

Wakefield, New Hampshire Master Plan 2010 Introduction

The Town of Wakefield's Master Plan is a strategy for the future growth of the community. The Wakefield Planning Board, authorized by NH RSA 674 et seq, is responsible for the monitoring of growth and development within the town and for developing a strategy, in the form of a Master Plan, to guide the future growth of the community. An additional challenge for the Planning Board is to establish a public education process on the role and responsibilities of the Planning Board to develop a Master Plan and to encourage laypersons and professionals alike to participate in the process.

By soliciting information from Wakefield residents regarding growth in the community, and by developing means to better inform the community of the various regulations and ordinances, the Planning Board will be able to formulate a Master Plan. This Plan, with associated ordinances, will guide coordinated and harmonious development, which in accordance with existing and future needs, will promote the health, safety, efficiency, economy and general welfare of the Town of Wakefield.

Perhaps the questions most frequently asked by Wakefield residents are:

- What is a Master Plan?
- Why must Wakefield's Planning Board be concerned with working on a Master Plan?
- Who makes the decisions for the Town guiding future growth in our community?

NH RSA 674:2 mandates a community to have an adopted Master Plan prior to the adoption of a Zoning Ordinance. The Master Plan's goals, policies and guidelines are spelled out in more detail in the Zoning Ordinance. In turn, the provisions of the Zoning Ordinance relate to the adoption of the Subdivision Regulations. Yet another level of detail is found within the Site Plan Review Regulations. The regulatory framework flows from general policy statements (Master Plan) down to the detailed development of a particular parcel (Site Plan Regulations).

These four components are critical to the efficient growth of a community. They are interrelated; New Hampshire law states that: 1) a Town cannot have a Zoning Ordinance without a Master Plan; 2) a town cannot have Subdivision Regulations without a Zoning Ordinance; and 3) a town cannot have Site Plan Regulations without Subdivision Regulations. None of these documents can stand alone. The Master Plan and companion documents play an integral role in the physical development, unique character, economy, and quality of life in a community.

A Master Plan consists of a statement of community goals, presents an inventory of man-made and natural features, sets forth the future goals, land use policies and guidelines to be followed in the future development of the town.

Required chapters of the Wakefield Master Plan are:

- Vision Statement
- Land Use

In addition to NH RSA 674 et seq, specifying that it is the duty of the Planning Board to prepare and adopt the community's Master Plan, the law also suggests that the Master Plan be updated every five to ten years.

History of Wakefield Master Plans

In the fall of 1979, the Planning Board and the Board of Selectmen decided to embark on the development of a Master Plan for the Town as provided by State statutes. A Planning Advisory Committee was appointed and their first step was to find out the wishes of the Townspeople – both permanent residents and seasonal residents. To this end, a questionnaire was developed and distributed in late spring 1980 – the results of which were the basis of the first Master Plan. The Town's first major update to this was in 1989 following another extensive Town wide survey and many hours of tireless effort by the committee members. The Master Plan was next updated in 2001 and also included a Town survey, input from many Town organizations, comments from many citizens and the collective experience of the Planning Board. In 2003, the addition of a Transportation Chapter was completed by the Strafford Regional Planning Commission and accepted by the Planning Board. This current update in 2010 was kicked off in the spring of 2009 with public meetings that were held at various locations in Town, continued into 2010 with a Master Plan Survey that was distributed and

collected at numerous locations throughout the Town and included many work sessions held by the Planning Board.

The 2010 Update

This most recent update of the Master Plan incorporates the history of prior planning efforts, along with current data, philosophy and citizen opinions. Additionally, a new format has been introduced which will not only enable this Master Plan to become more of a "living document" that strives towards the goals of the Plan, but will also be easier to comprehend, utilize and update. Individually, the chapters stand alone for the comprehensive treatment of particular issues and for ease of updating on a singular approach; together they form a more complete and in-depth picture of the current status of the Town of Wakefield and a more tangible and direct vision of specific issues and solutions for Wakefield's future.

The document is presented in a three-ring binder format by chapter to allow for updating when needed. Rather than viewing the document only as a comprehensive singular statement, this choice reinforces the concept that the Master Plan is a compilation of statements of a variety of issues and that each chapter presents its own unique issues and resultant policies. This format also encourages the involvement of numerous town boards and commissions in the process. For instance, the Conservation Commission may be responsible for the Conservation Chapter and provide updates that reflect the changes and events that will undoubtedly unfold in preserving and protecting Wakefield's natural resources. Furthermore, changes in the status of community facilities or policy shifts regarding public services can be reflected in an update to that chapter without having to reproduce the entire plan. Chapters can be easily discarded or updated, making way for the new, and the Plan will thrive as the living, changing document it is meant to be. Each chapter will be individually numbered and provided with its own date of revision. The end of each chapter will summarize the recommendations of each chapter. Formatted in this manner, the Planning Board will be able to actively oversee and continue the planning process in Wakefield.

Master Plan Review Preparation

Master Plans needn't be unnecessarily long - they need to convey information accurately and concisely. Wakefield is a unique community in New Hampshire's Lakes Region - one that still places a high value on volunteers to support the

Town and a much smaller value on simply paying for services. The Master Plan effort requires a commitment from the Planning Board. Advice and opinions of the Town staff, the Board of Selectmen, and other Boards and commissions will be an integral component of this Plan. With such an investment of time and effort, the final product should be very meaningful to the Town.

Public Meetings

Updating and preparation of a Master Plan is an ongoing process during which time many meetings will be held. All of these meetings will be open to the public; residents will be encouraged and welcomed to come to the public meeting and hearings on the proposed plan. The goals and policies outlined in the Master Plan are a reflection of the opinions of the residents and officials of the Town of Wakefield. The more people become actively involved in defining and guiding the growth and development of the Town of Wakefield, the richer and more meaningful the Master Plan will be.

Wakefield, New Hampshire
Master Plan 2010
Vision Statement

The Master Plan represents the collective vision Wakefield residents have for their community. To ensure that Wakefield moves forward and develops in a cohesive manner, the goals and recommendations of the Master Plan reflect this vision statement. During the updating of the Master Plan in 2010, the Planning Board members learned through an extensive public survey¹ that preserving Wakefield's unique community qualities, balanced with responsible growth, are very important to the residents. Thus these factors should be protected now and into the future. The 2010 Master Plan will serve as a guide for Wakefield to build upon these community qualities and values and to create opportunities for securing a vital, healthy future for the residents. The following statements summarize what is envisioned for the Town of Wakefield:

- a. Support villages that are comprised of a mixture of uses enabling residents and visitors to shop, visit, and entertain themselves in town.
- b. Maintain and protect the rural character of the Town through aesthetically pleasing and harmonious development balanced with open space preservation.
- c. Promote rural character and setting by encouraging sit down restaurants and other small businesses in harmony with green spaces, agriculture, farm stands, cottage industries, home business, community activities, wholesome entertainment, safe streets, clean air and drinking water, and neighborly support.
- d. Preserve the natural beauty, ecological integrity, recreational areas and village atmosphere and promote creating a place for residents and visitors to enjoy.
- e. Ensure that natural assets such as Wakefield's many waterbodies, open rural areas, woodlands and viewsheds are maintained through responsible development balanced with wise preservation and protection of these incredible natural resources.
- f. Encourage commercial and industrial development that promote and maintain a sound tax base, enhance Wakefield's labor force, focusing

¹ See Exhibit A – 2010 Survey Results

in villages while encouraging appropriate development of the Route 16 corridor, and balancing development with the aesthetic and natural beauty and architectural scale of the community.

- g. Support strong and open communication between the citizens and Town government – a government that is responsive to the best interests of the community's future; carefully balance the needs of residents wanting to live here and businesses looking to develop and grow here.
- h. Assure coordination of all branches of government including the School Board and involvement by Wakefield residents in town projects and committees through volunteerism.
- i. Maintain the friendly small town atmosphere through a strong sense of community by encouraging community functions, recreational opportunities, and residential and business uses within walking distance of the Town's villages.
- j. Encourage residential areas that promote a connection with open space and the natural beauty of the town, preserve existing neighborhoods and create new ones that are livable, provide privacy through a variety of living styles, and promote a variety of home-based business uses.
- k. Support quality, thoughtful development that preserves Wakefield's most critical natural resources and enhances the aesthetics of the Town while creating a long-term tax base.
- l. Encourage the advancement of technology, economic opportunities and communication throughout the Town to benefit residents businesses, and education.
- m. Identify, preserve and protect the cultural and historic resources located in the Historic District and other locations throughout Wakefield. Balance growth with rehabilitation and/or preservation of these significant resources to ensure the rich history of Wakefield remains for future generations.

WAKEFIELD, NEW HAMPSHIRE

MASTER PLAN 2010

LAND USE CHAPTER

INTRODUCTION

The primary purpose of land and natural resource management is to meet the present and future needs of the population. Those needs include places for living, working and recreation, as well as basic human requirements for water, air, food, fuel, and construction materials. This Land Use chapter reviews current land use development patterns in Town and addresses how the current residents desire Wakefield to grow over the next many years and how growth might be directed to conserve and protect the characteristics that are important to the people of Wakefield. There are approximately 25,261 acres of land in Wakefield which the use of affects the community in some way. The Land Use Chapter considers many aspects contained in other sections of the Master Plan since it creates a vision of the future by identifying what types of development are best suited to specific areas of the community. Land, as well as water, forest, farmland, sand and gravel deposits, unique animal and plant habitats, and other natural resources are finite or fixed. Once altered or impacted, they are difficult to regain or restore. However, by considering how land uses affect natural resources, economic opportunities, and social needs of the community, one can take a sustainable approach to land use planning to improve the quality of life in Wakefield.

It is clear from the Town surveys, public hearings, newspaper editorials, and other forms of community expression that the majority of Wakefield's residents wish to maintain the small-town, rural character of the town. The combination of mountain vistas, lakes and ponds, forests and open meadows, stonewalls and historic architecture, along with pockets of concentrated development in the seven villages is what gives Wakefield its unique character. There is a strong desire to establish land-use policies and regulations that support and enhance that character.

EXISTING LAND USE

The Existing Land Use section of this chapter identifies and describes the present land uses throughout Wakefield. This section will review the current development patterns and trends, review existing zoning and regulations that guide growth and discuss constraints to growth.

Development Patterns

Housing

While the Population and Housing chapter addresses the present need and future demand for housing, this chapter looks at housing in regards to location and density within the town. Historically, farmsteads were scattered throughout the town and more dense settlement occurred in the numerous village centers. As the lakefronts began to develop, they were mostly seasonal structures and only a few year-round homes. Housing development in recent years has been a mixture of scattered individual house lots, traditional subdivisions constructed on former farm fields or forested lands, and the renovation of seasonal lakefront homes and home sites as they are converted to permanent homes.

The conversion of seasonal homes or new construction around Wakefield's lakes has become more prevalent in recent years. In most instances, this has been a benefit to the town since modern building codes must be met, current problems from run-off or inadequate septic systems can be corrected, conservation regulations come into play when these conversions occur, and these newer, larger homes are assessed at higher levels and thereby increase tax revenues.

Commercial and Industrial Development

Currently, commercial and industrial areas cover a relatively small portion of Wakefield's developed land area. Most of the Town's commercial development is concentrated in the villages of Sanbornville, Woodman, and Union. There are also a few smaller commercial pockets and a few individual establishments located throughout the town. There has been some limited commercial and industrial development along Route 16 in the past and in recent years. Concern over the future development of the corridor by many in town has been fodder for much debate over the years.

Wakefield's only industrial park (and only area in town zoned for industrial uses) is located proximate to Route 16 off Governor's Road and is the location of several smaller light industrial companies. The park is modest in size encompassing approximately 39 acres on 13 parcels. As of 2011 eight of the 13 parcels have been developed on while five remain vacant.

Wakefield's Villages

Wakefield's villages have unique collections of historic architecture located within traditional New England village settings. Mixed-use developments that include residential units are most prevalent in these villages.

Sanbornville, the largest of the villages, is considered by many to be the hub of Wakefield and has a business district that covers about 65 acres. The Town Hall, Gafney Library, the Garvin Building, Public Safety Building, Parks and Recreation Building, the Paul School, Turntable Park and Lovell Lake beach are located here. Anchor commercial facilities include a grocery store, a large full-service hardware store, a bank, and a nationally renowned restaurant and pub. There are also other restaurants as well as many services such as a funeral parlor, barber /beauty shops, day care centers, health centers, and professional offices. Inter-mixed with these businesses are residences and churches. While the development is compact, there is still some land that would be appropriate for infill development, and the potential exists for commercial development.

Union is the southernmost village in the town and located along the Branch River. The village centered around small mills along the river during the nineteenth century. When the railroad came to town, the village was an active center for distributing and receiving goods. However, after the railroad was extended to Sanbornville, the village had become a quiet bedroom community with few stores or services. Despite this, there are numerous intact historic buildings with a great potential for restoration as a typical New Hampshire village that supported a surrounding agricultural economy. The renovation and adaptive reuse of the former Union Hotel, now the Greater Wakefield Resource Center, could perhaps be the cornerstone of the village's revitalization. There is also great potential for developing the waterfront along the river. This could become an attractive river walk connecting small craft shops and antique dealers located in the heart of the village.

Woodman's Corner is a more recently developed village in Wakefield but

considered an important local commercial center. There is a post office, several restaurants, a general store, an automobile repair facility and a gasoline station. The community not only provides services to residents of East Wakefield, North Wakefield, and Woodman, but also Parsonfield, and West Newfield, Maine. Although some of the vacant area surrounding this settlement is wetland, there is still enough buildable land to allow for commercial growth here.

Town Land

The Town owns 54 parcels located throughout town. These parcels are comprised of varying municipal uses such as the Town Hall, Safety Complex and Highway Department. The Town also owns one town forest, recreation lands and several vacant parcels. These uses are all more accurately described in the Community Facilities and Recreation chapters of the Master Plan. The Town also holds title to 18 tax acquired properties throughout town. The Wakefield School District owns three parcels in Town consisting of the Paul School facility and a 54 acre parcel purchased for future development.

