would be: residential – 74.89 percent and commercial/industrial – 5.24 percent. This represents a ratio of total valuation of residential to commercial of roughly 14:1. Obviously, total residential values in Weare far exceed the total of commercial/industrial values. A ratio of 14:1 residential to commercial is not proportional. In general, the town should strive to obtain at least a 10:1 ratio by increasing its commercial/industrial land use relative to the total tax base.

By comparison, the existing ratios of residential to commercial/industrial land valuation within the suburbs surrounding Manchester is generally in the area of 4:1. For example, the Town of Goffstown is 6:1 with a goal of 4:1 and the Town of Hooksett is 2.7:1.

To better understand the relationship between the tax base and economic development, it is suggested that the town consider conducting a cost of community services (COCS) study. This study would reveal how much it costs per tax dollar to provide municipal services to commercial/industrial establishments compared to residential development and other land uses. Many fiscal impact studies of this kind have been conducted at the municipal level in New Hampshire and other states. Overall, it has been found that commercial/industrial use is tax positive and residential development is revenue negative relative to the tax base and the cost of services. Other studies suggest that open space has the least fiscal impact overall (see Phil Auger's landmark study "Does Open Space Pay?"). After conducting a COCS, the Town of Weare may opt for more open space or commercial/industrial development depending upon the outcome of the study.

Future Economic Conditions

Local Factors Influencing Economic Development

A number of factors influence the economic base of Weare. These are geographic location, land/building availability and zoning, home/business occupations, water and sewer coverage, and natural constraints. While these

factors do not account for the entire economic base of Weare, they are clearly important factors that drive the local economy.

Geographic Location: In many ways, geographic location is the most significant contributor to Weare's economic base. Because of the amount

of open space and proximity to major metropolitan areas, Weare has become a prime area for residential development. Additionally, seasonal homes can be found along the town's major lakes. Clearly, the desirability for residential homes in Weare would disappear in large part if it were not for the natural assets that currently exist within its borders.

Maintaining the attractiveness and cleanliness of the local environment is vital to maintaining this aspect of the local economy.

Land/Building Availability and Zoning:
As noted in the Existing and Future Land Use Chapter, Weare currently has approximately 1,705 acres of commercial zoned land, or 3.8 percent of the total community land area, zoned for commercial use. Of that total, approximately 300 acres, or 0.82 percent, is zoned for industrial use. Some of this land has been developed and some has not because of the presence of wetlands, floodplains and steep slopes. As a result, relatively little land is available for new commercial or industrial development within the community (refer to the Development Constraints Map on page 237 for more detail).

Also, as reported in the Master Plan Survey, nearly 63 percent of the respondents completing the survey agreed that there was a need for a variety of businesses in Weare. Clearly, there is a recognized need for a variety of businesses. However, because of the limited amount of land currently available in Weare for commercial and industrial development, it appears

additional land will need to be rezoned in the future for such uses in order to have any significant expansion of the town's tax base. In reviewing many of the responses to the survey as to where new business development should occur in Weare, the Center Village and South Weare along Route 114 received the most support. However, locating new commercial and industrial development within each of these areas will be difficult, particularly with respect to preventing continued strip development along Route 114 and increased traffic within the Center Village area.

One possible strategy for addressing this issue is to create a flexible commercial overlay district, which encourages strong architectural and design performance standards. Building façade and landscaping are the most prominent components of an attractive commercial site.

Additionally, the availability of commercial, industrial, and office space is critical to the attraction and expansion of desirable businesses. Based upon a survey of Planning Board approved and constructed site plans, Weare contains a total of approximately 388,658 square feet of commercial and industrial building space. Although no formal statistics are available, it is generally believed that there is at present very little vacant commercial space available for rent within the community.

According to the NH Department of Resources and Economic Development (NH DRED), the typical range of rental costs for industrial and office flex space in the Concord region, which includes Weare, is as follows:

Weare Master Plan Update

Industrial and Office Flex Space:	\$5.75 to \$6.50 per square foot
With Additional Expenses: (such as taxes, insurance and maintenance costs)	\$1.50 to \$2.30 per square foot over base rent

Again, while no formal statistics are available, it is believed that commercial/industrial rents within Weare have only increased moderately, if at all, within recent years. In contrast, rents in Manchester and Concord and abutting communities have been increasing, which is forcing small businesses to locate further away from the city. If rents can remain low, perhaps Weare could capture some of these business relocations.

Another long-term economic development strategy would be to create or permit existing office, industrial and commercial space to be used as “incubator space”. Incubator space is generally small office or industrial building space that start up businesses, or expanding cottage industries, can occupy at reasonable rates. Weare has very little incubator space. This may be attributable to the fact that much of the limited quantity of available rental space in Weare is owner-occupied. This could have a down side as commercial ventures that may be desirable in Weare may be forced to look at other neighboring communities that may have more readily available space. As a result, it is recommended that the town begin to make accommodations to encourage “incubator space” to further diversify the local economy, as well as encourage growth of existing cottage industries.

Home/Business Occupations: Home occupations are an important component

of the local economy of Weare. Home businesses are regulated by Article 4 of the zoning ordinance. This ordinance states that home businesses or home occupations shall mean any legal use which is carried on entirely within a dwelling and occupying no more than 25 percent or 500 square feet, whichever is less, of the individual’s primary dwelling. Home based business or home occupations are permitted by right in the Residential District and the Rural Agricultural District. The town’s zoning ordinance does not require site plan review or planning board approval.

To further encourage home businesses within the community, the planning board should consider allowing home occupations in the Village District and the Residential Manufactured Housing District under specific standards or conditions.

Water/Sewer Coverage: As noted in the Community Facilities Chapter of this Master Plan Update, Weare has a limited public water and sewer system. These circumstances have hindered the development of certain types of commercial and industrial development. Currently, municipal water service is limited to the Central Village area between the Central Fire Station and Town Hall on Route 114. There are currently only five connections to the system, one of which is a private residential dwelling. The rest of the connections are publicly owned buildings. There are currently no

connection or user fees. Water is provided by a publicly owned well located on the Central Fire Station property.

The current municipal sewer system is also located within the Central Village area. It serves 14 residential, four business and five municipal-owned buildings. The system has a capacity of 22,000 gpd and can be expanded to 33,920 gpd. The sewage is pumped to a small treatment facility located east of Route 114. The system was built in 1981 and is currently in compliance with state and federal standards.

For several years the Weare Economic Development Commission explored the possibility of expanding the water and sewer system, primarily to promote economic development within the Central Village. However, the idea was dropped due to cost. As a result, no formal plans to extend the service areas were ever developed. However, it is important to note that alternatives are available for extension of water lines to adjacent residences and businesses, including the town offices and adjacent day care facility. Possible alternatives include the use of Community Development Block Grants to offset costs of expansion, creation of an independent water district with separate infrastructure and governing body, or the use of tax increment financing (TIF) to finance payment of debt for expansion of water lines to these uses. Further study of these alternatives is necessary to determine if any present viable solutions for expanding water coverage in the Central Village area.

Natural Constraints: Natural constraints are important in the long-term economic

strategy for Weare. Generally, much of the town's existing industrial and commercial zoned properties are already developed and there are very few, if any, vacant industrial or commercial zoned properties. The only exception is the large existing commercial zone located south of Route 114 and Renshaw Road. Development within this zone could be constrained by existing wetlands and the floodplain of several streams, which flow into the Piscataquog River. In fact, expansion or enlargement of any of the town's existing commercial and industrial zones could be constrained by steep slopes, floodplains and wetlands which exist in one form or another on almost every property within Weare. While these constraints can be mitigated, it is wise to look for more suitable land.

One possible small area for limited industrial development may be a few acres located within the property that is identified as the Mt. William property. Ten acres of the land is currently being excavated for sand and gravel and a significant amount of the 1,273.8-acre property is currently protected and located within the town's Rural Conservation Overlay District. Perhaps the existing industrial zoned land located directly east of Route 114 and south of the Center Village could be expanded to include a few acres of this property. Much of the property is hidden from view of Route 114 and there are very few residential homes located within the area. Access is directly available from Route 114. It should be noted that this property is the largest single ownership of land in town and it continues to be a very desirable area for future land conservation and wildlife habitat (see discussion in Chapter 10 regarding open space protection of Melvin Valley).

Regional Components Essential for Business Vitality

There are relatively few economic initiatives that are getting regional attention since most of this planning is done at the town level. Transportation is an exception, due to the Southern New Hampshire Planning Commission (SNHPC), which work with Weare and other towns in the Southern New Hampshire region to identify traffic and transportation issues. In turn, the SNHPC works with NHDOT to prioritize these issues and to obtain funding where possible.

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

- *Affordable Housing* – SNHPC refers to this as a “regional crisis,” and it can be argued that this is a crisis for most, if not all, of New Hampshire and eastern Massachusetts as well. Goffstown is making housing improvements in its downtown as a result of the Main Street USA program.
- *Labor Supply* – Both quantity and quality in terms of technical skills. Although it is beyond the scope of the town to identify the future technical skills that would benefit Weare and the region, this investigation could be taken up by local business organizations in cooperation with local schools.

- *Child Care* – High quality, affordable childcare is an essential ingredient in the recipe for economic vitality. A Child Care Task Force should be established which may have regional implications in the availability of childcare in Weare.

Capital available for business growth is not identified as an issue because local and regional capital sources are available and are largely dictated by the national (or macro-regional) financial market. Weare’s location in southern New Hampshire has both positive and negative implications for business vitality. Weare needs to consider selective outreach and regional marketing to sell the positives of the town and region, as the negatives are readily apparent. (As part of the Main Street Program, Goffstown has identified a number of business categories which it feels are at the core of the business community and which are growing through outreach efforts. Goffstown is also quite active in regional efforts to promote Southern New Hampshire and the town).

The following regional issues are critical for promoting business vitality and require attention in the Master Plan for sustained economic health, work force availability and skill level, affordable housing, transportation, communications, capital, child care and utilities.

Regional Factors	Regional Initiatives	Considerations
Transportation	NHDOT, SNHPC	Issues
Environmental Protection	State, National EPA	Ongoing
Workforce**	Regional technical schools	Identify Needs
Affordable Housing**	SNHPC – “regional crisis”	Subcommittee
Communications**		
a. internet	DSL/Comcast	Adequate
b. cell phone	Local contract – Verizon ATT, US Cellular, Nextel	Service issue- parts of Town
Capital	Regional Banks	Available
Child Care**		Child Care Task force
Utilities (Electric)	PSNH	Three Phase Power Service Issues
**These are critical factors requiring action for sustained economic health		

Land Use Strategies to Promote Economic Development

Tax Increment Financing TIF: Tax increment financing (TIF) is an innovative tool that uses tax revenue from new developments within certain designated areas of communities to pay for new infrastructure to serve those new businesses, business expansions, and affordable housing projects.

TIF is a planning concept that was created in the 1970s and has been widely adopted by several states in the nation. As of 1985, 33 states have adopted TIF enabling legislation. The State of New Hampshire granted authority to

municipalities to create tax increment financing districts in 1979 with passage of RSA 162-K: 1-15. Currently, nine communities within New Hampshire have implemented tax increment finance districts. The most successful districts are located in the cities of Keene and Concord.

There are numerous legal and planning issues to consider when implementing tax increment finance districts. In New Hampshire, communities must adopt a TIF plan and development program to ensure that the community has a clear focus on what the TIF will accomplish. There are several legal considerations that communities must adhere to when instituting a tax increment finance

district. These requirements are mandated by NH RSA 162-K: 1-15.

In addition, before adopting a TIF, communities must establish the geographic boundaries of the proposed TIF district. In conjunction with this step, NH RSA 162-K: 6 requires that a development program be created for the proposed area. This program must contain “a complete statement as to the public facilities to be constructed within the district, the open space to be created, the environmental controls to be applied, the proposed reuse of private property, and the proposed operations of the district after the capital improvements within the district have been completed (RSA 162-K: 6).”

Furthermore, state law requires that the development program “provide for carrying out relocation of persons, families, business concerns, and others displaced by the project, pursuant to a relocation plan, including the method for relocation of residents in decent, safe, and sanitary dwelling accommodations, and reasonable moving costs, determined to be feasible by the municipality (RSA 162-K: 6).” Essentially, the program development plan is a master plan for the area to consider the broad social, environmental, and fiscal impacts of a proposed TIF.

The second major requirement of TIF enabling legislation is that communities must have a TIF Plan. Mandated by RSA 162-K: 9, the plan must contain the following: “costs of development programs, sources of revenue to finance those costs including estimates of tax increments, amount of bonded indebtedness to be incurred, and the duration of the program’s existence

(RSA 162-K: 9).” The plan must also contain a “statement of estimated impact on tax increment financing on the assessed values of all taxing jurisdictions in which the district is located (RSA 162-K: 9).” Before the adoption of this plan, state law requires that the county commissioners and school board or district be afforded the opportunity to meet with the governing body to voice concerns and understand how the tax burden will be shifted to maintain the revenue stream (NH RSA 162-K: 1-15).

Tax increment financing is attractive to communities as it can provide incentives for economic development in the community, without taking resources away from other projects and community needs. However, TIF is legally complex and requires the knowledge of legal, planning, and financial experts to make it successful.

Perhaps, TIF could be considered as a means of implementing the Economic Development Committee’s Weare Center Initiative, if a new business or several new businesses could be attracted to locate within the new “Town Square.”

Performance Zoning: This approach to zoning is an alternative to conventional zoning approaches. As opposed to developing a prescriptive zoning scheme, which dictates permitted uses and uses by special exception, performance zoning allows a wide range of uses, provided that such uses meet environmental, aesthetic, and other performance standards. As shown on the Existing Land Use Map (see page 217), the Town of Weare already has significant mixed-use areas of both residential and commercial development.

In addition to providing specific performance standards, such ordinances also include incentives for developers to build better projects. Common examples include increased density, height, setback, and other dimensional bonuses in exchange for greater landscaping; donation of off-site property for a public purpose; location of parking to side or rear of buildings; or construction of public art. Performance zoning is slowly being utilized in New Hampshire. Presently, the Town of Bedford has adopted such an ordinance and the Town of Hooksett is considering it.

Recommended Land Use Changes to Promote Economic Development

In order to increase opportunities for economic growth and to protect the rural character and natural resources of the community, the following planning concepts and zoning changes are recommended. For more information, also refer to the Future Land Use Map on page 249.

Enhance and Connect the Villages – North Weare, Chase Village and the Village Center

One of the important issues raised by residents of Weare has been the lack of a town center that would attract people and businesses to Weare. As part of the PLAN NH community design charrette, the concept of creating an improved Town Square was presented to the voters, but due to costs, it was turned down and is back on the drawing board. An alternative idea has been raised in the master plan survey—this idea is to consolidate the two villages at the center of Weare, resulting in less sprawl between them. Currently, there is mix of

haphazard residential and commercial development occurring along Route 114 between North Weare and Chase Village to the north and the Village Center to the south. The need for improving the character of this corridor can be addressed by enhancing the Village District and rezoning the entire area to include all three villages, thus promoting the idea of an integrated town center.

Develop an Integrated Town Center Plan

By creating one enhanced and connected Village District, the town could facilitate more of a central village atmosphere, thus creating a larger and more integrated town center. A detailed land use plan should be developed that integrates all of the existing historic, cultural, and municipal buildings and activities and at the same time increase opportunities for new residential, elderly, and retail uses deemed appropriate to the area. Infill should be encouraged with appropriate building height and design. A variety of traffic reduction methods and transportation improvements, as outlined in the PLAN NH design plan, could also be considered as part of the plan, including consideration of funding methods. One such method could involve the establishment of a TIF district.

Overall, the concept of an integrated town center plan embraces a number of smart growth principles including: promoting mixed use – both residential and retail; using land efficiently; addressing people’s needs for walking and biking; and encouraging good design and environmental benefits. Besides preserving or strengthening the tax base, the development of an

integrated town center plan would help preserve historic structures and community character and foster the idea of a “town center” or “main street”, which Weare has been struggling to establish for several years.

Consider expanding the existing Industrial Zoning located on the east side of Route 114 to include a few acres of the Mt. William property

The Mt. William property is currently zoned Rural Agriculture with a Rural Conservation Overlay. However, a small portion of this property is located directly adjacent to an existing industrial district that has good access to Route 114. Ten acres of the 1,273.8-acre property is currently being excavated for sand and gravel and there are very few residential homes located within the vicinity of the property. The town needs additional industrial zoned land. A small portion of this property may be suitable for future industrial use on a limited basis. The vast majority of the property should remain protected because of its value as conservation land and wildlife habitat and because it is located within an important stratified drift aquifer within the town.

Create a Planned Business/Office Park Zone located on the west side of Route 114 north of Maplewood Road

This area is currently zoned Rural Agriculture. However, directly to the north is an existing Commercial District. Single-family homes are located to the south and across Route 114 from the site. A Planned Business/Office Park Zone at this location provides a good transition between commercial development and the Village Center to

the north and residential development to the south. The land is somewhat steep, but it has good access onto Route 114. An office/business park could be tucked back within the property almost hidden from view of Route 114. This transition type of zoning would limit further spread of commercial zoning between the Village Center and the intersection of Route 114 and NH 149. It is recommended that permitted uses within this new district be limited to doctor and medical offices, law firms, engineering offices, architectural offices, real estate offices, insurance offices, and other similar professional office uses.

Create a Gateway Transition Overlay District between the Town Line and NH 149 or Deering Center Road

To prevent continued sprawl along Route 114 between New Boston and Goffstown and the intersection of NH 149 and Deering Center Road and to encourage appropriate commercial and small business development, it is recommended that the town create a flexible overlay district incorporating architectural/design standards to improve the appearance of building facades. These standards could be made part of the planning board’s Site Plan Regulations as well. Incentives could also be included in the district to encourage redevelopment and the removal of abandoned and existing buildings that are in a state of collapse or disrepair. It is recommended that the permitted uses in the overlay district include restaurants, retail and service establishments, gasoline service stations, wholesale, and a mix of residential with appropriate buffering requirements.

Architectural and Design Performance Standards

Perhaps the most important issue to the residents of Weare is the preservation of the unique rural character of the community. This issue was strongly expressed in the master plan survey as well as the community profile visioning sessions.

Growth is the single threat to the rural character of Weare. Residents have expressed concerns that large developments would detract from the rural character of the community. The issue of aesthetic appeal and the compatibility of commercial and industrial development in relationship to the town's rural character has become increasingly important as the community grows. While many residents have expressed a desire for various types of services, such as fast food restaurants, a major pharmacy/drug store, grocery store or supermarket, the traditional styles of franchise architecture, as exhibited by Dunkin' Donuts, McDonald's and Wendy's Restaurants, Rite Aid, CVS, etc., detract from the community.

To protect the character of the community and at the same time provide opportunities for commercial growth, numerous municipalities in the state, including Concord, Bow, Goffstown and Wolfeboro for example, have adopted architectural design ordinances or guidelines to help developers plan projects so that they are more compatible with the community's character. Some of the standards typically enacted cover landscaping, building façade, signage, parking and buffering.

Building Facades

Building façade is the most prominent component of an attractive commercial site. New Hampshire planning statutes allow municipalities to enact site plan regulations to ensure that development is aesthetically appealing and appropriate to the community. Rather than allowing any type and style of structure to be built, the Town of Weare could require the development of sites that are more consistent with the scale and rural character of the community or a specific highway corridor.

There are two guidebooks that the board could use to begin to address this issue: *Model Non-Residential Site Plan Regulations*, June 2002 and *Non-Residential Development: Community Character Guidelines*, August 2000. Both handbooks were prepared by the Nashua Regional Planning Commission for use by communities in New Hampshire. In addition, the Town of Bennington, VT has adopted design standards for buildings within its planned commercial district (a copy of these standards is available from the SNHPC). The standards address a variety of elements, including site planning and landscaping, building scale and massing, building height and roof design, building proportions, fenestration, materials and colors.

As demonstrated by these examples, there are numerous building facade considerations that the planning board could explore to enhance its site plan regulations. For example, the board could stipulate that metal siding be used only on a maximum of 20 percent of the visible exterior of the building surface. Such a requirement would encourage the

use of other materials that may be more in keeping with the rural character of the community.

The board could also adopt basic requirements related to the color of structures. As part of such a requirement, the board could mandate that subtle, neutral colors be used on larger and plain looking buildings, such as warehouse style structures, “big box retail centers”, and franchise establishments. The planning board could stipulate that colors that are disharmonious to other colors used on adjacent structures not be permitted. Generally, paint colors should relate to the natural material colors found on buildings, such as brick, terra cotta, stone, or ceramic tile and existing elements such as signs and awnings. Complementary colors and accent architectural details could also be required.

Scale is an important component to building design. The planning board could require that the vertical, horizontal, or other façade characteristics of new buildings relate to the predominant direction as expressed by nearby buildings.

Roof form is another important visual element and can have a significant impact on a building’s form and silhouette. The board could stipulate that new roof forms relate to the roof forms of adjacent structures, where appropriate, by duplicating the shape, pitch, and materials. Unless specifically waived, the planning board could require that a pitched roof be provided in order to have new development better fit with the rural and residential character of the community.

Varied offsets, roof heights and forms, and window placement can also be incorporated into all new structures, or additions to existing structures. In terms of building design, the planning board could stipulate that all rooftop mechanical equipment be screened from view by either building walls or roof forms. All sides visible to the public and abutters should employ screening materials. Screening materials can also be the same material as used for the building cladding.

Landscaping, Signage and Buffering

As with building façade, the planning board could consider developing more concise regulations relating to landscaping, signage and buffering. Such standards would lay out the exact location and planting densities necessary for commercial and industrial development.

Fiscal Strategies and Resources

The following is a list of resources that could be employed by the Town of Weare to help encourage and promote economic development.

Community Development Block Grants (CDBG): As noted earlier in other chapters of this plan, CDBG funds are a valuable resource available for funding a variety of public needs. In addition to funding affordable housing programs and community centers, CDBG funds can also be used for economic development projects. Such projects could include the expansion of public water and sewer facilities.

In 2003, New Hampshire received 9.6 million dollars in CDBG funds that, through the grant process, were allocated to communities across the state.

Community Development Finance Authority (CDFA): The Community Development Finance Authority (CDFA) was established by legislation (RSA 162-L) in 1983 to address the issues of affordable housing and economic opportunity for low and moderate-income New Hampshire residents. The Authority is both a body politic and nonprofit organization that is governed by an 11-member board of directors that are appointed by the governor for five-year terms.

By statute, the board is composed of four representatives from community development organizations, two from small business, one from organized labor, one from employment and education, two from the private financial community, and the Commissioner of the NH Department of Resources and Economic Development or his/her designee. The Authority does not receive an appropriation from the state.

The Authority provides financial and technical assistance to community development corporations, worker cooperatives, and certain municipal entities. The Authority is unable to assist a for-profit business directly, but can work with a non-profit partner.

CDFA administers a variety of economic development grant programs, including the Economic Development Ventures Fund, Tax Credit Program, and various discretionary grants.

CDFA also administers numerous programs. One such program is the Economic Development Ventures Fund. This fund is at the exclusive control of CDFA's Board of Directors who will set terms for its use and is to be used to support unique opportunities that may appear from time to time. For example, the fund may be used to cover a short-term funding gap in the event that access by a non-profit community development organization to other public funding is delayed.

The fund may also be used as a source for equity investment in a cooperative venture or nonprofit business opportunity. Terms and conditions of the funding are determined on a case-by-case basis. Funding levels of the program will be determined on an annual basis.

CDFA finances major community development projects primarily with the Community Development Investment Program. The program has proven to be a major source of support for affordable housing and economic development and is one of the most successful initiatives that CDFA has implemented. The Community Development Investment Program enables New Hampshire's businesses to donate funds or property, either in lump sum payments or pledged over a predetermined period, to fund economic development and housing projects through the state. Contributions made by these business donors entitle donors to a 75 percent state tax credit when the tax returns are filed with the New Hampshire Department of Revenue Administration. For example, a donor making a \$10,000 cash donation to CDFA on behalf of an approved project will receive a tax credit for \$7,500. This

credit may be applied directly on a \$1: \$1 basis against the following state business taxes:

- 1) Business Profits Taxes imposed by RSA 77-A
- 2) Insurance Premium Taxes imposed by RSA 400-A
- 3) Business Enterprise Taxes imposed by RSA 77-E

Through recent legislation, CDFA's ability to issue tax credits for approved projects has been expanded. As of July 1, 1999, CDFA may accept up to \$5 million in each state fiscal year in donations of cash and property for approved CDFA projects and programs. Previous tax credit commitments from the initial tax credit program (for projects before June 30, 1994) of \$2 million have been made each year through June 30, 2002.

Therefore, CDFA has the authority to accept \$3 million in new donations for CDFA approved projects each fiscal year through June 30, 2002, and \$5 million each fiscal year thereafter. CDFA charges the non-profit project sponsor a fee, typically 20 percent of the award money, for participation in the program. The fees are used to support other CDFA community development initiatives and to cover CDFA's operating costs.

Summary and Recommendations

In summary, the economy in Weare is healthy. While the number of businesses in the community has not increased significantly, there has been a major increase in non-manufacturing

employment since 1991. There has also been a steady but small increase in manufacturing employment. During the same period, household incomes have increased substantially and the number of individuals and families below the poverty level has declined.

However, despite these improvements in the local economy, limited amounts of land for economic development, as well as limited availability of public water and sewer coverage may have harmed the development of desired businesses in Weare. Additionally, as reported by the 2000 Census, less than 15 percent of Weare's residents are employed in-town and between 1990 and 2000, the number of residents in Weare who worked out-of-town increased by almost 41 percent. Weare is not likely to become a major employment center anytime soon.

In the long-term, Weare desires to develop an economic base that complements the rural character of the community and reduces the tax burden of residentially owned properties. The results of the master plan survey reveal that Weare supports economic development and attracting new office, retail, and light industrial development to the community. Nevertheless, the residents of Weare recognize that planning is needed to identify in advance locations and sufficient land area for this kind of development to occur. Rather than continue to promote sprawl and unattractive development such as that found along Route 114, residents want to encourage well designed, aesthetically pleasing commercial and industrial development.

As an overall goal, the town should strive to obtain a land valuation ratio of

10:1; total residential acres to total commercial/industrial acres. In addition, the town may want to consider conducting a cost of service study to determine the fiscal impacts of residential, commercial and industrial development upon the community. The town should also strive to increase its supply of land, buildings, and available zoning for future commercial and industrial use. Much of the town's existing commercial and industrial zoned land is already developed and there are very few, if any, vacant available commercial or industrial zoned lots left within Weare.

In addition to these goals, the town should continue to pursue the Village Center Initiative and seek to develop "incubator space" and attract cottage industries. Home occupations or home businesses are also important and the town should continue to support these uses through appropriate land use controls. The town should also consider expanding water and sewer coverage within the Central Village through a TIF district. A TIF district could also be considered as a means to implement the proposed Weare Center Initiative. Other economic development programs, which can help promote business vitality, include work force training, provisions for affordable housing, improved local and regional communications, and childcare.

The recommendations for specific land use changes to promote economic development include:

Enhance and Connect the Villages – North Village, Chase Village and the Village Center.

Draft revisions to the Village District zone to include smart growth principles. Rezone the entire area to include all three villages, thus enhancing and connecting the villages.

Develop an Integrated Town Center Plan.

Develop a detailed land use plan, which could facilitate the development of a larger and more integrated town center that embraces smart growth principles.

Consider expanding on a limited basis the existing Industrial Zoning located on the east side of Route 114 to include a few acres of the Mt. William property.

This property is currently zoned Rural Agriculture with a Conservation Overlay. However, it is located directly adjacent to an existing industrial district with good access onto Route 114. There is some limited land area (several acres only) available for potential future industrial use. However, the majority of the property should remain in conservation.

Create a Planned Business/Office Park Zone.

Once this district is drafted, rezone the area located on the west side of Route 114, north of Maplewood Road from Rural Agriculture. This zone would provide a sound transition between the Commercial District to the north and residential development to the south.

Create a Gateway Transition Overlay District between the town line and NH 149 or Deering Center Road.

Draft a new Gateway Transition Overlay zone designed to prevent continued sprawl along Route 114 and to encourage appropriate commercial and small business development. This would be accomplished by incorporating architectural/design performance standards as part of this overlay district. These standards can also be included as

part of the planning board's Site Plan Regulations.

Draft Architectural/Design Performance Standards.

These standards should address landscaping, building size and orientation, building façade, size and scale, color, roof design, signage, parking and buffering, to name a few elements.

This page intentionally left blank

Chapter 7: Community Facilities



In this chapter:

Community Survey Results.....	99
Public Works Department.....	102
Recreation.....	109
Education.....	111
Protective Services.....	117
Library.....	126
Municipal Buildings.....	128

Introduction

Provision of community services and facilities is one of the primary functions of government. As the population and demographics of a community grow and change, it is important that improvements in facilities and the delivery of services are made to meet those changes. Weare's population growth has had a variety of impacts on the town's community facilities and services. Within the past decade, improvements to Weare school system facilities have been required, including a 10,000 square foot addition to the John Stark Regional High School, and a two story four-room addition to the Center Woods Elementary School. More recently, the town completed the construction of a new Safety Complex to house the Police and Fire Departments. Today, the community is beginning to evaluate the overcrowded Middle School.

Because Weare's tax base is predominantly residential, the town has a limited ability to pay for new facilities and services. This means the town must balance its facility needs and services against its desires to maintain a reasonable tax rate.

This chapter presents an inventory of the towns' existing facilities as well an identification of the anticipated needs to service the town's future growth. The information contained herein was obtained through a Community Facility Survey Questionnaire, which was completed by municipal department heads, staff and school officials in the fall of 2003. In addition, all town departments were asked to review and verify the information contained in this

chapter. The chapter is divided into the following sections:

- *Public Works Department
 - Highway Department
 - Septage Disposal
 - Water Supply
 - Solid Waste Disposal
- *Recreation
- *Education
- *Library
- *Protective Services
 - Rescue Squad
 - Fire Department
 - Police Department
- *Municipal Buildings
 - Town Office
 - Town Hall
 - Stone Memorial Building
 - Sugar & Spice Nursery
 - Safety Complex

A map showing the location of all the town's facilities and services is also included in this chapter.

Community Survey Results

In the fall of 2003, a Master Plan Survey was sent to all households and postal patrons in Weare. A total of 3,274 surveys were distributed with 315 returns, for a response rate of 9.6 percent. The following question and responses on the survey relate to community facilities and services in Weare.

15. Please rank the following town facilities and services as excellent, good, adequate, or poor by circling the appropriate letter. Please indicate "don't know" if you have no

basis or experience upon which to judge the facility or service.

Overall, the results showed that respondents generally rated town services as being “Adequate.” Services with “Good” ratings included

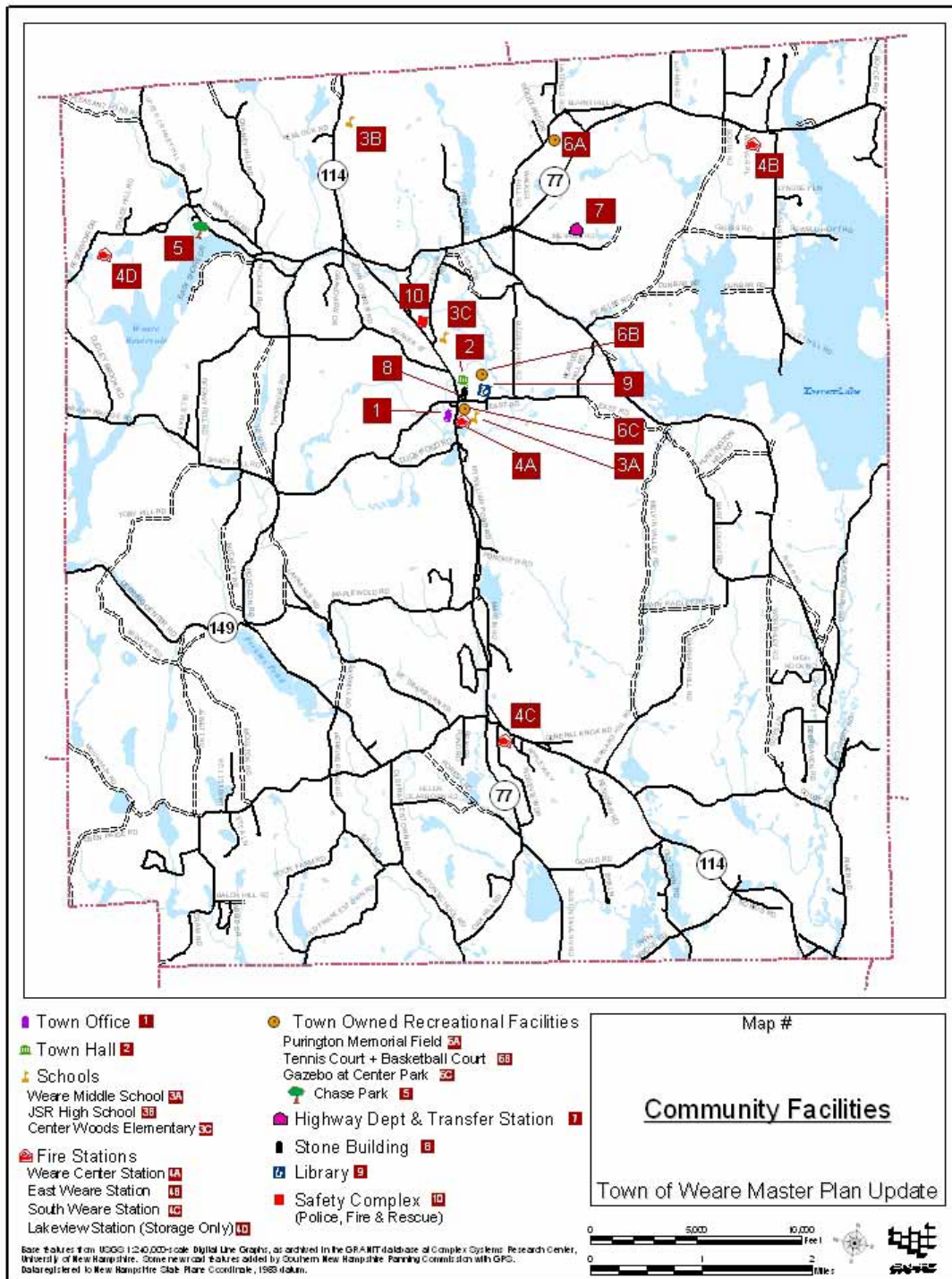
Fire/Rescue (40.5 percent); Transfer Station (44.7 percent); School System (37 percent); Cemetery Maintenance (32 percent); and Community Access TV (31 percent). All the responses are shown in the following table.

Table 34
Master Plan Survey
Respondents’ Rating of Town Facilities and Services

Town Services	Excellent	Good	Fair	Poor	Don’t Know
School System	14%	37%	18.6%	6.3%	24%
Fire/Rescue	17.5%	40.5%	20.7%	4.8%	16.2%
Police	9.6%	27%	34.6%	22.3%	6.3%
Library	19.2%	28.6%	28.9%	5.2%	17.9%
Recreation	6.6%	30.9%	33.2%	11.6%	17.6%
Rec. Programs for Seniors	2%	10.6%	14.6%	12.3%	57.1%
Rec. Programs for Youth	0.3%	19.2%	25.3%	14%	36.6%
Road Maintenance	9.3%	34.8%	39.5%	13.7%	3.0%
Transfer Station	35.6%	44.7%	15.2%	1.7%	2.7%
Building Insp/Enf.	9.3%	28.4%	22.5%	17.3%	22.5%
Land Use Planning	1.6%	9.9%	22.9%	31.9%	33.5%
Health and Welfare	3%	8.8%	23.9%	5.4%	58.8%
Animal Control	6.7%	18.4%	30.9%	9.7%	34.2%
Tax Assess and Collection	6%	36.7%	41.7%	5.7%	9.7%
Town Administration	5%	34%	36%	15.5%	33.6%
Cemetery Maintenance	8.4%	32%	23.2%	2.7%	35.4%
Town Forests	11.1%	27.4%	23.2%	2.7%	35.4%
Community Access TV	5.2%	31%	26.2%	13.4%	24.1%

Source: Master Plan Survey Results

Map 3



Public Works Department

The Weare Public Works Department (PWD) is made up of three departments: Highway, Municipal Water and Sewer, Transfer Station and Recycling Center. The PWD currently has 14 full-time employees and one part-time employee. It is housed in the town garage located at the end of Merrill Road.

Highway Department



Current Conditions

Road maintenance and snow removal are the primary responsibilities of the

Highway Department. The Highway Department currently has a total of 12 full-time employees. Part-time employees are utilized for winter plowing on an as needed basis. The Highway Department's building was built in 1979. It consists of four enclosed heated bays, two administrative offices, one mechanic's office, a lunch-room and one rest room, which is equipped with a safety shower and sink. The total area of the enclosed building is 2,134 square feet. An open cold storage area has been enclosed to expand the garage facilities. There is a new free-standing 50' x 100' salt/storage building. A large new waste oil furnace was installed. All town vehicles are fueled at this location. The fueling facility is card operated and contains a leak detection monitoring system.

The department has been purchasing its own vehicles and equipment since 1984. Before that time, it leased equipment. The following table lists the vehicles and equipment owned by the Highway Department and the approximate years of service remaining.

Table 35
Highway Department
Vehicle and Equipment Inventory

Quantity and Model	Years of Service Remaining
1 -2004 Volvo 6 Wheeler w/sander, plow, wing	10 years
1-1994 Ford 6 Wheeler w/sander, plow, wing	1 year
1-2003 Int'l 6 Wheeler w/sander, plow, wing	9 years
1-2002 Int'l 6 Wheeler w/sander, plow, wing	8 years
1-1998 Ford 6 Wheeler w/sander, plow, wing	4 years

Weare Master Plan Update

1-2004 Volvo 6 Wheeler w/sander, plow, wing	10 years
1-1990 Chevy 6 Wheeler w/sander, plow, wing	4 years
1-2005 Volvo w/sander, plow	12 years
1-1994 Ford 6 Wheeler w/sander, plow	3 years
1-2000 Mack 10 Wheeler w/sander, plow, wing	12 years
1-1997 Chevy 1 ton w/sander, plow	1 year
1-2000 Chevy 1 ton w/plow	4 years
1-2001 Chevy ¾ ton w/plow	5 years
1-2000 Custom 20 ton tag trailer	20 years
1-2000 John Deere grader w/plow, wing	12 years
1-1991 Dresser grader w/plow, wing	5 years
1-2004 Hydraulic Loader	8 years
1-1995 Cat Excavator	7 years
1-2000 Ferrec Backhoe	7 years
1-1987 Cat Dozer	10 years
1-1990 Read Screener	10 years
1-1980 York Rake	3 years
1-1998 York Rake	10 years
1-2000 York Broom	10 years
1-Winco Generator	20 years
Misc. Equipment (chainsaws, etc.)	As Needed

Source: Public Works Department

Future Needs

The Highway Department hopes to add a full-time employee to relieve the Public Works Director of plowing duties. A foreman position is also needed to assume some of these responsibilities. Additional secretarial time is needed. A small office is also needed detached from the garage. In addition, 6,000 square feet of heated garage space is needed.

Septage Disposal

Current Conditions

The majority of Weare residents depend on septic tanks for septage disposal because there is no town-wide wastewater collection and treatment system. In addition, there are no plans for developing a municipal sewer system in the near future. Developing such a system would not be economically

feasible due to the large, diverse area of Weare's population and the tremendous costs involved. Residents currently contract with private haulers for septic tank pumping and cleaning. Private haulers previously transported this septage to town lagoons. However, these lagoons are now closed for environmental reasons.

As a result, haulers now dispose of this waste at various approved treatment facilities located within the state. One of these facilities is conveniently located in Weare - *All Clear Solar Aquatics*. This privately owned facility handles roughly 519,200 gallons per year. However, because it relies on natural alternative treatment methods, it does not operate year round.

The town has been studying alternatives for its septage disposal. At one time, there was a possibility that this waste could be transported to a proposed new receiving and processing facility in the Town of Henniker. However, this facility was never built. As a result, the town's septage is either transported to a facility in Concord or to *All Clear Solar Aquatics* in Weare. Under RSA 485-A:5-b, every municipality within the state shall either provide, or assure access, to a Department of Environmental Service's approved septage facility for its residents for a minimum of a five-year period.

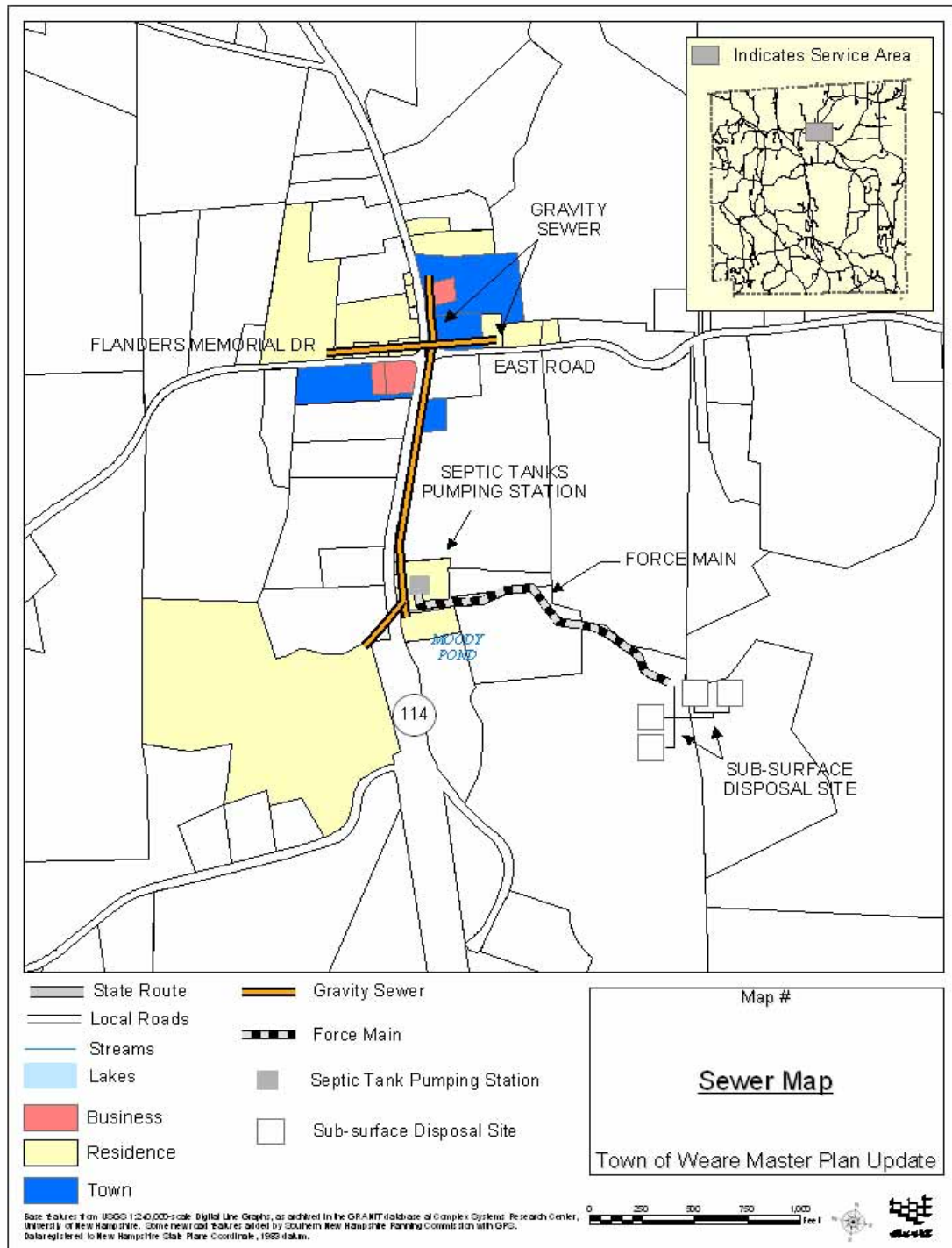
While there is no town-wide sewer service, Weare center is served by a small municipal sewer system consisting of approximately ½ mile of cement-lined ductile iron 8-inch mains (see the attached map of the Town's Sewer System). There are currently 14 residential, four business and five

municipal building hookups. The system has a current capacity of 22,000 gpd. Its design is such that it could be expanded to 33,920 gpd. The sewage is pumped to a treatment system consisting of a 14,000-gallon septic tank, a 9,000-gallon tank, a leach field, and an aeration chamber located at the base of Mt. William. There is also a 6,000-gallon storage tank connected to the wet well which is used in the event of pump failure. The system, built in 1981, complies with both state and federal standard.

The existing sewer system was built primarily as a response to the hardpan soils in the village area, which inhibit the operation of septic systems. It was not designed to become a major municipal system. While the system currently has excess capacity, the town has no plans to connect additional dwelling units to it. The system does not serve the middle school at this time although it is located directly behind the building. The remaining capacity is reserved for the middle school if there is a need for expansion in the future. There are currently no operating problems with the system. However, structural review of the system may be needed since the current fixtures have been in place for almost 30 years. At this time, the town has no short term and long term plans to change or expand the system. The town has now paid off the bond used to finance the initial construction of the system. All that remains are operation and maintenance costs. In 2002, these costs totaled \$7,668 per year or roughly \$216 per unit. The number of units is determined based upon the number of bathrooms within each building or facility connected to the system. In 2002, there were 35.5 units.

Weare Master Plan Update

Map 4



Water Supply

Most Weare residents depend on individual wells for their domestic water supply. According to the 1990 Census, only 2.6 percent of the units in Weare received their water from a public or community system. There are four community water systems in town. All of these systems are privately owned and operated. There is a community well for the South Weare Mobile Home Cooperative, privately owned, and for cluster housing at Hoit Mill and the Hoit Mill apartments. There is another community well at Sugar Hill Manor (off Route 77) as well as Kuncanowet Hills (off River Road). Both of these wells are privately owned and are both trailer parks. At present, the town is unaware of any water quality or water pressure issues within Weare specific to one area.

In addition to these community systems, there are also six town owned wells. There are two wells located at the Central Weare Fire Station, a well located at the Highway Department, a well located at the Town Offices and South Weare Fire Station, and a drilled well at the town's new Safety Complex. The town also owns and operates two small water supply systems.

The well at the Town Offices is shared by a day care facility, which is located adjacent to the office building. In addition, the town owns and operates a non-community/transient water supply system within the village center. This water supply system primarily serves the Central Fire Station, the Town Hall, the Stone Memorial Building, the library, and a residential dwelling in proximity

to the line. The main water line is approximately 790 feet in length and it extends from the Central Fire Station north along Route 114 to the Town Hall. There are two lateral lines, one line connected to the Stone Memorial Building and the library to the east and another line serving a residential dwelling to the west (see the attached map of the town's water supply system).

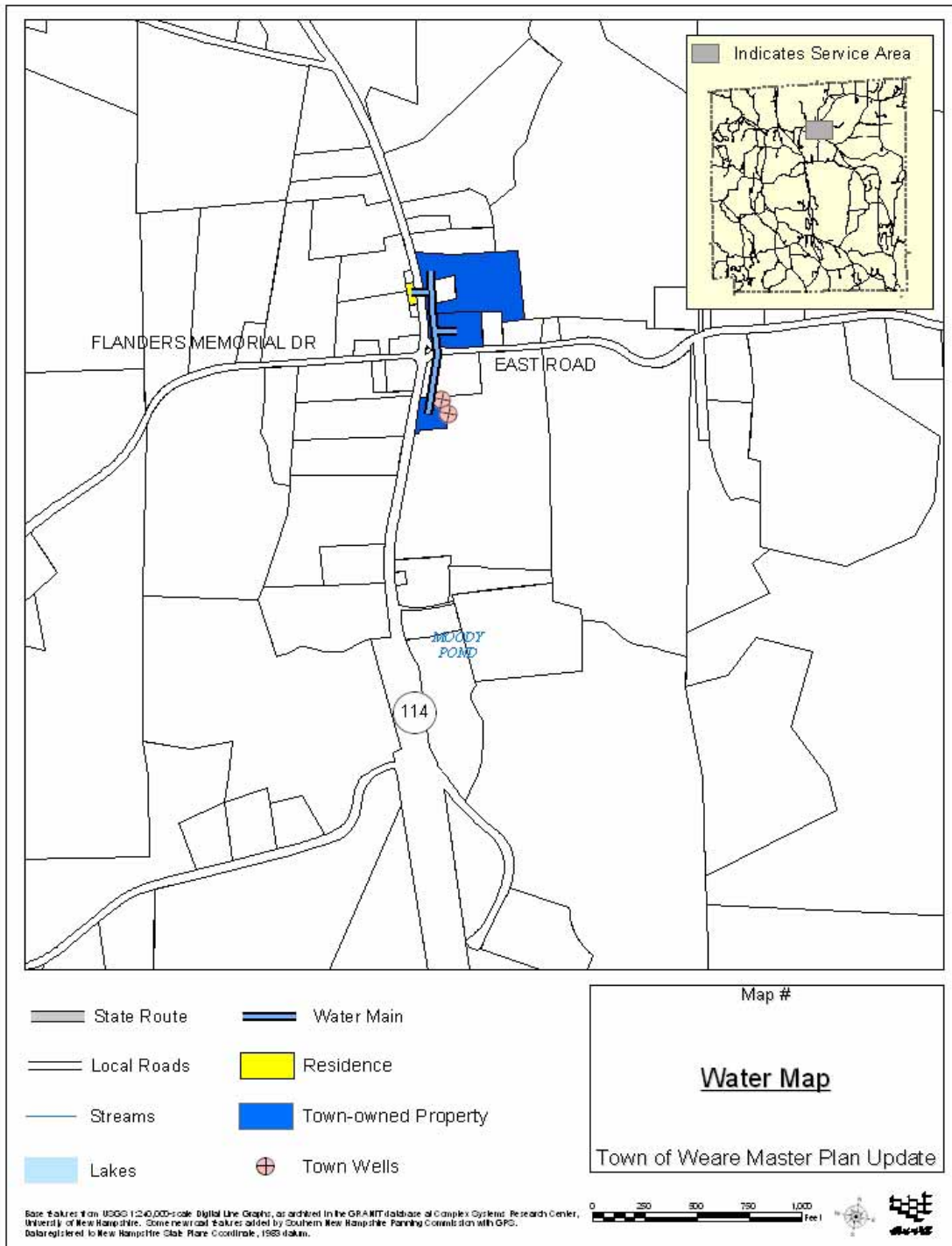
The town replaced one of the older dug wells at the Central Fire Station with a new drilled well in 1999. The new drilled well provides all of the domestic water for this water supply system. The Fire Department primarily uses the dug well as water supply for fire fighting purposes. The town reports the water pressure and water quality at both the Town Offices and the Central Fire Station is good.

Most of the town wells were originally dug during the 1930s as a WPA project. Because the town's main water line is only 790 feet in length, it is not adequate to serve as an extensive municipal water system within the village center. As a result, no expansion of service is anticipated. However, in the mid-1990s the entire length of the main was replaced with two-inch diameter pipe because it was damaged by rust.

At this time, the town has no short or long-term needs for additional municipal water supply. In 2002 and 2003, the town budgeted \$2,699 to maintain the system. All of these funds were used for either water quality testing or maintenance/repair of the system. Because the water supply system primarily serves town owned buildings, no user fees are assessed.

Weare Master Plan Update

Map 5



Solid Waste Disposal

Current Conditions

The Town of Weare disposes of its solid waste at the Weare Transfer Station and Recycling Center located adjacent to the highway garage at the end of Merrill Road. The transfer station, which went into operation in 1990, is located at the former site of the town landfill.

The landfill, which had been in operation since 1978, had reached its capacity for solid waste disposal. It was closed in two phases; one section was closed in 1986 and the remaining area was closed in 1990. A solid plastic cap was placed over the landfill and the area was then seeded. Five groundwater-monitoring wells and two surface monitoring points are located on the perimeter of the capped landfills. The site of the former landfill complies with state and federal environmental regulations and the town does not anticipate any problems in the future. The total cost of closing the landfill was \$360,220.

The Weare Transfer Station and Recycling Center is an alternative to a municipal landfill (see attached map showing all Weare's community facilities). It is a central drop-off and consolidation center for solid waste. The actual "transfer station" compacts non-recyclable materials (rubbish) while the "recycling center" stores all recyclable materials. At present, Weare residents transport their solid waste to the town facility. Four private haulers also provide pick up services in town. After the solid waste has been consolidated and sorted at the site, it is then transported to outlying disposal

facilities. Weare must pay the cost of transporting its solid waste to the disposal facilities and it must also pay tipping fees, or the price charged per ton by the facilities to accept the solid waste. Tipping fees vary from facility to facility. Recycling has gone from co-mingle to total separation.

The town has recently built a new "swap shop" building at the recycling center and the large tire stockpile has been removed. An additional trash trailer and baler were added to aid in the recycling and to keep up with the increased population. A general organization and cleanup of the entire solid waste facility has been done.

Recycling is mandatory, but residents can contract with any private contractor or they can transport it themselves. The town has seven private haulers as follows: *Waste Management; Cold Springs RV; B & A Waste; Trash pickup of NH; Scott Deaubill; Hugh Durack;* and, *Jeff Wigsten.*

In 1989, the Town of Weare approved a 20-year contract with the Concord Regional Solid Waste Resource Recovery Cooperative for solid waste disposal. This contract also carries with it an option for an additional 10 years. The town is guaranteed 3,475 tons of trash disposal a year under the contract. Tipping fees are set at \$37 per ton for trash and \$50 per ton for demolition.

In 2003, the town spent \$137,550 to dispose of 3,980 tons of trash at the Concord Regional Resource Recovery facility located in Penacook, NH. The total hauling cost was \$29,728. Because there was an increase of 505 tons beyond the guaranteed tonnage, it cost the town

Weare Master Plan Update

an additional \$30,000 to dispose this waste. Because the town did not have the funds to cover this cost, it was added to next year's budget. In 2003, the town also spent \$29,481 to dispose of 576 tons of demolition materials at the Environmental Resource Return Corp (ERRC) in Epping, NH. The total hauling cost was \$5,347.

As the town's population continues to increase, the town will need to be prepared for similar cost increases for solid waste disposal in the future. Presently, the town generates roughly 3,980 tons of solid waste per year. Based upon the town's 2000 population of 7,776, this would amount to 0.51 tons or 1,020 pounds of solid waste per capita.

Recyclables such as plastic bottles and jars, cardboard boxes, newspapers, magazines and paper bags are generally hauled by the town to various locations where revenue can be generated. Typically, this is to the Northeast Resource Recovery Association located in Chichester, NH. Aluminum and tin cans are separated at the Town Transfer Station and hauled by the town once a month to Harding Metals in Northwood, NH. In 2003, the haul cost was roughly \$175 a trip. Plastic is baled and glass is crushed on site.

Scrap metals, including white goods, are picked up by *Jewell Resources, Incorporated*, of Lebanon, NH. Several salvage companies bid to acquire Weare's scrap metals. At the present time, *Jewell Resources* has been the successful bidder. Finally, brush and wood are burned at the transfer station while leaves and grass are composted.

At present, there are two full-time employees at the transfer station to manage the consolidation and disposal operation. Part-time employees work on an as needed basis.

The town has not experienced any major solid waste problems recently. The town's short-term goal is to look into purchasing a tub grinder and storage trailer for the recycling facility. The town also plans to look into a glass crusher to crush the glass and mix it with aggregate.

The town also envisions purchasing a storage container to facilitate storage of tires, as well as considering adding a part-time employee. The town's long-term goal is replacing the trash compactor, as well as adding scales or adding a tipping fee for commercial haulers.

Recreation



Current Conditions

Recreational services in Weare are provided through the Weare Parks and Recreation Department and Commission. The Commission manages five facilities: Chase Park, Purington

Memorial Field, the Hoods Memorial Tennis Courts and Basketball Center, the Bolton Field Complex, and the gazebo at Center Park. The Parks and Recreation Department employs one part-time director who coordinates and plans activities and supervises the staff at Chase Park. There are also currently six park employees who run the operations at Chase Park.

Chase Park, a swimming and picnic area, is located at Lake Horace on Reservoir Drive. The park is situated on approximately four acres of land. There are 585 linear feet of swimming area at the park, which includes 130 linear feet of beach. Facilities include a gatehouse, storage shed, boat launch, snack bar, and rest rooms. Picnic tables and fireplaces for grilling are also available. In 1990, his/her changing facilities were built to replace the older changing rooms.

The Parks and Recreation Commission charges admission on a per vehicle basis to Chase Park to help offset operating expenses. Visitors can also purchase family season passes.

In addition to providing park facilities, the Town of Weare sponsors and funds swimming lessons offered by the American Red Cross. Private swimming lessons are also available at Chase Park. Young families and children use most of the town's recreational facilities. There is also a senior citizen group in Weare, which utilizes the town's recreational services.

The Purington Memorial Field on Salmen Road consists of one combined little league baseball field and soccer field. In 1990, a snack bar was built for

use by the Weare Athletic Club. A fundraiser was held by the Athletic Club to finance the project. The baseball field has been upgraded to accommodate both teen and men's leagues. Improvements at the park have included field reseeding as well as the installation of a new chain link fence and a streetlight.

The Hoods Memorial Tennis Club and Basketball Court are located behind the Weare Public Library on Page Memorial Lane. There are two tennis courts and one substandard basketball court on the site. Landscaping improvements have been made at the site. The gazebo in Weare Center is the newest facility managed by the Parks and Recreation Commission. The gazebo is located in Center Park, a 1.2 acres park adjacent to the Weare Middle School. The gazebo has been used for many activities including concerts, town holiday functions, plant sales, and wedding ceremonies.

The Bolton Field Complex consists of three new ball fields. This facility was constructed by the town since the last master plan.

To date the town has not experienced any major problems or operational or maintenance issues with respect to any of its existing facilities and/or services. As reported by the Chair of the Parks Commission, there are ongoing erosion problems at Chase Park and a lack of ball field space.

Future Needs

Identified below are the Parks and Recreation Commission's best estimates of future needs.

Short Term – up to 2005

- Stabilize shoreline at Chase Park.
- Finish facilities at the Bolton Field Complex.
- Re-vamp Purington Field.

Long Term – through 2010

- Development of future ball fields at the Ineson Field property.
- Development of a future Recreation Center in town, possibly converting the old center fire station for this use.

Education

Current Conditions

Weare residents are served by both the Weare School District and the John Stark Regional School District. Each district is a distinct governmental entity with a five-member board. The Weare School District administers grades pre-K through eight. Its facilities include the Center Woods Elementary School and the Weare Middle School. The John Stark Regional School District sets policies for grades nine through twelve. High school students from both Weare and Henniker attend the John Stark Regional High School located in Weare. Both the Weare School District and the John Stark Regional School District are part of School Administrative Unit 24 (SAU 24).

Education represents the largest expenditure of public funds by the town. In 2003, \$13,327,721 million was appropriated for education (includes both the Weare School District appropriation and the portion appropriated by Weare for the John Stark Regional School District). This figure represents approximately 73 percent of the town's total appropriations. While Weare as a whole has felt the impact of recent population growth, the schools have been particularly affected. Since the writing of the 1994 Master Plan, enrollment in grades readiness through eight increased from 908 students in 1993-94 to 1,255 students in 2003-2004 (see Table 36). This change reflects an increase of 38.2 percent. Total enrollment at the John Stark Regional High School increased from 486 students in 1993-94 to 872 students in 2003-2004, an increase of 79.4 percent (see following Table 36 and 37).

Table 36
School Enrollment - Weare School District

Year	Grades 1 - 8	Year	Grades 1 - 8
1990-91	751	1997-98	1,054
1991-92	833	1998-99	1,127
1992-93	880	1999-00	1,183
1993-94	908	2000-01	1,212
1994-95	980	2001-02	1,152
1995-96	1,017	2002-03	1,255 (w/ kindergarten)
1996-97	1,115	2003-04	1,238 (w/kindergarten)

Source: SAU 24

Table 37
School Enrollments, Grade 9-12
John Stark Regional School District

Year	Weare Students	Henniker Students	Total Enrollment
1990-91	274	128	402
1991-92	321	127	448
1992-93	342	145	487
1993-94	333	153	486
1994-95	341	133	474
1995-96	360	185	545
1996-97	412	194	606
1997-98	461	213	674
1998-99	478	202	680
1999-00	481	221	702
2000-01	502	246	748
2001-02	563	284	784
2002-03	574	253	872
2003-04	608	264	827

*Note: No information provided. Source: SAU 24

Many changes have occurred in Weare's education system since the last master plan. Enrollment increases forced the town to entirely reorganize and upgrade.

The following describes the existing conditions at each facility.

Weare Master Plan Update

Center Woods Elementary School

The Center Woods Elementary School, located on Center Road, was opened in 1990. It provides education from pre-K through grade four. The Weare School District provides half-day kindergarten instruction. In addition, pre-school instruction and services are provided for special needs students and a limited number of non-special needs students. Before the construction of the Center Woods School, grades readiness through eight were located in what is now the Weare Middle School.

Center Woods Elementary has 28 regular classrooms, one art room, one music room, a combined gymnasium/cafeteria, a library, and several administrative offices. The facility is handicapped accessible. Since 1993, the following improvements have been made to the building: construction of a two story, four-room kindergarten addition with a separate elevator on that side of the building; and the addition of a separate driveway from the site to improve traffic flow.

According to Team Design, an architectural/engineering firm hired by the Weare School Board that visited the school in November 2003, the facility is in good condition, but over capacity with all 28 regular classrooms being used.

The state currently recommends a maximum class size of 25 students per classroom for grades K-2 and no more than 30 students per classroom for grades 3 and 4. State recommendations are in the process of being changed. The draft changes include a recommendation of 36 square feet per elementary child, which would allow for a class size of 25,

not 30, in a 900 square foot classroom. Kindergarten classes will be recommended at least 1,000 square feet, or 50 square feet per child. The larger square footage requirements reflect activity-based learning environments. Until the final changes are adopted, it is difficult to calculate a capacity using state recommendations.

From a capacity perspective, it is important also to consider the students who attend pre-school at Center Woods. While most of the funding for the program comes from outside sources, students attending pre-school occupy space at the facility. Of the 28 existing classrooms, 24 are occupied by grades 1-4 and four are occupied by kindergarten and pre-school students. There are no vacant rooms. Although kindergarten and pre-school are not full-time programs, the rooms are occupied all day, Monday through Friday.

Weare Middle School



The Weare Middle School currently contains grades five through eight. It is located on the former site of both the Weare High School and the Weare Elementary School in the center of town. The middle school occupies two facilities that are adjacent to one another. The white wooden building is

approximately 36,042 square feet in size. It was originally constructed in 1947. Additions were added in 1967, 1974 and 1986. The cement block building is 22,474 square feet and was built in 1974. Neither building is fully handicapped accessible.

There are 24 classrooms available at the middle school. In addition, there is an art room, a music room, a library, a gymnasium, a cafeteria, as well as a home economics and industrial arts area. There are also several administrative offices. Since 1993, the following improvements have been made to the building: the addition of roof top propane heated air exchangers to eliminate complete dependence on electrical heating; installation of an artificial surface gym floor; replacement of some windows in the white wood building; and, the addition of approximately 750 square feet to the cafeteria area with other circulation improvements to the cafeteria serving area.

SAU 24 has reported that the 2003/04-student population on October 1, 2003 was 606 pupils. It has also been reported by SAU 24 that the middle school is currently under study by Team Design, Inc. regarding the adequacy of the facility to support middle school programs. This study has determined that the general classroom capacity is 548 pupils at 100 percent utilization and 477 pupils at the recommended 85 percent utilization. As a result, the classroom capacity has been exceeded by 147 pupils. The study also found that 21 of the 24 classrooms do not meet the state recommendation of 900 square feet. Sixteen classrooms are less than 850 square feet in size. There are currently

no science labs. Family and Consumer Science have a very old kitchen lab area. No space exists for guidance, small group tutoring, small group conferences, etc. A number of classrooms, such as the music room, and other spaces such as the library, do not meet state standards based on the number of students being served.

In addition to overcrowding, the middle school facilities suffer from inadequate heat, ventilation, wiring for equipment and technology, parking, fields, and access roads for bus and parent drop-off. Neither building has sprinklers, which is a concern in the white wooden building which has no firewalls. The buildings do not meet the current life and safety codes, although there are no major documented code violations.

John Stark Regional High School

The John Stark Regional High School, located on New Hampshire Route 114 in Weare, was opened in September 1987. Students in grades nine through twelve from both Weare and Henniker attend the school.

The facility is a two-storied structure with 40 classrooms. It is equipped with a library, a gymnasium, a cafeteria, an art room, a music room and several administrative offices. In addition, there is space for both industrial arts and home economics instruction. The facility is handicapped accessible.

John Stark Regional High School was originally designed to accommodate 600 students in its core facility. This area includes the library, gymnasium, cafeteria, auditorium, administrative offices, as well as rooms for music, art,

Weare Master Plan Update

home economics and industrial arts. Regular classroom square footage, however, was designed to accommodate only 500 students. During the 1992-93 academic year, a 10,000 square foot addition was constructed. With the new addition, total regular classroom square footage could accommodate 600 students. During the 1993-94 academic year, 487 students were enrolled at the high school. As of the opening day of the 2003 academic year, 885 students were enrolled at the high school. This is almost double the enrollment of 10 years ago.

Since the 1992-93 addition, four more classrooms and a 5,000 square foot technology center have been added to the building. Renovations and expansion to the original building were made in 2002, including the addition of a full sprinkler system and approximately 40,000 square feet of new classroom space. With these additions, there is now a total of 132,000 square feet of classroom space, which is sufficient to support a capacity of 1,269 students.

Future Needs

It can be concluded that the educational facilities at Center Woods Elementary School and John Stark Regional High School adequately address the town's present enrollment needs. The facility improvements, which have been made since 1993 have helped to expand the capacity of the town's schools. However, as noted in a recent facility study by Team Design, overcrowded conditions at both Center Woods and Weare Middle School have been identified as current problems.

Enrollment projections can help determine if the town's facilities will meet the needs of Weare's future population. The following tables show enrollment projections for the Weare School District, grades 1-8 and 9-12 between 2003 and 2008. The three-year weighted projections indicate that school enrollment is not expected to increase over the next five years as in years past. Rather the number of school age children will actually decline.

Table 38
School Enrollment Projections
Not Including Preschool and Kindergarten
Weare School District

Year	Grades 1-4	Grades 5-8	Total 1-8
2003/04	517	593	1,110
2004/05	492	592	1,084
2005/06	490	569	1,059
2006/07	487	556	1,043
2007/08	490	541	1,031

Source: Prepared by Schoolhouse Consulting for SAU #24

Table 39
School Enrollment Projections
John Stark Regional School District
(3 year weighted average)

Year	Grades 1-4
2003/04	879
2004/05	889
2005/06	877
2006/07	879
2007/08	863

Source: SAU 24

It should be noted that the enrollment projections are based on a method called “cohort survival” and do not take into account growth due to new residential construction. In addition to over 100 permits to build in Weare that have been recorded for 2004, there are 990 identified buildable lots that could support additional homes. There are data and research that suggest that for every 100 homes built in a community, the school system can expect 55-65 new students. New construction in Weare may result in a small increase in population over the next five years rather than small decreases. Moreover, even with small decreases predicted by the enrollment projection, the overcrowding in grades 1-8 will be eased but not eliminated.

Needs Evaluation

A program and facility analysis was recently prepared for the Weare Middle School in the fall of 2003 by Team Design, Inc., an architectural and consulting services company located in Manchester, NH. The conclusions of this analysis indicate that there are significant overcrowding, limited square footage and quality of space for current

programs, and significant code and safety issues that need to be addressed in any renovation or expansion of the school. The Weare Middle School is delivering existing educational programs by using every square foot of the existing facility. Electrical closets are used for testing, and programs are doubled up into existing space. No space exists for science lab work and guidance programs, and the Library space is being used for other programs. Many of the spaces being used are in violation of building and safety codes. Mechanical systems at the middle school are at the end of their useful life.

The report also discusses the size of the site and land use issues. Weare Middle School has limited expandability due to the lot size and topography that limit building additions. The space between the white building and block building is an access drive. Connecting the buildings would be difficult due to the mixed construction materials and unequal elevations. Block building expansion to the north is limited by the street access. The white building has had numerous additions reached through a circuitous corridor. Further additions will only lengthen the corridor system.

Other limiting constraints to building expansion or options include: well location, major grades down a hill to the west, and the existing septic system. The size of the lot does not meet current state recommendations and a waiver would be needed to expand if the district applied for building aid.

A space needs committee was reactivated in fall 2003 to review present and future programs that would be needed as well as to review the current facilities in their ability to meet those needs. The committee will make recommendations to the school board regarding the next step.

Protective Services

The three basic protective services in Weare are police, fire and rescue. The town's recent population growth and transformation to a bedroom community have challenged the town's abilities and effectiveness in providing necessary public services. Increased population has lead to new housing and commercial development in Weare. This, in turn, has meant that there are more establishments that can catch fire and more traffic on the roads, thereby increasing the likelihood of accidents.

Adjustments will be needed for all three services to cope with these new demands. It is important not to view protective services in isolation from other town trends. While all communities require such services, preventive policies are also desirable.

For example, reduced speed limits in densely developed areas can decrease the number of traffic accidents. The

upgrading of certain roads may also reduce the number of accidents and facilitate the prompt passage of emergency vehicles. Thus, by establishing policies that promote public safety, the Master Plan can assist in preventive efforts.

Rescue Squad

The Rescue Squad provides ambulance and rescue services in Weare, which is part of the Weare Fire Department. The Rescue Squad is currently housed in the newly constructed Safety Complex on North Stark Highway.

There are currently 25 volunteer (or call paid) employees in the Weare Fire Department who are responsible for medical responses. All are certified EMTs (Emergency Medical Technicians) with a minimum level of EMT-basic up to EMT-paramedic. During the day, however, the majority of the squad's EMTs are not available to answer calls since most of them work out of town.

The town no longer contracts with Tri-State Medical Services of Concord to answer day-time calls for points north of Mount Williams Pond Road. Mutual aid companies from Henniker, Hopkinton, Hillsboro, or Dunbarton handle these calls. Calls south of Mount Williams Pond Road continue to be handled under an existing mutual aid agreement by the towns of Goffstown and New Boston. Under this agreement, the Weare Rescue Squad will continue to be called first. If there is no response by the Weare Squad within three minutes of the call, then Goffstown or New Boston will be contacted for service.

The average response time to a call varies from seven to nine minutes. The response to night calls tends to be quicker, as more EMTs are available in Weare at night. Each member of the Weare Rescue Squad has an automatic paging device to notify him/her of emergencies. Injured persons can usually be transported to hospitals in Manchester or Concord within 15 minutes. Service is provided 24 hours a day, seven days a week.

The current rescue vehicles consist of a 1999 Ford, Model E406, Ambulance and a 2001 International, Rescue/Utility truck. There are no immediate plans to replace these vehicles for new or larger models. The town does maintain a capital reserve fund established for this purpose.

There is no set way to determine what level of rescue service a Town of Weare's projected population will need. The existing communications system is adequate and will improve response time for residents who live in north Weare. Longer-term needs can be determined only through periodic service evaluations. Such evaluations would be most effectively accomplished by outside groups or committees.

Fire Department

Current Conditions

The Weare Fire Department currently has one permanent part time employee, no full time employees and 44 volunteer (call paid) employees. The permanent part time employee is the administrative secretary who handles all administrative tasks, such as state and local reports, payroll preparation, etc. Of the 44 call

paid employees, 31 are responsible for fire suppression, inspections, etc. The remaining 13 employees are primarily responsible for medical responses. All personnel, with the exception of the administrative secretary, are issued pagers that alert them, by a specific tone, to respond to incidents within the town.

The Fire Department responded to 639 calls in calendar year 2004, of which 411 were medical/motor vehicle accident related. In calendar year 2003, the Fire Department responded to 560 calls for service, of which 345 were medical/motor vehicle accident related.

Both fire and rescue squad calls are received through a central dispatch center located within the Goffstown Police Department, 326 Mast Road, Goffstown NH. In the event, there are insufficient personnel available or the Fire Department is unable to respond to a fire, then the town relies on mutual-aid assistance from neighboring towns. Under this agreement, south Weare is served by New Boston and Goffstown while areas in the north are served, primarily by Deering, Henniker, Dunbarton and Hopkinton.

Weare's main fire station is now located in the newly constructed safety complex located at 144 North Stark Highway. There are also two branch stations, one in south Weare and the other in east Weare. The safety complex was completed in December 2003 and has three drive through bays and one ambulance bay. There are four office areas, a kitchen, a meeting room, a training room and two rest rooms. There is also a HAZMAT decontamination room and utility room.

Weare Master Plan Update

The South Weare Fire Station is a two bay facility located on NH Route 114. The facility was completed in 1990 to replace a one bay facility located on the same site. It has a small kitchen/office area, two rest rooms, and a utility room. The East Weare Fire Station, located on NH Route 77, is a one bay structure. The former Lakeview Fire Station, located in northwest Weare on Reservoir Drive, was closed in the late 1980s. It is no longer being used for storage and the property has been returned to the original owner.

Improvements to the Fire Station building in Weare include: general maintenance of oil burners, pump outs for holding tanks, painting and roof repairs. Installation of an alarm system in the South Station has been done. Equipment upgrades include the purchase of a new ambulance in 1999, a new rescue /utility truck in 2001, and a new quad cab engine/pumper in 2003. This truck replaces an older truck within the fleet. Plans to elevate the roof at the South Station and install a larger bay door to accommodate a larger piece of apparatus have been completed at which time the vehicle being housed in this station will be taken out of service.

The Town of Weare is divided into seven “districts”. Mutual Aid towns are designed for coverage of these areas based on their proximity to the area in question. In the event of a minor incident, all Mutual Aid towns may be called to assist in an area that is not in close proximity to their town. Average response times are seven to nine minutes to most areas within the Town of Weare. The Weare Fire Department maintains mutual aid agreements with the

following towns: Goffstown, New Boston, Deering, Henniker, Hillsboro, Antrim, Frankestown, Bow, Hopkinton, Dunbarton, Bradford and Warner.