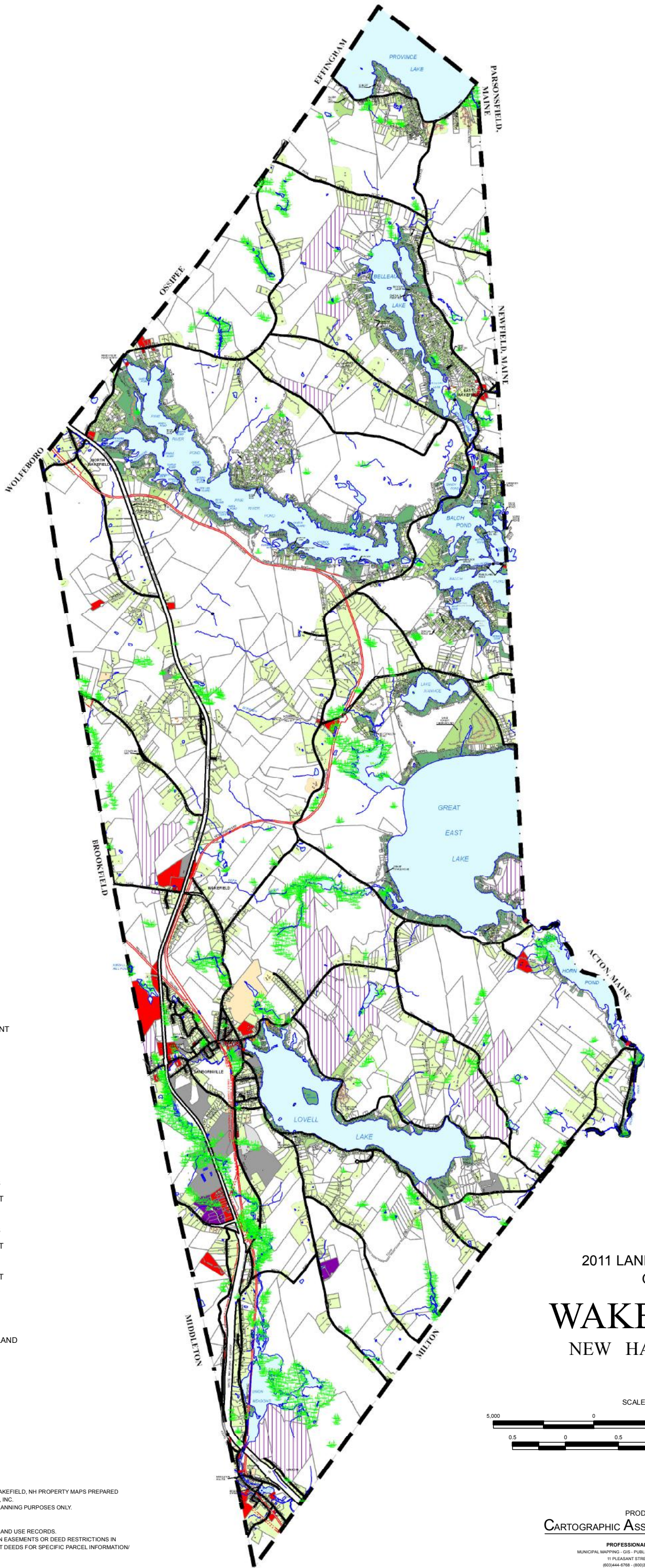
Current Use and Conservation Lands

Conservation of critical lands has long been a priority for many in Wakefield. There are over 20 parcels in town permanently protected by conservation easements or deed restrictions. The Conservation Commission is currently working on creating an active inventory of all these properties.

There are approximately 11,783 acres of land enrolled in the Current Use program in Wakefield. These lands, while not permanently protected from development, are presently undeveloped areas of town and represent approximately 46% of the total land area in Wakefield.

Land Use Distribution

Perhaps the best way to show the land use distribution throughout the community is through mapping. The Existing Land Use Map on the following page depicts land development patterns as they exist as of today. The map codes unimproved lands as “vacant lands”. It is important to clarify that, for the purposes of this chapter, vacant land is land not built on. Totalling approximately 14,500 acres vacant land represents nearly 60% of all lands in Wakefield. Many of these vacant parcels are faced with constraints on growth such as steep slopes and wetlands and access issues however many acres have development potential. The map also depicts the areas in town that are used for industrial and commercial uses which are shown concentrated in the several villages, along Routes 16 and 153 along with other areas in town. One can see from the map that the majority of “improved” lands consist of residential uses. These residential uses are found concentrated mainly around Wakefield’s waterbodies and in its villages.



LEGEND

- CONDO
- BUILDING
- PROPERTY LINE
- IN CONTENTION
- ROAD
- RAILROAD
- UTILITY EASEMENT
- RIGHT OF WAY
- TRAIL
- WATER
- WETLAND
- STATE LINE
- TOWN LINE

- 2011 LAND USE
- 1F RES
 - 1F RES WTR ACS
 - 1F RES WTRFRNT
 - 2F RES
 - 2F RES WTR ACS
 - 2F RES WTRFRNT
 - 3F RES
 - 3F RES WTRFRNT
 - 4F RES
 - INDUSTRIAL
 - COMMERCIAL
 - UNDEVELOPED LAND
 - COMMON LAND
 - EXEMPT-MUNIC
 - EXEMPT-STATE
 - CONSERVATION

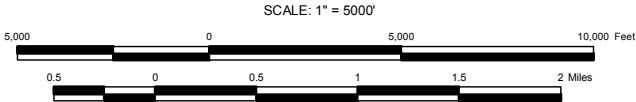
NOTES

THIS MAP IS BASED ON THE TOWN OF WAKEFIELD, NH PROPERTY MAPS PREPARED IN 2005 BY CARTOGRAPHIC ASSOCIATES, INC. IT IS INTENDED FOR REFERENCE AND PLANNING PURPOSES ONLY.

SOURCE DATA:
TOWN OF WAKEFIELD, NH ASSESSOR'S LAND USE RECORDS.
NOTE: LOTS SUBJECT TO CONSERVATION EASEMENTS OR DEED RESTRICTIONS IN WHOLE OR IN PART - SEE INDIVIDUAL LOT DEEDS FOR SPECIFIC PARCEL INFORMATION/ CONSERVATION LANGUAGE.

PROPERTY LINES CURRENT TO APRIL 1, 2011

2011 LAND USE MAP
OF
WAKEFIELD
NEW HAMPSHIRE



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EXISTING ZONING

The Town of Wakefield adopted its zoning ordinance in 1986 and has amended various sections of it on an annual basis through its most recent revision in 2010. The Town has seven (7) base zoning districts and five (5) overlay districts as listed in Table LU-1 below.

Table LU-1: Wakefield Zoning Districts	
Base Districts	Overlay Districts
Residential I	Aquifer Conservation
Residential II - Shorefront	Flood Plain Conservation
Residential III - Rural	Farming – Prime Soils
Business & Commercial	Wetland Conservation
Village/Residential	Historic
Light Industrial	
Agricultural	

Base Zoning Districts

Residential I. This district primarily includes those areas that are already moderately to heavily utilized as residential areas, or consist of areas that are contiguous to such areas.

Residential II - Shorefront. This district includes virtually all property located within 500 feet of lakes and ponds. It is primarily a residential district. A primary purpose of this district is the preservation of the quality of water in the lakes and ponds, and to conserve aesthetics and the environment.

Residential III - Rural. This district includes land that shares characteristics that render it appropriate for primarily residential development, while retaining rural characteristics. The minimum lot size is 3 acres. Many Residential III areas are located contiguous to Residential II areas, and thus serve as a residential buffer between the rather densely populated Residential II districts, and other districts that require a lower density.

Business & Commercial. This district consists of those areas, which based upon historical use as a center for commerce, upon accessibility to major transportation

routes, and/or upon access to other infrastructure amenities, are uniquely suited as areas to promote and foster businesses and commercial ventures.

Village Residential. This district is created to allow commercial and residential growth to occur while retaining the heritage and unique qualities of Wakefield. In order to do so, this Ordinance guides development of Village centers to ensure: (1) a mix and variety of uses; (2) that development occurs in a manner which maintains the visual character and architectural scale of existing development in the district; (3) that each Village remains a pedestrian-oriented environment.

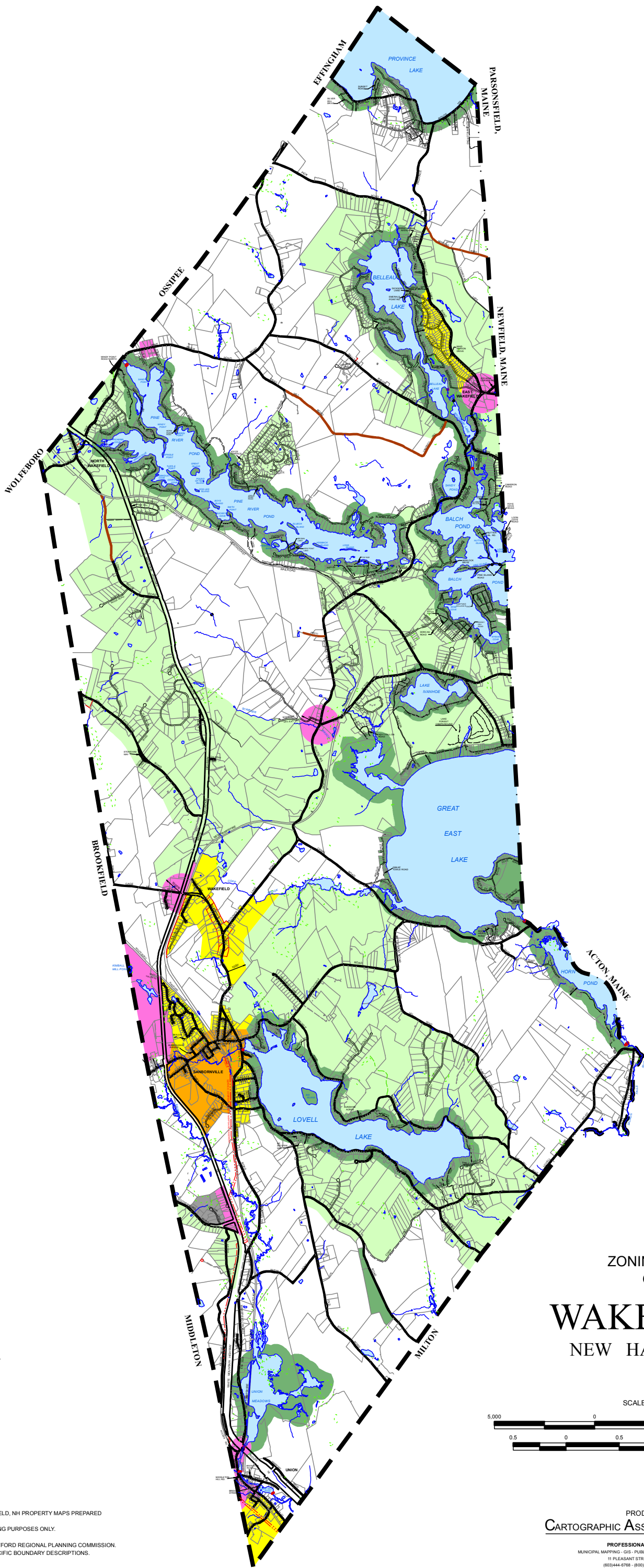
Light Industrial. This district is for light industrial uses that are not otherwise appropriate to be located in close proximity to residential uses. Whenever possible, no structures or activities shall be visible from any State maintained highway, “Scenic Byway,” or scenic road.

Agricultural. These areas contemplate primarily residential and agricultural uses, and are expected to have the lowest density of buildings in the town, in favor of greater expanses of open space and conservation areas. The minimum lot size is 5 acres.

Table LU-2 below details the number of parcels and acres in each zone along a comparison between improved and vacant lands.

<i>Table LU-2</i>						
Zoning District	Parcels	Acres	Improved Parcels	Acres Improved	Vacant Parcels	Acres Vacant
Residential 1	374	693.38	302	362.90	72	330.48
Residential 2	2,927	5,554.56	2,012	2,288.06	915	3,266.50
Residential 3	1365	8,212.88	759	3,669.97	606	4,552.92
Agricultural	662	8,816.28	378	2,805.73	284	6,010.55
Business/Commercial	144	474.79	103	287.04	41	187.75
Village Residential	214	280.45	177	135.19	37	145.26
Light Industrial	13	39.15	8	16.47	5	22.68

The Zoning Map on the following page geographically depicts the base zoning districts as described above.



LEGEND

- PROPERTY LINE
- IN CONTENTION
- TOWN LINE
- STATE LINE
- UTILITY EASEMENT
- WATER
- WETLAND
- ROAD
- ROAD - CLASS VI
- ROAD - UNDEVELOPED
- ROAD - DISCONTINUED
- ROAD - PRIVATE
- RIGHT OF WAY
- TRAIL

- ZONES**
- AGRICULTURE
 - BUSINESS/COMMERCIAL
 - HISTORIC
 - LIGHT INDUSTRIAL
 - RESIDENTIAL 1
 - RESIDENTIAL 2
 - RESIDENTIAL 3
 - VILLAGE/RESIDENTIAL
 - WATER

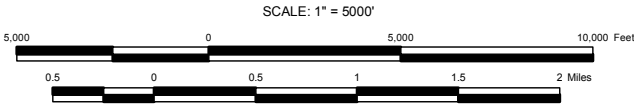
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ZONING DATA OBTAINED THROUGH THE STRAFFORD REGIONAL PLANNING COMMISSION. SEE OFFICIAL ZONING ORDINANCES FOR SPECIFIC BOUNDARY DESCRIPTIONS.

PROPERTY LINES CURRENT TO APRIL 1, 2011

ZONING MAP
OF
WAKEFIELD
NEW HAMPSHIRE



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USES BY ZONING DISTRICT

Wakefield's Zoning Ordinance allows for a wide variety of uses in the base zoning districts described above. A complete list of these uses is found in the Zoning Ordinance under the Table of Uses.

OVERLAY ZONING DISTRICTS

Historic District

The Historic District is an overlay district, located proximate to the intersection of Province Lake Road and Wakefield Road, encompassing an area of approximately 37 acres on 34 parcels in Wakefield. In this district the Wakefield Heritage Commission regulates construction, maintenance, and rehabilitation of properties. The Commission reviews all building permits and makes determinations based on review standards that consider the compatibility of proposed alterations with the historic character of the area.

The Historic District's purposes are:

- Preserve for generations to come the picturesque and unique settings and collections of historically, architecturally and culturally significant buildings and structures, which are found within the Town of Wakefield;
- Encourage the maintenance and restoration of such buildings and structures and their settings, and insure that new buildings and structures and alterations to those existing within the District, are in visual harmony with their neighbors in order to preserve that which reflects the cultural, social, economic, political and architectural history of the Town of Wakefield; and
- Foster civic pride and beauty, strengthen the local economy, conserve and maintain property values in the District and provide an opportunity to enhance the education, pleasure and welfare of the citizens of the visitors to the Town of Wakefield.

Environmental Resource Overlay Districts

Wakefield has four overlay districts as shown in Table LU-1 based on environmental features, within which land uses are regulated in order to protect natural resources and promote public health, safety and welfare.

Aquifer Conservation District

The Aquifer Conservation district is determined by the United States Geological Survey (USGS) mapping. In order to help maintain the quality of living in the Town of Wakefield, the Town believes that an adequate water supply is indispensable to the health, welfare, and safety of its citizens. Such an adequate supply is also essential to the maintenance of the ecological balance of the natural environment of the Town, an environment that the Town wishes to protect. These water resources are subject to an ever-increasing demand for new and competing uses. The intent of the district is to provide for the protection of the water resources from contamination by polluting, hazardous, or toxic materials.

Floodplain District

The Floodplain district governs uses within the 100-year flood boundary as determined by the National Flood Insurance Program.

Wetland District

The purpose of this district is to protect the public health, safety and general welfare by controlling and guiding the use of land areas that have been found to be subjected to high water tables for extended periods of time. The Wetland District is intended to:

- Prevent the development, on naturally occurring wetlands, of structures and land uses which will contribute to pollution of surface and ground water by sewage or toxic substances;
- Prevent the destruction of or significant changes to, natural wetlands that provide flood protection;
- Protect unique and unusual natural areas;
- Protect wildlife habitats and maintain ecological balances;
- Protect potential water supplies and existing aquifers (water-bearing stratum) and aquifer recharge areas; and
- Prevent expenditure of municipal funds for the purposes of providing and/or maintaining essential services and utilities that might be required as a result of misuse or abuse of wetlands.

Farming - Prime Soils District

The Farming - Prime Soils District's purpose is to promote the continuation of agriculture, protect historically viable farmland and prime agricultural soils, and

conserve Wakefield's rural character and working landscape. The location of the district is town wide and compliance with the ordinance is voluntary however strongly encouraged.

OTHER EXISTING LAND USE CONTROLS

Open Space Conservation/Cluster Development

The zoning ordinance has a provision for Open Space Conservation/Cluster Developments intended to conserve agricultural and forest lands, habitat, water quality, rural character and scenic areas that might otherwise be lost through conventional development, by encouraging environmentally sound development of land. The specific objectives of the ordinance are as follows:

- Discourage development sprawl and consumption of rural agricultural, forest, habitat and scenic land.
- Conserve areas with productive soils for continued agricultural and forestry use by preserving blocks of land large enough to allow for economic and ecologically sensitive operations.
- Encourage the preservation and enhancement of habitat for plant and animal communities, including rare species.
- Conserve land that protects water quality and quantity, including watersheds and buffers along streams and rivers, wetlands and floodplains, ponds and lakes and land overlying aquifers.
- Protect scenic views and special elements of rural character.
- Conserve historic settings, cultural features, archeological sites and structures that serve as significant visible reminders of Wakefield's history.
- Create compact neighborhoods accessible to open space amenities by providing for outdoor recreational needs of the subdivision residents and/or the community at large, by including trails, scenic and tranquil beauty, community gardens and playgrounds and other recreational uses such as snowmobiling machines.
- Create continuous open space or "greenways" by linking the common open spaces in adjoining subdivisions wherever possible.
- Minimize the impact of residential development on the Town, neighboring properties, and the natural environment.
- Locate the buildings and structures on those portions of each site that are most appropriate for development considering the visual impact and the environmental and conservation value of the site.

- Minimize water runoff and non-point source pollution by reducing the land area covered by impervious surfaces and using Best Management Practices.

The zoning ordinance allows for and encourages open space subdivisions which focus on the conservation of usable, significant open space while allowing development to take place. These types of subdivisions effectively slow the sprawl effect of traditional development, assist a community in retaining quality open space, and still provide landowners the opportunity to develop their property. The most recent open space development in Wakefield permitted under the open space ordinance is known as Water Town Village, which preserved 155 acres of open space.

Waterfront Development

Because Wakefield has many lakes, ponds and rivers with several miles of water frontage the Town has developed development standards for waterfront development. In addition to the NH RSA 483-B – Comprehensive Shoreland Protection Act and the NHDES Shoreland Permit requirements, Wakefield also has standards for the development of waterfront lots and water access.

Housing of Older Persons

Wakefield also has an ordinance which provide for the creation of senior housing – both independent living and assisted living. These regulations allow for the aging population in Wakefield to remain in Town and not have to move to a larger community where these types of developments are more common. These types of facilities are more thoroughly discussed in the Housing Chapter.

Home Enterprises

Wakefield's zoning ordinance also provides for several types of business ventures to be conducted within or proximate to a home. This ordinance provides for greater flexibility for business creation and employment opportunities in Wakefield. In today's ever evolving job market where more people can work at home the home enterprise ordinance also helps reduce pollution, energy consumption and roadway congestion by allowing the creation of living/working environments.

Workforce Housing

Wakefield also has a provision in the zoning ordinance for workforce housing. The ordinance is intended to promote the creation of workforce housing within environmentally sound developments and to enable the town to better accommodate its fair share for the regions workforce housing needs. This type of housing is discussed in greater detail in the Housing Chapter.

Telecommunications

The Personal Wireless Services Facilities ordinance was adopted to enable wireless services to all Wakefield residents while ensuring that the rural character of the town is preserved. In today's ever advancing wireless technology it is important to balance the needs of the residents and those that visit Wakefield with the goal of preserving viewsheds and the scenic transportation corridors in Town.

FUTURE LAND USE

One of the primary goals of preparing a master plan is to establish a guide for the future growth and development. The Land Use chapter is a synthesis of other sections of the Master Plan, the Town's philosophies on what the future development mosaic should be and is the "vision" for the long-range development of Wakefield. It is a plan to encourage continued compatible development town-wide. The plan must be both general and specific. As a "policy document", the Master Plan must establish general policies and goals with which to guide development. As a "plan" it must go further and specify land areas that should be protected from development, areas where development should be limited, and areas where development should be encouraged. As discussed throughout the Master Plan, the capability of the land to support development is the primary factor used to guide development. Other important factors include existing development patterns, road layouts, site conditions, zoning, existing and anticipated municipal services, as well as community policies.

A review of this Master Plan (and previous versions), associated surveys and the Town's land-use regulations, collectively illustrate Wakefield's desire to remain a rural community which cares for and protects its natural resources while providing for balanced, sustainable growth. While this Future Land Use section discusses factors which determine the suitability of land for development, Wakefield's future land use patterns will likely be a reflection of the existing development pattern. Wakefield has made concerted efforts to follow the recommendations in its earlier Master Plans. As such, land-use decisions have generally been carefully considered. This present Master Plan sees the continuation of the same philosophy.

Objectives of the Land Use Plan

As in all local planning elements, the primary objective of the Future Land Use Plan is to provide for orderly growth. The Future Land Use Plan is designed to accomplish the objectives of controlled growth with foresight. Utilizing a plan, however, the community must now assume the responsibility of planning its own future.

A second objective is the realistic application of concerns expressed by the citizens as to the retention of rural characteristics and community atmosphere existing in Wakefield today.

Development Suitability

Preferred locations for development are those areas where there are fewest natural resource constraints. In projecting where future land uses should take place, land suitability factors must be considered. Land may be classified by one of three categories: 1) land unsuitable for development; 2) land poorly suited for development; and 3) land generally suited for development. The elements of each category are explained below.

1. Land Unsuitable for Development

Land not suited for development includes wetlands and areas which have very low potential for the siting of septic systems (having poor soil and steep slopes). The significance of these areas is described as follows:

Wetlands: Wetlands are defined as those areas inundated or saturated by surface or ground waters at a frequency and duration sufficient to support a prevalence of vegetation adapted for life in saturated soil conditions. State law (RSA 483-A) requires all developments that involve any construction, excavation, filling or dredging of wetlands to be reviewed by the NH Department of Environmental Services. Wetlands areas are well distributed throughout the town. The greatest concentrations occur southwest of Lovell Lake and northwest of Great East Lake. The drainage complexes of Branch River, Farnham Brook, Copp Brook, and Scribner Brook (where it discharges into Great East Lake) are also associated with Wakefield's wetlands.

The importance of preserving and protecting wetlands is well established in this Plan. In addition to the importance of preserving wetlands, it is equally important to prevent building in such areas because of the potential impact on water quality and public health. Septic system failures occurring in, or near, wetlands can readily cause groundwater contamination. All buildings requiring sewage disposal should be located at a safe minimum distance from wetlands, surface waters and groundwater.

Wakefield's existing Wetland Ordinance addresses many of these concerns. The Town's future development will continue to be guided by this ordinance.

Areas with Very Low Potential for Septic Systems: The ability to adequately place a septic system on a parcel of land is an important consideration for determining development suitability.

In Wakefield, all wetlands and hydric soils and steep slopes (greater than 25%) have very low potential for septic systems.

2. Land Poorly Suited for Development

Land which is poorly suited for development includes the following categories: 1) buffer areas around wetlands; 2) buffer areas along river corridors; 3) aquifer recharge zones; 4) 100-year flood hazard zones; and 5) areas with low potential for septic systems.

All of these areas are poorly suited for development. However, unlike those areas not suited for development, these areas do not pose serious enough environmental and public health problems to justify a prohibition on all construction. Rather, poorly-suited areas are considered problematic and are best suited for low density residential development. Carefully developed land use regulations are required to safely guide future development in these areas.

Buffer Areas around Wetlands: A wetlands ordinance which prohibits development in wetlands does not necessarily protect wetlands from harmful uses occurring immediately adjacent to them. Structures which are potentially harmful to wetlands, such as septic systems, waste storage areas and salt storage areas, should be excluded from buffer areas. Many wetland ordinances also restrict the placement of structures and impermeable surfaces within the buffer area. As much as possible, natural vegetation should be protected or restored in these areas to control erosion and sediment from contaminating Wakefield's wetlands.

Buffer Areas along Surface Waters: Wakefield is also rich in surface water supplies with our many lakes, ponds and streams. Most of the lakes and ponds have shorefronts that have been extensively developed. While access to, and development along the lakes contributes to the overall quality of life in the community, the long-term effects from dense development and open access can have a significant impact on the water quality.

Public boating access has also become a concern with the proliferation of invasive plants and animals such as milfoil, purple loosestrife, and zebra mussels. Boats and other watercraft often transport and introduce these invasive species to our lakes and ponds, thereby diminishing the water quality and seriously impacting the economic viability of water front property.

For many of the same reasons as for wetlands, the establishment of buffers along

surface waters is a common protection measure. In 1991, the Comprehensive Shoreland Protection Act (NHRSA §483-B) was adopted by the State Legislature. The law requires that a 150 foot natural woodland buffer be maintained along public waters, but does allow buildings within 50 feet.

Aquifer Recharge Zones: Aquifer recharge zones are poorly suited for many types of development due to the potential for contamination of large water supplies. Vulnerability to contamination is particularly high in land overlying sand and gravel aquifers due to the high permeability of the associated soil types. Contaminants can spread rapidly into the aquifer and destroy it as a water supply. Aquifers can be polluted by septic tank effluent, wastewater treatment lagoons, landfill leachate, improperly stored commercial hazardous wastes, and various other forms of point and non-point source pollution.

100 Year Flood Hazard Zones: Floodplains are defined as flat lands located adjacent to surface waters and which are periodically inundated with seasonal high water. Wakefield participates in the National Flood Insurance Program (NFIP) that is offered by the Federal Emergency Management Agency (FEMA) and has done so since 1991. There are 18 properties located within an A-Zone (the one hundred year flood area), with a total of twenty-six households participating in the program. The Town's zoning ordinance controls construction within flood zone areas and conforms to the requirements of the federal program.

Floodplains are undesirable locations for development because: 1) of the associated risks to life and property; 2) construction in the floodplains worsens flood hazards downstream; and 3) the inundation of subsurface sewage disposal systems can cause water pollution and a public health hazard.

Steep Slopes: Steep Slopes are defined as slopes that have a grade of over 25 percent. Steep slopes are designated as constrained lands since development on these steep slopes can cause erosion and sedimentation as well as impact water quality. As a result, septic systems may malfunction, road construction may be difficult, and the aesthetics of the area may be disrupted. Wakefield has approximately 1,700 acres of steep slopes, comprising 6.6 percent of the town's total land area. These slopes are located throughout the town, but many are found adjacent to Wakefield's lakes and ponds. These slopes often consist of highly permeable soils, thus enhancing the propensity for rapid percolation of effluent from septic systems. Several roads also traverse steep slopes, including Route 153 and Pick Pocket Road. Commercial and residential building on steep slopes can be difficult and has the potential to negatively impact scenic vistas

as well as have long-term harmful effects on water quality.

Areas with Low Potential for Septic Systems: These areas contain soils that have low potential for the successful siting of septic systems. The soils are limited due to one or more of the following factors: slope, shallow depth to bedrock, seasonal wetness or slow percolation rate. In most instances, these natural limitations can be overcome by modifying the site to comply with minimum State septic siting requirements, but only at high cost.

3. Areas Generally Suited for Development

All other areas not specifically identified pose no unusual limitation to development. This does not mean that all land is equally suitable. A town-wide map cannot show in sufficient detail the location of all physical limitations described above. Conversely, developable land is likely to be found within areas shown as unsuitable for development.

Other factors must also be considered that are not related to land capability such as highway access, quality or capacity of access roads, compatibility with surrounding uses, the need for municipal services, and existing zoning regulations.

Land Areas for Limited Development:

While not restricted from development the following areas in town have been identified as areas to conserve from development when possible:

Prime Agricultural Soils

Prime farmland is based upon soil quality, the availability of the land, and the supply of moisture to the land. Prime agricultural soils make up approximately six percent of Wakefield's total land area - about or 1,600 acres. Despite this, there are very few active farms in Wakefield since the existing fields are relatively small. While protection of our productive soils and existing farmsteads are important in the preservation of the town's rural character, the reality is that much of the former agricultural lands have reverted to forests.

Forest Resources

Wakefield has a substantial amount of forested land. These forests attract hunters,

fishermen, snowmobilers, ATV riders, hikers, skiers and others who contribute to the Town's economy. Well managed forests provide income, add to the aesthetics of the town and protect water resources, air quality, and wildlife habitats. Forestry and the forest products industry are crucial to the health and survival of Wakefield's forests.

Unfragmented Open Space

These lands provide corridors for migrating wildlife and support sustainable habitats for plant and animal species. When contiguous open space is divided by development, viable habitat is lost and animal and human interactions increase to the detriment of both. Wakefield is fortunate to have a significant amount of unfragmented land.

Future Land Use Analysis

While any analysis of future land use should include the desires of the community, consideration must also be given to the economic health of the community. The Town has to provide necessary services such as schools, police and fire protection, trash collection, and roadways and other infrastructure. These factors must be seriously considered in the preparation of any proposed zoning ordinance changes and the preparation of a Capital Improvement Plan. It is realized that economic considerations may conflict with the desires of some in the community. However, the Planning Board needs to be aware of the conflict between what is desired and economic considerations when planning for Wakefield's future.

Over the years the Town has relied primarily on private on-site sewer systems in its approach to land use regulation. Wakefield's zoning ordinance requires minimum lot sizing that accounts for private septic systems and individual wells. In the 10 year planning period of this Master Plan, no major expansions of the Wakefield Water & Sewer District's water and waste water systems are foreseen.

Village Plan:

Encouraging development in our villages requires that the zoning ordinance and land use regulations be consistent with the built environment already there. While modern safety standards always need to be met, the zoning ordinance should allow for a similar density and building placement in the event a historic home or structure is lost to fire, or if there is an opportunity for compatible infill construction. In Sanbornville, for example, this approach can create the capability for new construction to mirror historic

building configurations and traditions, and therefore maintain the character of the village. Architectural standards in the villages should be considered to maintain and enhance the aesthetic qualities and historic features inherent in each. It would be beneficial for the community to review and adjust the zoning districts in accordance with these principles. The villages are largely what define Wakefield, and it is a goal to conserve and protect their viability.

Residential Development:

Residential development remains the primary land use in Town and it is recognized that presently Wakefield serves largely as a bedroom community for surrounding areas. Residential development should continue to be focused in and near the villages of Wakefield to limit sprawl. Residential development outside of the village areas of town should be done with a conservation focus in mind. The use of the Town's Open Space Ordinance is a great example of how residential development can occur with conservation and recreation in mind.

Waterfront Development:

Development along the Town's waterfront has long been popular for both seasonal and year-round residential and recreational uses. Conversion of seasonal dwellings to year round homes has been a recent trend. Careful regulation of this conversion process and for the development of the waterfront generally should be followed. This will help ensure the health and safety of surface waters and underground water resources.

Commercial/Industrial Development:

Commercial and industrial businesses have positive and negative impacts. They bring jobs and prosperity but they may negatively impact the village character, rural vistas, architectural scale, and dark night skies that the Town's residents enjoy. Accordingly, such development must be closely monitored.

Commercial and industrial development in Wakefield is located (primarily) in the existing commercial and industrial zoning districts respectively. There are a few exceptions of these uses, which pre-date the adoption of the Zoning Ordinance, that are located outside of these districts. It is wise planning to maintain these uses within designated zoning districts to reduce the negative impacts of conflicting or incompatible uses.

There is a clear desire to carefully plan any future commercial development along Route 16 with an eye toward aesthetics and preserving viewsheds. Since Route 16 is the main north-south transportation route through eastern New Hampshire and the town, it presents an ideal location for commercial and industrial development. The desire to maintain the viability of the village centers does not mean that the town does not recognize the values of Route 16 and the railway system as important development assets. Although all of the Route 16 corridor may not be appropriate for all types commercial activity, some uses may be appropriate, and much of the land immediately off of Route 16 may be ideal for light industrial development and commercial uses that do not necessarily rely on visibility from the highway.