The Weare Fire Department currently has a total of 10 vehicles (see following table). If all vehicles are operational, the department has the capacity to carry 6900 gallons of water. Location of water supply sources for fire fighting purposes is shown on the following Map 6 Location of Firefighting Cisterns and Ponds.

Several existing conditions in Weare hinder the Fire Department’s ability to respond efficiently to fires. There has been a number of cases where poor road conditions have made it difficult for Fire Department vehicles to reach a fire. While the newer developments have cul-de-sacs or T-bars allowing fire trucks to turn around, some older town roads, which have been re-opened as dead ends, have no turn-around provisions. Access problems have been reported along East Shore Drive and on the private roads around the lakes.

In addition, obtaining water for the department’s tankers is a problem. There is no source in the new Safety Complex to allow for filling of tankers. To ease water supply problems, the town’s subdivision regulations require that a water supply for fire fighting purposes be installed in new developments. To date, fire ponds and cisterns are being installed in new developments (see Map 6 Location of Firefighting Cisterns and Ponds). The town is in the process of investigating new regulations to ensure proper fire protection for new subdivisions.

Weare Master Plan Update

Insert Map 6: 11x17 Location of Fire Fighting Cisterns and Ponds Here

Table 40
Fire Department Vehicles

Vehicle	Use	Location	Condition
1-1986 International, Model 1854, Engine 1	Pumper	Safety Complex	Good
1-2003 Ford, Ambulance	Ambulance	Safety Complex	Excellent
1-1990 International, Model 4800, Engine 4	Pumper	South Weare	Good
1-1979 Ford, Model LN8000, Engine 2	Pumper	East Weare (temporarily)	Poor
1-1975 Mack, Model R686ST, Tanker 1	Tanker	Safety Complex	Good
1-1999 Ford, Model E406, Ambulance 1	Ambulance	Safety Complex	Good
1-2001 International, Rescue/Utility 1	Rescue Utility	South Weare	Excellent
1-2003 Spartan Quad Cab	Pumper	Safety Complex	Excellent
1-Ford Truck	Brush Truck	Safety Complex	Good
1-1992 Chevrolet	Car	Safety Complex	Poor

Source: Weare Fire Department

Other current problems and issues identified by the Fire Department include:

- The Fire Department does not have a full time Fire Prevention/Inspection program in place and that is a concern that needs to be addressed in the near future;
- The Fire Department has not been evaluated by either the State Fire Marshall or the NH Department of Fire Standards and Training.

Future Needs

The lack of overnight accommodations at any of the existing stations presents an issue for hiring full time staff. This will need to be addressed in the future. Future needs for the Fire Department also include another ambulance and a pumper-ladder truck, along with a firm vehicle rotation plan. Opening some discontinued roads or opening sections of roads that have been closed throughout the town could also improve response times. These improvements would enhance the capabilities of the Fire Department to respond quickly to incidents in all geographical areas of Weare.

Police Department

Current Conditions

The Weare Police Department is currently housed in the newly constructed Safety Complex located on North Stark Highway. The information provided below is based upon the town's 1994 Master Plan. The department has provided no information.

Before 1988, the department was staffed entirely by part-time personnel. Today the department is staffed by eight full time officers (which include one Lieutenant; one sergeant, two DARE Officers and one SRO); one part-time patrol officer; one detective; one prosecutor; one Deputy Chief; two DREs (Drug Recognition Expert), one Chief of Police; one full-time secretary; and one part-time clerk.

The Town of Weare is not divided into police districts. It takes between one and 12 minutes to respond to any location in town (with lights and sirens). The Town of Weare has Mutual Aid agreements with Henniker, New Boston, Goffstown, Dunbarton and Deering. The Weare Police Department is not a 24-hour department. However, both the chief and one backup officer are on call 24 hours. The department provides service from 7:00 a.m. to 12:00 a.m., during the week, and from 7:00 a.m. to 3:00 a.m. during the weekend. Staffing is scheduled on a four days on, three days off rotation. At least one full time officer is on duty during the department's hours of operation. All

police officers must reside within a reasonable travel time of Weare.

In 1993, the town contracted with the Goffstown Police Department for dispatch services. All Weare emergency police calls were received by Goffstown dispatchers, who then contacted the Weare Police Department either by radio or telephone. The department also has five cruiser radios, ten portable radios and one base station radio. The base station radio is housed at the Weare Police Department. All the radios listed above are within three years of age. In addition, the department owns several older mobile and portable radios.

The Police Department attempts to respond to emergency calls immediately. Urgent calls are usually responded to within five to seven minutes. However, response time does vary depending upon available staff and weather conditions. For example, when the number of calls into the station exceeds the number of available officers, responses are prioritized according to need, thus increasing the response time for many calls. Snow and other hazardous weather conditions can also delay police response. The purchase of an additional police cruiser has helped the Police Department improve its response time. In the past, backup officers had to drive to the police station to pick up a vehicle, thus increasing the time needed to respond to a call.

The Weare Police Department cruiser fleet consists of Ford vehicles as identified in the following table:

Table 41
Police Department Vehicles

Vehicle	Year	Use	Condition
1-Ford Van	1988	Emerg. Response	Fair
2- Marked Cruisers	1996	Secondary Patrol	Poor
1-Mmarked Cruiser	2004	Primary Patrol	Good
1- Unmarked Sta. Wag	1999	Detective	Good
1- Unmarked Cruiser	1996	Administrative	Poor
1 4-Wheel Drive SUV	2001	Inclement weather	Good

Source: Weare Police Department

Future Needs

The Weare Police Department faces issues in the following areas:

- Lack of manpower to adequately cover the area and population of Weare. National statistics suggest two personnel per 1,000 population. Realistically, the Weare Police Department should be at 10 full-time. With population growth and new roads built there should be manpower growth to safely and effectively patrol the town.
- Need for new cruisers. The department presently has one functionally safe patrol vehicle. Two 1996 (former state police cruisers) Ford Crown Vics are used as secondary patrol vehicles. One has 180,000 miles on it, while the other shows 170,000. Each is in dire need of repairs, just to make the vehicles operational. They both need computer exhaust systems, steering boxes, and brakes. One needs transmission work (if not replacement). That will make

them operational, yet still not safe for patrol.

- Outdated computer equipment, which requires an extraordinary amount of time to update and maintain accurate records. A request was made, through the CIP, for equipping all cruisers with laptop computers on docking stations. This will alleviate the need for the patrol officers to come into the police station to do reports. The laptops will be equipped with the necessary software to accommodate the reporting needs.

The department needs to increase numbers of officers and support staff in order to provide maximum service and coverage to the citizens of Weare. The department is in need of various/additional equipment and upgrades. Appropriate programs depend on budget and personnel totals. With the location of the Police Department in the new Safety Complex, no facility improvements are needed at this time.

Library



Current Conditions

The Weare Public Library, located on Paige Memorial Lane, is a one-story brick building with a finished basement. The original structure was built in 1927; however, a substantial addition was completed in 1992. The amount of useable space has increased from 1,200 to 5,800 square feet with the new addition.

The first floor consists of a large room, which contains the adult fiction and non-fiction collections, two offices, one rest room, the circulation area and a number of reading booths. The basement houses the children's room, the Emma Sawyer community meeting room, one office, a pantry and three rest rooms. The meeting room provides space for library programs and community meetings. The building is entirely handicapped accessible, with both a ramp and a lift.

The library currently holds 21,372 volumes. These include print and audio-visual materials. The library has not been able to purchase enough materials to overcome deficiencies. This is partly because the town has operated on default budgets for six of the past seven years. Also, should the money be available, purchases could not be safely shelved in the present building, which is at floor load capacity. According to the Maine Library Standards, a town with Weare's 2000 population of 7,776 should have 31,104 volumes.

The library uses Winnebago Spectrum 5.0 by Sagebrush Technologies for its automated circulation and cataloging system. This system was purchased in 2001 and went online January 2, 2003.

The library is open to the public five days per week. The library staff consists of a full-time library director, four part-time library assistants and two part-time janitors. Several volunteers from the community help the library meet its staffing needs. Library services include a story hour and reading club for children during the summer. In addition, large print books and audio and videocassettes are available to the public.

The number of library users and the estimated annual library visits are shown below.

Registered patrons (through September 15, 2003)			
<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003 (YDT)</u>
5,104	5,351	1,830	2,189
Annual library visits (estimate)			
<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>
34,944	29,276	31,720	25,298 (projection)

Improvements Since 1994

Installed French drain system in basement room of library, connected to sump pump and 70 feet of runoff pipe to catch basin on East Road. Waterproofed 142 feet of basement guaranteed by B-Dry Co. of Saco, Maine. Installed Winco 8 KW standby generator powered by 16hp Briggs and Stratton Vanguard propane engine added to protect library against flooding (powers pump on French drain system). Installed computer network in building, added server and eight new workstations, printer, and automated circulation and cataloging system. Installed closet in director's office. Replaced disabled air conditioning unit with Fujitsu System 18C1 Ductless Air Conditioner. Retrofitted library lighting with energy-saving light fixtures and bulbs. Repaired interior walls of Children's Room, front hall, and fiction section.

Program Changes

Adult summer programming has been added as is convenient to the schedule. Adult programming during the school year has also been added but on an occasional basis. Young adult programming during the summer was added for a year and discontinued.

Children's programming has been added. Tiny Tots meets weekly for ages 2-4. Story time meets twice monthly for ages 4 and 5.

Issues or Problems With Existing Facility

The library has a Facilities Study Committee, which is currently working on identifying issues and problems with

the existing facility. A full report is expected by the end of year. At this point, details are not fully collated. When it is completed, the committee's report will be circulated to interested town boards and committees.

Known issues at this time include air quality, flooring, space needs, aging of infrastructure, normal upgrade and replacement of electronic hardware, and budgetary constraints on programming.

The Department of Public Health conducted an air quality inventory and found the circulation of air on both floors of the library to be poor. Bathrooms were built without ventilation. Air does not move between rooms, and as a result, staff and patrons have experienced varying upper respiratory symptoms.

Flooring issues relate to air quality in the Children's Room, where carpet was flooded and not replaced. The room is below ground, so is prone to mildew. The solution would be replacement of the carpet with hard surface floors. Upstairs, carpet was improperly laid in construction, and has come unattached from the floor. Repair is not possible so a major replacement project will be needed.

The library is at maximum floor load for book shelving. This means that when new materials are added to the collection, something must be discarded. As the population grows, the number of volumes per capita will decline unless there is a way to add safe shelf space. The square footage in the Children's Room is inadequate for the volume of circulation and seating on a typical day. When there are special programs, the

crowding becomes acute. In addition, an aide is needed to handle the volume of shelving and circulation. However, if an aid were to sit at the main desk, workspace for the Children's Librarian would be inadequate. Young adults tend not to use the library because the Paige Room, where their collection is shelved, has a formal atmosphere. Special space for teens is not available.

The demand for additional computers cannot be met within the limits of the current space of the library. The doorframe is not plumb. The sill at the main entrance was improperly constructed, cracked shortly after the building opened, and has not been permanently repaired. Cracks in the concrete in front of the door were patched. The walk is beginning to sprawl in places, and drainage is an issue at the foot of the Sawyer Room walk. In addition, air conditioners and computers will need scheduled replacement.

As noted, before 2005, the library will need the following improvements:

- Exterior repairs to walks and brick surface of old section
- Better ventilation and other mitigation of mold and mildew problems
- Main entrance repair
- Increased budget for programming, computer upkeep and collection development and maintenance
- Minimum of one new staff member for increase in operating hours
- Professional facilities survey

By 2010, the library will need the following improvements:

- Major mechanical replacements (air conditioning, possibly furnace)
Note: recent repairs have added some life to the furnace
- Floor covering replacement
- Larger facilities for housing collection, activities and workstations
- Software and hardware upgrades to maintain catalog/circulation system.
- Additional personnel, materials and hours, according to a population-based formula in the NH state library standards
- Hardware and software to meet the needs of a population that requires interactive Internet services from the local library, including online catalog, databases, and web-based communication
- Technologically skilled staff person to maintain electronic resources

Municipal Buildings

Town Office

Current Conditions

Town business is conducted in the Weare Town Office building, which was originally built as a school in 1925. The building is a three-story structure with exterior dimensions of 42 by 65 feet. It is now handicapped accessible except for access to the top floor. It is heated by an oil-fired steam boiler. The Town Office and other community facilities

Weare Master Plan Update

are shown on the Community Facilities Map. The hours of business (open to the public) are 8:00 a.m. to 4:30 p.m., with the Clerk's Office open until 7:00 p.m.

on Wednesdays. In any given month as of January 2005, the average use of the Town Office is as follows:

<u>Full Time</u>	<u>Part Time</u>	<u>Volunteer</u>
9	2	Avg. of 40

The departments/offices located in the Town Office are: Board of Selectmen's Office, Town Administrator, Finance Administration, Land Use Coordinator, Tax Collection, Town Clerk, Welfare Office, Building Department, and Assessing Department. In addition, the Planning Board and the Conservation Commission each have one room in which to conduct business. There is also a large conference room available for meetings on the first floor, and an employee smaller conference room in the basement.

Since the Master Plan of 1994, some rooms have been added to the basement area and the selectmen's office has received a large partition wall and door to separate the Town Administrator's office. Some of the floors were refinished and most of the walls have been repainted. A major improvement has been the recent upgrading of the electrical service handling system at the building, upgrading the power handling capacity and stability.

As noted in the town's 1986 Master Plan, increases in staff have created less than ideal conditions at the Town Office. The board of selectmen's staff increased from two to three employees, and the Building Department, with a staff of two, has been established at the Town

Office. At present, there are no plans to expand the existing building.

Future Needs

Currently the town clerk, assistant clerk, and tax collector are looking to expand their space, possibly utilizing the current conference room if future plans allow. The basement area has a lot of potential for bulk storage and records storage, as outlined above. Future growth/expansion of the top two floors is limited other than the conference room being converted to offices. There is a third conference room, the conservation room on the top floor, that could be converted into two offices or one large office should the need arise, but the Conservation Committee would lose its room.

All the departments in the Town Office building have computer equipment and are networked through a server. Other town departments that utilize computers and are included in the computer system CIP, are fire, police, and DPW departments.

The building does have smoke/heat detection on each floor, but it does not have sprinklers. The building is not adequately insulated with large window areas that are substandard as far as weatherproofing. The town would like

to make sure that all the items listed in the State Fire Marshall's inspection letter, dated 9/12/03, are completed with regard to the Town Office Building. Upgrade plans include replacing outdated light fixtures, increasing insulation, and replacing windows with modern weather-efficient windows.

The woodwork on the walls throughout the building definitely needs refinishing as it does not appear it has ever been done and maintains carvings and scribbling from when the building was used as a school building. The current conservation room on the top floor can be utilized for potential office space as the Conservation Commission now holds meetings in the regular conference room and the room is underutilized.

Town Hall

Existing Conditions

The Weare Town Hall was built in 1827 and was placed on the National Register of Historic Places in 1985. The building is used by the town for voting and public hearings. It is also used extensively as a year-round meeting place for civic groups and social functions. The building's exterior dimensions are 40 by 74 feet and it is heated by oil-fired forced hot water.

Since the Master Plan of 1994, the Weare Town Hall also been re-sided, painted, the floor has been refinished, the stage area has been fixed and upgraded, and the parking area has been paved. The back stairs area off the door exiting the back stage area was rebuilt recently. The building is handicapped accessible with a ramp on the side going to the parking lot. Currently, the

upstairs area is off limits as there are unsafe weak areas in the flooring. The building has heat/smoke detection equipment, but no sprinklers. Additionally, it is not adequately insulated given the age of the building. The belfry area is a problem and is closed off at this time. The side doors also need to be repaired as they are showing wear. A recent endowment will provide substantial funds to correct the building's deficiencies over the next few years.

Future Needs

For the short term, the front entryway area needs improved lighting and new doors. Side doors also need to be replaced. In the long term, the upstairs needs major structural work in order that it may be used. This should be accomplished within the next 10 years so that the community can fully utilize this historic building.

Stone Memorial Building

Existing Conditions

The Stone Memorial Building, built in 1896, is a three-room brick structure with exterior dimensions of 26 by 45 feet. The Weare Historical Society uses the building as a museum. In addition, the veteran's Honor Roll is also contained in the building.

As reported in the town's 1994 Master Plan, the building has been insulated and a new gas-fired heating system has been installed. In addition, roof repairs have been made. Since 1994, no further improvements have been made to the building.

Future Needs

Despite these upgrades, the following improvements are still needed: the interior wall mural needs to be renovated, the rotunda, along with its stained glass window, needs to be repaired; both interior and exterior painting is needed, particularly on the exterior porch and window frames; and, the building is still not handicapped accessible. The entire roof will need to be replaced in the next five years.

Sugar & Spice Nursery

The Sugar & Spice Nursery School is leased from the town by a non-profit organization. The building is located behind the town office and it consists of four rooms and a kitchen.

As reported in the Town's 1994 Master Plan, the chimney and roof have been repaired. However, an improved smoke and heat detector system is still needed and minor handicapped alterations may also be needed. Since 1994, the roof has been replaced (in 2004).

Future Needs

Future needs to the Sugar & Spice Nursery are unknown at this time as it looks as though the present organization that leases the space will be there for an indefinite period. As the roof has been replaced, it appears all substantive issues have been addressed for the near future.

Weare Safety Complex

Existing Conditions

The town has constructed a new one-story 12,000 square foot building located between Center and Woodbury Roads along North Stark Highway with easy access to Routes 114 and 77. The building houses fire, EMS, and police services. The building is self-contained as far as kitchen area, vehicle storage, offices, utility rooms, etc. It is up to current code for insulation, wiring, heating, etc. It was constructed at a total cost of \$1,200,000 with \$600,000 allocated from the general fund surplus to offset building costs and \$600,000 from a bond.

The safety complex is divided roughly 70 percent and 30 percent between the fire and police departments, respectively. The Town of Weare has a 10-year bond secured from the NH Bank Bond at 4.85 percent with a schedule of two payments per year. The tax impact of the bond is 25 cents per thousand.

Future Needs

The current configuration should house emergency services for at least 15 to 20 years, if not longer, as both fire and police have room for additional shifts and personnel. Given the construction of the building and the layout of the building on the site, there is little room for further expansion. An issue with the present space and configuration, though, is facilitating overnight accommodations for a full-time fire department staff.

This page intentionally left blank.

Chapter 8:

Transportation



In this chapter:

Community Survey Results.....	135
Roadway Classification.....	136
Traffic Flow.....	141
Crash Data Analysis.....	149
Traffic Issues.....	152
State of NH 2003/2004	
Transportation Improvement Plan.....	155
Roadway Surface Management Plan.....	155
Alternative Modes of Transportation.....	161
Conclusions and Recommendations.....	163

This page intentionally left blank

Introduction

The transportation system plays an important role in shaping the characteristics of a community, as well as dictating the economic vitality of the region. Proper planning for new roads and a systematic rehabilitation, replacement, and repair of the existing roadway elements, ensure that the transportation network remains in good shape and able to serve the citizens of the community as well as the region.

A master plan is a tool where a community's resources, including transportation, are evaluated and are matched against its needs. This task produces a set of solutions and recommendations that help guide the town's citizens set policies, project priorities, financial planning, etc. to shape its transportation system infrastructure. However, to attain these results, a community has to start with a set of goals and objectives that it deems appropriate for its settings and desires. In this section of the Master Plan, first a set of goals and objectives of the town regarding its transportation system is formed. A description of existing transportation system resources available in the town, including the roadway mileages in various classifications, accident statistics, traffic volume, traffic circulation problems, etc along with a systematic roadway management plan, is provided.

Community Survey Results

In the fall of 2003, a Master Plan Survey was mailed to all households and postal patrons in Weare. A total of 3,274 surveys were distributed with 315

returned, for a 9.6 percent response rate. The following questions and responses are those on the survey that relate to transportation in Weare.

12. Please respond to the following questions by writing a specific road or intersection in the space below. Which road or intersection in town...a) poses the most serious threat to safety; b) has too much traffic, considering its design and surrounding setting; c) requires the most aesthetic improvement?

13. What in your opinion is the most pressing transportation problem facing Weare? Please describe.

Overall Findings: The responses received to the two above questions indicate that there is wide agreement that a number of transportation problems and safety concerns exist in Weare. The primary locations identified include the intersections of NH 77 and NH 149, NH 77 and NH 114, Center Road and NH 77 Concord Stage Road and NH 149 and NH 114. A number of town-owned roads were also identified as safety concerns. Some of the most serious transportation problems identified are road maintenance; paving; truck traffic in residential areas; the lack of alternative and direct access routes to the I-93 interstate system; increasing traffic in the Town Center and along NH 114; the lack of public transportation and bicycle paths and routes; pedestrian safety due to the lack of sidewalks and street lights particularly within the Town Center and near the middle school; and the need for center left turn lanes and climbing lanes on NH 114.

Roadway Classification

Broadly, roadways are classified into two types: Administrative Classification (AC) and Functional Classification (FC). Administrative classification refers to the state's system of defining state and town responsibilities for road construction and maintenance. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Basic to this process is the understanding that individual roads or streets do not serve travel independently: rather, travel involves movement through a series of roadways in a logical manner by defining the part any particular road or streets can play in serving traffic flowing through a highway network.

Administrative Classification

All public roads in New Hampshire are classified in one of six categories per NHRSA 229:5. These are Classes I through VI. Highways under state maintenance and control include Classes I, II, and III. Classes IV, V, and VI highways are under the jurisdiction of municipalities. The following provides a description of various administrative classes.

Class I: This classification consists of all highways that are part of the primary state highway system, except portions of highways which lie within the compact sections of towns and cities with a population of 7,500 or more. The New Hampshire Department of Transportation (NHDOT) assumes complete control and pays the cost of construction, reconstruction, and

maintenance of its sections. The sections within the compact areas are controlled by the cities and towns under class IV highways. The only Class I roadways in the town are a 10.20 mile section of NH Route 114 from New Boston Town Line to Henniker Town Line, and a 2.57 mile section of NH Route 77 from New Boston Town Line to NH 114 Southern Junction.

Class II: These highways consist of the secondary state highway system, except those portions of such highways, which are within the compact sections of towns and cities with populations of 7,500 or more and which are classified as Class IV highways. There are about 11.41 miles of Class II highways in the town. These include NH Route 77 from NH Route 114, Northern split to Dunbarton Town Line, and NH Route 149 from NH Route 77 to Deering Town Line.

Class III: These are recreational roads leading to, and within, state reservations designated by the legislature. The NHDOT controls the construction, reconstruction, and maintenance of such roads. There is only a very short length of Class III roadway in the Clough State Park in Weare.

Class IV: These are the town and city streets within the compact sections of town and cities with a population of 7,500 or more. The extensions of Class I and Class II highways through these areas are included in this classification. There are no Class IV roadways in the town.

Class V: These consist of all other traveled highways for which the city or the town has the responsibility of construction and maintenance. Most of

the roadways in the town belong to this category. There is a total of 96.17 miles of Class V roadways in the town.

Class VI: These consist of public roads that are not maintained, including highways discontinued as open highways, highways closed subject to gates and bars, and those highways that have not been maintained in suitable condition for travel for a period of five

years or more. There is a total of 31.52 miles of Class VI roadways in the town. Examples of such roadways include Jewett Road, Tobey Hill Road, part of Mountain Road, etc.

Table 42 below shows a summary of administrative class mileage in the Town of Weare. Map 7 shows the administrative classification of the roadways in Weare.

Table 42
Administrative Highway Classification
of Roadways in Weare

ADMINISTRATIVE CLASS	MILES OF ROADWAY
CLASS I – PRIMARY STATE AID HIGHWAYS	12.77
CLASS II – SECONDARY STATE AID HIGHWAYS	11.41
CLASS III – RECREATIONAL HIGHWAYS	0.03
CLASS IV – TOWN AND CITY STREETS	0.00
CLASS V – TOWN/CITY MAINTAINED	96.17
CLASS VI – UNMAINTAINED HIGHWAYS	31.52
Total Miles of Roadway	151.90

Source: SNHPC

Functional Classification

The rural street system is classified as follows:

Principal Arterial (Interstate): The Interstate System of all presently designated routes is currently rural in character. These corridors are used basically for statewide and interstate travel. There are no Principal Arterial (Interstate) highways in Weare.

Other Principal Arterial (OPA-R): These systems provide an integrated network of highways between cities and larger towns and usually have no connection except at coastal cities or international boundaries. This is at a

statewide view. There are no highways of this category in the town.

Minor Arterials: These feeder highways serve a variety of traffic. They may serve as links between larger towns and some smaller cities. They also serve as traffic generators to and from urban or urbanized areas but are rural. The only minor arterial in the town is NH Route 114 from New Boston Town Line to Henniker Town Line.

Major Collector: These routes provide for service to local centers of government, but are of a lesser importance than those highways serving cities and larger towns. They also serve as traffic generators to schools, shipping

and receiving points. While these routes do not serve a statewide condition, they are important to the region where they exist. A total of 9.0 miles of major collectors exists in the town. NH Route 77 from New Boston Town Line to NH Route 114 Southern Junction, NH Route 77 from NH Route 114, Northern split to Dunbarton Town Line are the only major collectors in the Town.

Minor Collector: This system should be consistent with the population of the areas because it is the last system before the local road system. It provides service to the remaining smaller communities. Minor collectors in the town include NH Route 149, Clough Park Road, and River Road.

Local: Local roads primarily provide access to adjacent land, as well as travel of relatively short distances. This mileage will constitute the bulk of the “rural public road” mileage. Most of the roadways in the town belong to this category with a total length of 88.21 miles.

Urban roads are classified as Principal Arterial (Interstate), Principal Arterial (Other Freeways and Expressways), Other Principal Arterials (OPA-U), Minor Arterials, Collector, and Local. There is no urban roadway classification in the Town of Weare.

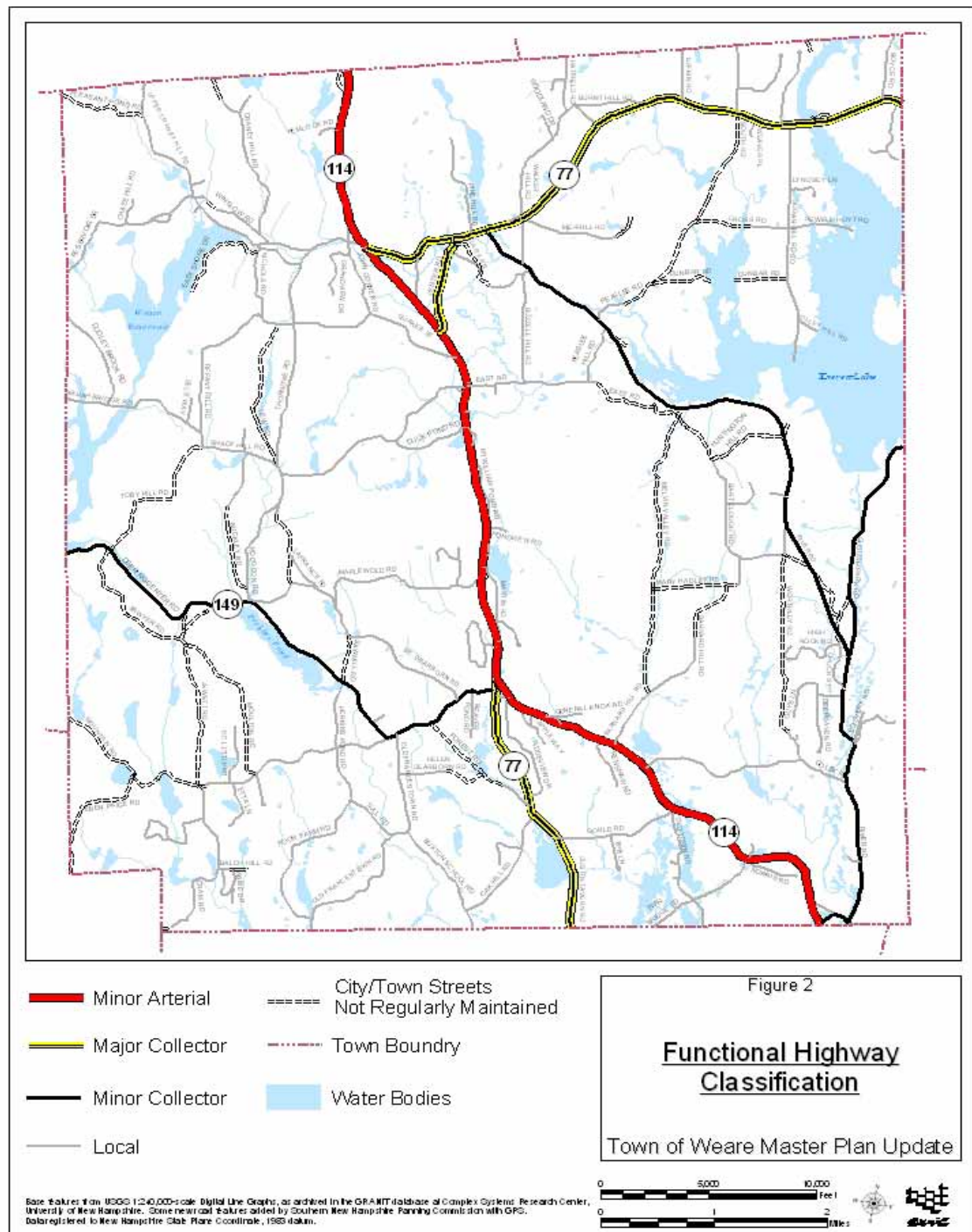
Table 43 shows a summary of Functional Class mileage in the Town of Weare. Map 8 shows the Functional Classification of the roadways in Weare.

Table 43
Functional Highway Classification
of Roadways in Weare

FUNCTIONAL CLASS	MILES OF ROADWAY
RURAL HIGHWAYS	
PRINCIPAL ARTERIAL (INTERSTATE)	0.00
OTHER PRINCIPAL ARTERIAL	0.00
MINOR ARTERIALS	10.20
MAJOR COLLECTOR	9.00
MINOR COLLECTOR	15.92
LOCAL	88.21
NON-PUBLIC	31.46

Source: SNHPC

Map 8



Traffic Flow

Existing Conditions

Table 44 shows a list of existing Average Annual Daily Traffic (AADT) volumes on the town roads. Map 9 shows these volumes on Weare's roadways. The highest traffic volume in the town is on NH Route 114 near the New Boston Town Line with an average daily volume of 8,100 vehicles. This volume gradually diminishes to about 2,900 vehicles per day at the Henniker Town Line. The other high volume roads are NH Route 77, with daily volumes ranging from 4,200 vehicles near the Dunbarton Town Line to about 2,200 daily vehicles near the New Boston Town Line, and NH Route 149 with a volume ranging from 3,800 to 1,400 vehicles per day. A highway capacity analysis was performed on all the major roadways (state highways) in the town, where the traffic volume is usually higher than any other types of roads.

Traffic operations and quality of flow is usually expressed as one of six Levels of Service (LOS), ranging from "A" through "F". A qualitative description of various LOS is given below.

LOS A describes the highest quality of traffic service, when motorists are able to travel at their desired speed. Motorists are not delayed more than 35-40 percent of their travel time by slow moving vehicles.

LOS B characterizes traffic flow with speeds near 50 miles per hour on level terrain highways. The demand for passing to maintain desired speeds becomes significant and approximates the passing capacity at the lower boundary of LOS B. Drivers are delayed in platoons of up to 50-55 percent of their travel time.

LOS C describes further increase in flow, resulting in noticeable increase in platoon formation, platoon size, and frequency of passing impediments. At higher volumes the chaining of platoons and significant reductions in passing capacity occur. Although traffic flow is stable, it is susceptible to congestion due to turning traffic and slow moving vehicles.

LOS D describes unstable traffic flow. The two opposing traffic streams begin to operate separately at higher volume levels, as passing becomes extremely difficult. Mean platoon sizes of five to 10 vehicles are common. Motorists are delayed in platoons for nearly 80-85 percent of their travel time.

LOS E, means passing is virtually impossible, and motorists are delayed behind platoons for more than 80-85 percent of the travel time.

LOS F represents heavily congested flow with traffic demand exceeding capacity. Speeds are highly variable at this LOS.

Table 44
Existing AADT on Weare Roadways

LOCATION	2002 AADT	2003 AADT ¹
ABIJAH BRIDGE ROAD AT DEERING TOWN LINE	50	
BARNARD HILL RD N OF NH 114		210
BUCKLEY RD S OF SHADY HILL RD		180
BUZZELL HILL ROAD SOUTHWEST OF RIVER ROAD		140
CLOUGH PARK ROAD AT DUNBARTON TOWN LINE	290	
CLOUGH PARK ROAD OVER PISCATAQUOG RIVER	300	
COLBY ROAD OVER OTTER BROOK	600	
CRANEY HILL ROAD NORTH OF WINSLOW ROAD	280	
DUDLEY BROOK ROAD AT DEERING TOWN LINE	230	
EAST ROAD WEST OF BUZZELL HILL ROAD AT BROOK		580
FLANDERS MEMORIAL DRIVE WEST OF DUCK POND ROAD		530
FLANDERS MEMORIAL DRIVE WEST OF NH 77 and NH 114	1100	
GOULD ROAD EAST OF NH 77 DUSTIN TAVERN ROAD	1300	
HATFIELD ROAD AT HOPKINTON TOWN LINE	110	
HODGDON ROAD SOUTH OF FLANDERS MEMORIAL ROAD		730
JOHN CONNER ROAD NORTH OF QUAKER STREET		230
JOHN CONNER ROAD SOUTH OF NH 114	200	
LULL ROAD OVER PEACOCK BROOK	130	
MAPLEWOLD ROAD WEST OF NH 77 and NH 114		430
MT DEARBORN ROAD EAST OF HODGDON ROAD	80	
MT DEARBORN RD N OF NH 149		120
NH 114 AT HENNIKER TOWN LINE	2900	
NH 114 NORTH OF SHORT STREET	5200	
NH 114 SOUTH STARK HIGHWAY OVER OTTER BROOK		7900
NH 149 DEERING CENTER ROAD AT DEERING TOWN LINE	1400	
NH 149 DEERING CENTER ROAD EAST OF BEAVER POND ROAD	3800	
NH 149 DEERING CENTER ROAD WEST OF HODGDON ROAD		1400
NH 77 and NH 114 SOUTH OF DUCK POND ROAD	7000	
NH 77 and NH 114 SOUTH OF NH 77 CENTER ROAD	7300	
NH 77 CONCORD STAGE ROAD AT DUNBARTON TOWN LINE	4100	
NH 77 CONCORD STAGE ROAD EAST OF BURNT HILL ROAD	4200	
NH 77 DUSTIN TAVERN ROAD NORTH OF FOREST ROAD		2200
NH 77 NORTH OF NH 149	3100	
NH 77 WEST OF CENTER ROAD		1200

Table 44: Existing AADT on Weare Roadways (Continued...)

Existing AADT on Weare Roadways Continued		
LOCATION	2002 AADT	2003 AADT ¹
OAK HILL ROAD SOUTH OF DUSTIN TAVERN ROAD	530	
OLD FRANCESTOWN ROAD N OF NH 149		460
PAIGE HILL ROAD AT TOBY BROOK		120
PERKINS POND ROAD S OF NH 149	1100	
RESERVOIR DRIVE AT DEERING TOWN LINE	460	
RESERVOIR DRIVE EAST OF NICHOLS ROAD OVER PISCATAQUOG RIVER		1600
RESERVOIR DRIVE WEST OF PAIGE HILL ROAD	1300	
RIDGEVIEW RD NE OF NH 77		80
RIDGEVIEW RD SE OF NH 114		100
RIVER ROAD AT NEW BOSTON TOWN LINE	1900	
RIVER ROAD NORTH OF CLOUGH PARK ROAD		1700
RIVER ROAD NORTH OF COLBY ROAD	2000	
RIVER ROAD SOUTH OF PEASLEE HILL ROAD	820	
RIVER ROAD SOUTH OF ROCKLAND ROAD		830
ROCKLAND ROAD NORTH OF RIVER ROAD		600
SHADY HILL ROAD WEST OF THORNDIKE ROAD	600	
SUGAR HILL ROAD NORTH AT HOPKINTON TOWN LINE	740	
THORNDIKE ROAD SOUTH OF QUAKER STREET		500
TIFFANY HILL ROAD NORTH OF ABIJAH BRIDGE ROAD		10
TWIN BRIDGE ROAD SOUTH OF NH 114	750	
UPPER CRANEY HILL RD S OF PLEASANT POND JEEP TRAIL	90	
WALKER HILL ROAD NORTH OF BOG HILL ROAD		260
WEST QUAKER STREET NORTH OF TIFFANY HILL ROAD		70
WOODBURY ROAD NORTH OF NH 114		130

Source: SNHPC

¹ Based on preliminary estimates. May change when finalized

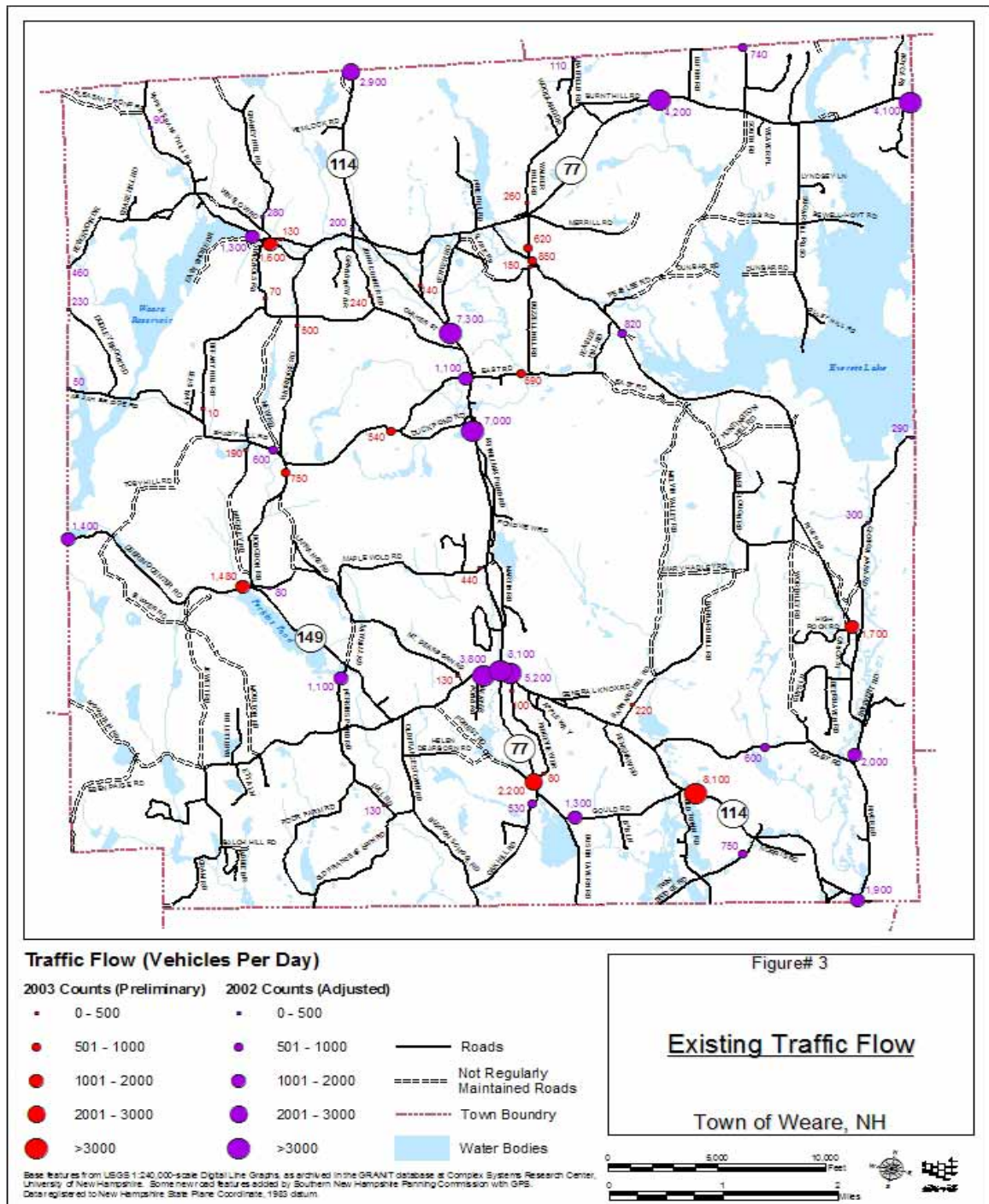
Table 45 shows the results of LOS analysis for the major roadways in Weare.

Table 45 Existing LOS on Weare Roadways

Roadway Segment		Avg Travel Speed	LOS	v/c
NH 114	New Boston TL - NH 77 S Jct	38.2	C	0.32
	NH 77 S Jct - Duck Pond Rd	44	C	0.31
	Duck Pond Rd - NH 77 N Split	32.2	C	0.31
	NH 77 N Split - Henniker TL	35.4	C	0.17
NH 77	New Boston TL - NH 114 S Jct	38	B	0.14
	NH 114 N Split - Dunbarton TL	41.5	C	0.2
NH 149	NH 77 - Peacock Hill Rd	27.3	C	0.16
	Peacock Hill Rd - Deering TL	35.8	B	0.07

Source: SNHPC

Map 9



As shown in Table 45, almost all of the major roadways in the town operate at LOS C during the evening peak hour. The table also shows the v/c ratio, which is an indicator of the fraction of the capacity of roadway being used, for each segment of the roadway analyzed. According to this table, the maximum

v/c ratio is around 30 percent occurring on NH 114 on the southern segment. A similar capacity and LOS analysis was also done for four major roadway intersections in the town to determine the existing state of operation of these intersections during the morning commute hour. The results are shown in Table 46 below.

Table 46
Existing LOS on Major Intersections

Intersection	Approach	95% Queue Length	v/c Ratio	Delay (s/veh)	LOS
NH 77 and NH 149	NB	0.13	0.04	7.7	A
	EB	2.38	0.45	13.6	B
NH 77 and Center St	WB	0.48	0.14	8.2	A
	NB	1.15	0.28	11.5	B
NH 114 and Reservoir Dr	NB	0.06	0.02	7.8	A
	SB	0.15	0.05	8	A
	WB	1.36	0.32	13.8	B
	EB	4.12	0.62	27.4	D
NH 114 and NH 77	WB	0	0	8.4	A
	NB	3.25	0.55	22.2	C

Source: SNHPC

It can be seen from the Table 46 that all intersections operate at LOS A and B, except the eastbound approach of NH 114 and Reservoir Drive and northbound approach of NH 114 and NH 77, which operate at LOS D and C, respectively.

However, the analysis does not portray the complete picture of the roadways during the peak periods. During the morning peak hours, the existence and operation of school buses picking up school children by stopping on the major roadways create long queues.

A long queue is also formed regularly on NH 114 stretching between half a mile north of New Boston town line and NH 13 junction in Goffstown Village Center. It is believed that this intersection (NH 114 and NH 13 in Goffstown) is the

bottleneck for the queue problem upstream of this intersection during the morning peak. A review of NH 114 corridor study completed for the Town of Goffstown in 2003 did not recommend any major changes to this intersection. The town is encouraged to work with the Town of Goffstown on this issue.

Future Conditions

To determine whether the town's existing roadway infrastructure will be adequate in handling future traffic volumes, first an estimate was made of the growth in the town in the next 20 years. This was achieved by using the Southern New Hampshire Planning Commission's Regional Travel Demand

Model. Results from the model showed that the traffic on the town roads will grow at an average annual rate of 1.7 percent per year on all roads, except NH

149, where the growth rate is about 2.3 percent per year. Based on these growth rates the traffic volume on the roads is shown in Table 47 and Map 10.

Table 47
Projected (2022) AADT on Weare Roadways

LOCATION	2022*
ABIJAH BRIDGE ROAD AT DEERING TOWN LINE	70
BARNARD HILL RD N OF NH 114	300
BUCKLEY RD S OF SHADY HILL RD	260
BUZZELL HILL ROAD SOUTHWEST OF RIVER ROAD	200
CLOUGH PARK ROAD AT DUNBARTON TOWN LINE	400
CLOUGH PARK ROAD OVER PISCATAQUOG RIVER	400
COLBY ROAD OVER OTTER BROOK	840
CRANEY HILL ROAD NORTH OF WINSLOW ROAD	390
DUDLEY BROOK ROAD AT DEERING TOWN LINE	230
EAST ROAD WEST OF BUZZELL HILL ROAD AT BROOK	810
FLANDERS MEMORIAL DRIVE WEST OF DUCK POND ROAD	740
FLANDERS MEMORIAL DRIVE WEST OF NH 77 AND NH 114	1500
GOULD ROAD EAST OF NH 77 DUSTIN TAVERN ROAD	1800
HATFIELD ROAD AT HOPKINTON TOWN LINE	150
HODGDON ROAD SOUTH OF FLANDERS MEMORIAL ROAD	1000
JOHN CONNER ROAD NORTH OF QUAKER STREET	330
JOHN CONNER ROAD SOUTH OF NH 114	280
LULL ROAD OVER PEACOCK BROOK	180
MAPLEWOLD ROAD WEST OF NH 77 AND NH 114	600
MT DEARBORN ROAD EAST OF HODGDON ROAD	110
MT DEARBORN RD N OF NH 149	180
NH 114 AT HENNIKER TOWN LINE	4100
NH 114 NORTH OF SHORT STREET	7300
NH 114 SOUTH STARK HIGHWAY OVER OTTER BROOK	12000
NH 149 DEERING CENTER ROAD AT DEERING TOWN LINE	2200
NH 149 DEERING CENTER ROAD EAST OF BEAVER POND ROAD	6000
NH 149 DEERING CENTER ROAD WEST OF HODGDON ROAD	2300
NH 77 AND NH 114 SOUTH OF DUCK POND ROAD	9800
NH 77 AND NH 114 SOUTH OF NH 77 CENTER ROAD	10000
NH 77 CONCORD STAGE ROAD AT DUNBARTON TOWN LINE	5700
NH 77 CONCORD STAGE ROAD EAST OF BURNT HILL ROAD	5900
NH 77 DUSTIN TAVERN ROAD NORTH OF FOREST ROAD	3000
NH 77 NORTH OF NH 149	4300
NH 77 WEST OF CENTER ROAD	1800

Weare Master Plan Update

OAK HILL ROAD SOUTH OF DUSTIN TAVERN ROAD	740
OLD FRANCESTOWN ROAD N OF NH 149	700
PAIGE HILL ROAD AT TOBY BROOK	190
PERKINS POND ROAD S OF NH 149	1500
RESERVOIR DRIVE AT DEERING TOWN LINE	640
RESERVOIR DRIVE EAST OF NICHOLS ROAD OVER PISCATAQUOG RIVER	2200
RESEVOIR DRIVE WEST OF PAIGE HILL ROAD	1800
RIDGEVIEW RD NE OF NH 77	110
RIDGEVIEW RD SE OF NH 114	140
RIVER ROAD AT NEW BOSTON TOWN LINE	2700
RIVER ROAD NORTH OF CLOUGH PARK ROAD	2300
RIVER ROAD NORTH OF COLBY ROAD	2800
RIVER ROAD SOUTH OF PEASLEE HILL ROAD	1100
RIVER ROAD SOUTH OF ROCKLAND ROAD	1200
ROCKLAND ROAD NORTH OF RIVER ROAD	850
SHADY HILL ROAD WEST OF THORNDIKE ROAD	840
SUGAR HILL ROAD NORTH AT HOPKINTON TOWN LINE	1000
THORNDIKE ROAD SOUTH OF QUAKER STREET	690
TIFFANY HILL ROAD NORTH OF ABIJAH BRIDGE ROAD	14
TWIN BRIDGE ROAD SOUTH OF NH 114	1100
UPPER CRANEY HILL RD S OF PLEASANT POND JEEP TRAIL	130
WALKER HILL ROAD NORTH OF BOG HILL ROAD	400
WEST QUAKER STREET NORTH OF TIFFANY HILL ROAD	100
WOODBURY ROAD NORTH OF NH 114	200

Source: SNHPC

* Based on preliminary estimates. May change in the future.

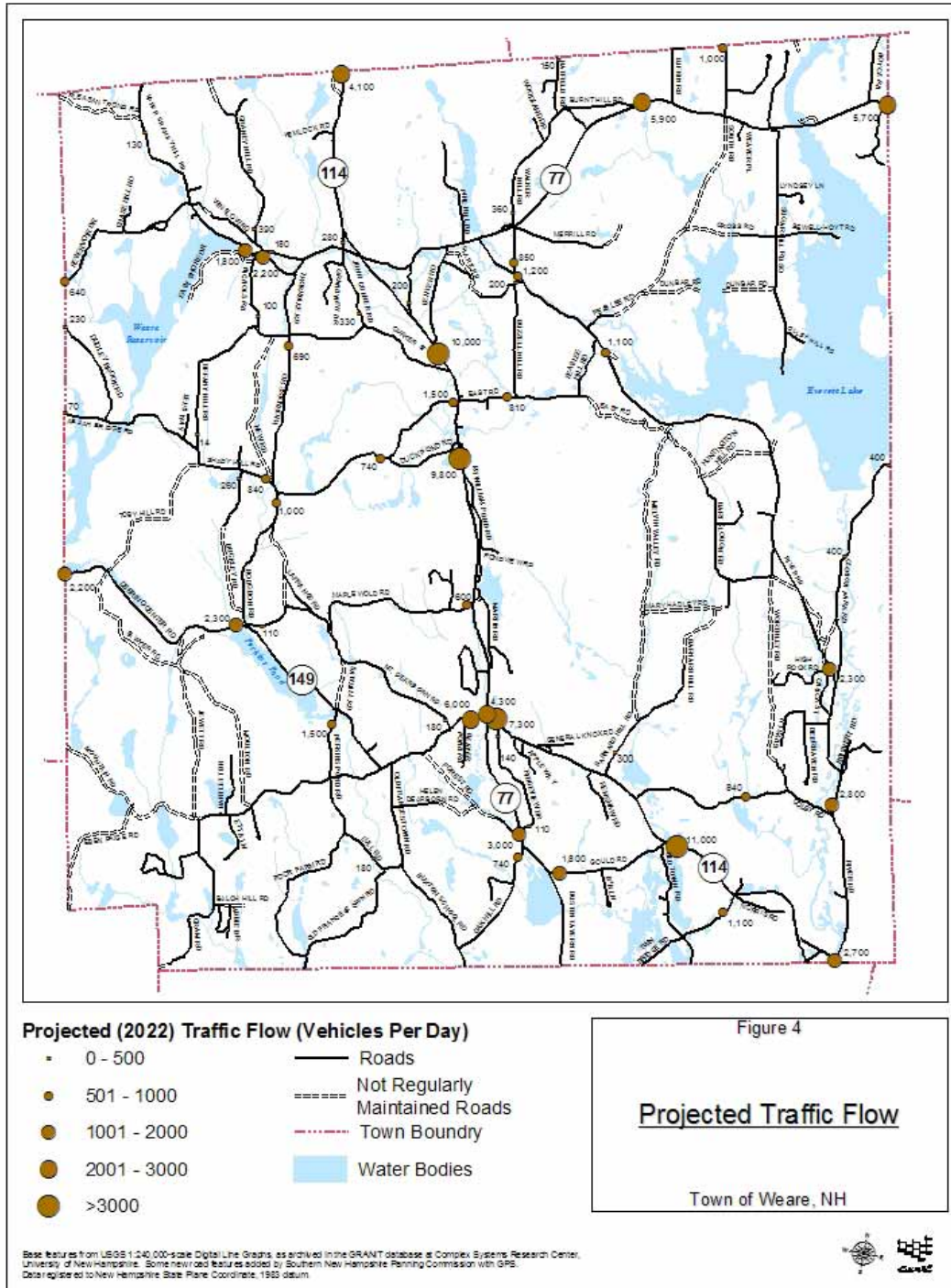
A LOS analysis was also done for the traffic in the year 2022 with the existing road network, assuming no roadway capacity improvements. The results of this analysis are shown in Table 48 below.

Table 48 Future (2022) LOS on Weare Roadways

	Roadway Segment	Avg Travel Speed	LOS	v/c
NH 114	New Boston TL - NH 77 S Jct	36.5	D	0.41
	NH 77 S Jct - Duck Pond Rd	42.3	D	0.39
	Duck Pond Rd - NH 77 N Split	30.6	D	0.39
	NH 77 N Split - Henniker TL	35.3	C	0.17
NH 77	New Boston TL - NH 114 S Jct	38	B	0.14
	NH 114 N Split - Dunbarton TL	40.1	C	0.28
NH 149	NH 77 - Peacock Hill Rd	26.2	C	0.25
	Peacock Hill Rd - Deering TL	33.9	B	0.12

Source: SNHPC

Map 10



As Table 48 shows, the LOS of the roadways deteriorates on most of the NH 114 segments. The queuing problem will exacerbate if no corrective actions are taken at the downstream intersections, as mentioned in the previous section of this chapter. Intersections were not analyzed for future scenarios.

Crash Data Analysis

Crash data from the New Hampshire Department of Transportation from 1993

through 2004 were analyzed to identify high accident locations in the town. During the eight years, there were a total of 1,602 accidents in Weare. General crash data is also available for 2001 and 2002. These data reveal that accidents increased each year since 1993 until peaking in 1997. There was a large drop in the number of accidents in 1998, but it started increasing again after that. The data also reveals that the number of accidents has stabilized in the last three years. Year by year crash data are shown in Table 49 below.

Table 49
Accident History in Weare (1993-2002)

YEAR	TOTAL NUMBER OF ACCIDENTS REPORTED
1993	88
1994	81
1995	100
1996	117
1997	160
1998	122
1999	132
2000	155
2001	151
2002	155
2003	181
2004	160

Source: NHDOT and SNHPC

Analysis was also performed to identify locations (on state highways) in the town with high numbers of accidents. It was observed that the intersections along the segment of NH Route 114 from the New Boston Town Line up to its merge point with NH Route 77 and NH 149 from NH 77 up to its junction with Peacock Hill

Road experienced relatively more accidents than any other part of the town. However, on an absolute number basis, the accidents at each of the intersections are fewer, averaging about one accident per year. Table 50 shows the intersections on state roads in the town with relatively more accidents.

Table 50
High Accident Intersections on State Roads in Weare

INTERSECTION	93	94	95	96	97	98	99	00	01	02	03	04	TOTAL
NH 77 Dustin Tavern Rd and NH 149 Deering Center Rd	0	1	2	1	1	1	0	3	1	2	5	3	20
NH 149 Deering Center Rd and Peacock Hill Rd	2	2	2	2	0	0	1	0	1	1	5	3	19
NH 114 and Colby Rd	0	1	1	0	3	2	1	0	2	0	3	2	15
NH 114 and Twin Bridge Rd	0	0	1	3	0	1	0	6	3	5	2	1	22
NH 114 and Barnard Hill Rd	0	0	3	1	1	0	1	1	0	2	7	8	24
NH 114 and Concord Stage Rd/Reservoir Dr	0	1	0	0	0	1	2	3	1	4	4	5	21
NH 77 Concord Stage Rd and NH 77 Center Rd	0	0	2	1	2	1	1	0	0	0	4	8	19
NH 77 Concord Stage Rd and Boyce Rd	1	1	0	1	1	0	1	0	1	2	2	1	11

Source: NHDOT and SNHPC

Accident analysis for the mid block locations (away from intersections) were performed for three years from 1998 through 2000. Again, the section of NH 114 from New Boston town line to NH 77 southern junction was identified as a relatively high accident-prone segment in the town.

The segment of NH 77 Concord Stage Road from Dunbarton Town Line to NH 114 was also a high accident segment. Table 51 on the following page shows a list of the roadway segments with high accidents at mid block locations.

Table 51
High Accident Mid Block Locations

ROADWAY SEGMENT	1998	1999	2000	2001	2002	2003	2004	TOTAL
NH 77 Concord Stage Road from Dunbarton town line to NH 114	9	9	7	9	9	–	–	43
NH 149 Deering Center Road from Deering town line to NH 77 Dustin Tavern Road	8	4	12	7	10	–	–	41
NH 114 from New Boston town line to NH 77 southern junction	4	12	7	14	13	–	–	50
River Road from New Boston town line to NH 77 Concord Stage Road	3	8	8	7	5	–	–	31
NH 77/114 between NH 77 southern and northern junctions	3	6	9	5	5	–	–	28
NH 114 between NH 77 northern junction (Center Road) and Henniker town line	3	5	4	2	2	–	–	16

Source: NHDOT and SNHPC

There were two fatal accidents in 1994 and one each in 1995, 1997, 2002 and 2003. Three fatal accidents occurred in 2004. Fatal accident data are shown in Table 52 below.

Table 52
Fatal Accident Locations

YEAR	NUMBER OF FATALITY	LOCATION
1994	1	NH 77 1 mile west of Dunbarton town line
	1	NH 149 south of Perkins Pond Road
1995	1	River Road 350 feet north of Clough Park Road
1997	1	NH 149 1260 feet east of Old Francestown Road
2002	1	Unknown
2003	1	Old Francestown Road
2004	1	South Stark Highway at New Boston Town Line
	1	South Stark Highway at Gould Road
	1	South Stark Highway at #1302

Source: NHDOT and SNHPC

The information shown in this section does not include accidents for which no locations could be established, due to

missing or erroneous data. Neither could the exact cause of the accidents be determined due to the lack of

information from the Department of Transportation database. A detailed police report for each accident is required for determining the exact cause. The actual number of accidents will be more than what is presented here.

Traffic Issues

As stated previously, New Hampshire Department of Safety crash data analysis showed that the number of accidents at “high” accident locations in the town was relatively low, averaging fewer than one accident per year. No intersection in the town could be singled out as potentially dangerous. Town officials were also asked about any intersection of concern with replies in the negative. Despite the low number of accidents, most of the intersections shown in Table 50 were surveyed to identify any potentially hazardous conditions that may exist and provide ways to avoid them.

NH 77 and NH 114 Southern Junction

This intersection is located in the southern part of the town and is a junction of two major roadways. These two state roads meet at an acute angle that may create situations conducive to vehicular conflict, especially for northbound NH 77 vehicles waiting at the stop sign to make a left turn on to NH 114. According to complaints from the residents, the two ways of making a left turn from NH 77 onto NH 114 are potentially hazardous situations. A schematic of the intersection is shown as Figure 13 on page 156.

A recommended *long term* approach could be reconfiguring this intersection

to make a regular T-intersection with all the turning bays, as also shown in Figure 13, with stop signs placed on NH 77 or



investigating possible future signalization.

A short term solution may involve restricting turns from NH 77 only from the short roadway south of the center island and making this road outbound only, with one left turn and one right turn lane, as shown in Figure 13.

NH 149 and Peacock Hill Rd

This intersection is located at an extremely sharp turn along NH 149. Motorists need to make rapid adjustments to their driving speed as they approach this intersection. A





schematic of this intersection is shown in Figure 14 on page 157. Peacock Hill Road is a one-way unpaved road (with no entrance from NH 149). There is a mild uphill and then a downhill slope to the right on NH 149 as motorists are waiting on Peacock Hill Road to make a turn. This creates minor sight distance problems for left turners from Peacock Hill Road, as they cannot see traffic on NH 149 westbound, until vehicles are close to the intersection.

One solution to the sight distance problem could be to restrict the turns from Peacock Hill Road to right only (left turn prohibited). A No-Left-Turn sign could be installed on Peacock Hill Road. The proposed configuration is shown on the same Figure 14 on page 157. In addition, a yellow blinking light could be installed with the cautionary message of a SHARP CURVE AHEAD sign on NH 149 in both directions. See photo on previous page and above.

NH 114 and Colby Road

The area near this intersection is relatively flat and there does not appear to be any sight distance problems. Therefore, no improvements are recommended for this site.

NH 114 and Twin Bridge Rd

This intersection is also relatively flat with adequate lane and shoulder widths, with no sight distance issues. No improvements are recommended.

NH 114 and Barnard Hill Road

In addition, this intersection is also relatively flat with wide pavements. There is a minor sight distance problem for NH 114 southbound left turns that could be solved by clearing the vegetation on the south west side of the intersection.

NH 77 Center Road and NH 77 Concord Stage Road

This intersection is located in the northern part of the town. Center Road is a narrow and winding short stretch of road, while pavement condition of



Concord Stage Road in this area is poor. There is a severe downhill going eastbound on NH 77 that limits the visibility for Center Road motorists trying to make a left turn on Concord Stage Road.

A probable solution would be to install a yellow blinking warning light for the westbound NH 77 motorists on the existing directional sign, ahead of the

intersection. Along with that, a yellow blinking light could also be installed at



the intersection (Center Road traffic facing blinking red, Concord Stage Road traffic facing blinking yellow).

NH 114 and NH 77 Concord Stage Road

This intersection is also located in the northern part of the town. Concord Stage Road is very narrow and comes down at a steep slope towards the intersection. Reservoir Drive, the western leg, is very wide at the throat and does not offer a clear path of vehicular movement. Pavement striping



on Reservoir Drive, by delineating a center double yellow line for at least 300 feet from the intersection, is recommended. Similarly, white shoulder stripes, leaving net 12-foot lanes, should

also be marked on this road, as shown in Figure 15 on page 158. If possible, the sign for the church should be relocated to a different location to increase the visibility of traffic from the church for NH 114 northbound vehicles making a right turn onto Concord Stage Road and for eastbound through vehicles from Reservoir Drive to Concord Stage Road.

NH 77 and NH 149

This intersection is another “high” accident location in the southern part of the town at the junction of two state



highways. A combination of a sudden dip on NH 149 and a moderate southbound downhill grade on NH 77 renders drivers on NH 149 an uncomfortable situation, especially during snowy weather. Sight distance looking right from NH 149 is inadequate due to the curve and grade on NH 77.

It is recommended that the NH 149 approach be re-graded to make it more gradual. A yellow blinking light may also be installed at the intersection for motorist caution.

These two intersection improvements were part of the transportation recommendations in Weare’s previous Master Plan.

Old Francestown Road and Lull Road

This intersection, in the southern part of the town, has a wide pavement area and an acute approach angle. It is being proposed to realign the approaches and install a channelized island as shown in Figure 16 on page 159.

Shady Hill Road and Thorndike Road

The two legs of this intersection meet at an acute angle with a wide-open pavement area and some sight distance restrictions. It is being proposed to realign the approaches and install channelized islands as shown in Figure 17 on page 160.

State of New Hampshire's 2003/04 Transportation Improvement Plan

There are only two projects for the Town of Weare included in the state's current 10 year Transportation Improvement Plan that spans between 2003 and 2012. All of these projects are State Aid Bridge (SAB) funded projects. These projects will involve replacing the Woodbury Road Bridge over Piscataquog River in 2004 and replacing the Abijah Bridge Road Bridge over Lake Horace in 2005. The town has recently completed widening the John Connor Road Bridge over Piscataquog River in 2003/04. Additionally the town has requested state aid for two more

bridges: Lull Road Bridge and Peaslee Road Bridge. However, at this time these bridge projects have not been included in the state's 10-year plan.

Town of Weare's Roadway Surface Management Program

The Technology and Transfer Center, and the University of New Hampshire working in cooperation with the town's Road Agent conducted an inventory and assessment of road surfaces in Weare in 2001. The survey team entered data into the RSMS software program and developed prioritized lists of maintenance and repair requirements (contact the town Road Agent for this information). Generally, it was found that 69.7 percent of Weare's paved local roads need rehabilitation or reconstruction. At this time, the town's capital improvements and road maintenance budgets are inadequate to meet these needs. As stated in the report, the town's roads are deteriorating more quickly than Weare's Highway Department can maintain and reconstruct them (a copy of this report is available from the Public Works Department). At some point in the very near future, the Town of Weare will need to address this issue by implementing a road surface management program with adequate annual funding. This issue is addressed as part of the recommendations of this plan.