There is the desire to keep industrial and commercial enterprises at a scale and purpose that is compatible with, and complimentary to, the small town wholesomeness identified in the Town's Vision Statement. In the case of Sanbornville, this means a mixed-use, walkable community that meets the goal of maintaining a town where one can live, work, and recreate. The Village zoning district supports this mixed use and further study should be done to determine if it should be expanded and/or applied to other areas of the town. In the case of the Route 16 this means providing for commercial activities that do not detract from the scenic qualities of the corridor nor impede the safe and efficient flow of traffic. This means the type, scale and location of these uses must be closely planned.

Municipal Services

Municipal services are covered in the Community Facilities Chapter and they also are mentioned here in order to support the stated land use goals. Municipal services may contribute to sprawl if they are located without consideration of the goals of the Master Plan. This is especially true in a geographically large town such as Wakefield. As the need arises to construct new facilities for municipal services, the thought is often to place them in remote, yet central locations. This has the effect of generating additional traffic and may encourage development in the immediate vicinity. Although the Planning Board was not directly involved, the Master Plan goal of keeping activities within the village centers was followed when siting the Public Safety building, and it is a great asset to the village.

Town Land, Conservation and Recreational Uses:

Protecting large areas of contiguous land should be a priority. Land adjacent to the Town conservation land and other protected open spaces should be reviewed to

determine if it can be protected from development so that the area can be enlarged. Wakefield owns a number of parcels located throughout Town. Consideration should be given to developing a plan to consolidate and link town-owned land. The Town should periodically review the need for additional land for Town and recreational uses, in addition, consideration should be given to obtaining trail easements between town-owned parcels.

The following sections list specific goals of the Land Use Chapter and an implementation strategy for accomplishing the stated goals.

Goals:

Residential

1. Encourage residential areas that promote a connection with open space and the natural beauty of the town, preserve existing neighborhoods and create new ones that are livable, provide privacy through a variety of living styles, and promote a variety of home-based business uses.
2. Provide realistic and reasonable opportunities for workforce housing.

Commercial/Industrial

1. Encourage commercial and industrial development that promotes and maintains a sound tax base, enhance Wakefield's labor force, focusing in villages while encouraging appropriate development of the Route 16 corridor, and balancing development with the aesthetic and natural beauty and architectural scale of the community.
2. Provide opportunities for development that caters to Wakefield's citizenry, including its aging population.

Villages

1. Support villages that are comprised of a mixture of uses enabling residents and visitors to shop, visit, and entertain themselves in town.
2. Increase awareness and promote the viability of Wakefield's villages and business community.

Natural/Agricultural:

1. Protect and retain wetlands, ponds, rivers and other significant natural

resources.

2. Connect natural spaces through continuous corridors.
3. Ensure that natural assets such as Wakefield's many waterbodies, open rural areas, woodlands and viewsheds are maintained through responsible development balanced with wise preservation and protection of these incredible natural resources.
4. Maintain and protect the rural character of the Town through aesthetically pleasing and harmonious development balanced with open space preservation.
5. Conserve unfragmented open spaces and farmland.

Implementation Strategy:

Residential

1. Review the current Open Space Conservation/Cluster Development ordinance and make revisions if necessary to encourage the use of the ordinance over traditional design.
2. Review the current workforce housing section of the ordinance to determine if the language provides reasonable and realistic opportunities for workforce housing.

Commercial/Industrial

1. Establish new commercial zoning districts such as C1 and C2 which allow land uses that are compatible with different areas of town – for example along Route 16.
2. Evaluate the Route 16 corridor to determine suitable areas for expansion of the Commercial district(s).
3. Identify potential areas for industrial development that have access to Route 16 but would be visually shielded from the roadway.
4. Establish new industrial zones in other areas of town such as along the railway corridor and along Route 16.
5. Review architectural and landscaping standards in the site plan regulations for non-residential uses and consider revisions that further promote the stated goals.
6. Review and consider revisions to the Home Enterprises ordinance to ensure that proper controls are in place while supporting these uses.

Villages

1. Review current landscaping, parking and architectural requirements for the

Village District to determine whether they support the traditions of village design. These includes siting the majority of the parking to the side and rear of a property, street trees, and screening of modern utility structures, along with the development of specific architectural standards.

2. Review the setback requirements in the Village Districts to ensure infill development can be sited consistent with the existing developed areas.
3. Review the allowed uses in the villages to ensure that these uses are compatible with the village setting and support mixed use development.

Natural/Agricultural

1. The Town, through the Conservation Commission, should continue to pursue efforts at obtaining conservation land or easements and where necessary purchase, conservation and agricultural easements.
2. The Town should develop a prioritized list of critical lands to consider for protection.
3. Review the environmental standards found in the zoning ordinance and regulations to ensure that proper protection of critical natural resources is established and make any necessary changes.
4. Develop an inventory of productive lands and historic farmsteads and establish a protection program. In the interim, development on prime farmland should be discouraged so these farm soils can be conserved.

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Wakefield Master Plan:
2002 Technical Update
Chapter 5: Transportation

Fourth (Final) Draft

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5. Transportation

5.1. Introduction

The main purpose of the Transportation Chapter of the Wakefield Master Plan is to establish a framework for the Town's current and future transportation needs. The Chapter establishes the policies, strategies and priorities for both shorter and longer-term decisions and actions by the Town of Wakefield on behalf of its citizens.

Residents of Wakefield often cite the rural, country village character of Wakefield as what they like most about the town. Yet with growth pressures from the south increasing every year, careful planning and decision-making must be done to ensure the maintenance of this greatly appreciated character. Interest in preserving the rural and country character of Wakefield was repeatedly expressed in the results of the 1999 Wakefield community survey and has been reinforced by the Philosophy of the Wakefield Master Plan, which states:

In the Town survey, public hearings, conversations among citizens, newspaper editorials, organizational goals, and every other venue, the vast majority of Wakefield's citizens profess a strong desire to preserve the rural character of the town. Like any town, we also wish to promote economic and social prosperity in our town, and thus continually strive to balance rural quality of life issues with prosperity. To that end, we believe the following considerations are critical:

- *that any development should be harmonious, and aesthetically pleasing, as well as consistent with the character and rural setting of the town;*
- *that we welcome commercial and industrial development which is environmentally safe and compatible in architectural scale and style with existing structures, terrain and landscape;*
- *that new businesses should be consistent with Wakefield's history of traditional family values and wholesome entertainment;*
- *that, because we greatly value the business and commercial enterprises that are the heart of our villages, we encourage commercial growth to take place in the existing village commercial districts, and we specifically wish to avoid any extensive commercial development along Route 16 which might threaten the viability of the existing commercial districts;*
- *that aesthetic features such as viewsheds are as important as physical features such as hills and lakes;*
- *that we must vigilantly keep our air, groundwater, lakes and other surface waters, and woods clean and safe;*
- *that we must retain the natural beauty of the town, including its village atmosphere; and*
- *that the phrase "rural character and setting" means more than small villages and low population densities - the phrase also refers to less definitive concepts such as sit-down restaurants with home cooked meals, full service gas stations, lots of woodland and greenspace, farms and farm stands, cottage industries and home occupations, family oriented businesses, community activities, wholesome entertainment, safe streets, clean air and drinking water, peace and quiet, and neighborly support.*

This chapter addresses the role that transportation plays in how the current residents want Wakefield to grow over the next five to ten years and how growth may be directed to preserve

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and protect the characteristics that are important to the people of Wakefield. It describes the maintenance and development of the transportation system including: roadways and bridges, bicycle and pedestrian facilities, public transportation, rail and air, and the principles the Town would like to incorporate in their transportation planning to help achieve the goals as set out in the above list.

The Institute of Transportation Engineers (ITE) defines the transportation planning process as:

improving the coordination between land use and transportation system planning; providing cooperative interaction between planning, design, and operation of transportation services; maintaining a balance between transportation-related energy use and clean air and water, and encouraging alternative modes of transportation that will enhance energy efficiency while providing high levels of mobility and safety.

The Town of Wakefield recognizes the importance of considering the relationship between transportation and land use in order to work within the master plan philosophy. By understanding how transportation affects the natural resources, economic opportunities, and social needs of the community, we can take a sustainable approach to transportation planning and improve the quality of life in Wakefield.

The analysis presented below is intended to update the data and information presented in the Transportation Chapter of the 1990 Master Plan and address any new concerns for purposes of establishing a basis for revised goals and objectives.

5.2. Transportation and Wakefield

A transportation system affects all aspects of life within a community. Frequently what happens on one road system may have unintended, unexpected impacts on other roadways. This is especially true in a rural setting like Wakefield where the population is not centralized. Also, much of Wakefield's economy is tourism-based and strongly dependent upon the quality of its transportation network for moving tourists in and out of the region. The major component of this network is New Hampshire Route 16. It traverses the length of town provides the principal north-south traffic corridor from the Portsmouth/Boston region to the recreational and shopping opportunities of the Lakes Region and Mount Washington Valley. Route 109, which extends from the popular summer resort town of Wolfeboro over into the coastal beach areas of Maine, is the other major highway that runs through this community. Huggins Hospital in Wolfeboro is the closest medical facility for the residents of Wakefield and provides employment opportunities for Wakefield residents. With the proposed casino to be based across the border in Sanford, Maine it is reasonable to anticipate increased use of this roadway.

Wakefield is located both in the Lakes Region (the town boasts seven lakes and five smaller ponds and at the beginning of the White Mountains (Moose Mountain in Wakefield is the first of the White Mountains). Most of the traffic generated internally is by residents commuting to and from work, hospital, or service and shopping facilities, and by visitors traveling to or through the town via Route 16 on their way to the White Mountains. Local traffic has increased considerably with the rapid growth experienced since 1996.

The primary mode of transportation in Wakefield is the automobile. Though the low population density of the region makes use of internal public transportation impractical, train or bus transportation servicing the region with a stop in Wakefield is a welcome possibility and that the Planning Board would like to see the town pursue. The dependency on the automobile is further augmented by the lack of centralized commercial and employment opportunities. Recent regional and national trends have shown increasingly dispersed commuting patterns that place even more emphasis on automobile travel. This is especially true in Wakefield because of the rapid increase in the year round population relative to employment opportunities available in the area, thus making it necessary to commute to places of employment.

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There is an existing railroad in use in Wakefield area and it is currently only for the transport of sand and gravel, not for passenger service. Given the widely dispersed population of the region and the quality of roads, which make automobile travel the primary mode of transportation this situation is not likely to change unless Wakefield, in conjunction with other area communities proactively lobbies for passenger rail or bus service.

Demographic changes will play an important role in the future of transportation systems in Wakefield. The historical data shows that after experiencing 150 years of fairly stable population levels, population has been steadily increasing since 1960. Since 1995, Wakefield has been experiencing an unprecedented growth trend that is one of the highest in New Hampshire. According to Census 2000 data the total population of Wakefield is 4,252. This is 20 % higher than the Office of State Planning's 1997 estimated population projection of 3556 for the year 2000 and a full decade ahead of Office of State Planning's 1997 Population Projection Report which indicated that the Town's population would reach that level around 2010. At its current rate, Wakefield is on course to add an additional 2200 residents by the end of the decade and to 5135 by the year 2020, an estimated increase of 43%. This increase is coming from the 45 -65 age group (72%), and reflects individuals who have either retired in Wakefield or chosen to reside in Wakefield and commute to jobs in other parts of the region. Neighboring communities of Brookfield, Wolfeboro, Middleton and Milton have projected growth estimates of 44%, 37%, 25% and 24% respectively for the same period of time. Given these changes, the increase in the number of people who are living in Wakefield year round, and the increase in the number of tourists who travel through the area, automobile traffic on Wakefield's roads is sure to increase, especially during the summer months.

5.3. Community Survey 1999

Many of the questions on the 1999 Wakefield Community Survey relate either directly or indirectly to the maintenance and development of the transportation system in Wakefield. Results from the survey that relate most directly to the maintenance and development of the transportation network are analyzed below according to theme.

5.3.1. Preservation of the Rural and Historic Character

As was stated above, preservation of the rural and historic character, landscape and small-town atmosphere are very important to most residents of Wakefield. There are many ways that the maintenance and development of the transportation system directly impact the goal of preserving this character of the town.

The three most commonly cited responses to the question *what do you like most about Wakefield* were: country, small town feeling; peace and quiet; and rural character and setting. In addition, in response to the question, *would you favor more rural and environmental quality of life planning and zoning regulations*, 63% of respondents indicated yes, and 12% indicated no. In response to the question, *would you favor restricting any of the following types of businesses as conflicting with the rural character and setting of the town*, 393 respondents (out of a total of 573) respondents indicated that they would favor the restriction of mega department stores; 355 indicated they would favor the restriction of strip malls; 353 indicated they would favor the restriction of outlet malls; and 282 indicated they would favor the restriction of fast food restaurants.

Responses to the question *if growth does occur, where would you like to see it*, the highest number of respondents indicated that they would like to see residential growth in residential zoning areas (320 again, out of 573); along existing side roads (273); around lakes and ponds (242). They would like to see business growth in Sanbornville town center (388); along existing main roads (298); and within Union town center (284). Finally, they would like to see industrial

growth in industrially zoned areas (359); in commercially zoned areas (179); and along existing main roads (133).

Forty-five percent (189) of those who responded to the question *in which locations would you like to see additional businesses* responded that they supported the development of businesses on Route 16; thirty –six percent (149) indicated they would like to see additional businesses in Sanbornville; five percent (24) indicated Route 153; five percent (24) indicated in Union; two percent (10) indicated along Route 109 and 4% indicated none. Though this input needs to be taken into consideration when planning for the future, the initial question in the survey was not specific enough as it did not allow respondents to distinguish between commercial and industrial development. Additional input from public hearings and from the Wakefield Planning Board, the Chamber of Commerce and the Wakefield Economic Resource Committee shows the consensus that any future industrial development should be focused on Route 16 and commercial development should be focused in the village districts.

5.3.2. Travel

An indication to which towns Wakefield residents commute can be found in the results of the 1999 Community Survey and in the Census 2000 data. In the Community Survey, in response to the question *if you are a permanent residents of the Town, in what cities or towns do those employed (not self-employed) in your household work* 21% indicated Wakefield; 18% indicated Rochester; 18% indicated Wolfeboro; 6% indicated Dover; 5% indicated Portsmouth; 5% indicated Ossipee; 3% indicated Farmington; 5% indicated Massachusetts; 1% in Maine, and 20% indicated *other*. Based on these survey results, the primary commute routes are Route 16/ Spaulding Turnpike, Route 153, Route 125, and Route 109.

Results on where Wakefield residents travel to satisfy their shopping and service needs can be found in the 1999 Community Survey. The most frequently mentioned destinations for people for shopping and service needs are: Wakefield; Rochester; Portsmouth/Newington; Wolfeboro and Ossipee. A summary of the results can be seen in the table below.