Figure 13

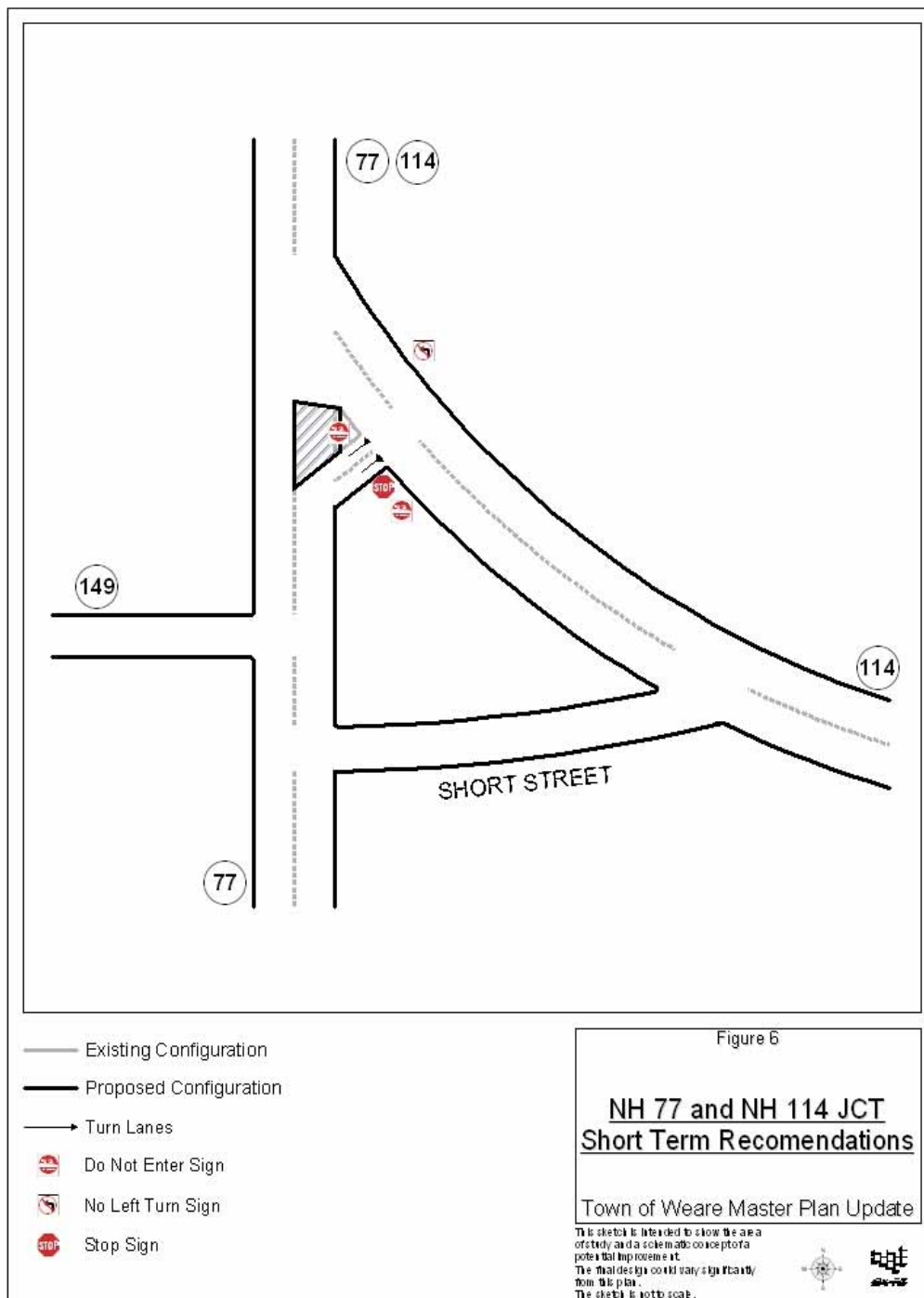


Figure 14

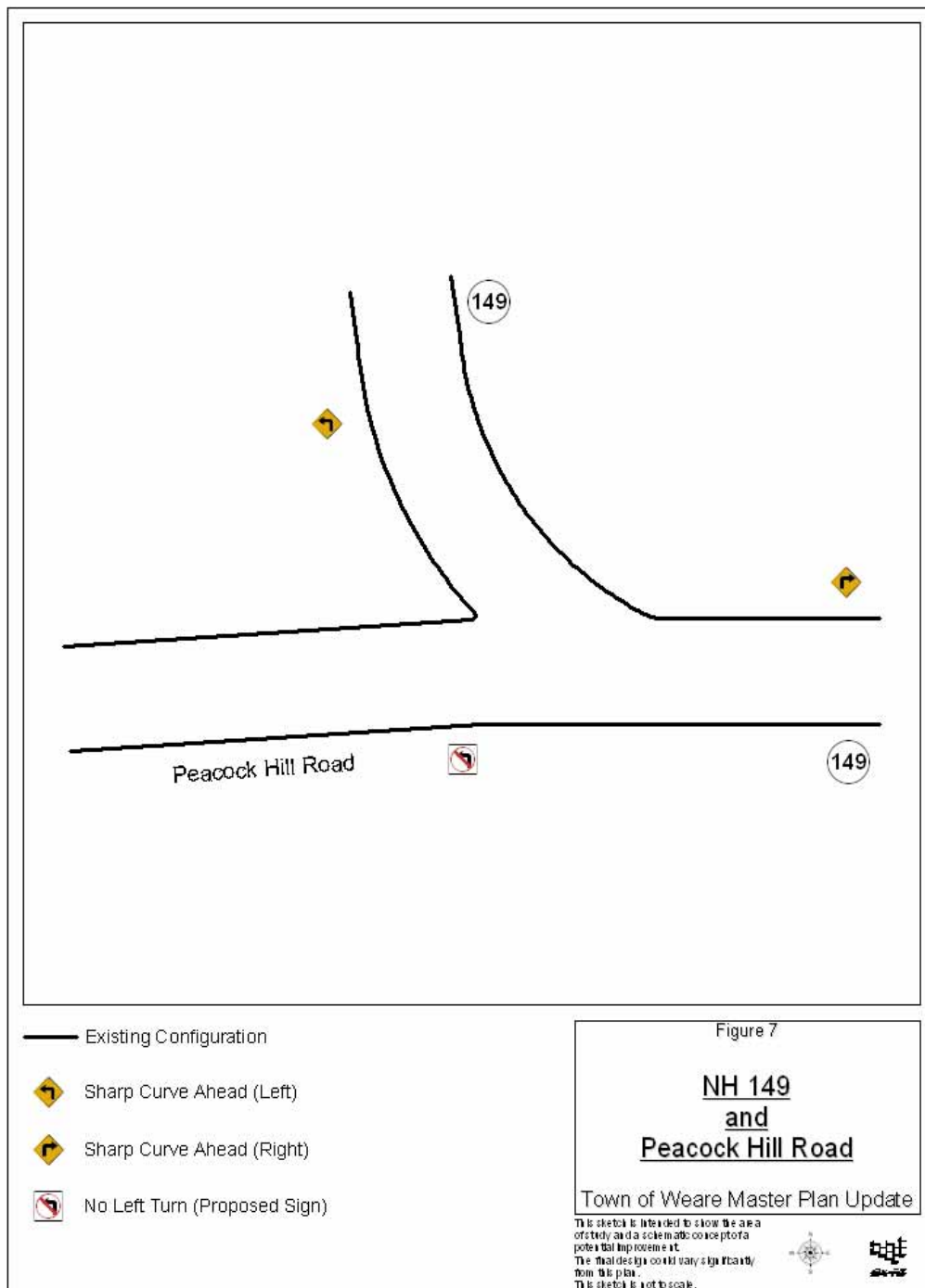


Figure 15

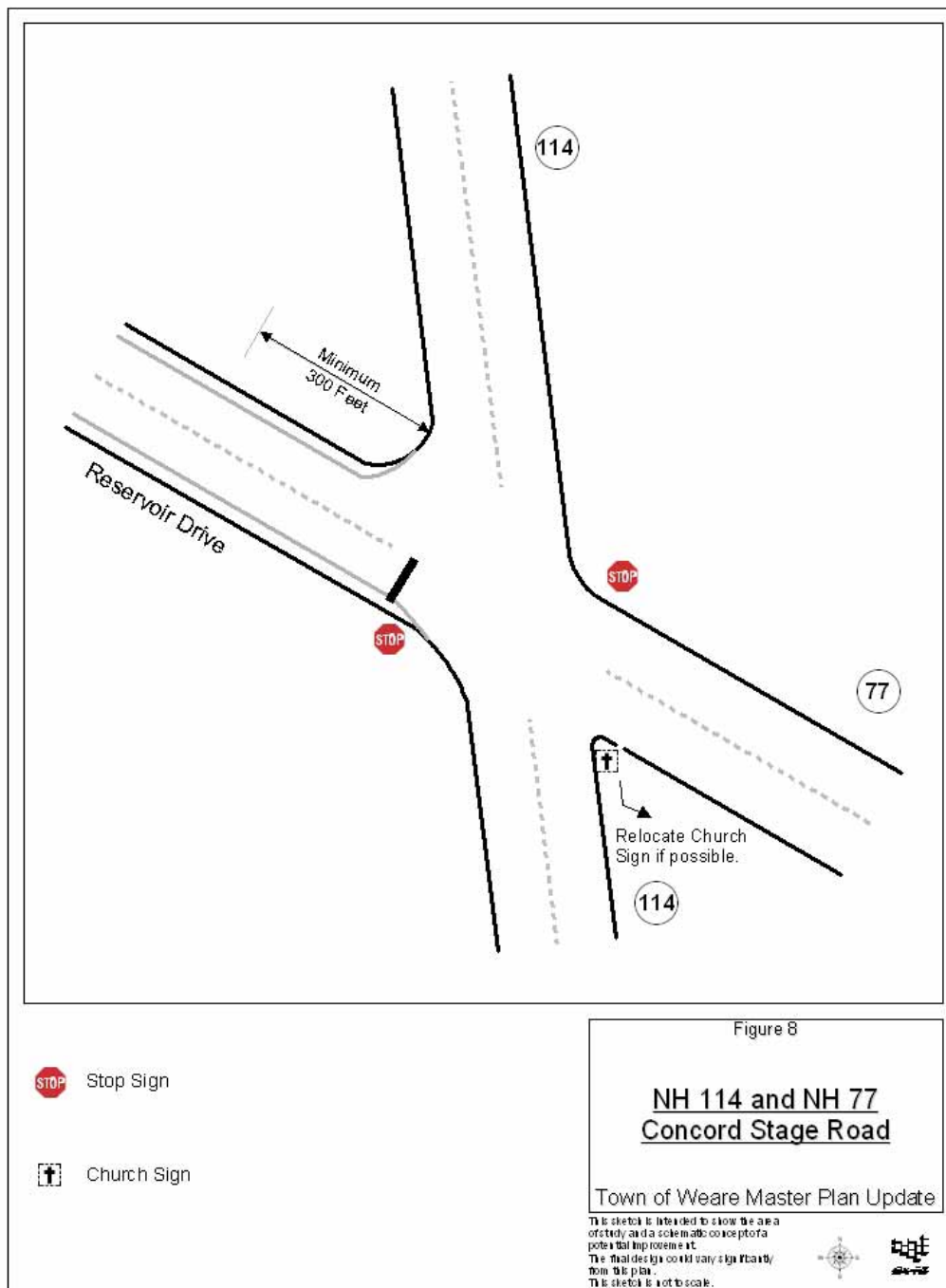


Figure 16

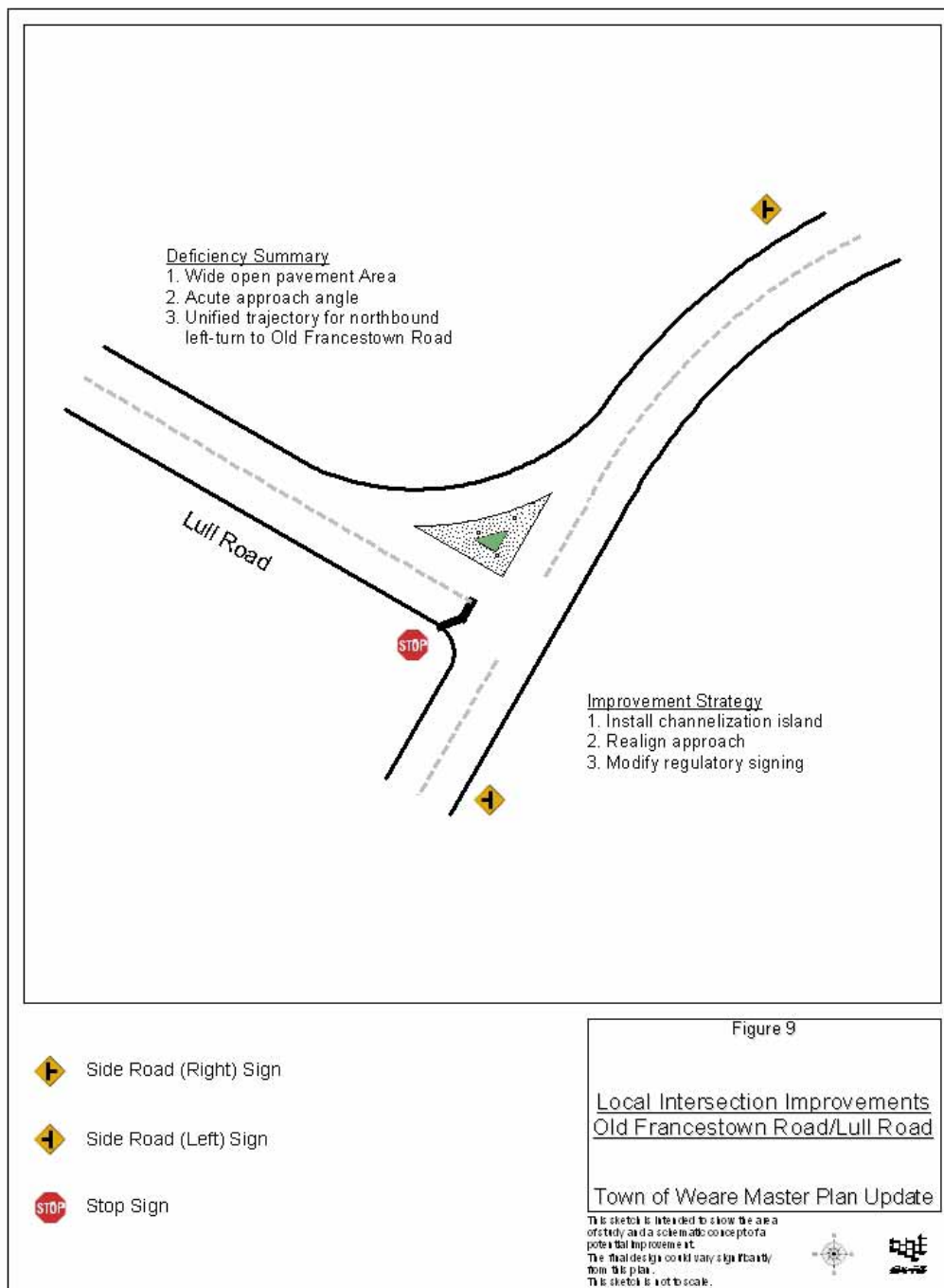
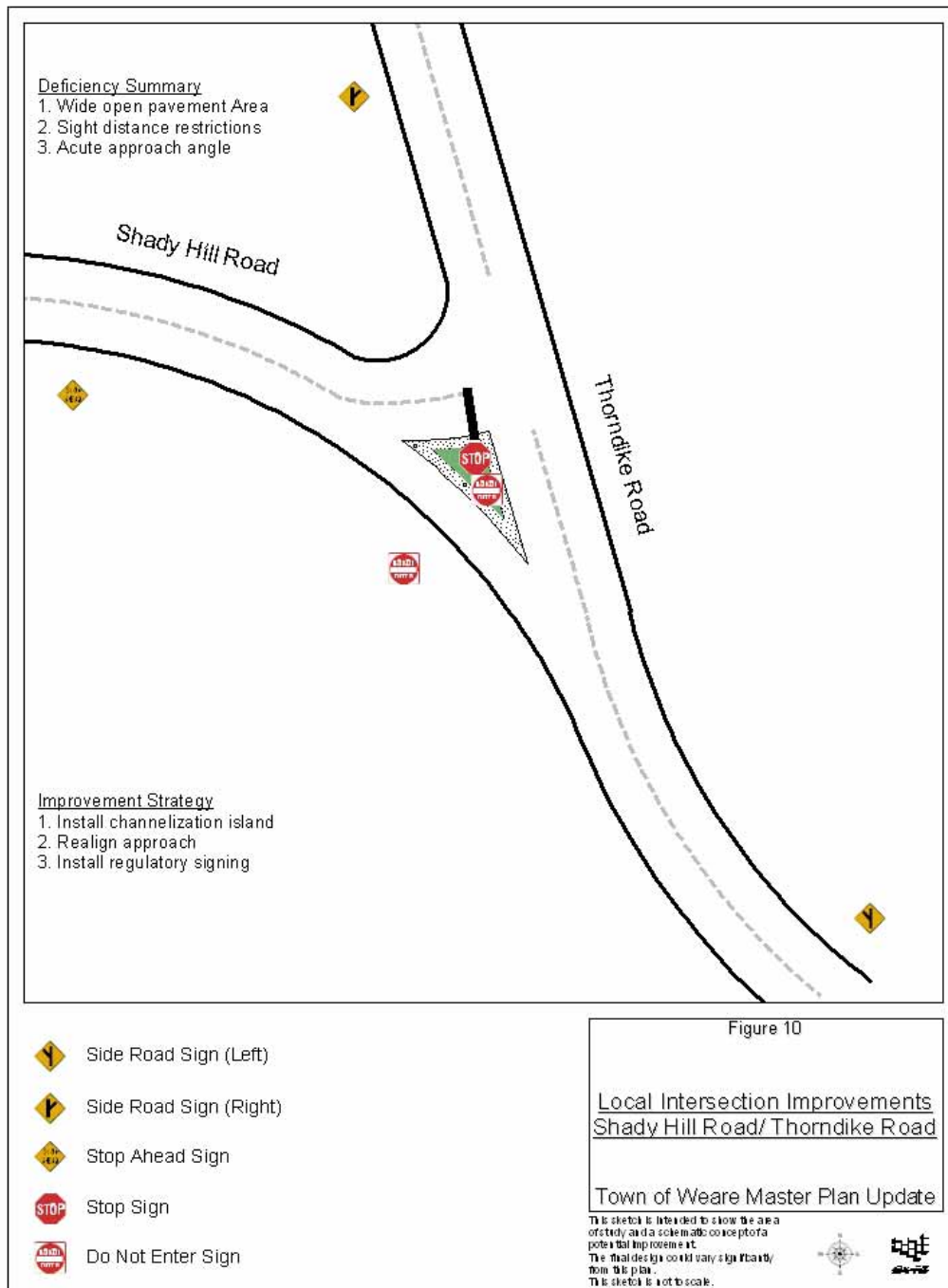


Figure 17



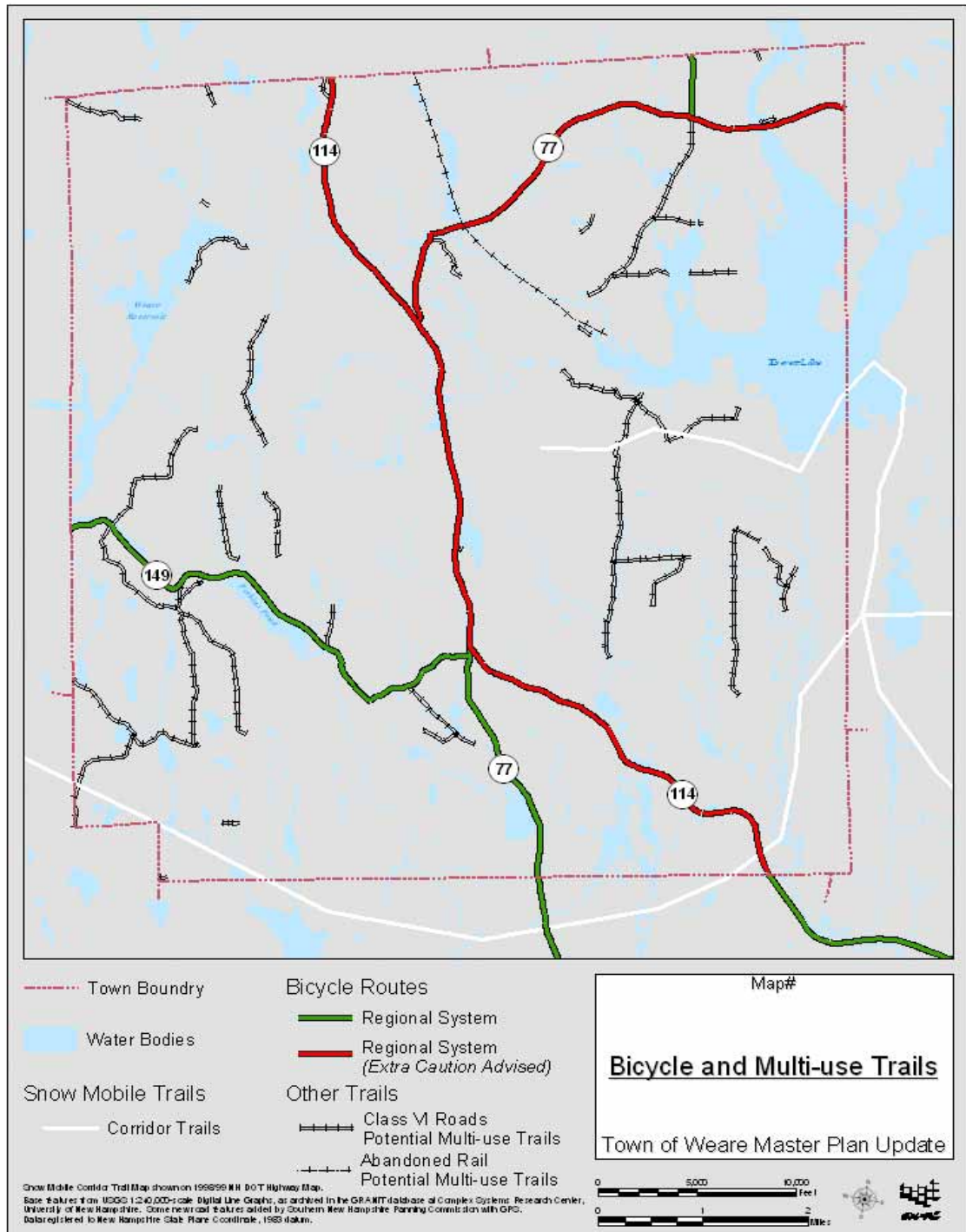
Alternative Modes of Transportation

The principle means of transportation in Weare is the automobile. There are no rail or bus services serving the town. US Census data for 2000 indicate that about 82 percent of Weare residents drove alone, 11.5 percent carpooled, and the rest used other modes of transportation (public transport, walking, etc.). The mean travel time to work is about 35 minutes, compared to the state average of 25 minutes. The Southern New Hampshire Planning Commission has prepared a bicycle route map for the region that includes the Town of Weare. The Transportation Equity Act for the

21st Century (TEA-21) encourages communities to offer alternate modes of transportation, including biking and walking, for a safer, healthier, and cleaner way of moving around. For this to happen, the town needs to take initiative in formulating plans and seeking various sources of funds available for this purpose (e.g., the Federal Enhancement and CMAQ funds distributed by the NHDOT).

Map 11 on the next page shows the proposed bike route system that fits into the regional plan. The bike routes in Weare span the entire stretch of NH 114, NH 77 and NH 149.

Map 11



Conclusions and Recommendations

Weare is still a very rural community and town residents would like to keep it that way. With increasing population and housing in the future, traffic is bound to increase on town roads. Even though a town can manage growth within its own boundaries, there is little it can do to limit growth outside its jurisdiction. As a result, traffic will continue to grow on the town's roadways. However, with proper planning and management, the impacts of this growth can be minimized. On a local level, the town can improve traffic circulation by implementing proper access management. Through the subdivision and site plan review process, the town can work with developers in planning and creating reasonable highway access while maintaining safety and efficiency for through traffic. The following guidelines should apply to existing arterial and collector systems.

- **Minimize the number of new streets and driveways intersecting with state highways:** State highways are expected to carry primarily through traffic, and as such, a relatively high degree of mobility should be the primary function of these roadways. One of the ways to ensure this functionality is to minimize the curb cuts along these highways.
- **Optimize the location of future street intersections and driveways:** This could be achieved by considering available sight distances, the spacing between and proximity of other entrances, and geometric design requirements.

- **Proper design of new access points:** Access points should be based upon anticipated traffic volume at both the time of development and in the future, types of vehicles expected to use the access, and existing site parameters.

To help achieve the establishment of a safe and efficient local road system through the development of future subdivisions, the following principles should be considered.

- **Adequate vehicular and pedestrian access should be provided to all parcels:** This includes the provision of deeded rights of way designed and located to provide logical extensions of subdivision roads for future development.
- **Street pattern should minimize excessive travel:** This facilitates the emergency vehicles in responding to emergencies quickly and effectively, with no undue confusion or delay in locating and accessing the affected property.

To realize and achieve a safe and efficient transportation system, the following specific recommendations are offered:

1. The town should undertake a road surface management program that can be updated regularly. Based on the outcome of this program, project prioritization and scheduling regarding roadway improvements should be a top priority for the town.

2. The town should continue to appropriate adequate funding to carry out the road surface management program. Timely and proper action would result in longer pavement life, lower maintenance cost, safer roadways, and satisfaction to the road users.
3. Though accident statistics do not single out any potentially hazardous location, the recommended upgrades to the individual intersections as identified in this plan should be implemented. A log of citizen complaints regarding accidents should be kept in the town files for proper action in future updates of this plan.
4. The town should consider creating sidewalks and bike routes, initially in the center of the town, to link schools, town offices, library, and residential areas. Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Enhancement (TE) program that are administered by the NHDOT could be potential sources of funding for these types of projects. The applications for these two programs are solicited by the Regional Planning Commissions, usually in March/April of each odd numbered year. Though, as of this writing, no new six-year federal transportation (highway and transit) legislation (SAFETEA) is in place, it is expected that the CMAQ and TE programs will be continued in the new legislation, when adopted.
5. Policies and guidelines should be developed that require developers to pay a fair share for any on and offsite adverse impact due to the traffic from the developments.
6. A specific set of Level of Service standards for roadways and intersections should be adopted to create performance benchmarks for transportation facilities. It will help gauge the performance of the transportation system of the town and could be used to levy impact fees for developers. It is recommended that in order to maximize Weare's street system's efficiency, minimize motorist delays, and achieve a cost effective balance between deficiencies and quality, a Level of Service of D should be the minimum standard.
7. During the morning commute periods, NH 114 near the New Boston Town Line, experiences a long queue of vehicles that extends all the way into the Town of Goffstown near the intersection of NH 114/NH 13/Elm Street. This acts as a bottleneck to the safe flow of traffic. The town is advised to work cooperatively with the Town of Goffstown to solve the queue problem.

Chapter 9:

Historic and

Cultural Resources



In this chapter:

Community Survey Results.....	167
Historic Inventory.....	167
Zoning Regulations.....	191
Recommendations.....	191

This page intentionally left blank

Introduction

As stated on the town's entrance signs and home web page: "Weare, New Hampshire: A Part of Yesterday, In Touch With Tomorrow" reflects Weare's desire to preserve and protect its historic roots. It is a community's responsibility to establish a program of historical and cultural preservation.

The Town of Weare is fortunate to have an abundance of older homes and historic sites which greatly enhance the town's historic and scenic character. However, the establishment of a Heritage or Historic District Commission in Weare has been a slow process. While such a program requires community-wide support, this Master Plan Update can serve as a starting point.

A common outcome of an historic preservation effort is the establishment of an historic district, which must be in relation to the town's master plan and zoning ordinance per the requirements of RSA 674:46.

The purpose of this chapter is to update the Historic Features section of the town's 1994 Master Plan, identify the town's current historic preservation efforts, and offer recommendations as needed.

Community Survey Results

In the fall of 2003, a Master Plan Survey was mailed to all households and postal patrons in Weare. A total of 3,274 surveys were distributed with 315 returned, for a 9.6 percent response rate. The following questions and responses are those on the survey that relate to the

protection of historic and cultural resources in Weare.

14. Please rank the top five general issues that must be addressed in Weare over the next five years (where "1" is the top priority, "2" is the next most important priority, etc):

Of all the general issues identified in the survey, 1.5 percent of the respondents selected "Protecting Historic Properties" as the 12th most important issue facing Weare.

17. Please circle the number corresponding to the level of importance that the town should give to the following:

Preserve historic buildings, lands and cultural sites:

Very Important -	68.0%
Neutral -	20.4%
Unimportant -	11.6%

Overall Findings: The results of the master plan survey show that although historic preservation received a ranking of 12 compared with other issues facing the town, an overwhelming number of the respondents (68 percent) answering this question ranked preserving historic buildings, land and cultural sites as very important to the community.

Historic Inventory

As reported in the town's 1994 Master Plan, the Weare Historical Society has completed an inventory of all the town's important historic resources. This

inventory describes the historic value of each site and structure, its age and architectural style, and its eligibility status on the National Register of Historic Places. The Historical Society has also published a pictorial history of Weare.

The University of New Hampshire Complex Systems operates GRANIT, a GIS data layer of historic and cultural resources for every town in the state. The historic and cultural information stored on GRANIT is shown on the following Map 12.

Fifteen properties identified in this inventory are eligible for inclusion in a National Register Historic District (see Table 53 beginning on page 171). These properties have all been included in a proposed North Weare Historic District, which is currently under consideration by the community (see the proposed North Weare Historic District as shown on the following Map 12).

Additionally, the Weare Cemetery Trustees has completed an inventory of the town's cemeteries and gravesites (see the following listing of cemeteries, burial places, tombs and graveyards in the Town of Weare).

National Register of Historic Places

Under the terms of the National Historic Preservation Act of 1966, the U.S. Department of Interior's National Park Service maintains the National Register, which lists the nation's cultural resources worthy of preservation. The National Register is the nation's roster of properties that are important in history,

architecture, archeology, engineering, or culture. Properties may be nominated individually, in groups, or by districts. The nomination process requires careful documentation as to a site's historical significance. In addition to buildings and bridges, other categories – such as main streets and roads, villages, parks and monuments – can be listed.

There are a number of benefits for properties listed on the National Register. These include the provision for special review and mitigation if a road widening, or other project using federal funds, is undertaken in the vicinity of the property, and the possible eligibility for federal benefits. These include charitable deductions for donations and easements, grants for preservation, and investment tax credits for the rehabilitation of income-producing properties.



Map 12

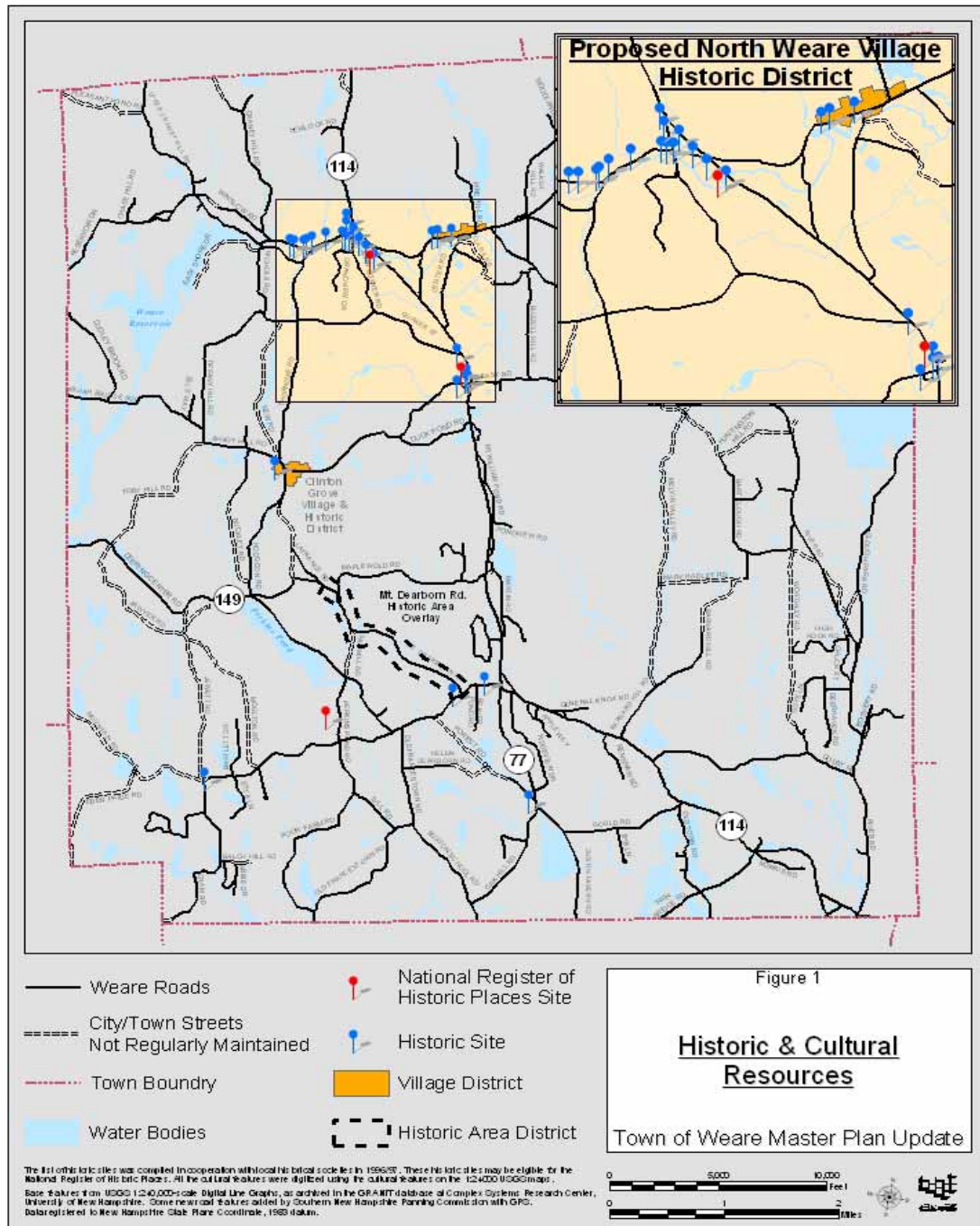


Table 53
Town of Weare
Non-Residential Historic Buildings and Sites

Building or Site	Year	Present Street Address	Lot # and Range #	Owner in 2004	Tax Map & Lot #
Weare Town Hall	1837	16 North Stark Highway	Lot 39, Range 5	Town of Weare	203-050
Weare Center School	1852	12 North Stark Highway	Lot 39, Range 5	Post 65 American Legion	203-051
Stone Memorial Building	1896	4 North Stark Highway	Lot 39, Range 5	Town of Weare	203-052
Weare Public Library	1927	10 Paige Memorial Lane	Lot 39, Range 5	Town of Weare	203-052.001
Town Pond	1803	39 East Road	Lot 39, Range 5	Michael & Heather Ryan	203-056
First Town Hall Site	1798	off South Stark Highway	Lot 26, Range 4	NBAC Corporation	405-062
Weare Town Office	1927	15 Flanders Memorial Road	Lot 27, Range 4	Town of Weare	203-009
North Weare School	1855	39 Concord Stage Road	Lot 44, Range 6	Stanton & June Ekdahl	201-027
Congregational Church	1841	10 Concord Stage Road	Lot 44, Range 6	Weare Congregational Church	201-064
Clinton Grove Academy	1873	269 Hodgdon Road	Lot 92, Range 4	Town of Weare	407-066
Osborne Memorial Hall	1920	16 Derring Center Road	Lot 62, Range 3	Osborne Memorial Hall	408-072
South Weare Garage	1927	515 Dustin Tavern Road	Lot 62, Range 3	Gaston G. & Therese C. Choquette	408-073
South Weare Church	1876	82 Deering Center Road	Lot 55, Range 1	South Weare Union Church	408-067
Corliss Cemetery	1763	Mountain Road	Lot 44, Range 1	Town of Weare	410-148
Nathaniel Martin Site	1750	Colby & River Road	Lot 26, Range 1		

Source: Weare Historical Society

No additional regulatory restrictions are placed upon properties that are listed on the National Register; instead, a listing in the Register recognizes the property's significance, encourages the stewardship of the property, and stimulates local pride, appreciation, and commitment to preservation.

According to the Historical Society, five sites in Weare have been placed on the National Register. These include: the Weare Town Hall, also known as the Town House and Universalist Meeting House (see photo on page 189); the Amos Chase Mill and Homestead, located on the west side of NH 114, 1/8 of a mile south of the junction of NH 77; the North Weare Schoolhouse, located on Old Concord Stage Road; and a private residence formerly identified as the Caleb Whittaker Place, also known as Old Millie Perkins Place, located on Perkins Pond Road.

Recently, it has been announced that the Clinton Grove Academy has been listed to the National Register (New Hampshire Preservation Alliance News, Winter 2004 – see photo below). The Clinton Grove Academy was the first Quaker Seminary in New Hampshire, constructed in 1834 and reconstructed in 1873 after the original academy building burned in 1872.



Among other historic buildings, which might qualify for nomination, are the Stone Memorial Building, the Osborne Memorial Hall in South Weare, and the Moses Sawyer Homestead, one of four known stops in Weare along the Underground Railroad.

Cemeteries



Cemeteries, both town-owned and small private family plots, are an important and personal link to the past. The town is very fortunate to have 40 cemeteries, burial places, tombs and graveyards. The Weare Cemetery Board of Trustees, which is an elected town board, is responsible for the maintenance and care of the cemeteries. A list of the names and addresses of all the town-owned cemeteries is provided on the following page.

TOWN OF WEARE

CEMETERIES, BURIAL PLACES, TOMBS AND GRAVEYARDS

1.	Benjamin Perkins Cemetery	254 Mt. Dearborn Road
2.	Center Square Cemetery	119 East Road
3.	Collins Cemetery	392 Reservoir Drive
4.	Corliss Burial Place	267 Mountain Road
5.	Dow-Peaslee Burying Ground	81 Concord Stage Road
6.	East Weare Cemetery	24 Buzzell Hill Road
7.	Eaton Cemetery	836 Concord Stage Road
8.	Elisah Grove Cemetery	13 Mountain Road
9.	Friends New South Cemetery	26 Thorndike Road
10.	Friends North Cemetery	216 Quaker Street
11.	Friends South Cemetery	2 Shady Hill Road
12.	Hadley Cemetery	57 Mt. Dearborn Road
13.	Johnson Cemetery	24 Buzzell Hill Road
14.	Oil Mill Cemetery	338 River Road
15.	Philbrick Cemetery	340 Maplewold Road
16.	Pine Grove Cemetery	25 Buzzell Hill Road
17.	Sugar Hill Cemetery	838 Concord Stage Road
18.	Whittaker Cemetery	119 Maplewold Road
19.	Bean Burial Place	off South Road
20.	Benjamin Felch Tomb	Merrill Road
21.	Buxton-Philbrick Cemetery	Eastman Road
22.	David Buxton Burying Ground	Old Francestown Road
23.	Eliz Dow Cemetery	Quaker Street
24.	Elizah Dow Cemetery	127 Dudley Brook Road
25.	Gould-Chase Cemetery	30 Gould Road
26.	Green Cemetery	off Eben Paige Road
27.	John Gillet Cemetery	Concord Stage Road
28.	Joseph Wilson Tomb	52 Norris Road
29.	Luther Lock Burial Ground	Oliver Road
30.	Muzzy Cemetery	Upper Craney Hill Road
31.	Poor Farm Cemetery	57 Balch Road
32.	Samuel Osborne Grave Yard	Maplewold Road
33.	Toby Hill Yard	214 Toby Hill Road
34.	Tristran Johnson Grave Yard	off Bart Clough Road
35.	Worthley Burying Ground	666 South Stark Highway
36.	Worthley Grave	Barnard Hill Road
37.	Grave on Rogers land	South Stark Highway
38.	Graves	Colby Road
39.	Cram Burying Ground	Cram Road
40.	Mudgett Burying Ground	Mudgett Lane

Historical Sketch

The following brief history of the Town of Weare is extracted from the town's 1994 Master Plan. It has been reprinted here for information purposes only.

The Town of Weare has had five names in the course of its history. In 1735, Col. Robert Hale of Beverly petitioned the Province of Massachusetts for a township six miles square to be given to soldiers, or their heirs, who had taken part on the expedition to Canada against the French and Indians in 1690, under the command of Captain William Raymond. At first, no name was given to the proposed township. It was referred to as Beverly-Canada, Canada to

Beverly, and as Halestown. After the boundary dispute between Massachusetts and New Hampshire was settled, Halestown became part of the Province of New Hampshire.

The proprietors who had brought the rights of Captain John Mason to lands in New Hampshire made grants to other groups of proprietors. In 1740, under a new group of proprietors with Ichabod Robie, as leader, the name changed to Robiestown. In 1748, it was called Wearestown. In 1764, when the town was incorporated, King George III named it Weare, in honor of Meschech Weare, one of the proprietors who later became the first president or governor of the State of New Hampshire.



Weare Town Hall, constructed during 1837

Events of historical interest in Weare include The Pine Tree Riot of 1772, one of the first acts of rebellion against Great Britain. A law making it illegal to cut white pine trees without a royal license was never vigorously enforced until John Wentworth became Governor of New Hampshire in 1766. Illegally cut white pine logs were found in Weare during the winter of 1771-1772. On April 3, 1772, a royal sheriff and his deputy came to Weare to collect fines

from Weare mill owners who were responsible for breaking the pine tree law. Several Weare men roused the sheriff and his deputy at dawn at Aaron Quimby's Inn and destroyed the records of the fines. Subsequently, the Weare men sent the sheriff and his deputy on their way on horses whose ears had been cropped and whose manes and tails had been sheared. Later that year, eight Weare men were indicted and fined 20 shillings each – a light fine indicating

that the court was more sympathetic to the mill owners than to the sheriff and the pine tree law.

In 1831, Moses Sawyer started the Weare Woolen Mills in North Weare. Through his efforts, the railroad was extended from Manchester, through Goffstown and Weare, to Henniker. The availability of daily transportation aided the development of many industries and expanded the market for farm and forest products. In addition, summer boarders, arriving in Weare by train, became an important part of Weare's economic and social life. Between the late 1800s to the 1920s, farmers supplemented their incomes by opening their homes to summer vacationers, or boarders as they were known at the time. Some stayed a few days others spent the entire summer.

In 1834, the Clinton Grove Academy was started by a group of Quakers including Moses Hodgeden, Levi Gove and Josiah Gove. Moses Cartland was the headmaster. Because of the quality education they received, the graduates of the academy became leaders in the community and elsewhere.

In 1896, the Stone Memorial Building was erected to house an office for the selectmen, a library and a veteran's memorial. The funds for the project were given by Joseph Stone in memory of his father, Phineas Stone. The Weare Historical Society now uses the building as a museum. The town library eventually outgrew its space in the Stone Building. In 1927, the Paige Memorial Library was built near the Stone Memorial building with funds donated by Eben Paige.

In 1909 the Piscataquog River was dammed to form a reservoir to provide hydroelectric power for the Power Service Company of New Hampshire. The reservoir is now known as Lake Horace. In 1919, public high school classes were first offered in the upper level of the Weare Town Hall. The first public high school building, erected in 1925, now serves as the Town Office building. In 1938, a flood and hurricane caused great damage in Weare. This led to the construction of the Hopkinton-Everette Flood Control Project in the late 1950s and early 1960s. The fourth volume of the Weare Historical Society's pictorial history is devoted to recreating the village of East Weare, which was sacrificed to the flood control project.

Before 1938, Weare's industries were clustered along the Piscataquog River at Chase Village, North Village, Rockland, East Weare and Oil Mill (now Riverdale). Several factors that contributed to the decline of the industries along the river included fires and floods, the growth of large woolen and cotton mills and shoe factories in Manchester and points south, the importing of grain from the west as farming declined in the east, and the use of plastics versus wooden products.

During the first half of the 20th century, dairy, poultry and fruit farming thrived. In the last, 40 years, the poultry and fruit farms have all but disappeared and the dairy farms have been reduced to one large and a few small farms. Summer boarders have been replaced with occupants of summer homes, cottages, and campgrounds.

Zoning Regulations

Recently, the Town of Weare adopted the Mt. Dearborn Road Historic Area Overlay District. The purpose of this district is to preserve the scenic, historic and open space character of the Mt. Dearborn Road area. The specific area is shown on the Map 12 Historic and Cultural Resources. As required by the town's zoning ordinance, no development may occur within this area except by special exception granted by the Zoning Board of Adjustment. The main criteria for approval is that the proposed development must conform in style, appearance and materials to the character and period of any dwelling unit within the Mt. Dearborn Road Historic Overlay District that was built prior to 1840. In addition, at the March 2003 Town Meeting, the community voted to support the establishment of the Clinton Grove Village Historic Area Overlay (see Map 12 Historic and Cultural Resources for its location). No development may occur within the district except by special exception granted by the Town's Zoning Board of Adjustment.

It is strongly encouraged for the future success of these two historic districts that tightly worded historic district guidelines be written to help assist the town's Zoning Board of Adjustment in their review of special exceptions. Assistance in writing these guidelines can be obtained from the State Historic Preservation Office (SHPO). Additionally the Town of Weare should support the goal of establishing a Heritage Commission and seeking approval as a Certified Local Government Program under the SHPO.

In addition to the establishment of the two above referenced historic districts, there has been a new initiative to establish another historic district in the North Weare Village (see Map 12 for its location). Although several local neighborhood meetings have been held, no action has been taken on this proposal to date.

Recommendations

1. The Planning Board and Board of Selectmen should consider the establishment of an historic overlay district zone for the North Weare Village, if local community support is obtained.
2. The Board of Selectmen should support and establish a Heritage Commission for Weare. This commission should be charged with the responsibility of preparing and updating guidelines for the town's historic districts; seeking status and approval as a Certified Local Government Program; and continuing to work within the community to promote and coordinate various historic preservation initiatives.
3. The Board of Selectmen should consider adopting an ordinance which could delay action on a demolition permit on structures at least 50 years old in any of the town's historic districts for a certain number of days to allow the town, the Heritage Commission and other interested parties to explore options and opportunities for saving, relocating or reusing the structure in cooperation with the property owner (authority for this is provided under RSA 674:46).

This page intentionally left blank

Chapter 10:

Natural Resources



In this chapter:

Community Survey Results.....	195
Summary of Weare's Natural Resources Inventory.....	197
Priority Protection Areas.....	202
Conclusions and Recommendations.....	218

This page intentionally left blank

Introduction

RSA 674:2 III (d) recommends that a natural resources chapter be included as part of a community's master plan. The purpose of this chapter is to identify and inventory any critical or sensitive areas or resources, not only those in the local community, but also those shared with abutting communities. It is also intended to provide a factual basis for any land development regulations that may be enacted to protect these areas.

The Town of Weare is fortunate to have an abundance of natural resources, including wetlands, aquifers, floodplains, steep slopes, forested lands, high quality agricultural lands, open space, conservation and public lands, and wildlife habitat. Because many of these resources have already been inventoried and mapped in prior plans, a condensed summary is provided here. Much of the inventory information included in this master plan update was obtained from the Town's Open Space Plan and the 1994 Master Plan.