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Table 5.1			
Shop/service category	Most commonly cited response (# of responses)	2nd most commonly cited response (# of responses)	3rd most commonly cited response (# of responses)
Principal food	Rochester (343),	Ossipee (168)	Wakefield (106)
Clothes	Portsmouth/Newington (211),	Rochester (177),	The Conways (94)
			Mail Order (94)
Furniture	Ossipee (131)	Portsmouth/Newington (111)	Rochester (101)
Appliances	Portsmouth/Newington (186)	Rochester (175)	Wolfeboro (69)
Hardware	Wakefield (431)	Rochester (89)	Portsmouth/Newington (71)
Physician	Wakefield (159)	Boston (85)	Wolfeboro (77)
Dentist	Rochester (81)	Boston (75)	Wolfeboro (65)
Prescription drugs	Rochester (164)	Ossipee (161)	Wolfeboro (62)
Banking	Wakefield (227)	Rochester (101)	Wolfeboro (78)
Barber/hairdresser	Wakefield (219)	Rochester (66)	Boston (50)
Dry Cleaning	Rochester (100)	Ossipee (65)	Wolfeboro (49)
Shoe repair	Rochester (91)	Wolfeboro (66)	Boston (39)
Spirits	Rochester (138)	Wolfeboro (121)	Ossipee (86)
Worship	Wakefield (286)	Boston (28)	Rochester (18)
Florists	Rochester (121)	Wolfeboro (87)	Boston (35)
Auto repair	Wakefield (223)	Rochester (68)	Wolfeboro (87)
Auto purchase	Rochester (94)	Portsmouth/Newington (78)	Wolfeboro (67)

Source: Wakefield Community Survey, 1999

5.3.3. Road Maintenance and Improvements

While 55% of survey respondents indicated that they thought the maintenance of roads was very good or good, 23% percent thought the road maintenance to be fair and 12% had no opinion about the road maintenance in Wakefield. Twenty-seven out of 573 people indicated they would be willing to pay additional tax dollars for road improvements and twenty-seven people also noted they would be willing to pay additional tax dollars for private road maintenance. These low numbers indicate little interest in this.

5.3.4. Public Transportation

Of the 573 individuals who responded to the survey, 41% indicated that they are in favor of bus service from Wakefield to Rochester, 34% in favor of service to Dover/Portsmouth and 26% were in favor of service to the Conways. While 41% indicated that they are in favor of train service between Wakefield and Dover/Portsmouth, 40% were in favor of train service to the Conways, and 32% were in favor of train service to Rochester. Accordingly, Wakefield should consider going with other area communities to actively lobby for bus and /or train service.

5.3.5. Growth

Out of the 293 people who responded to the question, *if Wakefield is not your principal place of residence, do you plan to make it so one day*, 103 respondents (35%), indicated yes, 109 respondents (37%) indicated maybe, and 81 respondents (27%) indicated no. Then, in response to, *if yes, in approximately how many years* there were a total of 163 responses (accounting for the yes and maybe responses of the previous question), of which sixty-seven respondents indicated they plan on making Wakefield their permanent residence in approximately 1-5 years, 54 respondents in 6-10 years, 28 respondents in 11-15 years and 14 respondents in more than 15 years. Given the projected vehicle trip standard set out by the Institute of Transportation Engineers (ITE) Trip Generation Manual, each single family dwelling has an average of 10 vehicular trips per day. This standard and the potential increase in population within the next ten years need to be taken into consideration in all transportation planning decisions.

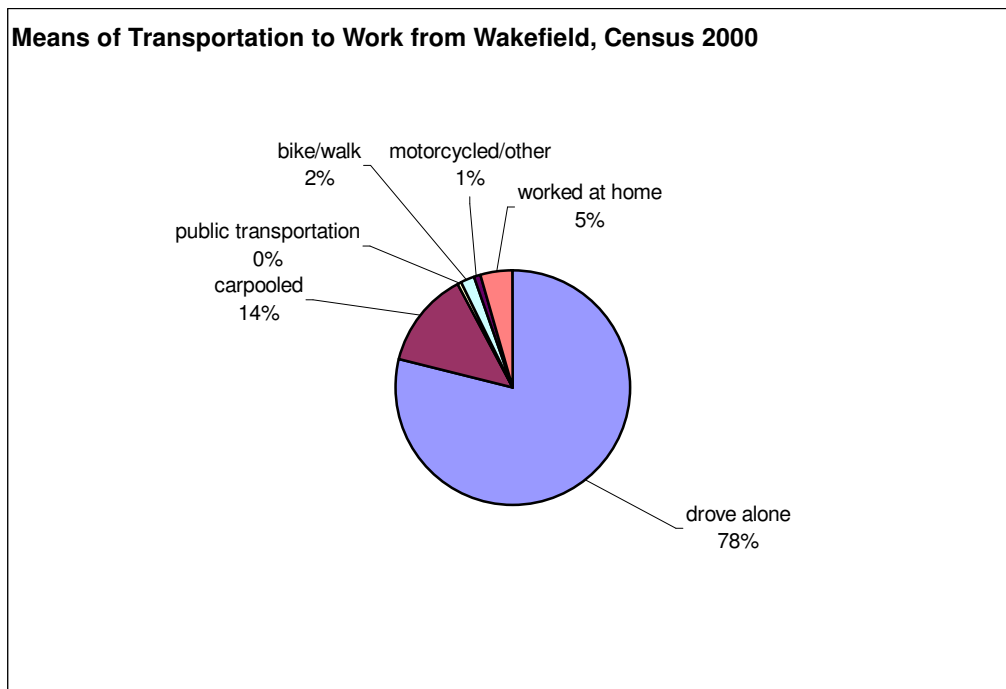
5.3.6. Community Survey Conclusion

If the needs of all are to be served, the importance of the transportation system for all its citizens and its careful planning and management should be recognized and incorporated in all aspects of the Master Plan for Wakefield.

5.4. Census 2000

Census 2000 data about Wakefield show resident's number of vehicles per household, means of transportation to work, time leaving home to go to work, and travel time to work. While data on distance traveled to work show that 5% of the Wakefield population work at home, it is important to note that this statistic represents only primary source of employment. It does not show the number of people who, in addition to their primary occupation, also run a second business or a cottage industry such as snowplowing or wood cutting out of their home. This practice is very common in Wakefield. To view the profile of selected 1990 and 2000 transportation characteristics for Wakefield, Carroll County, Strafford County see Appendix 1.

According to most recent Census 2000 data, five percent of employed Wakefield residents work from their home. Of the remaining 95% of employed Wakefield residents who commute to their place of employment, approximately 78% of workers over 16 years of age drive alone to work, 14% carpool, 2% walk and 0.4% travel to work via some form of public transportation. The mean travel time (commute) to work is 39 minutes.



5.5. Land Use and Transportation Connection

5.5.1. Growth Cycle

The development of highways provides access to undeveloped land, which enables the development of that land. Commercial uses, each with their desire for individual curb cuts and driveways, signage and good street visibility from the roadway, fill in this vacant land and generate vehicle, pedestrian, bicycle, and transit trips. Traffic increases, making it difficult for vehicles to enter and exit the driveways and safety decreases. Though traditionally, the solution to this is often thought to be the widening of the road, this can actually make the problem worse.

The location, density, layout and design of land use affect the amount and type of traffic that will be generated in a given area. It affects people's choice of mode of travel and driving patterns, as well as levels of congestion, safety and pollution in the area and business and landowner and driver satisfaction. Low density commercial and residential developments, often with big road setbacks, large lot size and low density, encourage driving and require longer travel times and can discourage walking and bicycling between uses. In order to manage traffic along a highway, it is necessary to evaluate land use and transportation strategies and how they relate to each other. The Town of Wakefield understands that it needs to be aware the relationship between land use and transportation and how this relationship can affect the quality of life for all residents of Wakefield , including the preservation of the rural, small town, historic character of the town.

5.5.2. Access Management

Access Management is a term used to describe the planning, design and implementation of land use and transportation strategies that control the flow of traffic between roads and surrounding land. It involves a broad set of techniques that balance the need to provide efficient, safe and timely travel throughout a particular corridor, with the ability to allow access to the individual destination and accommodate the access needs of adjacent land development. Access management programs address the location and design of street and driveway connections, as they affect subdivisions and site plans. They involve changing land use planning and roadway design practices to limit the number of driveways and intersections on arterials and highways, constructing medians to control turning movements, encouraging clustered development, and

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creating more pedestrian-oriented street designs. Some of the benefits of proper implementation of Access Management techniques include: reduced congestion, accident rates and pollution; less need for highway widening; and conservation of energy. Because Access Management involves both land use and transportation, it requires cooperation among government agencies responsible for land development and transportation decisions. Effective access management begins with thoughtful community development and roadway design.

Below are ten access management strategies laid out by the Center for Urban Transportation Research in 1998.

1. Lay the foundation for access management in your local master plan
2. Limit the number of driveways per lot (generally, one per parcel).
3. Locate driveways away from intersections.
4. Connect parking lots and consolidate driveways (so vehicles can travel between parcels without reentering an arterial).
5. Provide residential access through neighborhood streets (residential driveways should generally not connect directly to arterials).
6. Increase minimum lot frontage on major streets (minimum lot sizes on major arterials should be larger than on minor streets).
7. Promote a connected street system (avoid street networks that force all local traffic onto arterials).
8. Encourage internal access to outparcels (i.e., locations in shopping centers located on arterial streets).
9. Regulate the location, spacing and design of driveways.
10. Coordinate with the state department of transportation.

It is important to note that town may also clarify their views in a separate Access Management Plan. This is an extremely beneficial document to provide to applicants and to the NHDOT District 3, which is responsible for issuing driveway permits for Wakefield and can help the community get the kind of development that it wants.

5.5.3. Access Management along the Route 16 Corridor in Wakefield

In the 1999 *Route 16 Corridor Study*, Wakefield was identified as one community that will experience a great amount of pressure to develop land along the Route 16 with commercial development such as that found in North Conway and Gorham areas. Currently, over 90% of the land along Route 16 is open land. The 1999 Route 16 Corridor Study notes that the three fundamental land use principles that should guide future land use planning along the corridor are:

- Encourage development in nodes;
- Discourage major new development along Route 16 between nodes;
- Manage access to land on Route 16.

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The Town of Wakefield is working to integrate land use and transportation planning, and has implemented aspects of nodal zoning and access management by designating limited area zones or nodes around its two major signalized Route 16 intersections and is not interested in having the land along Route 16 developed with commercial development. The Town is very interested in industrial development along Route 16 and encourages such development to include large vegetative buffers and limited access.

The importance of access management is explained in the Route 16 Corridor Study, which states:

“Of paramount importance is the management of access to land uses along the Route 16 corridor. This can be accomplished through both zoning and site development standards, and improved state-local permit protocols. Carefully managing new and exiting access to Route 16 will limit the number of conflict points. To accomplish this goal, it will be necessary to limit and consolidate driveways, require inter-connections between adjacent developments, establish frontage and service roads where appropriate, and establish access points on secondary roads at major intersections in place of direct access to Route 16.

The application of good design principles will assist in the management of access. For example, improving roadway facilities by providing turn lanes, acceleration and deceleration lanes, etc. will reduce interference with through traffic. Providing sufficient spacing at, and between major intersections, by pre-defining the location of major intersections and direct access to them, coordination of traffic signals, where warranted, and ensuring good intersection design will improve the quality of access. Finally, good driveway access by the application of design standards for throat length, corner clearance, etc. will enhance the quality of access points. All of these design principles will preserve the through capacity of the highway while accommodating access needs (p.32)”.

The Study continues by recommending additional techniques available to communities, which will assist in preserving highway capacity and provide more livable communities. These are summarized as follows:

- Encourage “traffic smart” site design, to include safe and easy pedestrian and bicycle access, as well as good connections to other modes of travel
- Use of mixed zoning and increased intensity of land use
- Make investments in public infrastructure to promote nodal development
- Encourage balance of land uses type
- Grow responsibly
- Rewrite zoning ordinances, subdivision regulations and site plan review regulations that accommodate nodal development
- Coordinate development new ordinances and regulations to incorporate access management techniques in neighboring communities

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- Limit development along arterial highways in rural settings
- Plan for a community street network
- Require master planning for large tracts of land
- Plan and design transportation improvements that fit with community character
- Develop local access management programs and incorporate into existing appropriate regulations as a design criteria, coordinating with NHDOT

5.6. The Roadway Network

5.6.1. Introduction

The principal traffic corridor in Wakefield is New Hampshire Route 16, which runs in a north-south direction through the entire length of Wakefield near its western border. This is also the major link in the regional traffic network as it leads to the Ossipee-Conway region in the north and the Rochester-Somersworth-Dover region in the south. The other major north-south traffic corridor is New Hampshire Route 153, which runs almost parallel to Route 16 before splitting off to the northeast quadrant of the town. These two traffic corridors provide adequate north-south access to most sections of Wakefield.

East-west movement in Wakefield is limited. New Hampshire Route 109, which intersects with Route 16 and 153 provides adequate access to the southern section of town, but other sections of Wakefield have somewhat limited east-west movement because of natural travel barriers such as lakes, wetlands and uneven terrain. This restricts east-west movement between the major traffic corridors and some commercial and residential developments. These are important factors to consider when evaluating the efficiency of the road network in Wakefield.

Table 5.2 lists all of the roads in Wakefield and shows each road's functional class, system class, type of access control, surface type, pavement width, number of lanes, lane width, system class, functional class, level of government control, year the road was established as a town road (if known), last year maintenance was completed for the road, road condition and level of service (both with date of evaluation noted). This data is from the NHDOT SmartMap Road layer data that was updated in the summer of 2002.

5.6.2. Functional Classification

One way that public roads are classified is on the basis of their primary function or the type of service they provide in relation to the entire road network. The New Hampshire Department of Transportation (NHDOT) has developed five basic functional classifications. An understanding of the functional classification of roads is very important to future land use and transportation planning. The capacity of a road to accommodate traffic safely is constrained by two major

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factors: its physical characteristics of the area (topography), the physical construction (pavement type and condition, surface widths, etc.), and demand characteristics (through versus local traffic). As an indication of the type of travel demand for a road, functional classification is an important consideration in determining how the highway corridor should be developed. Since local turning movements compete with through traffic for the limited road capacity, access to adjacent properties should be restricted and limited along arterial roads and encouraged on local roads and streets.

A brief definition of each category and Wakefield examples of these road types are provided below.

- **Principal Arterial:** Principal arterials form the basic framework for the State's road network. Their primary function is to serve as the major conduits for interstate travel and commerce. In addition, they help link major geographic and economic regions and urban centers. All Interstate highways fall within this category.
- **Minor Arterial:** A minor arterial also serves major long distance traffic movements. However, they are considered secondary to principal arterials as they primarily serve as links between major population centers within or between distinct geographic and economic regions. They may serve also as regional links between two or more principal arterials. Route 16/White Mountain Highway, from Milton Town line to the Ossipee Town line.
- **Major Collector:** Collector Roads differ from arterials by the size of their primary service areas. While arterials primarily serve traffic traveling to, from, or through a geographic or economic region, collectors serve traffic traveling within a region. As a result, average trip lengths on collector roads are shorter than for arterials. Furthermore, collectors link the major communities within a region, and serve as local connectors between arterials, villages, and urban centers not directly served by an arterial road. All federal-aid secondary roads are classified as major collectors. Route 109, from Brookfield to the Maine state line is considered a major collector.
- **Minor Collector:** Minor collector roads provide access to smaller communities within a geographic or economic region. In addition, they may link locally important trip generators (such as shopping centers or an industrial park with surrounding rural areas). A minor collector may serve as a link between two or more major collectors. Route 153 from where it intersects with Route 110 to the Effingham border is a minor collector.
- **Local Roads:** This category includes most locally maintained roads. There are many local roads in Wakefield. For a complete list, see Table 5.2. A few examples are: Oak Hill Road; Willey Road; Canal Road; Pine River Pond Road; Pickpocket Road; Witchtrot Road; Acton Ridge Road; and Wakefield Road from Milton town line to where it intersects with Route 109.

5.6.3. Administrative Classification

In accordance with RSA 229.5 of the New Hampshire statute, all public roads and highways in the State are divided into six administrative categories. These categories were established by legislation to designate governmental jurisdiction of roads.

- **Class I:** all existing or proposed highways included in the primary state highway system, except those sections that are in the urban compact sections of cities and towns.
- **Class II:** all existing or proposed highways which are part of the State's secondary highway system and which are also not included in the compact sections of cities and towns.
- **Class III:** all recreational roads leading to, and within state reservations designated by the state legislature.

These three classes are maintained by the state. In Wakefield all state maintained highways fall into Classes I and II. The other three classifications concern roads whose maintenance is the responsibility of the municipalities.

- **Class IV:** all highways within the urban compact sections of municipalities listed under RSA 229:5. Wakefield is currently not designated as a Town in which an urban compact area can be established.
- **Class V:** roads that the towns have responsibility to maintain regularly and are known as Town roads.
- **Class VI Roads:** all public ways discontinued as open highways and no longer maintained and repaired by the Town for suitable travel for five successive years or more.

The number of road miles in each administrative classification within Wakefield are shown below in Table 5.3. For a full list of Wakefield roads with their respective class, mileage, and other data, see **Appendix 2**. In addition to the roads described below, Wakefield also has approximately 63 miles of private roads.

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Table 5.3 State Road Administrative Classification, Wakefield				
State Road Classification	Wakefield Examples	State Jurisdiction	Town Jurisdiction	Total
I. Primary	Route 16	11.07	0.0	11.07
II. Secondary	Route 153, which includes Wakefield Road, Province Lake Road, and Shore Road, Gage Hill Road and Pine River Pond Road. Route 109, which includes Meadow Street and Lovell Lake Road	24.06	0.0	24.06
III. Recreational	There are no roads of this class in Wakefield	0.0	0.0	0.0
IV. Urban Compact	There are no roads of this class in Wakefield	0.0	0.0	0.0
V. Rural Town	There are numerous Class V roads in Wakefield. Examples of this road class include (but are not limited to): Oak Hill Road, Canal Street, Old Stage Road, Maple Street, Rines Road, Forest Avenue, Pick Pocket Road.	0.0	45.95	45.95
VI. Not maintained	Access Road, Wansor Road, Campbell Road, and various sections abutting Class V roads which are not maintained	0.0	6.0	6.0
NHDOT, 2002				

5.6.4. Scenic Roads and Byways

In accordance with RSA 231:157 and 158, the Town Meeting of any community may designate any public road (other than Class I or II highway), as a scenic road. Once designated as a scenic road, any repair maintenance, reconstruction, or paving cannot involve or include the partial or complete destruction of stone walls or the removal of large trees (trees with a circumference of 15 inches or more at a height of four feet above the ground) without the written consent of the Planning Board or a municipal body appointed by the Town Meeting. Such consent can only be issued after a duly advertised public hearing has been held.

Despite its restrictions, scenic road designation does allow for the removal of obstructions and the trimming of trees and shrubs within three feet of the traveled right of way that might interfere with safe travel. Such carefully planned roadside maintenance can occur without written consent. In addition, the Board of Selectmen may provide written consent for the removal or

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cutting of trees without a hearing if an emergency situation exists. Finally, a scenic road designation does not affect the rights of adjacent property owners to work on their properties, nor does it affect the Town's ability to receive state aid for road maintenance and improvements under RSA 235. Scenic road designation helps preserve the rural appearance and scenic qualities of the road. It ensures that the road's special features will be protected from unintentional damage due to routine maintenance or repair practices. Thus, it is an important road control to consider when determining which roads can and should be expanded or developed. At the present time, there are no locally designated scenic roads in Wakefield.

In 1991, the National Scenic Byways Program was created through the Intermodal Surface Transportation Efficiency Act (ISTEA). This program established standards for designating roads as Scenic Byways and provided grants to states for developing their own scenic byways program. As a result, many states began replacing their existing scenic highway system with the new standards set up by the National Scenic Byways Program. New Hampshire has 13 state-designated scenic byways, one of which runs through Wakefield.

The Wakefield/Milton Byway begins in the Historic District of Wakefield and continues south through Union and Milton to the Old Town House. The byway is 14 miles long and follows NH 153, NH 125, Branch Hill Road, High Street, and Meadow Street.

Route 153 from the Historic District of Wakefield, commonly known as Wakefield Corner, to Conway has also been recognized for its scenic natural beauty and historic and cultural resources in the Travel and Tourism chapter of the Route 16 Corridor Study.

5.6.5. Traffic Volumes on Wakefield Roads

Traffic volumes are important to monitor since they can be important indicators of the adequacy of a road surface. The decision to improve or reconstruct a road or segment of road should be based, in part, on the adequacy of the road surface to accommodate the current traffic volume.

Additionally, traffic counts are necessary to determine how the roads in a community are used. For example, a road in a rural community with high traffic volumes (relative to other roads)

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represents an important collector or arterial road. Such a road may be more important to the community as a link to outside population centers than as a local street providing access to adjacent properties.

Finally, traffic volume reports can give a good indication as to levels of or shifts in growth patterns in a given area. The decision to construct sidewalks or establish pedestrian crossings, or even develop park and ride facilities should be based in part, on the traffic volumes in that area. Overall, a town's ordinances and regulations regarding road access should be designed to reflect these priorities.

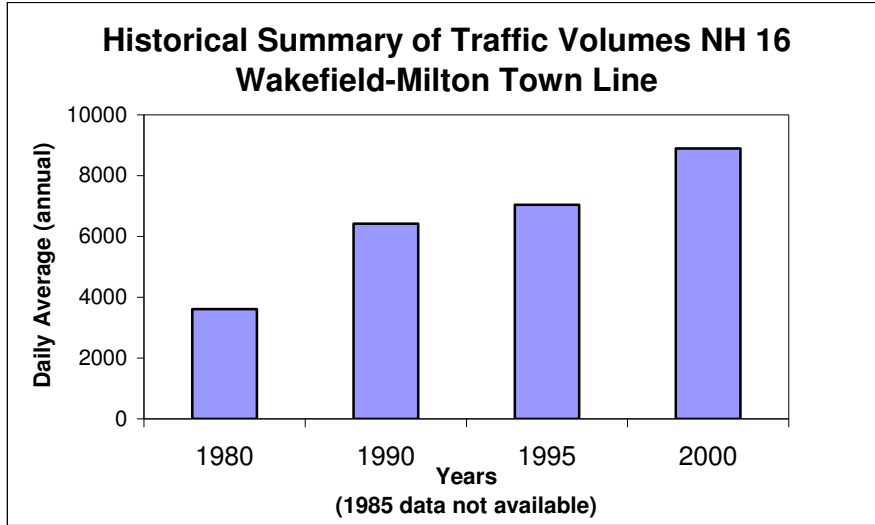
The New Hampshire Department of Transportation maintains over twenty permanent traffic recorders on State roads in Wakefield or at its borders. These counts provide useful information about the volumes, seasonal variations, and growth trends along traffic recorders in or near Wakefield.

A comparison of traffic volumes on NH16 at the Wakefield-Milton Town line shows the significant increase in volume over the past twenty years.

Traffic Volumes in the Historic District

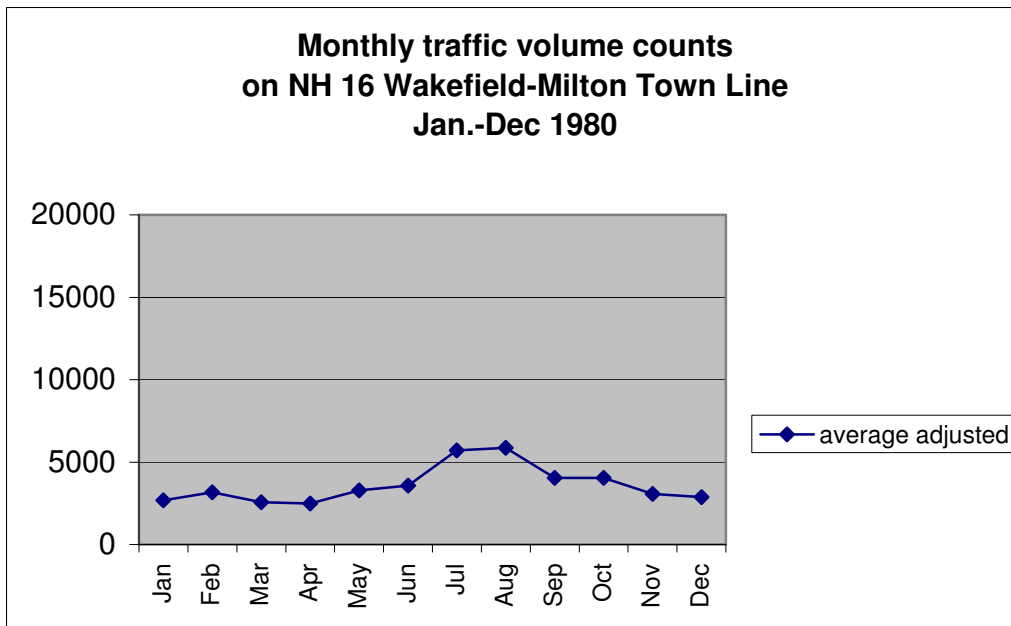
The volume of traffic that runs through the Wakefield historic district is of concern of the Planning Board and of many residents in all sections of town. A more detailed explanation of this concern is in Section 5.6.9: Roadway Issues and Special Concerns

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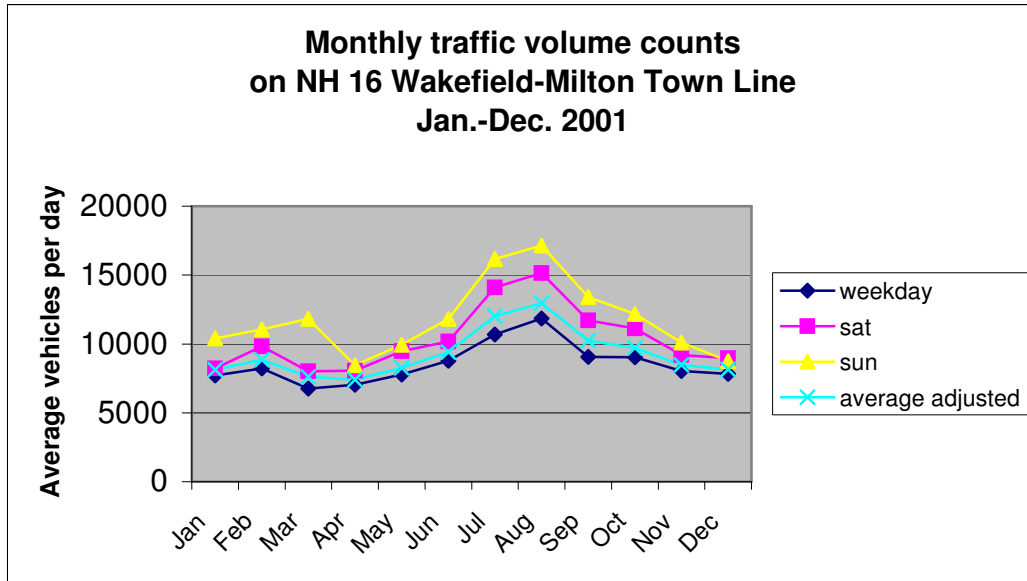
Data Source: NHDOT

In comparing the monthly fluctuations in traffic volumes the lowest and the highest volumes were April and August respectively in both 1980 and 2001. While in 1980 the August volume (the highest of the year) was 135% greater than the April volume (the lowest of the year) by 2001 the August volume (the highest of the year) was 75% greater than the April volume (the lowest of the year). This change could have several explanations such as, that there was an increase in the number of year-round residents in the town or an increase in tourism.



Source: NHDOT

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Data Source: NHDOT

The 2001 counts show that traffic volume during the summer months is anywhere from two to three times higher than volumes in the other months.

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5.6.6. Town Road Standards

Wakefield's road standards are specified in the subdivision regulations as established in 1983 and amended in 1989. The regulations promote quality construction and maintenance practices, smooth traffic flow, safe sight distances as well as the wise use of community resources to establish a safe and efficient road system.

Regulations regarding access to public roads or proposed streets were added in the 1996 adopted subdivision regulations.

5.6.7. Town Road Maintenance

The Town of Wakefield Highway Department provides road maintenance for all Town roads, bridges, boat launches, and sidewalks. In addition, the Department performs several public works functions, including maintenance of the town beach. The Department is centrally located along Route 153 near the village of Sanbornville. From this somewhat centralized site, the road crew can provide service to all roads more quickly and at a somewhat lower cost.

According to the Town of Wakefield's Annual Report 2001, the Town spent \$612,094.63 in the year 2000 on highways and streets and \$20,884.16 on street lighting.

Wakefield Road Maintenance and Construction Expenditures		
1987 and 2000		
	1987	2000
Road miles maintained by Town	46.41	45.95
Expenditure for construction/maintenance of roads and bridges	\$233,000	\$612,049
Population estimates	2683	4251
Road miles per capita	.0172	.0108
Dollars per mile expend.	\$5,020.40	\$13,319.89
Dollars per capita	\$86.0	\$143.97
*OSP Population Projections, 1996		
** Census 2000 data		

5.6.8. Bridges

According to the 2002 NHDOT Bridge Summary, there are a total of nineteen bridges in Wakefield. Eight of these bridges are maintained by the Town. Out of all nineteen of Wakefield's bridges that were inspected in the year 1998, 1999, 2000, or 2001 only the Pine River Bridge over Pine River was categorized as structurally deficient. NH153 Bridge over the Branch River was categorized as functionally obsolete. The only bridge that was recently rated as structurally deficient was the Chapel Street Bridge over the Branch River. This bridge was programmed in the State Transportation Improvement Program to be replaced in 2001 using the State Aid Bridge Program.

8 Municipally-Owned Bridges in Wakefield:

- Pine River Road Bridge over Pine River;
- 2 bridges on Old Wakefield Road over Pine Brook;
- Canal Road Bridge over Copp Brook;
- Canal Road Bridge over Great East Lake Outlet;
- Marsh Road Bridge over Branch River;
- Maple Street Bridge over Branch River;
- Bridge Street Bridge over the Branch River.

5.6.9. Special Roadway Issues and Areas of Concern

Route 153

One of the most dangerous roads in Wakefield is Route 153 in the area just south of Washington Drive. The banking of the roadway needs to be remedied.

The intersection of Routes 16/153 has recently been approved for improvements using State Betterment funds. See Section 5.9.4 Funding for a more detailed description.

Route 153 and Traffic in the Historic District

Despite its designation as a major collector, Route 153 is a narrow and winding road that runs from Route 16 northeast to Effingham Historic District. Listed on the National Register, this district, with its buildings that date from 1770 is a unique and special resource for the community, region and state. The amount of traffic that flows through this district is of concern to the Town and many town residents. In a survey that was conducted by a community group that was formed as part of the Route 16 Corridor Study¹, 96% of respondents indicate a desire to

¹ The survey had a response rate of 25% of the total community population.

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have a decrease in amount of traffic that flows through the historic district. This is in large part due to the fact that heavy traffic takes away from the tranquility of the area and traffic, especially large truck traffic, causes deterioration of the foundations of the buildings. Additionally, 33% of the respondents suggested that it would be appropriate to reroute the traffic around the village, especially since the population is shifting to the lakes area of the town. Since every effort should be made to preserve the scenic and historic character of this roadway and this district, the Town should consider tools or methods that aim to minimize the traffic volume in this area or minimize the impact/consequences that traffic volume and density have on these resources.