The Town of Weare's Open Space Plan (prepared in June 2002) and the Town of Weare's Water Resources Management and Protection Plan (prepared in January 1990) are hereby included by reference as an official part of this master plan.

Community Survey Results

In the fall of 2003, a Master Plan Survey was mailed to all households and postal patrons in Weare. A total of 3,274 surveys were distributed with 315 returned, for a 9.6 percent response rate. The following questions and responses are those on the survey that relate to the protection of natural resources in Weare.

14. Please rank the top five general issues that must be addressed in Weare over the next five years (where "1" is the top priority, "2" is the next most important priority, etc):

Of all the top five general issues identified in the survey, 9.0 percent of the survey respondents selected "Protecting Open Space" as the **fourth** most important issue facing Weare. After this 7.5 percent of the survey respondents identified "Protecting Drinking Water" as the **fifth** most important issue facing Weare.

The other environmental issues identified in the survey include "Preserving Agricultural Lands" with 4.5 percent support; "Protecting Piscataquog River" with 1.8 percent support; and "Development of Trails" receiving 0.3 percent support.

17. Please circle the number corresponding to the level of importance that the town should give to the following:

	Very Important	Neutral	Unimportant
• Protect drinking water supply	89.9%	7.4%	2.7%
• Protect aquifers	90.2%	8.7%	1.1%
• Protect surface water (lakes and ponds)	73.7%	6.8%	19.5%
• Protect rivers/streams through riparian buffers	80.6%	14.3%	5.10%
• Identify and protect prime wetlands	72.0%	22.5%	5.5%
• Protect floodplains and reduce flood hazards	67.8%	23.5%	8.7%
• Protect hillsides and steep slopes (> 25 percent)	62.0%	23.5%	14.5%
• Ban ridgeline development	66.2%	24.6%	9.2%
• Protect views of hills and mountain sides	69.4%	20.0%	10.6%
• Preserve forestland by conservation easements	73.3%	17.7%	9.0%
• Protect open space by fee simple purchase	64.2%	24.7%	11.1%
• Preserve high quality prime agricultural lands	70.9%	20.8%	8.3%
• Protect wildlife corridors/habitats by greenways	79.5%	13.8%	6.7%
• Preserve historic bldgs, lands and cultural sites	68.0%	20.4%	11.6%

25. If the Town could purchase one area for permanent protection against development, what or where would it be and why?

Some of the most frequently identified areas are as follows:

- Lake Horace and eastern shore of Lake Horace (Tiffany Hill)
- North Weare – Route 114 to Reservoir Road
- Any large parcel with water supply potential or aquifer
- Ferrin Pond, Candle Wood, Mount Misery
- Melvin Valley
- Town Center and corridors leading to it
- Wetlands
- Farmland and agriculturally developed areas
- Concord Stage Coach/Sugar Hill area to protect open space, farmland, view and pastoral nature of the farm;
- Large field on Helen Deerborn Road – open area/woods/wetlands/trails with views
- Mt. William Pond and Mt. William – snowmobile connection
- Lands around Clough State Park to create a larger conservation area
- An east-west corridor connecting the flood control area with Deering open space lands
- Land around middle school to provide more parks
- Agricultural land around Sugar Hill or any of the land on either side of NH 114 as it goes through town
- As much of the basin and recharge area of the Piscataquog watershed as possible – water resources will be the issue of the 21st century.

Overall Findings: The responses received indicate that environmental concerns rank high among residents of Weare. Of particular concern is the protection of open space and drinking water. Also receiving high endorsement is preserving agricultural lands, protecting the Piscataquog River, and the development of trails within the community.

A number of specific areas were also identified for permanent protection against development. These include: property around Lake Horace; wetlands, aquifer recharge area or large parcels with water supply potential, including as much of the basin and recharge area of the Piscataquog watershed; property within the Town Center, along corridors leading to it and behind the middle school to provide more parks; remaining farmland, including the large fields on Helen Deerborn Road and the agricultural land along Concord Stage Coach/ Sugar Hill; Ferrin Pond, Candle Wood, Mount Misery, Melvin Valley; Mt. William Pond and Mt. William for a snowmobile connection; lands around Clough State Park to create a larger conservation area; and an east-west corridor connecting the flood control area with Deering open space lands.

Summary of Weare's Natural Resource Inventory

Hydric Soils and Wetlands. Wetlands and hydric soils are found throughout the Town of Weare. The 1990 *Water Resource Management and Protection Plan* for Weare delineates poorly drained, very poorly drained, and muck and peat soils, which generally are described as wetland areas. On a town-

wide basis, poorly drained soils comprise approximately 2,800 acres, and very poorly drained soils, which include muck and peat soils, comprise about 1,900 acres. Areas of large concentrations of wetlands are found in the Mount William, Peaslee Meadow Brook, Meadow Brook, Daniels Lake, and Bog Brook watershed areas. There is a large concentration of wetlands located in close proximity to the Hopkinton-Everett reservoir. Many small wetland areas are distributed throughout the town. National Wetlands Inventory (NWI) data is shown on the following Environmentally Sensitive Areas Map (Map 13). Based on this data, there are 2,812 acres of wetlands in Weare, which is approximately 7 percent of the total area of the town.

Aquifers. The U.S. Geological Survey has identified several extensive potential high-yield aquifers within Weare. The largest of these lies within the Hopkinton-Everett flood control project area. The others are located in: (1) the lower reach of the Piscataquog River, extending southerly from the area of Sargent Station Road into the Town of New Boston; (2) the Daniels Lake area, from north of Gould Road southerly into New Boston; and (3) North Weare in the area between Woodbury Road and Rockland Road. Several relatively large potential medium-yield aquifers have also been identified. These aquifer areas and their immediate contributing watersheds are important water resources worthy of protection. Stratified Drift Aquifer (USGS) data is shown on the following Environmentally Sensitive Areas Map (Map 13). Based on this data, there are 5,225 acres of stratified drift aquifers in Weare, which is roughly 14 percent of the town.

Insert Map 13 - 11x17 Environmentally Sensitive Map Here

Floodplains. Floodplains are associated with the lowland streams, ponds and wetlands in Weare's major watersheds.



Typically, floodplain areas will contain a significant amount of vegetative cover, including trees, brush, grasses, and shrubs, providing both food and water for the species that are found there. Weare contains approximately 3,500 acres of floodplains. The largest of the special flood hazard areas have been identified within the Choate Brook, Barnard Hill, and Meadowbrook watersheds. The floodplains should remain in their natural condition to accommodate runoff water during snowmelt and rainstorm periods, and to provide wildlife habitat. Flood insurance regulations, which are administered by the town as a requirement for flood insurance availability, mandate that the central channel of the floodplain, called the floodway, be kept undeveloped to allow the flow of floodwaters without damage to man-made structures. FEMA 100-Year Floodplain Hazard Areas are shown on the Natural and Man-Made Hazards Map (see Map 18 on page 245).

Steep Slopes. Much of Weare is gently rolling land forming gradual ridges and wetland valleys. Limited areas having steep slopes greater than 25 percent, are

generally located in association with the hilly topography in the town. If cleared of vegetation, the steep slopes would be prone to erosion, would cause more rapid and deeper flooding of the runoff streams, and would reduce the appealing views throughout the community. Steep slopes should be protected from development and should be managed for wildlife habitat and sustainable timber production. Steep slopes greater than 25 percent are shown on the Natural and Man-Made Hazards Map (see Map 18 on page 245).

Forested Lands. Existing developed lands in Weare generally parallel the road system and have not encroached into the interior natural open space areas of the community. The amount of developed land in Weare (8,640 acres or 22 percent of the town) has left a very large expanse of forest cover. Forested areas also surround wetlands and ponds and border the watercourse network throughout Weare.

High Quality Agricultural Lands. Normally floodplains contain the most productive soils in a community.



However, since floodplains are limited in area and closely associated with hydric soils adjacent to wetlands, ponds and stream areas, productive agricultural

lands in Weare are located near the older farmsteads where field and crop management has been practiced for many years. Existing productive agricultural lands are limited in Weare and should be protected because of their special value and rarity. Prime

Farmland Soils, Farmland Soils of Local Importance and Farmlands of Statewide Importance are shown on the Environmentally Sensitive Areas Map. Weare contains roughly 11,900 acres of prime farmland soils and soils of local and statewide importance.

Priority Protection Areas

When all the above-described natural resources are combined onto one map, a pattern of priority protection is revealed. This is shown on the *Environmentally Sensitive Areas Map* on page 199. This map demonstrates that there are a variety of natural resources in Weare that should remain in their natural condition to provide for water quality, wildlife habitat, recreation opportunities, agriculture, sustainable timber resources, and historic settings, as well as the overall scenic quality of the Town.

Protecting these resources contributes in a positive manner to the quality of life of Weare, along with the protection of the town's tax base. As a long-range planning strategy, a great deal of Weare's remaining undeveloped land and open space should be placed in a low-density or land conservation-zoning category. As noted in the town's Open Space Plan, the protection of large blocks of adjacent undeveloped lands minimizes wildlife habitat fragmentation. As part of this strategy the town should strive to seek contiguous open space corridors, linkages and connections between open space parcels throughout the town. This will in the long-term help to enhance wildlife habitat, work to maintain and improve the visual and recreational

opportunities within the town, and prevent wildlife corridor fragmentation.

Natural resources generally occur in similar locations with higher concentrations commonly found in floodplains and lowland areas. Priority protection efforts should focus on these concentrated environmentally sensitive areas as well as the steep slopes, open space and the important farmland soils which make up the rest of the community. The following is a summary of the natural resources in Weare that should be considered for priority protection by the town.

Farmland Soils

The *Environmentally Sensitive Areas Map* shows the general location of both prime farmlands and farmlands of local and statewide importance. Based upon the available GIS data provided by GRANIT through the Complex Systems Research Center of UNH, there are approximately 1,384 acres of prime farmland soils, 1,303 acres of farmland of statewide importance and 9,230 acres of farmland of local importance in Weare.



Prime farmland is defined by the Natural Resources and Conservation Service (NRCS) as “Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses.” Prime farm soils are those soils that have the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops economically when treated and managed, including water management, according to modern farming methods.

The U.S. Department of Agriculture considers the category of prime farmland to be of major importance in meeting the needs of the nation’s short- and long-range needs for food and fiber. Normally, floodplains contain the most productive soils in a community. However, Weare’s floodplains are limited in size and area; thus, most of the productive farming soils found within the community are located near the older farmsteads where field and crop management has been practiced for many years.

Farmlands of local and statewide importance contain soils identified as being important to agriculture locally and within the state, and are capable of producing fair-to-good crop yields when

managed properly but, due to a variety of factors such as water capacity, pH, water table, permeability, slope, etc., are not considered as valuable as prime farmland.

Not all the soils in Weare deemed valuable for agriculture are currently in agricultural use. Some of this land has been reverted to woodland and has been subdivided and developed. As prime farmland soils tend to be located in level and well-drained areas, these areas are often considered prime developable land.

Weare has only a few remaining working farms. These are mostly horse and cattle farms and organic fruit and vegetable farms. Some farms, no longer active, still have fields managed for hay. Besides agricultural uses, farmlands may include pastures, sheep and horse farms, and “pick your own” operations, as well as dairy farms. Agriculture is on the rise in New Hampshire, but most of the growth is in the area of specialty crops.

In addition to their economic value, farms provide connections to Weare’s rural past, add diversity to the landscape including sweeping views to the horizon, and serve as important buffers between developed areas. Increasing attention is being paid in New Hampshire to preserving farmland to improve the state’s share of food and fiber production for the long-term. There is a variety of funding sources that help with farmland conservation, including the preservation of historic barns.

However, the protection of farmland represents a substantial challenge - a balance must be achieved between the rights of landowners, the need for

development, and the preference among many residents for a rural lifestyle. Farming represents a rapidly disappearing land use throughout southern New Hampshire and within the Town of Weare. Low farm earnings and demand for farmland for other uses have resulted in many farms being abandoned or converted to other uses.

When overlaid with the Existing Land Use Map prepared for this master plan update (see Map 15 on page 227), it appears, with a few exceptions, that the prime farmland soils and farmlands of statewide importance have managed to remain mostly undeveloped in Weare. As a result, these unique farmland soils need to be protected not only because of their value and importance, but because existing productive agricultural lands are becoming rare and difficult to find. As described in the 1994 Master Plan, the town has attempted to address farmland protection by establishing a Rural Conservation (RC) District overlay in its zoning ordinance. The district is designed to protect and enhance the rural character and natural resources of the town. It is also intended to reduce the density of development on prime and significant soils. However, while the RC District may limit future density, it does not necessarily guarantee that agricultural uses will be maintained into the future.

As a farmland protection policy, the town should consider designating prime agricultural areas in Weare. Farmers within such areas might be encouraged to participate in the state's Purchase of Development Rights (PDR) program, which allows farmers to agree to keep their land in agricultural use in exchange for a payment from the state. Conservation easements and deed

restrictions for farmland protection could also be considered, along with a Transfer of Development Rights (TDR) program. Presently, the towns of Lee and Dover, NH, have included TDR in their zoning ordinances. Information about TDR is provided within the Town of Weare's Open Space Plan.

Steep Slopes

Much of Weare is gently rolling land forming gradual ridges and lower wetland valleys. Many areas having steep slopes, greater than 25 percent, are generally located in association with the hilly topography of the town, and can be seen on the *Natural and Man-Made Hazards Map* (Map 18 on page 245). The steeper topography provides a visual background to views of the farm and village landscapes.

If cleared of vegetation, the steep slopes would be prone to erosion, would cause more rapid and deeper flooding of the runoff streams, and would reduce the appeal of views throughout the community. Thus, the slope of the land has important implications for future land use choices. If development of steep slope areas is carried out without designing and installing adequate waste disposal systems and implementing erosion control measures, problems will likely result.

Areas with slopes in excess of 25 percent should generally be avoided and carefully monitored in order to prevent uses which would result in negative environmental impacts. Steep slopes should be protected from development and should be managed for wildlife habitat and sustainable timber production.

It is recommended that the Town of Weare consider developing a hillside protection ordinance or site plan regulations, which limits development to slopes less than 25 percent. These regulations should also be coordinated with the town's driveway regulations that regulate the slope of driveways.

Wetlands

Wetlands can be defined using several different characteristics. The State of New Hampshire Wetlands Board defines wetlands as: "...those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." This type of vegetation is termed "hydrophytic" vegetation. Due to their saturated state, wetland soils are often termed either "very poorly drained" or "poorly drained" soils. Many communities in New Hampshire base their wetland definitions on soil drainage classification alone since, in disturbed areas, hydrophytic vegetation may have been removed or destroyed.

Primary wetlands are those areas designated as "prime wetlands" in accordance with RSA 483-A: 7 (State Wetland Law). When a wetland falls into several classifications, the regulations pertinent to the most restrictive apply. Critical wetlands include water bodies, watercourses, and their associated wetlands.

Wetlands are an extremely valuable resource. Wetlands act principally as flood control areas where water is stored during periods of high runoff. They slowly release excess water downstream,

which prevents hazardous flooding. In addition, wetlands may be used for:

- settling basins for sediment generated by erosion.
- pollution filters (wetland vegetation utilizes some pollutants as nutrients).
- areas of water supplies, by recharging groundwater and streams.
- wildlife habitats, providing food, cover, and nesting and breeding sites.
- educational and recreational resources.
- groundwater recharge zones.

Wetlands are usually found in close proximity to rivers, streams, and ponds or in isolated upland depressions. Wetlands are generally ranked as having the lowest development potential of any land type. Their disturbance quite often disrupts the other valuable roles they serve. Instead, wetlands should be designated for use by compatible activities such as those that do not require the construction of buildings or structures, or those that will not necessitate alteration of the natural surface configuration by the addition of fill or by dredging.

National Wetlands Inventory (NWI) wetland areas are identified on the *Environmentally Sensitive Areas Map*. Ideally, wetlands and floodplains should remain in their natural state for many reasons, including water resources protection, habitat preservation and flood damage reduction.

The New Hampshire Wetlands Bureau administers regulations that require permits for wetland alterations, which

may discourage development. The Federal Emergency Management Agency (FEMA) requires local regulations that respect the flooding cycles of all water bodies. It is in the town's interest to consider these factors when planning future development and protection of environmentally sensitive areas.

Wetlands and hydric soils are found in valley areas throughout the Town of Weare. The 1990 *Water Resource Management and Protection Plan* for Weare delineates poorly drained, very poorly drained, and muck and peat soils, which generally are described as wetland areas. On a town-wide basis, poorly drained soils comprise approximately 2,800 acres, and very poorly drained soils, which include muck and peat soils, comprise about 1,900 acres. Areas of large concentrations of wetlands are found in the Mount William, Peaslee Meadow Brook, Meadow Brook, Daniels Lake, and Bog Brook watershed areas. The *Environmentally Sensitive Areas Map* indicates a large concentration of wetland area in close proximity to the Hopkinton-Everett reservoir.

Regulations related to wetlands found within the town's zoning, site plan and subdivision ordinances should be reviewed regularly in order to assure that these areas are adequately protected from unnecessary development, except for those uses which do not contribute to the degradation of a wetland area.

The Town of Weare has made a commitment to protecting jurisdictional wetlands by including a wetlands zone land-planning ordinance in its zoning ordinance. This ordinance is intended to

prevent the development of structures and land uses within the jurisdictional wetland zone boundaries, except for forestry, cultivation and harvesting of crops, wildlife refuges, parks and recreational uses, conservation areas and trails and open space. It adds an additional level of protection and includes a setback of 50 feet from any jurisdictional wetland boundary.

However, this ordinance may not go far enough. Weare has grown and pressure on wetlands has increased. The Conservation Commission has observed a tendency toward encroachment of wetlands. One such concern has to do with lawns expanding into the buffer area. This can occur when there are new homeowners who are not aware of the prohibition. Lawns and ornamental landscaping can introduce contaminants into the town's water resources through leaching of pesticide residue, chemical fertilizers, and weed control agents. Studies conducted in New Hampshire (see *Buffers for Wetlands and Surface Waters: A Guidebook for New Hampshire Communities*, May 1997) suggest that a wetland should have a minimum 100 feet as a buffer. At the same time, it is recognized that not all wetlands are created equal, and some have more value than others and may need a greater buffer.

It is recommended that the town amend its wetlands zone land planning ordinance by forbidding running storm runoff into wetlands unless it has had "preliminary treatment, especially to capture sediment and 'first flush' flows." In addition, snow should be prohibited from being dumped within 15 feet of wetland boundaries. These provisions

Weare Master Plan Update

would help to further protect water quality in the town.

Rivers, Lakes and Shorelines

Much of the town lies within the North Branch of the Lower Piscataquog River Basin. There is an active local regional advisory committee involved in managing the Piscataquog River as it flows from one community to another. Municipalities usually share a number of

river basins. Of the 16 watersheds located within the Town of Weare, all but two have areas outside of town.

Excluding the Piscataquog River and its tributaries, 32 ponds and lakes of various sizes ranging from approximately two acres to 317 acres, some named and some unnamed, are located within Weare. Some of the larger lakes greater than 10 acres in size, both natural and artificial, are identified below.

<u>Lake</u>	<u>Area</u>	<u>Type</u>
Daniels Lake	100 acres	Artificial
Everett Pool	140 acres	Artificial
Ferrin Pond	14.7 acres	Natural
Mount William Pond	33.1 acres	Natural raised by dam
Perkins Pond Marsh	55.0 acres	Natural raised by dam
Riverdale Dam	33.1 acres	Artificial
Weare Reservoir (Lake Horace)	323.4 acres	Artificial

Of the lakes identified above, Ferrin Pond, Mount William and Perkins Pond Marsh are classified as Great Ponds by the State of New Hampshire. A Great Pond is a natural public body of water over 10 acres in size. These common law public waters are held by the State of New Hampshire in trust for the people of the state.

Streams and tributaries are generally at the lowest point of a watershed. A certain percent of the precipitation that falls in the watershed will flow into the streams and then travel downstream to its major outlet, which in many cases is the ocean. Characteristics of a watershed generally include soil, vegetation and habitat, and the man-made environment of roads, utilities and structures.

Much of the available information about Weare's surface waters can be found in

the *Water Resource Management and Protection Plan* produced by the Town of Weare. Water bodies share similar threats, as do wetlands. Therefore the stream banks and shorelines of these areas need to be protected to maintain water quality. There are also other important reasons to protect stream banks and shorelines. Vegetation along stream banks and shorelines provide wildlife habitat, and also holds the banks together, preventing erosion and siltation. Stream banks are also natural conductors of runoff, therefore, they replenish the groundwater.

Currently, there are no shoreline protection requirements for any of the lakes, ponds, rivers and tributaries in Weare. The protection of these important resources can be accomplished through a variety of methods, including establishing a Conservation Shoreline District or adopting shoreline protection

standards through the Comprehensive Shoreline Protection Act as authorized by state statutes (see Chapter 483-B). Municipalities are encouraged by the state to adopt land use controls for the shorelines of water bodies and watercourses other than public waters and these standards can be more stringent than the minimum standards contained in Chapter 483-B.

Review of current literature (see *Buffers for Wetlands and Surface Waters: A Guidebook for New Hampshire Municipalities*, May 1997) suggests that an ideal riparian buffer could range from 100 to 600 feet, depending on the nature of the water body and development patterns. In general, the recommendation is that the larger the water body and the more human activity nearby, the greater the area recommended as a buffer. Criteria have been developed to help in determining where a 100-foot buffer might be too great: for example, if the wetland or surface water body

- is isolated and is less than 3,000 square feet in area.
- is a vegetated swale or roadside ditch, a sedimentation/detention basin, an agricultural/irrigation pond, a septage lagoon, or a wetland on prior converted cropland.

The Town of Weare should explore how other communities across the state have addressed this issue and the types of shoreline and stream bank standards they have adopted to further protect water quality. Additionally the town's *Water Resources Management and Protection Plan*, the National Wetlands Inventory of Weare, USGS topographic maps, and

current aerial photos would be good places to start to collect information about the status of Weare's existing riparian buffers –where existing vegetation already exists and where new buffers might be needed.

Aquifers

The protection of sub-surface water resources is an equally important public responsibility as wetlands and surface waters. While it is important to protect surface water for public access as well as water quality, equally important are ground water quality and supply.

An aquifer consists of underground soil or rock which groundwater is easily able to move through. Aquifers typically consist of gravel, sand, sandstone or fractured rock.

Water from fractured bedrock provides 25 percent of New Hampshire's drinking water and 85 percent of the water for private domestic wells. A majority of residents in the Town of Weare depend upon aquifers to supply them with drinking water. During years of drought, some wells dry up and homeowners are forced to drill new wells for domestic water. It is important to protect groundwater within existing or potential public drinking water supply aquifers. Aquifers, like wetlands, serve as a place of storage for water.

Development of land that overlies aquifers can have negative, often irreversible impacts. Faulty septic systems or leaking underground storage tanks can contaminate groundwater. Activities such as sand and gravel excavation remove the overburden,

which can filter out many potential pollutants.

Because of the role of aquifers in contributing abundant clean water, as well as their interconnections with wetlands and rivers, land planning in and around these sites should favor low-impact, low-intensity uses, which do not have a high degree of probability for groundwater contamination.

Several extensive potential high-yield aquifers have been identified within the town by the US Geological Survey (for locations see the *Environmentally Sensitive Areas Map* on page 199). The largest of these lies within the Hopkinton-Everett flood control project area. The others are: in the lower reach of the Piscataquog River, extending southerly from the area of Sargent Station Road into the Town of New Boston; in the Daniels Lake area, from north of Gould Road southerly into New Boston; and in North Weare, in the area between Woodbury Road and Rockland Road. Several relatively large potential medium-yield aquifers have also been identified in proximity to these locations.

There seems to be little if any detailed hydrologic data available to provide an accurate indication of the potential for bedrock to serve as a major source of water supply. However, the results of short-term well reports indicate that the extent of fracturing, which creates repositories for groundwater in Weare's bedrock, appears to be sufficient to produce reasonably dependable domestic supplies, and possibly adequate supplies for relatively small community water systems.

On the basis of preliminary determinations made by the US

Geological Survey, the potential high and medium yield aquifers must be considered to be potential sources capable of meeting future requirements for municipal water supplies. It appears that this would be particularly true of the potential high yield aquifers located in northeastern, north central, and southeastern portions of Weare.

Serious consideration should be given to means of protecting the identified aquifers for possible future use. Faulty septic systems above aquifers can cause widespread groundwater contamination. Excessive paving and other forms of land covering could inhibit the replenishment of ground water supplies. Automotive service stations are another possible pollution threat due to leaking underground storage tanks. Any industrial operation producing hazardous by-products has the potential to damage water quality.

The location and protection of aquifers should be a prime consideration in the town's land use planning efforts. The Town of Weare has made a commitment to protecting groundwater by including an aquifer protection provision in its zoning ordinance. However, this ordinance does not go far enough. No primary or secondary recharge areas were identified at the time of the enactment of this ordinance and as a result, they are not included in the ordinance. In addition, there is no exclusion of commercial and industrial development in these areas.

It is recommended that the Town of Weare retain a geohydrologist to identify and map the primary and secondary recharge areas to the town's major aquifers and that this information and appropriate guidelines regarding future

development be incorporated into the town's aquifer protection ordinance to protect these critical areas.

Additionally, the town should consider such non-regulatory actions as land purchase or easements to provide additional aquifer protection. The town's aquifers and their immediate contributing watersheds are important water resources worthy of protection

Floodplains

Floodplains or flood hazard areas are adjacent to rivers and tributaries and can provide one of the best habitats for a number of species within an area. They can also provide a continuous and unbroken habitat, which allows wildlife to travel throughout their range. Typically, floodplain areas will contain a significant amount of vegetative cover, including trees, brush, grasses and shrubs. These areas provide both food and water for the wildlife found in Weare. The floodplains designated by FEMA can be seen on the *Map of Natural and Man-Made Hazards (Map 18 on page 245)*.

Weare contains approximately 3,500 acres of floodplains. Such areas have been identified throughout the town in proximity to brooks, rivers and wetlands. The largest of the special flood hazard areas have been identified within the Choate Brook, Barnard Hill, and Meadowbrook watersheds.

The flood study conducted by FEMA during 1992 concentrated on the shorelines of Daniels Lake, Everett Lake (also known as Hopkinton Everett Reservoir), Weare Reservoir (Lake Horace), and the Piscataquog River. The Piscataquog River and the Everett Lake

Flood Control system were found to be the most significant drainage features in the town.

The Piscataquog River (North Branch) originates at the outlet of Deering Reservoir in the Town of Deering. The river follows a sinuous path for a distance of about eight miles to Weare Reservoir, which has a surface area of about 274 acres. The dam at the outlet of the reservoir is controlled by the State of New Hampshire. The river flows easterly from the reservoir for about 5.3 miles to the Everett Lake flood control complex. The river then flows in a southerly direction from Everett Lake for a distance of about 5.4 miles to the Weare-New Boston corporate limits. Since these areas are frequently flooded, an attempt should be made to discourage persons from building in these floodplain areas. The floodplains should remain in their natural condition to accommodate runoff water during snowmelt and rainstorm periods, and to provide wildlife habitat. Any construction within these areas may result in higher water levels during flood events.

According to federal rules, construction is allowed within the floodplain provided all buildings are elevated to the base flood elevation or higher. However, no construction at all is allowed in the floodway, since this is the channel that carries the water in the event of flooding.

Even though federal rules allow construction in the floodplains, these areas serve an important function of storing water during floods. For that reason alone, it makes sense to not build in the floodplains. Uses such as agriculture or recreation can locate in a

floodplain without compromising the functional use of these areas.

The Town of Weare follows the federal guidelines for regulating development and federal mapping delineates the floodplains. The town's FEMA maps are dated as of June 2, 1993. At some point in the future, the town should obtain digital copies of these maps when they become available to communities across the state. Additionally when these digital maps become available, it would make sense to review this information and consider whether or not to strengthen the town's floodplain development regulations regarding construction and uses in the floodplains.

Forest Resources

For the first time in its history, New Hampshire is undergoing "terminal loss" of its forests. In years past, the forest has been cut repeatedly – to supply masts for the king's navy, housing material, fuel wood, and other wood products – but always with the potential to grow back. With development today, the forest is being replaced with roads and buildings and will not grow back.

Besides its economic value to the timber industry, the forest provides mast crops (fruits, nuts and seeds) for wildlife. Oaks, beech, black cherry and conifers (cone bearers such as white pine and spruce) are among the leading mast producers. The forest provides shoreline shade to maintain water temperatures critical for aquatic species; a scenic backdrop; respiration that helps maintain air quality and quantity; woodlots for cordwood and lumber to build homes; trails for hiking; and an anchor against soil and wind erosion. This list of forest benefits is long.

Within the year 4/1/ 03 to 3/31/04, the timber yield tax paid the town was \$14,918, and the stumpage value to landowners was \$149,188. Beyond that amount, the timber industry employs residents who are foresters, loggers, mill yard and lumberyard workers. As an added economic benefit, the forested landscape is part of the town's attraction to visitors.

New Hampshire's forests contribute 12 percent of the State's gross state product (*New Hampshire Everlasting*, Society for the Protection of New Hampshire's Forests, 2001). To be viable for sustainable forest management, a forest parcel should be at least ten acres or larger. As the planning board considers development proposals, consideration should be given to maintaining woodlots and forest parcels large enough in size as part of the development to ensure continued forest resources for the future.

Wildlife Habitat

Much of the forested areas, wetlands, rivers, lakes and floodplains of Weare provide habitat for a variety of wildlife species. These habitat areas are extremely sensitive to human encroachment and development. Therefore, it is important that the town strive to protect these areas particularly the larger unfragmented (e.g., or undeveloped) habitat blocks of land greater than 25 acres in size.

The New Hampshire Fish and Game Department recently completed a coarse filter habitat analysis for the state of potential significant wildlife habitat based upon a method outlined in the manual "Identifying and Protecting New Hampshire' Significant Wildlife Habitat" (Kanter et. al., 2001). This habitat analysis is available to the public and municipalities for conservation planning purposes and is being provided in lieu of

more specific species and habitat maps that are being prepared for the New Hampshire Comprehensive Wildlife Conservation Plan, which is scheduled to be completed by October 2005. This information, which is being transmitted to every municipality in the state, includes three hard copy maps and a data CD. These hard copy maps are described below.

1) Coarse Filter Significant Wildlife Habitat: Base Map. This map shows unfragmented habitat blocks greater than 25 acres overlaid atop a black and white aerial photo. The darker the color, the less fragmented the habitat block. Unfragmented habitat blocks are labeled with land acreage of the block and a unique block ID number. The block ID number corresponds to a block ID number in the spreadsheet Summary Tables.xls located in the “Docs” subfolder of the data CD. This spreadsheet provides a variety of summary statistics for each habitat block, as well as each town and watershed.

2) Coarse Filter Significant Wildlife Habitat: Habitat Features Map. This map depicts other habitat features overlaid atop a black and white topographic base map. These features include: riparian corridors (i.e. 300 foot wide undeveloped buffers of all perennial streams and surface waters); wetlands greater than five acres in size; palustrine emergent wetlands; clusters of wetlands less than five acres in size; agriculture and other non-forested lands; uncommon habitat types (e.g. pine barrens, salt marsh, etc.); and south-facing slopes.

3) Coarse Filter Significant Wildlife Habitat: Co-Occurrence Scores Map. This map shows the co-occurrence of habitat features overlaid atop the unfragmented habitat blocks. State routes, town roads, and water bodies are also included. Co-occurrence scores result

when all of the habitat features are “sandwiched” together. The darker the color, the more habitat features that overlap, and thus the greater the significance to wildlife.

Because of the usefulness of this information for conservation planning purposes, the New Hampshire Fish and Game Habitat Features Map has been included in this master plan for reference purposes only (see Map 14 on the following page). It is recommended that the Conservation Commission and Planning Board use this map as a guide in their analysis of future development proposals, subdivisions and site plans. In that way, areas identified on the map as significant wildlife habitat can be avoided or protected from development. In addition, this map provides useful information to the town for future open space and land conservation purposes.

Open Space/Land Conservation

The importance of open space to Weare residents is well documented and referred to in the town’s Open Space Plan, previous master plans, and the community survey prepared as part of this master plan update. Weare has been fortunate, in that, with little or no action on its part, the town has been the beneficiary of landowners donating property outright to the state or town, or donating rights to development (the land remains in private ownership, but permanent restrictions on development apply).

In the face of rapid growth, many New Hampshire towns are taking an active role in land conservation. For example, in 2002, towns in New Hampshire approved over \$20 million for conservation, and in 2001, over \$15 million were allocated for this purpose.

**Insert Map 14 11x 17 map NH Fish
and Game Habitat Features Map here**

Weare Master Plan Update

The Town of Weare could also take more of an active role in land conservation. This goal was identified at the Weare Community Profile on May 7 and May 8. Open space and land conservation was voted in as the fourth most important project for the town after the need for a new middle school, managed growth, and developing a New England village green. Specifically, the community recommended that the town should:

- Identify the top “10” lands and scenic routes for preservation.
- Consider utilizing 100 percent of the current use change tax proceeds for conservation purposes.
- Consider warrant articles and other public/private resources to acquire these resources.

Additionally, the community identified the needs for education and funding by establishing a method to communicate the economic benefits of preservation and to pursue various funding mechanisms. Also, it was recommended that lands acquired through tax lien be identified that are appropriate for preservation and warrant articles to accomplish this as well as to retain other lands for re-sale or other community use be created.



As explained in the town’s Open Space Plan, Weare has tremendous potential for open space. During 1998, under New Hampshire’s Division of Environmental Service’s Regional Environmental Planning Program (REPP), the town identified the following nine areas for protection:

1. Lake Horace Marsh
2. Tobey Hill
3. Bartlett Brook, Ferrin Pond
4. The Green Farm
5. Melvin Valley (including the Mt. William area and Green Hill)
6. Perkins Pond Ecosystem
7. Felch Farm
8. Clinton Grove
9. Sugar Hill South

These areas are predominantly plant and wildlife habitat, wetland areas and prime agricultural land. The cultural resource areas are predominantly historic farm settings in the rural areas of the community, including the site of an early Quaker village.

The plan also identified the following priorities when considering open space for the town:

Highest Priority

Steep slopes greater than 15 percent; wetlands; wetland buffers; floodplains; aquifers; hydric soils (very poorly and poorly drained soils); surface waters (ponds, streams, lakes, etc.); riparian corridors; forest blocks (unfragmented land areas) greater than 2,000 acres; prime/high quality agricultural land; historic properties/sites (mill and dam

sites, villages, buildings, parks, farmsteads, fields, cemeteries); greenways; recreational resource lands in close proximity to villages; wildlife habitat areas.

Medium Priority

Land that provides an access or link to a proposed greenway; forested blocks (unfragmented land areas) 500 to 2,000 acres in size.

Lowest Priority

Forested blocks (unfragmented land areas) 250 to 500 acres in size.

In addition, the following special places were recommended for use in the future as open space for the Town of Weare:

- Extended portions of the Piscataquog River shoreline, which are not currently developed and which will help link existing conservation sites.
- Railroad rights-of-way.
- Corridors extending from federal lands to Mount William for wildlife and recreation.
- Preservation and linkage of large tracts of land in southwest Weare and north-central Weare.

Techniques of Land Conservation

1. Conservation Easements

Private landowners voluntarily choosing to place a conservation easement on their land is one technique that can be used for land conservation. Conservation easements permanently restrict future development. These development restrictions can take many forms. A

landowner might reserve the right to set aside potential house lots on the land or choose no future house lots. The landowner designs the restrictions. By law, a land trust or town conservation commission holds the easement and inspects the land annually to make sure the easement terms are being honored. Conservation easement donors are entitled to a federal income tax deduction equal to the appraised value of the development rights that were given up. The land remains private property, subject to taxation, and benefits the town through protection of scenic and wildlife values and natural resources. Easements can also be purchased by the town or by a land trust. The price typically is the appraised value of the development rights surrendered.

2. Land Donation

The town forests and other public land in Weare are examples of open space lands donated by townspeople. Historically, this has been the primary means by which Weare has obtained much of its public and recreational lands, including the state forests in town.

3. Private Land Actions

In 2001, the town put together a warrant article to raise and appropriate \$1,700,000 to purchase up to 1,450 acres of land in Melvin Valley for conservation and public recreation purposes and to help manage growth and preserve the town's rural character. All of this funding was to come from grants (the Federal Forest Legacy Program and the NH Land and Community Heritage Investment Program), unreserved fund balances, the Town Forest account and the Town Conservation Commission account, so that none of the funds would need to be raised by local taxes. The

warrant article passed by a solid majority vote of 1,196 in favor and 314 against. However, after the article passed and the grants were applied for, the town received only half of the funds, obviously not enough to purchase the property.

In response to this situation, the property owner came to the Board of Selectmen with an alternative proposal to preserve this open space. The alternative was for the owner to lease approximately 600 acres to Austin Powder (an explosives company located in the area). Austin Powder requires a setback of 2,350 feet from the storage area to any occupied structure. In lieu of purchasing the property, the selectmen were receptive to this proposal and the property owner entered into a lease with the company providing for this setback. While there is no way to predict how long this lease arrangement will last, the setback does indirectly protect the land from development.