Route 16 in Wakefield

The Route 16 Corridor Study

The purposes of the Route 16 Corridor Protection Study were to guide growth and alleviate sprawl along the length of the corridor through land use and transportation development techniques; to reduce the number of conflicts on the roadway; and to enhance the travel experience of the corridor by offering safe passage through a major traffic corridor that links the seacoast with the mountains. The Study, a collaborative effort between the New Hampshire Department of Transportation, North County Council, Lakes, Strafford and Rockingham Planning Commissions, the New Hampshire Office of State Planning, Complex Systems Research Center and the appointed representatives from each one each of the Route 16 communities from Portsmouth to Wentworth's Location.

It should be noted that the Town of Wakefield Planning Board does not agree with all elements proposed in the Route 16 Study and that this summary of the report goals and recommendations are included for information and planning purposes only.

The recommended development goals of the Route 16 Corridor Study were to:

- *Encourage development in nodes*
- *Discourage major new development along Route 16 between nodes*
- *Manage access to land on Route 16*
- *Promote Route 16 as a recreation corridor through the creation of a network of multiuse trails through each community in the corridor.*

Specific references to and recommendations for Wakefield are made at several points throughout the Route 16 Plan. These have been summarized below:

- *Communities should nominate and draw up Scenic and Cultural Byways Plan for a series of interconnecting and parallel routes within the Route 16 Corridor including NH153 from Wakefield to Conway. (Chapter: Travel and Tourism)*

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- *The view of the White Mountains from Route 16 in Wakefield was rated by members of the working groups as one of the top 22 views in the entire corridor. A detailed site analysis was made of this location and enhancement recommendations were made. The site analysis noted that:*
 - *The shoulders are wide and speeds are very fast along this stretch of road*
 - *Vegetation along the roadside provides enclosure to the wide road and frames the view of the mountains to the north*
 - *To the east of this site sits the Pine River Pond which would be visible from this area if the vegetation were cleared*

And recommended that:

- *the power lines be buried along this stretch of road*
 - *the land adjacent to Route 16 be protected from development with a conservation easement to retain the existing character of this area*
 - *coordinate with the property owners in the Pine River Pond area to create a link between Route 16 and Pine River Road*
 - *establish a rest area and clear vegetation on the west side of the road to open up the view (Chapter: Travel and Tourism).*
- *The Route 16 Corridor Study also identified the intersections of Route 109 and Route 153 as locations that are likely to see development pressure in the future and notes that in this, and other such vulnerable locations, the adoption of the land use principles and guidelines to managed this growth are needed.*

It should be noted again that the Town of Wakefield Planning Board does not agree with all elements proposed in the Route 16 Study.

The Planning Board, in conjunction with the Wakefield Economic Resource Center, the Chamber of Commerce and other community groups has committed to encourage light industrial development along Route 16. This development will be characterized by large setbacks with natural vegetative buffers, minimum signage and minimum curb-cuts. To that end, the Planning Board has proposed zoning changes for a light industrial overlay along Route 16. In addition to encouraging light industrial development, the Town will discourage commercial development along Route 16.

Investigation of Highway Safety Conditions: NH Route 16 Milton and Wakefield

The Communities of Milton and Wakefield have expressed their concern with the safety issues and the number of serious/fatal crashes on Route 16. In response to a letter dated July 16, 2002 from the Honorable Jeb E. Bradley, New Hampshire Department of Transportation Commissioner Carol Murray notified Rep. Bradley that the Safety Surveillance Team (representatives from NHDOT, Department of Safety, the Federal Highway Administration) would review the conditions on Route 16 between Rochester and Wakefield and meet with local

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officials from these communities to see if there are steps that can be taken to improve the safety of Route 16 between the two communities.

Fatal Crashes

Fatal crashes account for 4% of the total crashes on the Rochester-Wakefield segment of Route 16 in the 1996 to January 2002 period. This means that there were five fatal crashes on Route 16 in Wakefield. A total of thirteen fatal crashes occurred on the entire stretch of road from Rochester to Wakefield. The report notes that the leading cause of the fatal crashes can be attributed to alcohol. The second leading cause is attributed to fatigue. The causes of fatal crashes were related to the condition of drivers or driver operating skills. Many residents and town officials of Wakefield state that excess speed is often a concern on Route 16.

Non-fatal Crashes

Non-fatal crashes account for 69% of all crashes on the Rochester-Wakefield segment of Route 16 from 1996 to January 2002. Based on accident data available from NHDOT:

- Forty-five crashes resulted in 83 persons being injured
- Forty six crashes involved striking an animal
- One hundred sixteen crashes occurred in clear weather
- One hundred forty-five crashes occurred when the pavement was dry and bare
- One hundred crashes occurred on straight and level sections
- Five crashes occurred on a grade and curve
- Half of the crashes occurred in daylight hours and half in darkness
- Most crashes occurred on Sunday, followed by Saturday, followed by Friday

The report notes that, *while difficult to draw a conclusion on the reason, it appears that driver inattention may be the leading cause for the crashes.* While the Wakefield Planning Board recognizes this, it sees speed and poor/reckless driving as major contributing factors to the number of accidents that occur on Route 16.

Intersection Crashes

Intersection crashes were determined for Route 16 in Wakefield.

Total accidents Route 16 in Wakefield from 1996-2000	
Intersection	122
Non-intersection	20

Route 16 intersection accidents occurred at the following intersections: Route 16 and 153; Governor; 109; Gage; Stoneham; Wilson; Grandview; Long Ridge; Elm; and Pine River Pond. Of these locations, Route 16 at 153 had the highest number of crashes; the second highest number of crashes occurred at the intersection of Routes 16 and 109. The report notes that the probable causes for the high number of crashes at the Route 16/153 intersection is poor sight distance combined with poor sight distance issues; high speed of the vehicles entering the intersection; and the grade of the road at the intersection. At the Routes 16/109 intersection, a signalized intersection, there is not a high percentage of one type of accidents. It appears that the majority of the intersection crashes were caused by driver error.

The highway condition component looked at pavement, bridge, congestion, and highway design and concluded that the design elements are all appropriate and the condition of the highway meets or exceeds the requirement for current traffic conditions.

- According to the report, the leading cause of fatal crashes can be attributed to alcohol. The second leading cause of the fatal crashes is attributed to fatigue. Coupled with the remaining causes, the fatal crashes are related to the condition of the drivers or the way they were operating their vehicles.
- Non-fatal crashes: It is difficult to draw a conclusion on the reasons for the non-fatal crashes; however it appears that the driver inattention may be the leading cause for the crashes.
- Intersection crashes: It appears that the majority of the intersection crashes were caused by driver error².
- The highway design elements are all appropriate and the condition of the highway meets or exceeds the requirements of the current traffic conditions

² The Town of Wakefield would like to state for the record that it does not consider this an acceptable answer and would like NHDOT to clarify this.

Again, while the Wakefield Planning Board recognizes these conclusions, it sees speed and poor/reckless driving as major contributing factors to the number of accidents that occur on Route 16.

The intersection of Routes 16/153 has recently been approved for improvements using State Betterment funds. See Section 5.9.4 Funding for a more detailed description.

5.6.10. Route 109

Though Route 109 serves as a minor arterial, it is a narrow and winding road and efforts should be made to minimize increased use of this road.

5.6.11. Special Issues and Recommendations by Town Public Safety Staff

The State Task Force on motor Vehicle Fatalities, in response to a letter from Wakefield's Chief of Police, is also considering Route 16 safety issues. Wakefield's Chief of Police identified the following highway deficiencies along and Wakefield will lobby accordingly for State actions.

The following is his official statement from December 17, 2001:

Suggested Improvements to Route 16 in Wakefield Prioritized List

Stoneham Road Intersection

Widen Road at Intersection

Add turn lanes, specifically right turn lane southbound, and CRITICAL TO HAVE LEFT TURN LANE NORTHBOUND. Roadway narrows at the intersection. Intersection is located at apex of curve reducing sight distance.

Wilson Road

Add turn lanes in both directions. Very dangerous. Critical need for left turn lane northbound.

Add enhanced warning of intersection/ traffic turning both directions.

Intersection located at crest of hill with curve limiting sight distance and located at end of passing lane

Northbound traffic must stop in high speed lane to make left turn

Governor's Road –Serious Situation

Add turn lanes both direction (right turn southbound, left turn northbound)

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Add street lighting to intersection

Road curves creating reduced sight distance while approaching intersection northbound

Intersection is difficult to see at nighttime

Intersection with Rt 125-153- Union

Add left turn lanes in both northbound and southbound lanes.

Mark northbound right turn lane 'right turn only' to lessen confusion caused by truck lane on north side of intersection.

Northbound slow speed lane (truck lane), on north side of intersection should be lengthened.

Gage Hill/ Wakefield Road Intersection

Add right and left turn lanes both northbound and southbound

Consider traffic light

Pine River Pond Road/North Wakefield Road

Needs turn lanes in all directions

Southbound lane, north of Rte 125-153 intersection

Not adequate advanced notice of speed reduction and intersection

Move signage further north to be visible from the straight away before the roadway curves. Current signage is located well into a curve and cannot be seen along the straight stretch approaching the curve. During heavy traffic periods, southbound traffic comes into curve and right onto stopped traffic without prior warning.

Longridge Road

Add turning lanes in both directions (left turn northbound, right turn southbound).

Intersection located at hill crest at end of passing lane

North of Gage Hill/ Wakefield Road Intersection

Lower grade of roadway (slight hillcrest) to improve visibility. Northbound visibility is poor creating blind access to convenience store/gasoline station.

Max's cutoff

Could use turn lanes, specifically, southbound left turn, northbound right turn.

Route 109 intersection

Turn lanes have improved the intersection.

Consider delayed green light on Route 16

In addition to these comments made by the Wakefield Police department, the Wakefield Planning Board also sees the school buses that stop on Route 16 to drop off and pick up school children as a safety issue.

5.7. Bicycle, Pedestrian and Recreational Trails Planning

As motor vehicle traffic volumes increase, pedestrian safety and air quality become a matter of growing concern. In this country and in the state, we have long recognized the implications of increased traffic volumes and have attempted to accommodate motorized vehicles, but have not always considered the convenience and safety of those walking in rural areas. Recently, however, the fields of transportation and community planning have begun to acknowledge the importance of pedestrian and bicycle rights and accommodating those who wish to walk to fulfill basic transportation needs, for recreation, or for leisure. The Intermodal Surface Transportation Efficiency Act of 1991 has had a major impact in changing transportation priorities. ISTEA -- reauthorized and now known as TEA-21, the Transportation Equity Act for the 21st Century, allows state and local governments more flexibility in the use of transportation funds and includes funding for bicycle and pedestrian projects.

Most of the historic village centers in the southeastern New Hampshire were developed when pedestrian and horse circulation was the primary mode of transportation within the village area. As it is Wakefield's philosophy to enhance the existing village centers, the development of sidewalks in these areas is key. The primary focus of pedestrian circulation planning should be to improve access to pedestrian facilities and reduce potential conflicts with automobiles. Sidewalks and crosswalks are necessary to provide safe and easy access to all areas within a village. The Planning Board needs to examine all development proposals carefully to ensure that pedestrian circulation is not overlooked in any future development and to ensure that existing pedestrian facilities are adequate to meet the needs of the community.

Wakefield's sidewalk networks are located mainly within Sanbornville Village, Union Village, and the Historic District of Wakefield. Many of these sidewalks need upgrading and improvement.

5.7.1. Sanbornville

The most extensive sidewalk system in Wakefield is in Sanbornville Village. Sidewalks exist on Meadow Street, Cedar Street and High Street in the downtown section of the downtown.

In 1998, the Wakefield Economic Resource Committee applied and received monies through the Transportation Enhancements Program to construct a textured sidewalk along a portion of Meadow Street (Route 109) in Sanbornville Village. The sidewalk significantly improved pedestrian access to businesses and school children walking to Paul School.

In 1999/2000 the Town of Wakefield and the School Administrative District #64 submitted an application to the Transportation Enhancements Program for funding of a Phase II of an overall plan to improve public safety and accessibility to destination points within the Town of Wakefield. The sidewalk project, the purpose of which was to improve access and student safety to the Paul School, which is located on Taylor Way in Sanbornville Village.

The Paul School, which serves students from the grades 1-8, has seen tremendous growth over the past few years. A recent addition to the school facility added 10 classrooms to accommodate the increasing size of the student population. There is significant traffic flow on Meadow, Forest and Martin Streets. Since many students, and school employees walk or ride their bikes to school, community leaders have voiced concerns over the safety of pedestrian walking along the primary routes to the school.

The sidewalks were proposed for Forest Street, Gary Street, Martin Way and Burroughs Avenue. They were to be uncurbed, bituminous at the same grade as the road. The pedestrian lane was to be marked with striping or will be textured. The project was not successful in securing TE funds. Wakefield should continue to seek funding for this project.

5.7.2. Union Village

In Union Village there are two sections of sidewalk that run through the village center. The largest runs south from the Grange Hall on Main Street (Route 153) to approximately 1,600 feet beyond the intersection of the railroad tracks and Main Street. A smaller section of sidewalk is located on Forest Street and runs from the VFW hall to the Congregational Chapel, approximately 400 feet. The existing sidewalk in the downtown area is outdated and has suffered major maintenance problems due to inadequate engineering and layout. Each winter NHDOT plows rip up a major portion of the existing sidewalk causing serious gouge marks. Additionally, vehicles persist in parking on the sidewalk in front of commercial and residential areas, damaging the sidewalks further.

In 1999/2000 the Town of Wakefield submitted an application for a Transportation Enhancement Project to construct a comprehensive sidewalk network in Union Village to address pedestrian safety, to encourage people not to walk in the roadway, and to help reduce vehicle speed. Union Village is the second most commercially zoned area in Wakefield. Located in the village are: the library, post office, a nursery school, fire station, power electric plant, Masonic Lodge, grange hall, congregational church, and seven other businesses. There has been business expansion in the downtown area to include a video store, stove factory and a growth in a pre-existing granite marble business. A twenty-seven room Union hotel has been renovated into a resource center creating a major pedestrian and vehicle activity. Future planned State expansion of Route 16 to a four-lane highway on the Milton/Union Village border will also increase the traffic flow into the village.

No crosswalks are found in the village area of Union. Even though traffic in this section of Wakefield is not heavy, Union Village was identified in the Route 16 Corridor Study as an area that will see increasing levels of congestion in the future.

5.7.3. Wakefield Village

There is a small, inadequate section of sidewalk located in the Historic District of Wakefield. A gravel, or other appropriate non-asphalt sidewalk, should be placed on both sides of the roadway from the hayscales northward to the Wakefield/Brookfield Historical Society building. This would enable pedestrians to safely access the Wakefield Congregational Church, the Old Town Hall, The Wakefield Library, the Wakefield Inn, the Museum of Childhood and the Wakefield/Brookfield Historical Society, which is housed in the Red Schoolhouse.

5.7.4. State and Regional Bicycle Routes

In April 2002 the New Hampshire Department of Transportation released a set of eight bicycle maps covering the state's seven tourist regions. The maps were developed by the NHDOT, the Bicycle and Pedestrian Advisory Board, the Regional Planning Commissions and many experienced cyclists. Wakefield is located on the Lakes Region map. Routes in Wakefield that are listed on this map include the following:

- Statewide Bike Routes: Route 153 from Farmington through Wakefield to Conway
- Route 153 from the Historic District through to Maine
- Regional Bike Route: Route 109 from the Maine border to Wolfeboro
- Regional Bike Route: Berry Hill Road to Jug Hill Road, Milton
- Regional Bike Route: Route 125 Union through Milton

Despite the designation of these roads as bicycle routes, the Wakefield Planning Board finds the routes that are designated as regional and state bike routes to be currently unsafe and deficient for bicycle travel due to the large amount of volume on these routes and lack of what they see as adequate facilities. The Town is interested in having bike paths that are more set off from the road and therefore safer and more user-friendly for all and would like the *Share the Road* signs removed until bicycle lanes are built to safe specifications.