Economics of Open Space

Land conservation favors the local economy in several ways: creating jobs, generating revenue, and slowing the rise in property taxes. As examples:

- A 1999 study commissioned by the Society for Protection of New Hampshire Forests found that open space generates 25 percent of New Hampshire's gross state product through activities such as forestry, tourism, hunting and fishing, recreation, vacation homes, and agriculture; 16 percent of its jobs; and 35 percent of its state and local taxes (Resource System Group, 1999; available at www.spnhf.org.)

- Studies demonstrate that open space lands are “tax friendly” – contributing more in taxes than they require in town services. Residential development is tax negative; the average house pays less in town property taxes than the costs of town services it requires. A 1995 study of all 234 towns in New Hampshire found that, in general, the towns with the most open space have the lowest property tax bills (Ad Hoc, Associates, Salisbury, VT, for the Squam Lakes Association).

Current Use

Current use, whereby undeveloped land may be taxed according to its current use rather than its current market value, was enacted 30 years ago when “our mostly rural state was giving way to poorly-planned subdivisions, strip malls and roads” said Walter Peterson, governor at the time (1979). Governor Peterson further explained, “Contrary to popular notions, the average family with land in current use has below average median household income. Current use is the vital means by which they can afford to keep their land.”

Current use designation does not protect land from development. Landowners choosing to take their land out of current use in order to develop it pay a Land Use Change Tax to the Town – 10 percent of the land's current fair market value.

Studies show that this “penalty tax,” paid when property is taken out of current use, has brought New Hampshire towns more revenue than if the lands had been taxed *ad valorem* for the same period of time that they were taxed under current use (D.E. Morris, *Town Incomes from the Land Use Change Tax*,

1980-87, UNH, Department of Resource Economics).

Of Weare's 38,464 acres, 18,580 acres are classified as current use land (as of June 2004).

Appropriate Amount of Open Space

Almost 15 percent of Weare's 38,464 acres can be classified as protected lands. This includes the federally owned Hopkinton-Everett Reservoir and Flood Control Area, town and state-owned recreation and conservation lands, and privately owned conservation easements.

The answer to the question, "How much open space is enough?" is not an easy answer to deliver. In comparison, New York City is 27 percent open space, indicating that percentages do not necessarily tell the whole story.

A recent study by the Society for the Protection of New Hampshire Forests recommends a minimum of 25 percent protected land for towns in the state. The City of Keene, in its Master Plan, set a goal of 50 percent protected land.

It is recommended that the location of conservation land is more important than percentages. Location guidelines should be determined by the resource protection criteria in the town's Open Space Plan, whether that resource is a natural shoreline buffer, water body, forest, agricultural field, wildlife corridor, or trail. The larger the block of open space, the greater its conservation value.

In addition to these guidelines, the location of protected conservation lands

in Weare should match up as closely as possible with existing natural resources protected in adjoining towns. This would provide for interconnecting wildlife corridors and habitats between towns, which would not be impacted by the effects of development.

Conclusions and Recommendations

Respondents to the Master Plan Survey confirmed the results of the town's Community Profile. "Protecting Open Space" was identified as the fourth most important issue facing Weare and "Protecting Drinking Water" as the fifth most important issue.

All of the environmental issues and concerns identified in the Master Plan Survey were identified as being "very important" to the town. As a result, the priority protection areas identified in this master plan match the results of the Master Plan Survey and the town's Community Profile.

In support of this mandate, this plan recommends that the town continue to adopt land use regulations that further safeguard the town's natural resources. It is also recommended that the planning board and conservation commission work together to implement open space recommendations of the town's Open Space Plan as well as the specific recommendations developed as a result of the Community Profile.

Chapter 11:

Existing and Future

Land Use



In this chapter:

Community Survey Results.....	221
Land Use Determinants.....	222
Historic Development Patterns.....	222
Current Land Use Patterns.....	223
Land Use Inventory.....	224
Existing Land Use Analysis.....	225
Recent Subdivision Activity.....	231
Weare's Overall Growth and Development.....	233
Existing Zoning Analysis.....	234
Future Land Use.....	239
Build-Out Analysis.....	240
Summary of Developable Land.....	253
Review of Earlier Plans and Recommendations.....	254
The Future Land Use Map.....	258

This page intentionally left blank

Introduction

Many factors influence a community's land use patterns; historically, this would include natural resource constraints and opportunities, agricultural and forestry practices, and the development of industry. For the past 16 years, (since the inception of zoning in Weare in 1988) regulations have also been a factor in shaping the growth and development of the town. This chapter reviews Weare's past development patterns and examines existing land use relative to the towns' zoning regulations. It also includes:

- A summary of the community survey results relative to land use
- An inventory of existing land use patterns and trends within the community

- An analysis of important land use issues and changes which have occurred since the adoption of the town's 1994 Master Plan
- A review of the town's Existing Land Use and Zoning Maps
- The town's Future Land Use Map

Community Survey Results

In the fall of 2003, a Master Plan Survey was sent to all households and postal patrons in Weare. A total of 3,274 surveys were distributed with 315 returns, for a response rate of 9.6 percent. The following question and responses on the survey relate to land use and growth management issues in Weare.

Please indicate if you support the following methods for guiding growth and development in Weare.

Encourage that new residential subdivisions be clustered?

Yes: 25.78% **Maybe:** 34.84% **No:** 39.37%

Put a cap on the number of residential building permits allowed each year?

Yes: 77.25% **Maybe:** 12.70% **No:** 10.03%

Permit higher residential and commercial density in existing developed areas to preserve rural character elsewhere?

Yes: 38.22% **Maybe:** 34.47% **No:** 27.30%

Permit higher residential density as a bonus for creation of affordable housing?

Yes: 9.62% **Maybe:** 23.36% **No:** 67.01%

Establish minimum lot sizes in specific residential zones?

Yes: 74.56% **Maybe:** 17.03% **No:** 8.36%

Purchase open space with town funds if taxes are raised?

Yes: 42.75% **Maybe:** 28.42% **No:** 28.96%

Overall Findings: While the Town of Weare has a cluster residential development ordinance already in place, the survey responses received indicate that there is some public concern about this form of residential development. The responses also clearly indicate that the community is not in support of permitting higher residential density as a bonus for the creation of affordable housing.

On the other hand, the responses received indicate that there is overwhelming public support for placing a cap on the number of residential building permits allowed each year within the town. In addition, the responses show that there is support to permit higher residential and commercial density in existing developed areas to preserve rural character elsewhere within the community and that there is support to purchase open space with town funds if the taxes can be raised.

Land Use Determinants

Natural and man-made features typically act alone or in combination to influence growth and development in a town. The major physical and topographic features, such as the existence of flat or gently-sloping land, steep slopes, rivers, wooded and open spaces, etc. are the primary factors that influence the initial as well as the subsequent development of land. Secondary factors usually consist of man-made features such as roads, railroads, utilities, and major commercial, industrial, or recreational facilities, which attract and/or stimulate new or expanded development.

In Weare, topography and water have played a significant role in the town's development. Most of the development has occurred in the Piscataquog River Valley, running north/south through the length of town. The Piscataquog River also provided a power source for factories and mills. These influences are all described in more detail in the 1994 Master Plan.

Highways have also played an important role in the town's development. NH 114, which also runs north/south through the length of town, has provided the avenue upon which most of Weare's commercial development has occurred.

Historic Development Patterns

Weare's development pattern can be described as having four components: (1) highway development along Routes 114 and 77; (2) village nodes; (3) scattered development; and (4) rural frontage development along town roads. An examination of old town maps indicates that Weare has always had a scattered and dispersed development pattern. This is likely because the town was divided into lots as soon as the land grant was sold.

The first Master Plan, written in 1982, pointed out that, historically, land use patterns within the region (the central focus being the City of Manchester) have reflected scattered development extending along the primary highway system and through the Merrimack and Piscataquog River Valleys. Residential development has followed this pattern since 1900, industrial and commercial development since the mid-1950s. In

each case, the rate of development has increased rapidly in recent years.

As noted in the town's 1994 Master Plan, Weare was settled in the typical New England pattern, with the population divided between the villages and the outlying farmsteads. This pattern was later altered with the abandonment of many hill farms and the opening of small industrial operations (such as mills) in the villages. Many old town ways fell into disuse, which explains the large number of Class VI roads, which can be found in the town today.

With the advent of the railroad and later the automobile, Lake Horace and Daniels Lake were developed as resort areas. During the first few decades of the automobile, back roads were often not accessible during the winter and spring and most people chose to settle along major roads. The construction of the Hopkinton-Everett flood control project in 1959 resulted in the removal and relocation of all residents and structures from 2,044 acres in East Weare.

The historical sketches provided in the town's earlier master plans identified six distinct villages or neighborhood areas: Riverdale or East Weare, Weare Center, Clinton Grove, Chase Village, Tavern Village and North Weare Village. Before 1938, East Weare was the town's industrial center. Many businesses had been established there due to its proximity to the Piscataquog River, which provided waterpower, and the railroad line, which transported goods to Boston on a daily basis.

At one time, Weare's population was four times larger than Manchester's. The 1938 hurricane and flood effectively eliminated the village of East Weare and most industrial development is scattered throughout the town. An observation was made in the 1994 Master Plan that the distinction between town and country had become blurred, with some areas connected by highway strip development, a type of development not typical of an old-fashioned New England village.

Current Land Use Patterns

Weare's general land use pattern today is not appreciably different from that of 1994. As noted in the previous section, some of the village areas are connected by strip development and are not typical of an old fashioned New England village. The remainder of the town is still predominantly rural, although there are pockets of residential development throughout.

Even with Weare's rapid population growth during the 1980s, the town remains one of the more rural towns within the 13-community Southern New Hampshire Planning region. Since the town lacks the extensive public water and sewer systems and major road networks found in the region's larger communities, it is unlikely that Weare will attract the level and density of development occurring closer to Manchester. Rather, low and high-density residential development with on-site water and septic systems is still expected to be the primary type of growth in Weare in the foreseeable future.

Land Use Inventory

In the summer of 2003, an inventory of Weare's existing land use was conducted. The inventory began by first updating the 2000 composite tax maps on file with the SNHPC with the town's new 2002 tax maps. Numerous lot changes and new lots were added to the maps and lot line adjustments were made, as necessary.

Once the maps were updated, they were merged by tax map number with the Town of Weare's 2003 tax assessor database using Arc Info GIS. Using this database, a first cut land use map was generated based upon the assessor's land use codes in the database. Lots with building values were assumed to be developed and lots with no building values were assumed to be vacant.

This map was then reviewed with the town's building inspector and land use coordinator and a land use classification system was developed. A short field survey was also conducted thereafter and the map was updated and two new land use categories were added – mixed residential and business and manufactured housing.

The final Existing Land Use Map was produced based upon the following 10 categories of land: Commercial, Industrial, Public/Semi-Public, Single-Family, Two-Family, Multi-Family, Manufactured Housing, Mixed Residential/Business, Conservation/Forest and Vacant (these categories are defined in the following section).

Land Use Categories

As noted above, one of the important steps in any land use analysis is to determine how to classify the various structures, uses, and land areas that exist within the town. In general, land is classified according to the physical characteristics and the present use occurring on it. Typically, there are variations in the categories based upon the unique characteristics of a community. The following is a listing and description of the present land uses found in Weare.

- **Commercial:** Uses that supply goods and/or services to the public as a principle use of the property. These range from grocery stores and retail sales of products to professional offices.
- **Industrial:** Land and structures used for manufacturing, processing, packaging, storage and/or warehousing.
- **Public/Semi-Public:** Establishments and facilities supported by and/or used exclusively by the public or non-profit organizations. These include fraternal, religious, charitable, educational, governmental, and public utility facilities.
- **Residential:** All structures in which dwelling units are found. These include standard (site built) single-family homes, duplexes, multi-family, factory-built modular homes, mobile homes (now classified as "manufactured housing"),

apartment buildings, and seasonal cottages.

- Mixed Residential/Business: A combination of residential and business or commercial uses located on the same lot.
- Conservation/Forest: All lands in Weare that are under a conservation or preservation easement, either publicly or privately held, with the stipulation that they cannot be developed.
- Vacant: All open and undeveloped lands in Weare. To accurately represent these lands, it was determined through discussions with the planning board that instead of showing residential lots greater than five acres in size as all developed the open and undeveloped portions of these lots be shown as vacant land. This was accomplished by dividing the lots into two – the developed portion shown as three acres in size and the undeveloped portion shown as vacant. To assist in this process, 1998 USGS Digital Orthophoto Quads were used as background information.

Existing Land Use Analysis

This section examines the various land use categories previously described that exist in Weare today. It compares the land use documented in 1993 with that identified in 2003. The categories are presented graphically on the Existing Land Use Map. The following table presents the estimated acreage devoted to each of the land use categories. Agricultural uses have not been included. Information is derived from the town tax assessor's database. Calculations of acres are based on the following:

- All residential uses (single-family, duplex and multi-family) are allocated three acres for computation purposes. The rationale for this is that, despite the size of the residential lot, in most cases three acres of land is actually devoted to the use; although there may be more or less in some cases.
- The land area devoted to roadways is calculated for a 50-foot right-of-way since, even though the actual traveled way is much less than the 50 feet, no development can occur within the right-of-way.
- For all of the other uses, the actual acreage was taken from the GIS GRANIT database of Complex Systems at UNH.

Table 54
Existing Land Use
Weare, 1993 and 2003

Land Use	1993	Percentage	2003	Percentage
Commercial	262	0.68	297	0.77
Industrial	110	0.28	609	1.58
Public/Semi Public*	2,311	5.98	3,107	8.08
Multi-Family	NA	NA	108	0.28
Two-Family	NA	NA	217	0.56
Single-Family	NA	NA	5,905	15.35
Manufactured Housing	NA	NA	281	0.73
Total Residential	4,165	10.8	6,511	NA
Mixed Residential/Business	NA	NA	160	0.41
Conservation/Forest	1,830	4.75	2,665	6.93
Vacant	28,325	73.4	23,034	59.9
Subtotal	37,003		36,383	
Roads	1,002	2.59	1,413	3.67
Surface Water	587	1.52	668	1.74
Total	38,592	100	38,464	100

Source: Town of Weare Assessing Data and Field Survey
Southern New Hampshire Planning Commission

*Note: Includes the Hopkinton-Everett Reservoir and Flood Control Area (i.e. 2,044 acres)

Residential

Residential use comprises the largest percentage of developed land in Weare. It consists of 6,511 acres or 16.9 percent of the total area of the town. In 1993, there were 4,165 acres in residential use or 10.8 percent of the town. Between 1993 and 2003, residential development increased by 2,346 acres or 56.3 percent. This amounts to an average annual rate of growth of 5.63 percent per year.

As the following Existing Land Use Map illustrates, residential development is dispersed throughout Weare, much of it occurring as frontage lots along public roads. In addition, there are several residential village clusters. There are also a few apartment/multi-family developments, which can be found along NH 114.

Weare Master Plan Update

Insert 11x17 Map 15 Existing Land Use Here

Weare Master Plan Update

Weare's built residential density in 1993 and 2003 (i.e., the number of acres per unit) is shown below. This information illustrates that the average residential density, or amount of land consumed per residential unit, increased from 1.63 acres per unit in 1993 to 2.24 acres per

unit in 2003. One of the smart growth goals of this master plan is to identify in advance acceptable future average residential densities for the community and acceptable future rates of residential land consumption.

	<u>1993</u>	<u>2003</u>
Residential Acres	4,165	6,511
Number of Residential Units*	2,545	2,897
Average Built Residential Density	1.63	2.24
(* 1990 and 2000 census data, plus the number of building permits issued in that year)		

Single-Family and Two-Family

The predominant residential use of land in Weare is single-family dwellings, which make up 5,905 acres or 15.35 percent of the total land area of the town. Two-family dwellings or duplexes consist of 217 acres or 0.56 percent of the total land area of the town.

Single-family and two-family dwellings combined represent the largest single use of land in Weare. These dwellings are dispersed throughout Weare. Many homes are found on two-acre lots in conventional and clustered subdivisions. There are also several areas in Weare where single-family homes are concentrated on smaller lots, less than ½ acre in size. These areas are found: 1) along Rt. 114; 2) within the Central Village; and 3) along the shorelines of Lake Horace, Daniels Lake and Mt. William Pond.

Multi-Family

Multi-family dwellings consisting of three or more units within one building comprise roughly 108 acres or 0.28 percent of the total land area of Weare.

Several multi-family buildings can be found in the Central Village and along Route 114.

Manufactured Housing

Manufactured housing (also including mobile homes and trailers) comprises 281 acres of land area or 0.73 percent of the total land area of Weare. Most of these dwellings can be found in manufactured housing or mobile home parks located along Route 114. Older mobile homes on individual lots can also be found scattered throughout the community.

Commercial

The amount of land devoted to commercial use within the Town of Weare is relatively small compared to other uses such as public/semi public land and industrial. Commercial land use comprises 297 acres or less than 1 percent of the total land area of the town. Most of the existing commercial areas are concentrated in the Central Village and along Route 114 in South Weare. In 1993, there were 262 acres of commercial land. Between 1993 and

2003, an additional 35 acres was added to the town (a percentage increase of 13.3 percent). This amounts to an average annual rate of growth of 1.33 percent.

There are also several areas where commercial activity is clustered (outside of the Central Village). One of these areas is located at the intersection of Route 114 and Route 77.

In addition to commercial, there are roughly 160 acres of mixed residential and business land located in Weare. In general, Mixed Residential/Business is a mixture of either a single-family or two family dwelling combined with a business on the same lot. The town's tax assessor's records include Mixed Residential/Business development as a separate land use category.

Industrial

There are only 609 acres of developed industrial land within Weare. This represents 1.58 percent of the town's total land area. Between 1993 and 2003,

there was increase of 499 acres of new industrial land (a percentage increase of 4.5 percent). Generally, much of this increase has been due to the expansion of existing industrial areas. There is only one industrial park in Weare and that is located south of Gould Road. In spite of the fact that there has been only a minor increase in industrial growth in Weare within the past decade, additional industrial acreage may be required in the future.

Sand and Gravel Pits/Excavation

Based upon town records, there are six active sand and gravel excavations in Weare. Information about each of these excavations is summarized below. As can be seen from this data, the total number of properties that contain sand and gravel excavations occupy a significant amount of land area within the Town of Weare (i.e. roughly 1,883 acres). While this number appears large, only 40.51 acres are in active use. The location of each sand and gravel excavation area is also shown on the Existing Land Use Map.

Owner	Tax Map #	Total Parcel (Acres)	Permitted acres	Active acreage
Mt. William, Inc.	409-004	1273.8*	grand fathered	10
Eldon Townes	201-112	57.47	grand fathered	10.2
Burton Brown	405-060	63.64	grand fathered	9.7
Alma Shmid	203-093	61.6	8.8 acres	2.95
Aggregate Industries	409-107	210	36 acres	0.155
Thibeault Corporation	409-104	<u>216.52</u>	15 acres	<u>7.5</u>
TOTALS		1,883.03 acres		40.51

*Note: Only a small portion of this property is in active sand and gravel use (i.e. 10 acres). The balance of the property is zoned conservation and should remain permanently protected.

Public/Semi-Public

In 2003, there was a total of 3,107 acres of Public/Semi-Public developed lands within the Town of Weare. In 1993, a total of 2,311 acres was reported. This

land category principally includes local, state and federal lands, schools, churches, cemeteries, the Post Office, and other publicly owned facilities such as the library and recreational facilities, including the Hopkinton-Everett

Weare Master Plan Update

Reservoir and Flood Control Area (i.e. 2,044 acres).

Conservation /Forest

This land use category includes all publicly owned forests and conservation lands as well as privately owned conservation easements. Between 1993 and 2003, there was an increase of 835 acres of conservation lands/forests within the Town of Weare. There is now a total of 2,665 acres of conservation/forest lands. This represents 7 percent of the total land area of the Town.

Surface Water

Surface water comprises roughly 668 acres or 1.74 percent of the total area of the town. There was a slight increase in the number of acres of surface water reported between 1993 and 2003. This is mostly due to differences in the way the acreage was calculated in 1993 and 2003. The 2003 data is based upon the GIS GRANIT database.

Roads/Highway Rights-of-Way

There was an increase in roads/highway rights-of-way between 1993 and 2003 from 1,002 to 1,413 acres. In 2003, roads/highway rights-of-way occupied 3.67 percent of the total area of the town.

Vacant Lands

The amount of vacant undeveloped land in Weare decreased from 28,325 acres in 1993 to 23,034 acres in 2003. In 2003, vacant lands occupied 59.9 percent of the total area of the town. As of November 2003, according to the Town

of Weare's assessor records, Weare has an inventory of 998 vacant housing lots.

Conclusions:

Single-family residential is the single largest land use in the Town of Weare, followed by public/semi-public owned land and conservation/forest land. There is also twice as much land occupied by two-family, multi-family and manufactured residential housing in Weare than there is in commercial use. Further, less than 2 percent of the total land area of the town is used by industry. All of this data points to the fact that Weare is predominately a residential community.

While there have been some gains in the total amount of commercial and industrial land in Weare since the adoption of the town's 1994 Master Plan, residential growth and development has far outpaced any other land use category in town.

In addition, there has been a significant increase in the amount of conservation/forest land in Weare and a decrease in the amount of vacant land. Since 1993, Weare has added 835 acres of new conservation/forest land and the amount of vacant land has decreased by a total of 5,291 acres.

Recent Subdivision Activity

According to the town's recently enacted interim Growth Management Ordinance, the planning board approved 29 new residential lots in 2000; 10 new residential lots in 2001; and 47 new residential lots in 2002. In 2003, the planning board received applications for

the creation of 251 new residential lots. This sharp increase in the number of new residential subdivision applications has placed increased development pressure on the planning board. Additionally, it has prevented the planning board from developing a reasonable growth management process.

Of the pending applications before it, the planning board in 2003 approved 23 new subdivisions consisting of a total of 80 lots (refer to the following table). These subdivisions included lot line adjustments (LLA), traditional subdivisions and clustered developments. The largest subdivision was the Holly Hill Farm clustered

development consisting of 46 new lots located on Flanders Memorial Road. In addition to these plans, 10 new subdivisions consisting of 173 lots were submitted to the planning board for approval. The largest subdivision proposal was for a clustered development consisting of 59 new lots located on Route 114 and a traditional subdivision consisting of 48 new lots located on Colby Road and Barnard Hill.

The 80 new residential lots approved by the planning board in 2003 are fairly consistent with the total number of residential building permits that have been issued by the town every year since 2000 (68 in 2000; 89 in 2001; 72 in 2002; and 69 in 2003).

2003 Recorded Plans			
<u>Location</u>	<u>Tax Map Lot #</u>	<u>Type of Plan</u>	<u># of Lots</u>
River Road	412-088.01 & 412-090	LLA & Subdivision	1 new
Center Road	202-135 & 202-139	LLA	
Barnard Hill Rd.	411-160 & 411-184	LLA	
Barnard Hill Rd.	411-160 & 408-185	LLA	
Hoit Mill Rd.	412-185.03 & 412-185.04	LLA	
Hodgdon Rd.	407-087 & 407-086	LLA	
Rockland, River and Route 77	202-094 & 202-094.001	Subdivision	1 new
Perkins Pond Rd. and Deering Center Rd.	408-064 & 410-058	LLA	
Craney Hill Rd.	401-068 & 401-068.002	LLA	
Concord Stage Rd.	403-016 & 403-16.02	Subdivision	1 new
Twin Bridge Rd.	110-77.1 & 110-77.2	Subdivision	2 new
North Stark Hgh. Twin Bridge and Route 114	402-007.005 & 007.006	LLA	
East St. and Peaslee Hill	412-243 & 243.001	Subdivision	1 new
North Stark Hghy	405-047 & 405-045	LLA & Subdivision	2 new
Bartlett Drive	201-071 & 405-007	LLA & Subdivision	2 new
Buzzell Hill Rd.	407-155	Subdivision	1 new
Elm Drive	202-084	Subdivision	6 new
Elm Drive	402-067.13-402-067.16	Cluster Subdivision	2 new
Elm Drive	402-067.13-402-067.16	Amended Cluster	

Weare Master Plan Update

Nichols Rd.	404-059.004	Subdivision	1 new
Hoit Mill Rd.	412-185.12 & 412-194	Subdivision	1 new
Norris Rd.	412-226 & 412-242	LLA	
General Knox Rd.	411-157	Subdivision	1 new
South Stark Hgby	109-016 to 109-016.4	Subdivision	4 new
Flanders Mem. Rd.	405-073	Cluster Development	46 new
Hodgdon Rd.	407-086	Subdivision	1 new
High Rock Rd.		Subdivision	<u>7 new</u>
Total			80

Plans Pending Approval			
Colby Rd. and Barnard Hill	412-186 and 409-191	Subdivision	48 new
Route 114		Cluster Development	59 new
Bartlett Drive		Subdivision	16 new
Meadow Drive		Cluster Development	15 new
114 and Gen'l Knox Rd.		LLA & Subdivision	1 new
Oak Ridge Rd.and Forest		LLA	
Colby Road		LLA & Subdivision	2 new
Route 114		Cluster Development	29 new
Barnard Hill Rd.		Subdivision	2 new
River Rd.		Subdivision	<u>1 new</u>
Total:			173

Weare's Overall Growth and Development

Weare's land use today reflects the following patterns:

1. Scattered rural residential development consisting of large single-family homes and new clustered subdivisions located throughout the community.
2. No real expansion of the existing commercial centers located along the town's major transportation corridors. Continued strip commercial development along Route 114.
3. No new industrial areas.
4. The Mt. William property, one of the largest undeveloped tracts of land

within Weare (There is also a conservation overlay zone placed on most of the lot).

5. A small central village center.
6. Large land ownership by the US Government around Hopkinton Everett Reservoir.
7. Recreational uses at Lake Horace and Daniels Lake.
8. Limited agriculture and forestry uses.

The scattering of new residential dwellings and subdivisions into the rural areas of the community is a major land use trend. In addition, there has been significant conversion of seasonal homes into year-round residences, especially along the lake shorelines. The

substantial growth in new residential homes has implications for impacts on community services, such as fire, police, roadway maintenance, and schools.

Another trend is that there has been limited commercial growth in Weare since 1993. Some new business development has occurred along the major roadways, primarily Route 114. However, for the most part this has been spotty. It is anticipated that the demand for additional highway commercial activities will likely increase in the future given Weare's relative location to Concord and Manchester, and the need to support a growing population.

This section examines the various zoning districts that exist in Weare today. It also compares the existing land use map with the town's existing zoning districts. The town's zoning districts are presented graphically on the Existing Zoning Map (see Map 16 on page 237).

The following Table 55, presents the estimated acreage devoted to each of the town's zoning districts. This information is derived from the town's Zoning Map, which was produced by the SNHPC on August 28, 2003. Calculations of acres are based on GIS applications.

Existing Zoning Analysis

Table 55
Existing Zoning, 2003
Weare, NH

Zoning Districts	Acres	Percentage
Commercial	1,405	3.83
Industrial	300	0.82
Public	3,680	10.02
Residential	8,442	22.99
Residential Manufactured Housing	178	0.48
Rural Agriculture	22,434	61.10
Residential Village	275	0.75
Total	36,714	100

Source: SNHPC

Commercial

The Commercial District encompasses 1,405 acres or roughly 3.83 percent of the Town of Weare. There are 12 areas within Weare that are zoned for commercial development. Most of these areas are located along Route 114 and at

major intersections such as Route 77 and 149. There is also a number of scattered commercial zones located along Route 77 toward Concord and on Route 114 toward Goffstown.

The largest Commercial District is located on Route 114 around the intersections of Bernard Hill Road and Renshaw Road. A portion of this district contains Lanctots Business Park.

A total of 297 acres of developed commercial land currently exists within the Town of Weare. This currently leaves roughly 1,108 acres of commercial zoned land available for future development. Most of this available commercial zoned land exists within the town's largest commercial district on Route 114 as described above.

Industrial

The Industrial District comprises roughly 300 acres or 0.82 percent of the Town of Weare. There are five areas which are zoned Industrial. One of the areas is an industrial park located south of Gould Road. The other areas are located along Route 114 and have all been developed. As shown in Table 54 on page 182, a total of 609 acres of developed industrial land currently exists within the town. This means that there is currently no industrial zoned land available in Weare for future industrial development.

Public

While there is no public zoning district in the town's Zoning Ordinance, some of the larger publicly owned lands are shown on the town's Zoning Map because these local, state and federal owned lands are not zoned by the town.

Residential

The Residential District currently includes 8,442 acres or roughly 22.9

percent of the town. This zoning district is dispersed throughout the town, but the majority of the district is located within South Weare along Route 77, Route 149 and River Road. The purpose of the Residential District is to provide for areas already under development and/or designated for the location of a structure intended solely for the dwelling of the occupants.

A total of 6,511 acres of residential development currently exists within the town. Most, but not all, of Weare's existing residential development is located within the Residential District. As a result, it can be assumed that roughly 1,931 acres of Residential zoned land is currently available for future residential development in the community. Lot sizes in the Residential District are based on a soils/slope classification system that is contained within the Town's Zoning Ordinance. Under this system, the smallest lot size permitted is 84,000 square feet, or roughly 1.92 acres.

Multi-family housing, attached or detached, is permitted as a special exception in the Residential District. Cluster housing development is permitted by right. Under the town's Zoning Ordinance, the planning board can require that any subdivision or development containing more than 12 lots or dwelling units be clustered

Rural Agriculture

The Rural Agriculture District currently consists of 22,434 acres or 61.10 percent of the town. This is the largest zoning district in Weare. It includes most, if not all, of the remaining vacant and undeveloped portions of the community.

The purpose of this district is to provide for a combination of residential, agricultural, and undeveloped land where greater emphasis is focused on limited density and a more diverse use than strictly residential.

Lot sizes are based on the same soils/slope classification system as used for the Residential District. Under this system, the smallest lot size permitted is 84,000 square feet or roughly 1.92 acres. Multi-family housing is not permitted in the Rural Agricultural District. Cluster housing development is permitted by right.

Residential Village

The Residential Village District consists of 275 acres, which represents less than 1.0 percent of the town. There are five designated Village Districts in Weare. These areas are identified as: Riverdale, Weare Center, Clinton Grove, Chase Village, Tavern Village, and North Weare Village.

The purpose of the Village District zoning is to maintain the distinctive,

small town characteristics of the Town of Weare and to recognize and protect areas of significant or unique historical, cultural, and aesthetic value from encroachment by incompatible uses, architecturally or otherwise. The minimum required lot size in the Village District is as set forth by the State of New Hampshire Water Supply and Pollution Control Division or other applicable regulatory agency, plus 10,000 square feet; otherwise, by special exception.

Residential Manufactured Housing

The Residential Manufactured Housing District includes 178 acres, which represent less than 0.5 percent of the town. The purpose of this district is to accommodate manufactured housing parks. All of the Residential Manufactured Housing Districts in Weare have been developed. A total of 281 acres of manufactured housing currently exists. This means that additional zoned land for manufactured housing will be needed in the future.

Weare Master Plan Update

Insert Map 16 Existing Zoning Map 11x17 Here

Findings and Conclusions:

The Town of Weare has a significant amount of residentially zoned land available to accommodate continued residential development well into the future. Much of this land is located within the Residential District and the Rural/Agricultural District. Lot sizes within these districts are based on the soils/slope classification system contained within the town's Zoning Ordinance. Under this soils/slope-based system, the smallest lot size permitted is 84,000 square feet, or roughly 1.92 acres. This minimum lot size is designed to address the need for private on-site septic systems and wells. However, this zoning standard is not designed to maintain the rural character of the town, which has been consistently identified by the community as one of the most important issues facing the growth and development of Weare.

One way to help maintain the town's rural character is for the planning board to encourage open space protection and cluster housing within the Residential and Rural Agricultural Districts. The town's cluster housing ordinance currently requires that at least 50 percent of the total tract area of the property, exclusive of public right of ways, be set aside as protected open space. However, this action alone will not be sufficient to protect rural character. Other steps must be taken, including more proactive open space planning as recommended in the town's Open Space Plan, including the encouragement and use of conservation easements and land acquisition, where appropriate.

At the same time, the town should evaluate the need and community

support for more industrial development. A balance between open space planning and growth within the community must be found. Currently, there is no more industrial zoned land left in Weare that can be developed. How is the town going to grow in the future? Is it going to be all residential or are other forms of land use going to be allowed which can help reduce the existing residential tax burden?

A balance must be found within the community – a balance between the need for open space protection, quality of life and rural character, and some limited, but contained non-residential growth. In addition, as the cost of housing continues to increase across the state and within the Town of Weare, other forms of housing such as elderly housing and manufactured homes need to be encouraged. All of this presents a significant challenge for Weare as it considers and plans its future land use and zoning.

Future Land Use

This section describes and depicts the proposed location, extent, and intensity of future land uses in Weare as shown on the Future Land Use Map (see Map 22 on page 259). The development of this map is based on the public input received as a result of the Master Plan Survey and Community Profile; the data collection and analysis provided in all the chapters of this document; the planning board's recommendations, and the vision statements, goals and objectives of this plan. The Future Land Use Map also takes into consideration the policies and recommendations of the town's earlier Master Plans as well as

the results of a build out analysis of the town's growth potential.

Build Out Analysis

A Build-Out Analysis is a useful tool to estimate what level of growth could occur in the future. "Build-out" is a theoretical condition, and it exists when all the available and buildable land within a community has been 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 would 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 GIS and it involved multiple steps using available data from the GRANIT database at the Complex Systems Research Center, University of New Hampshire. Six maps were created to illustrate the analysis in a graphic format. Calculations were performed to determine the total number of acres, lots, dwellings and population that could be expected if all the identified residential "buildable" lands in the community were developed as set forth by the town's existing zoning regulations. The methodology, as well as the assumptions of the analysis, is described in the following section.

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 lots or dwelling units could be developed and how much

the population of the community could increase at full 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 also 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 be taking now to address future growth?

Methodology and Assumptions

This Build-Out Analysis specifically looks at the potential development of Weare under the town's existing zoning regulations. It is basically an estimate of the town's future growth of its unconstrained "Buildable Lands" as well as its constrained "Marginal Lands."

The first step involved using GIS to generate a "Developed Lands" data layer by tax map and parcel from the Existing Land Use Map (see Map 15 on page 227). This layer consists of all the existing developed commercial, industrial, single-family, two-family, multi-family, manufactured homes and mixed residential/businesses within the community.

The second step in the analysis was to create a “Protected Lands” data layer showing all the conservation lands and easements from the Conservation and Public Lands Map (see Map 17 on the following page). The third step involved generating a “Man-Made Hazards” and “Natural Hazards” data layer by tax map and parcel using GIS from the Natural and Man-Made Hazards Map (see Map 18 on page 245). The “Man-Made Hazards” include sand and gravel mining, underground storage tank facilities, power transmission lines, potential contamination sites, junkyards, roads and ground water hazards. The “Natural Hazards” areas include flood hazards, hydric soils, steep slopes (greater than 25 percent), streams and water bodies.

The fourth step in the analysis involved merging all four of the above data layers using GIS into a Development Constraints Map (see Map 19 on page 247). Using this map and GIS, a new “Buildable Lands” data layer was created by identifying all the undeveloped lots and parcels that were not included in the constraint categories making up the map. In addition, an Excel spreadsheet was created containing all the newly identified “Buildable Lands” data.

In the creation of this spreadsheet, two categories were shown: “Buildable

Lands” where the development constraints as shown on the Development Constraints Map occupied less than 50 percent of the lot area and “Marginal Lands” where development constraints are shown to occupy more than 50 percent of the area of the lot. This distinction was made because of the difficulties and the additional costs associated with the development of marginal lands. All of the active sand and gravel excavations located in Weare were considered to be man-made hazards and thus excluded from the analysis (except for 422 acres of the Mt. William property which the planning board considered buildable). At a future date when the town’s sand and gravel properties are reclaimed, some of this land will eventually be developed.

The next step in the analysis required an evaluation of all the identified “Building Lands” and “Marginal Lands” based on the town’s current zoning and subdivision regulations. To accomplish this, two Build-Out Maps were created (see Map 20 on page 250 and Map 21 on page 251). The town was divided into six geographical sections. With the use of GIS, zoning information was added to the map and all the “Buildable Lands” and Marginal Lands” were then categorized by zone, acreage and geographic section on each respective map.

Insert Map 17 11x17 Conservation & Public Lands Here

Insert Map 18 11x17 Natural and Man-Made Hazards Here

Insert 11x17 Map 19 Development Constraints Here

Any lot or parcel fewer than two acres in size was excluded from the database and map, except within the Village District where a minimum lot size of 1.22 acres is required by the town's Zoning Ordinance (10,000 square feet plus a minimum lot size as set forth by the State of New Hampshire Water Supply and Pollution Control Division generally one acre). The minimum lot size in these districts is based upon a soil/slope classification system, which recommends a minimum square footage based upon the percentage of the property located within each soils/slope class.

However, it has been the planning board's experience that two acres or more of land are generally needed to accommodate a well and a septic system on the same lot with a residential dwelling in the Residential and Rural/Agriculture Districts. In addition, the town has a minimum lot size requirement of two acres and 200 feet of front-age in the Commercial and Industrial Districts.

The town's Zoning Ordinance also requires a minimum lot size of 10 acres and 200 feet of frontage on any lands that abut a Class V street with a gravel surface. In order to address this requirement, it was necessary to map all of the Class V gravel roads in Weare on a separate map and then to exclude those lots from the database that did not meet these requirements.

Once this was accomplished, the parcel database was finalized and the Build-Out Maps were created, one map showing "Buildable Lands" and the other map showing "Marginal Lands" (see the following Maps 20 and 21). Separate

tables showing the acreage of both the "Buildable Lands" and the "Marginal Lands" were then added to the map. After identifying all the "Buildable Lands" and "Marginal Lands", the next step in the analysis was to calculate the total number of dwelling units, as well as the increased population that could be anticipated at some point when all the identified buildable and marginal lands are developed.

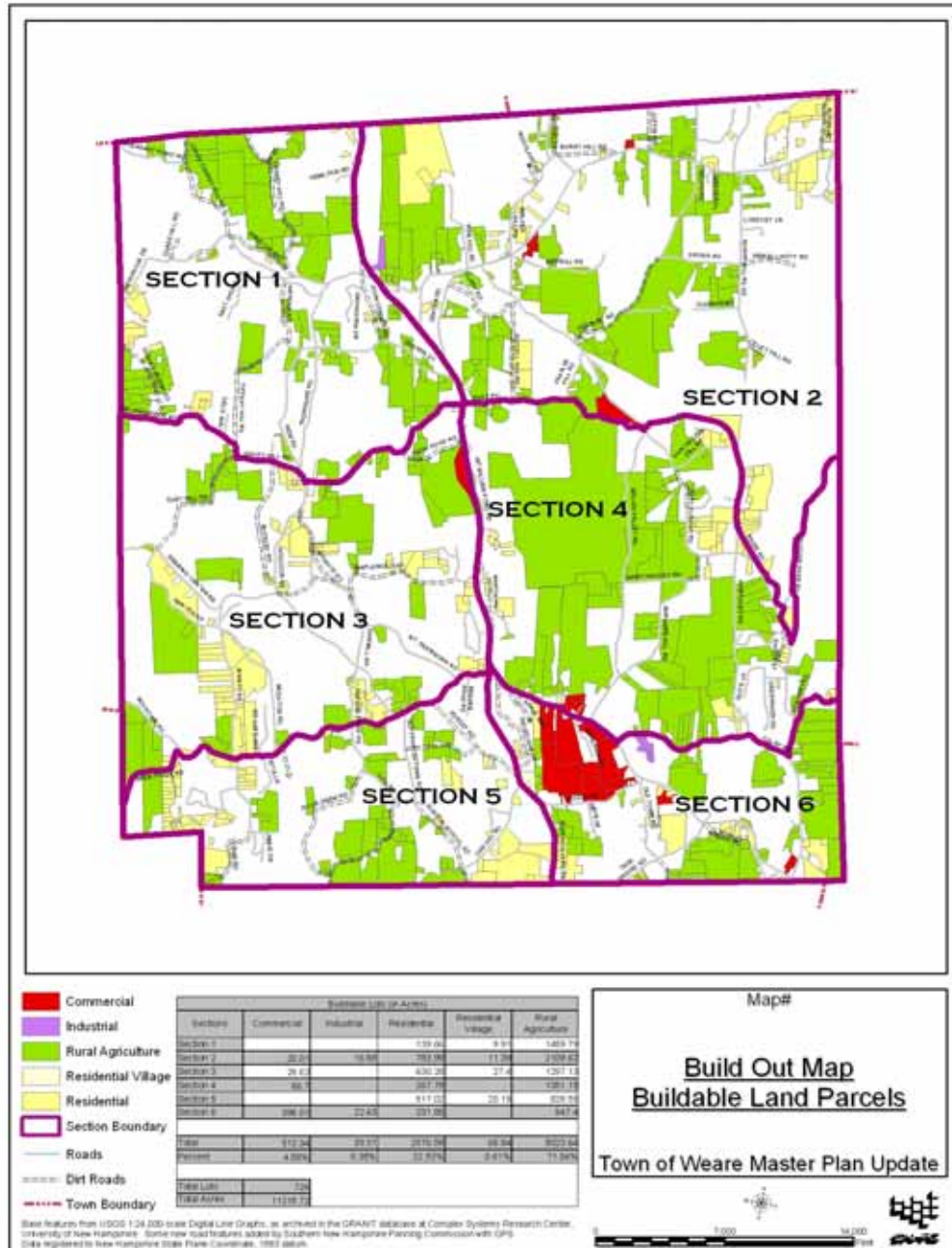
The Build-Out Analysis makes no assumptions as to when these lands may be developed in the future. This is driven by market conditions and other variables, which are not relevant to the analysis. The Build-Out Analysis only provides an estimate of the overall growth potential of the town. Several assumptions were made to complete these calculations. Because the minimum lot size in a particular zone determines the number of potential residential lots that can be developed, several simple calculations were performed.

First, in the Residential and Rural Agriculture Districts, all the "buildable" lots under 10 acres in size were divided by a minimum lot size of two acres and all the "marginal" lots were divided by a minimum lot size of three acres to estimate the potential number of lots that could be subdivided on the property. However, for lots greater than 10 acres in size, the total lot acreage was first multiplied by a percentage of 0.4, assuming the installation of street(s) would be needed in order to subdivide the property. The resulting net buildable area was then divided by the minimum lot sizes of two and three acres to determine the potential number of lots that could be subdivided on the property

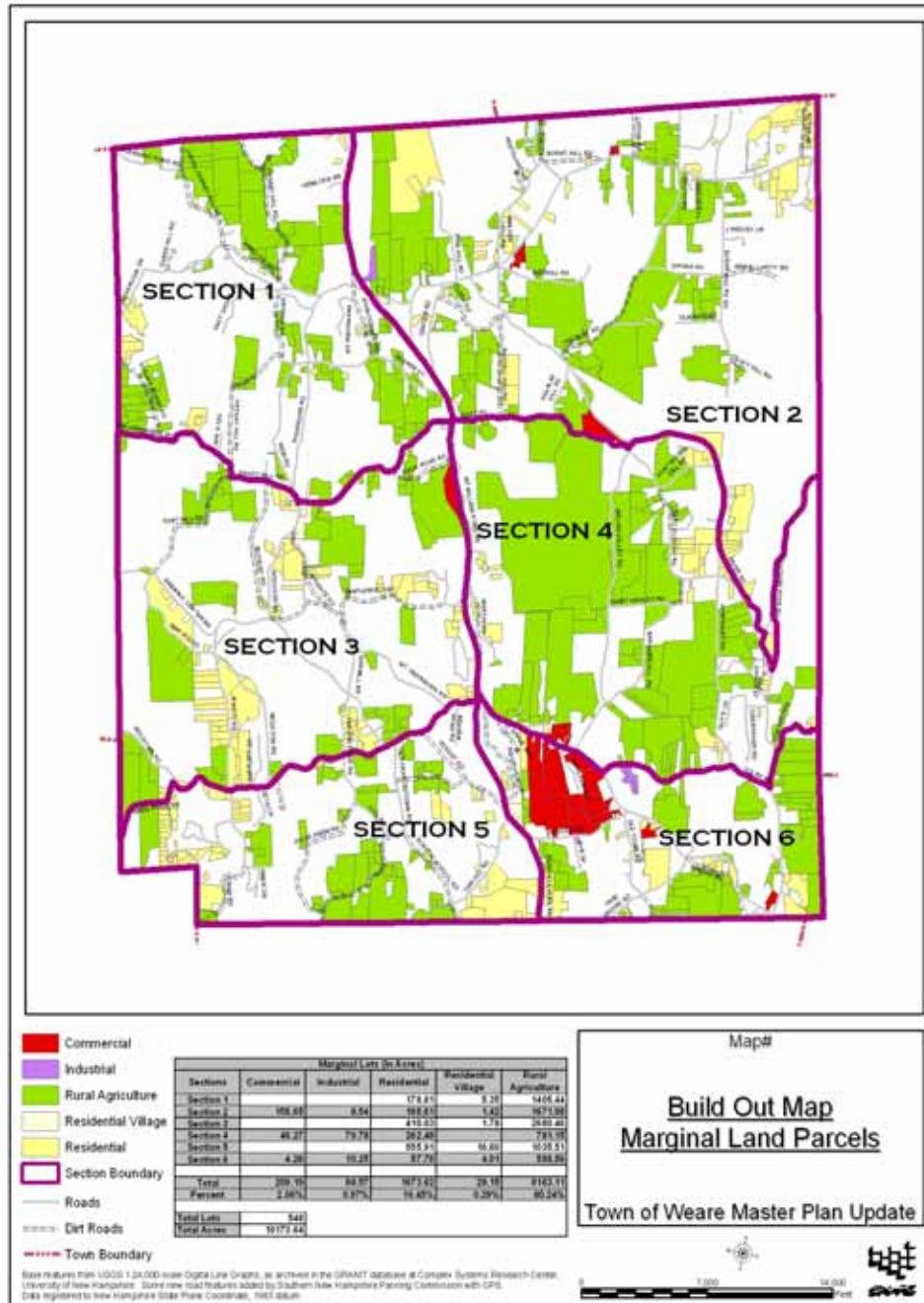
assuming street(s) would be required. The figure 0.4 represents the overall average percent of the acreage of streets to the total property acreage within the last nine subdivisions approved by the

planning board (a summary of these subdivisions is provided in the Appendix). This approach provides an upper range to the build out estimate.

Map 20



Map 21



The second approach involved the application of a density factor instead of

the straight deduction of 0.4 percent for street installation. Lots in the

Residential and Rural Agricultural Districts containing 10 acres or more were multiplied by a density factor of 0.26. This factor represents the average ratio of the total number of lots to the total acreage of the last nine subdivisions approved by the planning board in Weare (see list in Appendix). When multiplied by the total acreage of a buildable parcel, this factor provides an estimate of the potential number of buildable lots that could be subdivided on the property. The density factor of 0.4 is a realistic figure because it is based upon the actual subdivisions that have taken place in Weare and it takes into account the right of way needs, utilities, and other design issues that were addressed as part of those subdivisions.

The density factor of 0.26 was not applied to any 'buildable' or 'marginal' parcels fewer than 10 acres in size because there are fewer design issues and the need for right of way does not generally exist with these size lots. As before, in the Residential and Rural Agriculture zones, a two acre minimum lot size was used for the "Buildable Lands" less than 10 acres in size and a three acre minimum lot size was used for all the "Marginal Lands" fewer than 10 acres in size. In the Residential Village District, a minimum lot size of 1.22 acres was applied. These minimum lot sizes reflect the town's zoning requirements and the experiences that the planning board has had with residential subdivisions in these areas. Therefore, the results are conservative and provide a lower range to the build out estimate.

The last calculation performed was to estimate the population resulting from

the number of estimated dwelling units. This was a straightforward calculation as it is assumed the town's overall average of 2.97 persons per household (based on the 2000 US Census) would remain essentially unchanged in the future.

Findings

Based upon the calculations made in this analysis and the town's existing land use regulations, when combining the results of both the "Buildable Lands" and "Marginal Lands" analysis, a total of 8,102 to 12,199 dwelling units could be built in the town. Assuming 2.97 persons per household (2000 US Census), a total of 24,062 to 36,231 people could be added to the town in the future.

These estimates would be in addition to the town's current 2,618 households and existing population of 7,776 (2000 Census), thereby resulting in the following potential Build-Out (existing and projected):

<p>Total Number of Dwellings: 10,720 to 14,817 Total Population: 31,838 to 44,007</p>

There are numerous constraints to fulfilling such a hypothetical condition, including, but not limited to, employment opportunities, commuting time, willingness to subdivide and develop, market influences, roads, tax, services available, and other factors relating to regional demographics. It is important to bear in mind that any build-out analysis is highly speculative and that external factors primarily related to the national and regional economies and

populations will have a significant influence on development.

34.5 percent of Weare is currently developed or in protected lands (see Table 56 below).

Summary of Developable Lands

Based upon the results of the build-out analysis, a total of 21,389 acres, consisting of 1,274 lots has been identified as available for future development. This represents a total of 33.42 square miles, or roughly 55.6 percent of the Town of Weare.

In the land use survey prepared for this plan, it was found that there were 23,034 acres of vacant undeveloped land representing 60.0 percent of the total land area of the town. It was also found that 20.8 square miles of land or roughly

Of the total amount of acreage identified as available for future development, 11,215 acres, or 726 lots are considered to be “Buildable Lands” and 10,174 acres or 548 lots, are considered “Marginal Lands.” “Buildable” lands are defined as open undeveloped lands that are suitable for development because they are free of most environmental constraints such as wetlands, steep slopes (> 25 percent) and flooding. “Marginal Lands” are also open undeveloped lands, but these lands are generally less suitable for development due to the existence of numerous constraints.

Table 56
Developed, Protected and Vacant Lands
Weare, NH

	ACRES	SQUARE MILES	% OF TOTAL LAND AREA
Developed Lands	7,577	11.8	19.6
Protected Lands	5,772	9.0	14.9
Total	13,349	20.8	34.5
Vacant Land	23,034	36.0	60.0
Roads and Water	2,081	3.3	5.5
TOTAL LAND AREA	38,464	60.1	100

Source: SNHPC 2003 Land Use Survey

The table above also illustrates the amount of land already developed in Weare (7,577 acres), the amount of land that is currently protected through various forms of ownership (5,772 acres), and the amount of vacant land identified as part of the land use

inventory prepared for this plan. It is important to point out there is not much difference between the amount of vacant land identified as part of the land use inventory and the amount of land identified as developable by the build-out analysis. Much of the vacant land

identified in the land use inventory includes significant acreage of existing sand and gravel mining properties – approximately 1,461 acres (1,883 acres less 422 acres of the Mt. William property which were considered buildable). When this acreage is excluded, the total amount of vacant land is reduced to 21,573 acres (23,034 less 1,461), which more closely matches the total amount of developable land identified in the build-out analysis (i.e. 21,389).

Review of Earlier Plans and Recommendations

Weare's earlier plans provide an excellent inventory of the community's resources. A summary of the three past Master Plans of the town follow.

Weare A Plan

"Weare A Plan" was the first master plan prepared for the town. It was developed between 1980 and 1982 by a citizen's sounding board concerned about the rapid growth of the community. At the time, the plan identified the following problems:

1. Scattered housing being developed that was not supported by adequate community facilities.
2. Real property taxation increasing as a result of inflated land values and public financing of additional facilities.
3. Rural scenery and land use deteriorating due to random strip development along roadways.
4. Pressures straining agricultural land, wetland areas, and natural resources.

The sounding board was composed of a cross-section of townspeople. This group, at times numbering over 50 people, "sounded" the attitudes of the citizens. Its members conducted a thorough town profile, gathering information on wetlands, agricultural soils, forest areas, recreational and public facilities, commercial enterprises, work location, housing, etc. They held meetings throughout the community to discuss and interpret their findings.

These efforts culminated in a general public informational gathering at the Weare Town Hall on September 30, 1981. Overwhelming the attitudes voiced at this meeting was to "Keep Weare Rural." A final report from the Sounding Board to the planning board was prepared, and the following recommendations were presented on February 11, 1982.

Recommendation 1: When new land uses are considered, the proposed changes should be designed around the topography and natural resources of the site and, in its final layout, have the least negative impact upon the areas within and without.

Recommendation 2: When new land uses are considered, the proposed changes should be those that will contribute to the established rural character of the town.

Recommendation 3: Whenever residential subdivisions are contemplated, major consideration will be given to building a variety of housing types.

Recommendation 4: Whenever commercial/industrial development is

Weare Master Plan Update

contemplated, major consideration will be given to construction, which will blend with the area's rural nature and atmosphere.

Recommendation 5: New land uses should not place either the town as a whole or any property in particular in a less desirable position (economic, aesthetic, physical) than it was before the new land use.

Recommendation 6: Community resources, very generally classified below, should be conserved and their importance as natural elements making up the Town of Weare should be considered when any land use change, which may alter the resource, is proposed.

Recommendation 7: Land must not be used beyond its physical ability to accept that use, on a long-term basis, without harmful results.

Recommendation 8: Significant historical areas should not suffer development that detracts from their greater meaning.

Recommendation 9: People or businesses causing land use changes should not impose on the town any unreasonably large demand for public services over a short period of time.

Recommendation 10: Study committees will be appointed by the Weare Planning Board to determine the desirable kind, amount and location of:

- A. Possible industrial and wholesale commercial activity.
- B. Retail commercial activity.
- C. Recreational land.

- D. Lands to be devoted to agriculture and forestry.

Recommendation 11: A schedule of capital improvements for the foreseeable future, i.e. a Capital Improvements Plan, should be implemented in order to give the town the opportunity to plan for and finance major improvements.

Recommendation 12: Those who formally propose land use change should bear the burden of demonstrating that the modifications are not contrary to the purposes set forth in this plan.

The 1986 Master Plan

The town's 1986 Master Plan represents an update of Weare's first master plan. It was prepared because: (1) the town continued to grow rapidly and some of the problems identified in 1982 intensified and new problems appeared; (2) revisions in the state law in 1984 specified the sections that a plan generally should contain. These new guidelines meant that additional information was needed.

The town's 1986 Master Plan set forth new goals, objectives and policies related to the town's overall development. General goals were developed promoting orderly growth, environmental quality, affordable housing, economic development, and the expansion of community facilities and town services. The plan's overall objectives recognized that the community desired to maintain its small town character with its combination of open fields, woods and villages. At the same time, it recognized the need to encourage industrial and commercial

development appropriate for its size and infrastructure so that local job opportunities are encouraged and non-residential revenue sources are created.

Some of the specific policies related to land use are as follows:

Strip Development

It shall be town policy to discourage strip development (i.e., linear development along existing town ways) by revising the subdivision regulations in a manner to encourage developers to build on new interior roads so as to open back lands. Appropriate setback standards would also be desirable for commercial and industrial operations. The standards developed for commercial operation must not overly restrict customer visibility.

Agricultural Protection

Given the rapid disappearance of working farms from the southern New Hampshire region, the Town of Weare desires to assist its remaining farmers remain in business. Specifically, the town should:

1. Ensure that all municipal ordinances protect the right to farm by avoiding requirements that inhibit farming operations, such as limiting the operation of farm machinery during early morning hours.
2. Designate prime agricultural areas and facilitate and encourage the participation of owners of these parcels in voluntary land conservation programs.

3. Discourage the location of high-density residential development adjacent to agricultural areas so as to minimize conflicts between farmland and other land use.
4. Consider the feasibility of adopting a locally administered transfer of a development rights program wherein agricultural areas and other valuable resources could be protected.

Density of Development

In recognition of the land's varying ability to accommodate new construction due to natural and environmental factors, Weare desires to have a variety of densities permitted under its zoning ordinance. The lowest density would be in those areas served by Class VI roads or otherwise lacking good vehicular access. Medium density would be permitted in the balance of town except in those areas in and adjacent to existing villages. Higher density areas would be permitted only in the village area and only after approval of a wastewater disposal system by the Water Supply and Pollution Control Commission (WSPC).

All densities, however, are subject to modification in all areas of town. For example, steep slopes, very poorly drained soils, and the like may mean that more severe restrictions would be appropriate for certain areas of town. A village area with high historic value may not be appropriate for higher density development.

The 1994 Master Plan

Weare's 1994 Master Plan update was prepared in response to the town's continued rapid population growth.

Weare Master Plan Update

Between 1980 and 1990, the town's population nearly doubled. Consequently, some of the problems identified in 1986 intensified and new ones appeared.

The 1994 plan projected that the Town of Weare would gain 784 housing units between 1990 and the year 2000. An additional 1,001 units were projected between 2000 and 2010. The Generalized Future Land Use 2010 map recognized the need for a variety of flexible densities in order to accommodate this growth. Thus, future locations for low, medium, and high-density residential development were identified on the map.

Future commercial and industrial areas were also shown on the map. These areas were mainly concentrated in the districts already zoned commercial, particularly along NH 114 in South Weare. Some light commercial uses serving immediate neighborhoods were also located in the villages and in the area zoned commercial along New Hampshire Route 77. In addition, some new commercial uses may be accommodated in existing and new residential units. The town's zoning ordinance permits home-based businesses and home occupations in the Residential, Residential Agriculture, and Rural Conservation overlay districts. These businesses may include, but are not limited, to lawyers, doctors, realtors, accountants and notaries. Examples of other home businesses or services may include private consultants and computer specialists.

The area allocated to industrial uses was relatively small when compared to the other land uses shown on the map. The

1994 plan recognized that while Weare can look forward to a healthy employment increase (i.e. 30 additional manufacturing jobs by the year 2010), extensive industrial development of the sort found within the Manchester area is not expected to occur within the community. The plan projected a total of 30 additional manufacturing jobs for the town by the year 2010.

The plan recognizes that light manufacturing, as well as a variety of small industrial and high technology operations, would likely locate in the small Sawyer Industrial Park located on B&B Lane. This site, however, is directly underlain by a potential high yield aquifer. The plan recommended that proposals for expansion of the park be approached cautiously and that all industrial uses should conform to the aquifer protection provision in the town's zoning ordinance. The plan also recognized that this area, which is approximately 20 acres, would be more than adequate for the town's future manufacturing needs. Additionally, the plan recommended that some additional light manufacturing uses may be located in existing or new residential areas since Weare's zoning ordinance permits tradesmen and craftsmen to operate in home shops. These shops are permitted within the Rural Agriculture and Rural Conservation districts.

The future land use pattern projected for Weare offered no dramatic changes from current land use patterns. The plan envisioned that most of the new development in Weare would continue to be for residential and commercial uses and Weare's future development pattern would reflect the town's role as a growing suburban community.

Overall, the general objectives of the plan are very similar to the 1986 plan: i.e. maintain Weare's rural character with its combination of open fields, woods, and villages; provide for safe and decent housing in all price ranges; and encourage industrial and commercial development appropriate for Weare's size and infrastructure so that local job opportunities are encouraged and non-residential revenue sources are created. However, more detailed policy recommendations are provided in the area of housing, economic development, community facilities, historic features, and natural resources.

The policy recommendations of the 1994 plan for Future Land Use are identified as follows:

In recognition of the land's varying ability to accommodate new construction due to natural and environmental factors, it is recommended that the town:

- Continue to permit a variety of residential densities in its zoning ordinance. All densities, however, are subject to modification in all areas of town. For example, the presence of steep slopes, very poorly drained soils, and the like may mean that more restrictive regulations would be appropriate in certain areas of town.

To minimize the adverse impacts of commercial and industrial development, it is recommended that the town:

- Consider the proper location of these types of activities with respect to the desire to maintain the town's rural character, to

prevent traffic congestion and to facilitate both vehicle and pedestrian access.

To ensure that a sufficient amount of land is available for commercial and industrial development into the future, it is recommended that the town:

- Monitor the rate at which commercial and industrial development occurs in areas already zoned for these types of uses. As these areas become insufficient to meet the demands of future growth, the planning board should consider identifying additional land that can be zoned for these purposes.

The Future Land Use Map

The Future Land Use Map (shown on page 259) presents a graphic and written summary of the vision statements, goals, and objectives of this plan as articulated by the results of the master plan survey and community profile. The goal is to provide stronger policies and implementation strategies that address the town's major issues in a manner that yields positive and measurable results.

The overall concept of the Future Land Use Map is expressed in four components: (1) Expanding and Connecting the Villages; (2) Protecting the Rural Character and Natural Environment of the Community; (3) Enhancing Opportunities for Planned Future Commercial and Industrial Development; and, (4) Implementing the Principles of Smart Growth. These components are described as follows.

Insert 11x17 Map 22 Future Land Use Map Here

Expanding and Connecting the Villages

Villages are an integral and historic part of Weare, and they are more than just an assemblage of buildings. They represent a way of life that society is once again beginning to value – as opposed to the isolation of individual homes resulting from large lot zoning. As a result of the Master Plan Survey and Community Profile, four predominate areas were identified as either existing villages to be preserved or “emerging” villages that should be encouraged and enhanced through the planning and zoning process. These villages are illustrated on the Future Land Use Map and identified below:

- The Integrated Town Center:
Weare Center
North Weare Village
Chase Village
- Clinton Grove
- Tavern Village
- Riverdale Village

The Integrated Town Center

Integrated Town Center is comprised of three villages: Weare Center; North Weare Village and Chase Village. The idea is to expand and connect all three-village districts into one integrated Town Center, which embraces the principles of smart growth. As recommended in the Economic Development Chapter of this plan, an Integrated Town Center is needed to enhance and connect these districts. This plan should encourage some of the following characteristics of livable neighborhoods:

- **Walkability.** In general, a walkable neighborhood is

defined by the distance a person can walk in 10 minutes or less.

- **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 neighborhood.
- **An interconnected street network.** The challenge is to avoid cul-de-sacs and high volumes of through traffic that can divide the neighborhood and diminish the livability of the area.
- **Sensitivity to human scale.** Neighborhoods 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.
- **Neighborhoods.** Neighborhoods tend to have distinct boundaries and a good overall balance between privacy and opportunities for public interaction.

It should also attempt to:

Use Land Efficiently

- Extend village land use patterns.
- Encourage multi-story/dense development.
- Encourage infill development.

Encourage Mixed Use

- Housing.
- Retail/Commercial.
- New Community Uses.

Address People's Needs

- Walkable/pedestrian friendly areas.

- Tie-in with existing recreation uses and pedestrian pathways.
- Enhanced views of the hillsides.
- Provision of needed services.

Promote Good Design

- Links to the village center.
- Restoration of the center square.
- Improved aesthetics of existing commercial sites.
- Enhanced gateway to Town.
- New opportunities for green space/outdoor gathering areas.
- Opportunities for new development – both residential and commercial.

Enhance Environmental Benefits

- Improved through-traffic patterns.
- Better drainage/storm water management.
- Protection of historic buildings and valuable open space, which could otherwise be developed.
- Traffic calming.
- Improved pedestrian access.
- Better buffering of existing uses.

The above principles should also apply to the existing Clinton Grove, Tavern Village and Riverdale Village areas.

Protecting the Rural Character and Natural Environment of the Community

Weare has a long tradition of concern about the natural environment and the rural character of the community as expressed in the town's previous master plans. Much of this work is still relevant today. This master plan effort has confirmed that protecting the rural character and natural environment of the community remains an important priority to the residents of Weare. The

following natural features have been identified as being significant and important priority protection areas that warrant special protection. These areas again 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 have been recommended and are included in the goals and objectives as well as the recommendations of this plan:

- The planning board and conservation commission should schedule a joint meeting to review the progress of the town's Open Space Plan.
- The Environmentally Sensitive Areas Map contained in this Plan should be used as a guide when reviewing site plan and subdivision proposals.
- The conservation commission should seek the donation/acquisition of conservation easements from willing landowners and seek to purchase priority open space areas through current use tax penalty funds, tax liens, and bond referendums as necessary.
- The planning board should evaluate the effectiveness of the town's existing Rural Conservation Overlay District, Wetlands Zone Land Planning Ordinance, Aquifer Protection

Ordinance and Floodplain Ordinance in protecting these resources.

- The town should continue to support the Piscataquog Watershed Association and the Local River Advisory Committee's efforts in Weare.
- The conservation commission should identify and develop protection strategies for Weare's Prime Wetlands.
- The planning board and conservation commission should designate prime agricultural areas and encourage owner participation in voluntary conservation programs.
- The planning board and conservation commission should evaluate the feasibility of establishing a transfer of development rights program to aid in protecting the town's natural resource protection priority areas.

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

Enhancing Opportunities for Future Commercial and Industrial Development

The goals, objectives and recommendations of this plan identify the need for enhancing opportunities for planned future commercial and industrial development within Weare. As noted in the zoning analysis, there is very few, if any, existing developable commercial and industrial zoned land available in town for future growth and expansion. At the same time, the community has

identified the need for certain types of businesses and services in Weare.

To address these issues, the following future land use and zoning strategies are identified on the Future Land Use Map:

1. Expand Existing Industrial Zoning In Appropriate Locations:

The town should consider expanding the existing industrial zoning located on the east side of Route 114 to include a few acres of the Mt. William property. As previously discussed, this property is currently zoned Rural Agricultural with a Conservation Overlay and it should remain protected. However, a small portion of the property is located directly adjacent to an existing industrial district with good access onto Route 114. There may be a few suitable acres at this location that could be used for industrial development without impacting the conservation and open space values of the property.

1. Create a Planned Business/Office Park Zone:

A new planned business/office park zone in the town's Zoning Ordinance is needed to provide opportunities for new professional office, medical services and other similar related uses which would otherwise require commercial zoned land in order to locate in Weare. One possible area where such a new zone could be created is located on the west side of Route 114, north of Maplewood Road. This location would provide an ideal location for planned business and offices as a transition between the existing Commercial District to the north and existing residential development to the south along Route 114.

3. Create a Gateway Transition Overlay District Zone:

The idea of creating a Gateway Transition Overlay District was recommended to prevent further sprawl along Route 114 and to encourage appropriate commercial and small business development. This would be accomplished by incorporating architectural/design performance standards as part of the overlay district. These standards could also be included in the planning board's Site Plan Regulations.

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

RSA 9-B, the State's Economic Growth, Resource 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.

Implementing the Principles of Smart Growth

RSA 9-B: Smart Growth is defined as "the control of haphazard and unplanned development and use of land which 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.

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 results of Smart Growth may include, but shall not be limited to:

- Vibrant commercial activity within cities and towns.
- Strong sense of community identity.
- Adherence to traditional settlement patterns when siting 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 New Hampshire Office of Energy and Planning for communities across the state are summarized as follows:

- Maintain traditional compact settlement patterns to efficiently use land resources, and investments in infrastructure.
- 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.
- Incorporate a mix of uses to provide a variety of housing, employment, shopping, services, and social opportunities for all members of the community.
- 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.
- Preserve New Hampshire's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land

and to minimize land use conflicts.

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

The above principles should be incorporated into the town's Zoning Ordinance, Village District, and the planning board's Site Plan Regulations as feasible.

Chapter 12: Implementation Strategies



In this chapter:

Implementation Actions Table.....269

This page intentionally left blank

This chapter summarizes all the specific actions and recommendations necessary to carry out and implement the plan. The actions and recommendations are illustrated in the following Implementation Actions Table according to a recommended time frame, funding source(s), and the primary group responsible for directing and completing each action.

Implementation Actions Table

Actions/ Recommendations	Time Frame	Funding Source	Primary Responsibility
Regional Concerns			
Initiate contact with town Goffstown regarding development of any future plans to improve or signalize the intersection of Route 114 and Route 13.	2004-05`	None Required	Board of of Selectmen Planning Board
Housing			
Review towns' cluster housing regulations to look for ways to encourage affordable housing and enhance rural character.	2005-06	Planning Board's Budget	Planning Board
Review town's Residential Manufactured Housing District to ensure that there are adequate opportunities to develop affordable housing.	2005-06	Planning Board's Budget	Planning Board
Work with NH Community Loan Fund and state agencies to ensure manufactured housing parks and subdivisions use best management practices.	Ongoing	Code Enforcement's Budget	Code Enforcement

Actions/ Recommendations	Time Frame	Funding Source	Primary Responsibility
Housing (cont.)			
Review the town's Zoning Ordinance to provide opportunities for multi-family housing.	2005-06	Planning Board's Budget	Planning Board
Review town's Zoning Ordinance to ensure that it does not discourage or unduly burden residents in creating accessory apartments.	2005-06	Planning Board's Budget	Planning Board
Explore opportunities and develop an elderly housing project in the Village Center using CDBG funds	2007-08	Planning Board's Budget	Planning Board Board of Selectmen
Economic Development			
Provide funding to the town's existing Economic Development Commission	2005-06	General Fund	Board of Selectmen
Identify the types of commercial entities that would deliver the most cost-effective dollars to the tax base.	2005-06	Economic Develop Commission's Budget	Economic Development Commission
Develop strategies to enhance and connect the North Village, Chase Village and Village Center.	2005-06	Planning Board's Budget	Planning Board

Actions/ Recommendations	Time Frame	Funding Source	Primary Responsibility
Economic Development (cont.)			
Review and amend the town's Zoning Map to provide more commercial and industrial zoned land.	2006-07	Planning Board's Budget	Planning Board
Develop a site plan review procedure for commercial and "big box" development before this becomes an issue.	2006-07	Planning Board's Budget	Planning Board
Develop an Integrated Town Center Plan.	2006-07	Planning Board's Budget	Planning Board
Conduct a Cost of Community Services (COCS) Study	2007-08	Planning Board's Budget	Planning Board
Review town's Zoning Ordinance to expand opportunities for home/business occupations.	2008-09	Planning Board's Budget	Planning Board
Examine feasibility of expanding water and sewer services in the Village Center.	2009-10	General Fund	Board of Selectmen
Community Facilities			
Develop and adopt a CIP annually	2005-06	CIP	Board of Selectmen and Planning Board
Evaluate feasibility of adopting an Impact Fee Ordinance.	2005-06	Planning Board's Budget	Planning Board

Actions/ Recommendations	Time Frame	Funding Source	Primary Responsibility
Community Facilities (cont.)			
Evaluate feasibility of adding full time staff to the Fire Department and Rescue Squad.	2006-07	General Fund	Board of Selectmen
Continue to schedule facility improvement needs for the library, Town Hall and Stone Memorial Bldg..	2006-07	CIP	Board of Selectmen and Planning Board
Transportation			
Develop a road management and improvement program.	2005-06	CIP	Public Works Dept.
Coordinate with NH DOT SNHPC to obtain funding to improve the NH 77 and 114 junction; NH 149 and Peacock Hill Rd and NH 114 and NH 77 intersections	2005-06	CIP/State Funds	Board of Selectmen and Planning Board
Develop plans and fund local intersection improvements to Old Francestown and Lull Rd., and Shady Hill and Thorndike Rd.	2006-07	General Fund CIP	Board of Selectmen and Planning Board
Amend site plan regulations to require developers to participate in roadway improvements caused by new development.	2007-08	Planning Board's Budget	Planning Board
Establish standards for levels of service for roads and intersections in the Board's site plan regulations.	2007-08	Planning Board's Budget	Planning Board

Actions/ Recommendations	Time Frame	Funding Source	Primary Responsibility
Transportation (cont.)			
Develop a Sidewalk Improvement Plan for the Village Center.	2008-09	CIP	Public Works Dept. and Planning Dept.
Historic & Cultural Resources			
Establish and appoint a Heritage Commission.	2005-06	None Required	Board of Selectmen
Adopt a Demolition Ordinance to delay demolition requests to demolish historic properties.	2005-06	None Required	Board of Selectmen
Establish Historic District for North Weare Village if local community support can be obtained.	Ongoing	None Required	Board of Selectmen
Natural Resources			
Schedule and hold a joint meeting of Planning Board Conservation Commission to review progress of Open Space Plan.	2005-06	None Required	Conservation Commission and Planning Board
Identify priority conservation lands that could be donated to acquired by the town. Seek appropriate funding sources to protect these lands.	2006-07	General Fund	Conservation Commission and Board of Selectmen

Actions/ Recommendations	Time Frame	Funding Source	Primary Responsibility
Natural Resources (cont.)			
Evaluate effectiveness of town's Rural Conservation Overlay District, Wetlands Land Planning Ordinance, Aquifer Protection Ordinance and Floodplain Ordinance in protecting these resources.	2007-08	Planning Board's Budget	Planning Board and Conservation Commission
Establish and adopt shoreline protection standards in town's Zoning Ordinance.	2008-09	Planning Board's Budget	Planning Board and Conservation Commission
Designate prime agricultural areas and encourage landowners to participate in land conservation programs.	2008-09	Planning Board's Budget	Planning Board and Conservation Commission
Evaluate feasibility of establishing a local transfer of development rights program to protect farmlands, prime wetlands and other valuable resources	2008-09	Planning Board's Budget	Planning Board and Conservation Commission
Identify and develop strategies to protect Weare's prime wetlands.	2009-10	Planning Board's Budget	Planning Board Conservation Commission
Existing and Future Land Use			
Develop a growth management ordinance with development phasing.	2005-06	Planning Board's Budget	Planning Board
Draft revisions to the Village District zone to include smart growth principles.	2005-06	Planning Board's Budget	Planning Board

Actions/ Recommendations	Time Frame	Funding Source	Primary Responsibility
Existing and Future Land Use (cont.)			
Draft revisions to the Village District zone to Include Smart Growth principles.	2005-06	Planning Board's Budget	Planning Board
Incorporate performance and design standards into the town's Zoning Ordinance and Planning Board's site plan regulations to curb sprawl on Route 114.	2005-06	Planning Board's Budget	Planning Board
Rezone parcels identified on the Future Land Use Map where appropriate to allow for needed commercial and industrial growth.	2006-07	Planning Board's Budget	Planning Board

This page intentionally left blank

Please contact the Southern NH Planning Commission to view this document's appendices.

Southern NH Planning Commission
438 Dubuque Street
Manchester, NH 03102
(P) 603.669.4664
(F) 603.669.4350
(E) email@snhpc.org