The photographs below show the condition of the bicycle route on Route 153.



5.7.5. Recreational Trails

The Town of Wakefield recognizes the importance of the development of an inter-community system of trails to be utilized by residents and tourists for recreational and non-automotive travel throughout the Wakefield area. The Town supports ongoing efforts to create these trails. Central to the trail system are the linkages created that interconnect various villages and further enhance the historical cores and focal points of community activity. Additionally, these trails should be linked to existing and proposed regional trail systems being developed by other neighboring communities.

In addition to the existence of active rail lines in Wakefield, there are also several miles of abandoned railroad tracks. Wakefield, along with its neighbors Brookfield and Wolfeboro, has taken an active stance in supporting the development of projects that aim to turn abandoned rail lines into trails along the abandoned Wolfeboro Railroad line. Spearheading the project, the Trails Rails Action Committee's (TRAC) and the Cotton Valley Rail Trail Committee (CVRTC) have developed a plan for the creation of the Wolfeboro-Sanbornville Recreational Trail and have taken steps in assuring its implementation. This recreational trail is a 12 mile railroad corridor averaging 66' in width, stretching between the Eastern shores of Lake Winnepesaukee at Wolfeboro eastward to a restored railroad turntable at Sanbornville, NH.

Named the Cotton Valley Trail in June 2001, volunteers from both TRAC and CVRTC have spent many hundreds of hours over the last five or so years working East from Center St. and the West end of the Chase Path. Hikers and bikers can now safely negotiate the trail network from downtown Wolfeboro to the Willey Brook trestle about 0.2 miles East of Rt. 109. During the warm weather months, the rails are used by railway motorcar operators and during the snowy winter months, snowmobilers use and maintain the trail from Center St. about 10 miles East to Rt. 16 and beyond.

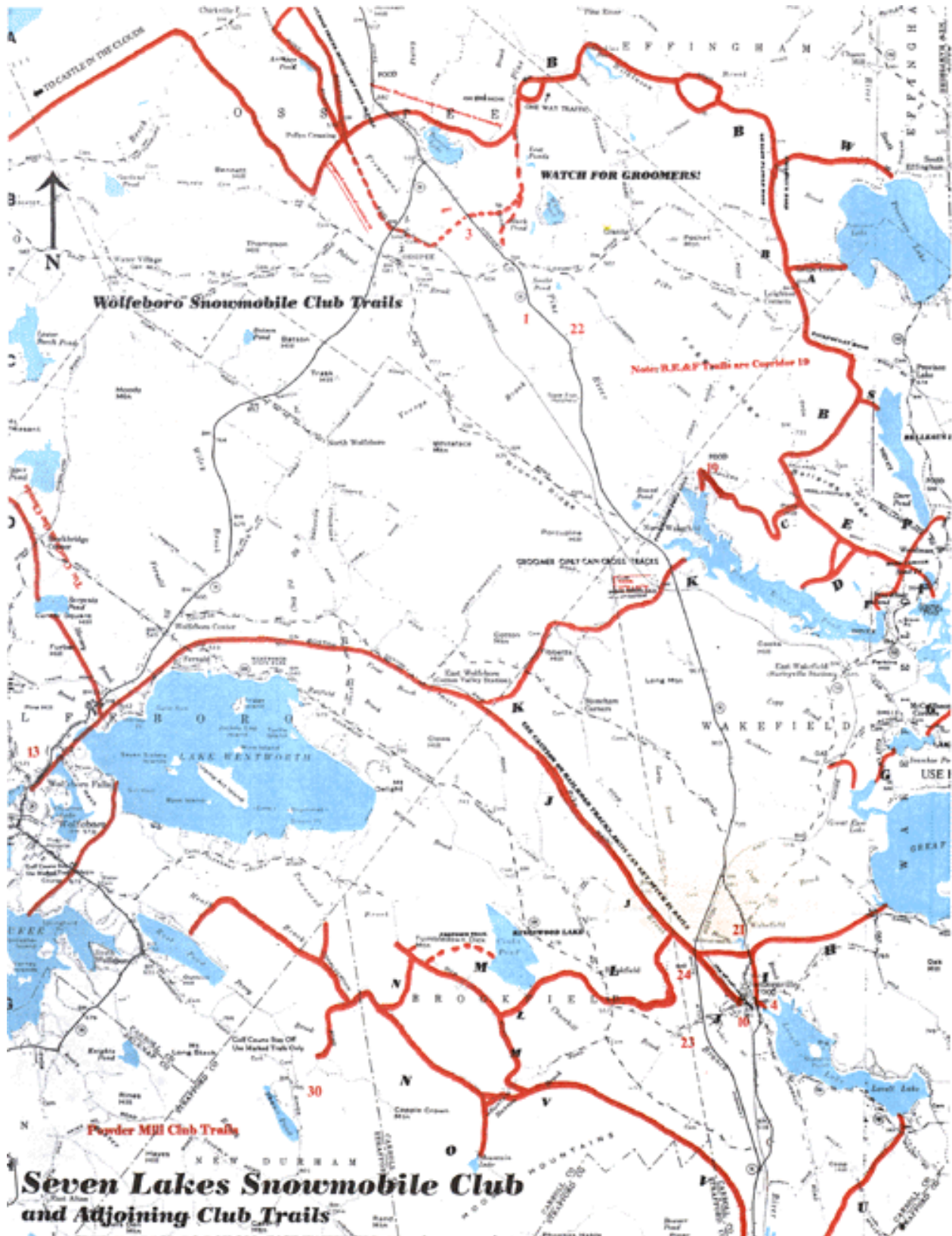
The Heritage Trail, running from just right of the Wakefield Inn in the Historic District to Turntable Park in Sanbornville, is another example of a trail project developed through local initiative. Spearheaded by the Wakefield Economic Resource Center (WERC) this two mile

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footpath in boasts fitness stations constructed by the Wakefield Chamber of Commerce and an interpretive booklet on natural plants and historic highlights that can be observed on the path.

The Seven Lakes Snowmobile Club is a 500 member family-oriented club based in the town of East Wakefield, New Hampshire in the Ossipee Valley. They maintain 70 miles of trails that connect to trails of 5 other clubs allowing travel in all directions. They are responsible for that portion of NH Corridor Trail 19 that runs from the Maine –New Hampshire border into Ossipee (NH), as well as part of Corridor Trail 22 (see map below).

Almost all club work is accomplished with volunteer labor, this includes trail marking and clearing, signing, bridge building, trail grooming, etc. The club owns 5 trail groomers, the largest of which is a Tucker Model 1000 Sno Cat. Smaller machines include 4 new Ski Doo Skandics. There are also pipe drags and traspaks available to be towed behind members' sleds (information courtesy of <http://www.wakefield.4nh.com/slsc/>).



5.8. Public Transportation

Public transit facilities in Wakefield are limited because of the Town's relatively low population density and its distance from major commercial and employment centers. Even so, these services are particularly important for low-income households, senior citizens, and handicapped or disabled persons who cannot provide their own transportation. According to Census 2000 data, the senior citizen population (65 years or older) comprised 15% of the population. This is a sizable number of people, some of whom may have a demand for public transportation that will probably increase in the future.

5.8.1. Bus/Taxi

There is no provider of bus or taxi service in the town of Wakefield. The closest bus service is the Concord Trailways bus service from West Ossipee to points north to Berlin; points south to Concord, Manchester and Logan Airport. COAST bus service makes stops in Rochester and from there, passengers can travel to points south, such as Somersworth, Dover, Durham, and Portsmouth. The closest taxi services are located in Rochester and Ossipee, NH or Sanford, Maine. The Town would welcome service by a small connector bus or van to other locations serviced by C&J Trailways.

5.8.2. Railroads

Wakefield has two rail lines that run through the town, the North Coast Railroad and the Wolfeboro Railroad. The New Hampshire North Coast Railroad is fully operational for freight and runs from Rochester to Ossipee, a distance of forty-seven miles. This line is connected to the segment that continues to Rollinsford, and thus allows connection to other rail lines operating to the Boston area and beyond. This railroad transports limited amounts of freight and raw materials but there is no passenger service. The major user of this railroad is Ossipee Sand and Gravel. Additionally, propane, plastics and other products are delivered to Rochester. Continued operation in this manner is anticipated for the foreseeable future.

The abandoned Wolfeboro Rail line was purchased by the State of New Hampshire and is being transformed into a Rail-Trails as described above in the Pedestrian and Bicycle Section of this chapter.

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It would be remiss not to include some planning now for possible rail passenger service between the Boston area and North Conway, with service to Wakefield. It is not too early to make provisions for this in all area planning and development proposals. There is, however, no reference made to this service in the 2001 NH State Rail Plan.

Amtrak began passenger service between Portland, ME and Boston, MA in January 2002 with four daily round trips being offered. The service runs on the Main Line West, passing through New Hampshire between Rollinsford and Plaistow with station stops in Dover, Durham and Exeter. The service is supported by the State of Maine and managed by the Northern New England Passenger Rail Authority.

The State of New Hampshire – Wolfeboro Railroad line, which runs from Sanbornville Village to Wolfeboro, was abandoned in the mid-eighties. In 1992 the Cotton Valley Rail Trail Club, Inc., a group of New England rail car owners and local railroad enthusiasts obtained permission from the State of New Hampshire to operate rail cars and to maintain the former Wolfeboro Railroad including its structures. The rail line also functions as a multi-use path.

5.8.3. Airports

Wakefield has no public airports but does have but one private airport. The closest major commercial airports are located in Portland (ME), Manchester (NH) and Boston (MA). Pan Am has also established limited service from Pease International Tradeport in Portsmouth. Other public airports are located in Rochester and Laconia (NH) and Sanford (ME). A small privately owned public airport is available in Wolfeboro (Lakes Region Airport).

5.9. Regional Transportation Planning and Wakefield

5.9.1. Seacoast Metropolitan Planning Organization

In response to the construction of the Interstate Highway System and the planning of routes through and around urban areas, the Federal-Aid Highway Act of 1962 was created to establish federal requirements for urban transportation planning. The Act required, as a condition attached to federal transportation financial assistance, that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments -- the so-called 3C, “continuing, comprehensive and cooperative” planning process.

By July 1965, all the 224 existing urbanized areas had an urban transportation planning process underway. Because qualified planning agencies to conduct the transportation planning process were lacking in many urban areas, the Bureau of Public Roads (predecessor to the Federal Highway Administration) required the creation of planning agencies to carry out the required planning process and set as a condition for spending federal monies, the establishment of an MPO. Metropolitan Planning Organizations (MPOs) quickly came into being because of the growing momentum of the highway program and the federal financing of the planning process.

In 1982 New Hampshire Governor Hugh Gallen designated a three party Metropolitan Planning Organization (MPO) by establishing the Strafford Regional Planning Commission, the Rockingham Planning Commission, and a MPO Policy Committee as the MPO responsible for transportation planning in the Portsmouth-Dover-Rochester urbanized area. The urbanized area had become eligible for MPO designation after it was determined from the 1980 census that the three cities together met the required population minimum of 50,000 people in a central city or (as in this case) contiguous cities. Currently, thirty-five communities in the southeastern portion of New Hampshire are part of the Seacoast MPO.

Wakefield joined the Seacoast MPO in 1993 when it transferred its planning region representation from Lakes Region Planning Commission to the Strafford Regional Planning Commission. Through involvement with the MPO, Wakefield is eligible to access federal funds

for transportation related work including data collection, special planning studies, and various forms of technical assistance. Wakefield is also eligible to apply for special federal funding instrument such as the Transportation Enhancements and Betterment Programs.

5.9.2. The MPO and Air Quality Conformity

The Clean Air Act Amendment of 1990 placed new requirements on the transportation planning process that are designed to ensure that transportation plans and programs developed by MPOs contribute to, and do not detract from, the goal of reaching national ambient air quality standards. The law's mechanism in this regard is to require that all Plans and Transportation Improvement Programs (TIPs) adopted by the MPO be found, through quantitative analysis of the specific project proposed, to contribute to a reduction in mobile source emissions. The Seacoast MPO encompasses the entire *Seacoast Non-Attainment Area* as established by the EPA that is classified as a *serious non-attainment* area for ground level ozone emissions. The MPO also includes four communities that are part of the state's *marginal non-attainment* area. Wakefield is unique among the Seacoast MPO communities in that it is the only community that is in attainment (*ie.* it is within EPA ambient air quality standards). The impact of short and long-term changes to the transportation system (as expressed in the Long Range Transportation Plan and the TIP) must be carefully reviewed to ensure they will contribute to emissions reductions and careful planning and monitoring must prevail, to ensure that Wakefield maintains its attainment status. Wakefield must vigilantly ensure that it does not fall below state requirements for MTBE in gasoline because MTBE has been shown to pollute groundwater, one of Wakefield's finest resources.

5.9.3. State Transportation Improvement Program (STIP)

Wakefield currently has no projects listed in the current 2003-2012 Ten Year State Transportation Improvement Program. Wakefield must lobby diligently to change this.

5.9.4. Funding: Betterment

The intersection of Routes 16/153 has recently been approved for improvements using State Betterment funds. These funds are appropriated by the NH legislation and are used for construction and reconstruction of state maintained highways and bridges. The purpose of the project is to enhance safety on Route 16 by the traveling public by creating a NB left turn pocket. This project supports findings of the Route 16 Safety Study completed in 2002. Specifically, the project will add a left turn lane to Wakefield's Route 16 (RI#35) to accommodate Route 16 northbound (NB) traffic entering Stoneham Road (RI#84) on a +2.5% grade. Upgrading this 2000 linear foot section of roadway would enhance safety by constructing more pavement width for the NB and SB traffic with the following scope of work: clearing, grubbing, ledge removal, fill, drainage extensions, crushed gravel, pavement, guardrail, and re-striping of Route 16. The need for this project will enhance the traveling public's safety by creating a NB left turn pocket. Currently, there is no bypass shoulder for the thru traffic or a pocket for the NB motorists to wait in to make a left turn until SB traffic goes by. This project is projected for the year 2004.

5.9.5. Funding: Transportation Enhancements

The Transportation Enhancements program is a biennial federal funding program that supplies communities with an 80% match for projects that seek to fund:

- Provision of facilities for bicyclists and pedestrians
- Provision of safety and educational activities for bicyclists and pedestrians
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion for use as bicycle paths and pedestrian facilities)
- Control and removal of outdoor advertising

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- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

Since the Programs inception, Wakefield has submitted the following projects:

TE approval & year	Description/Improvement	Current Estimate or Final Cost		Approved final cost		Fiscal Year Programmed	
		Total	Federal	Total	Federal	Actual year	Origin Year
Yes (1994)	Enhance existing trans. network around Lovell Lake to access village (94-08TE)	182,421	145,937	150,000	120,000	1998	1997
Yes (1998)	Wakefield Resource Economic Committee—construct textured sidewalk along segment of Meadow Street (Route 109) in Sanbornville Village						
No (2000)	Construct 3,531' of sidewalk in Union Village downtown along NH153 (Main Street) from Union Grange to Pratt Homestead in designated NH Scenic Byway	212,180	169,780				
No (2000)	Construct uncurbed bituminous sidewalks on Forest and Gary Sts, Martin Way, Taylor Way, & Burroughs Ave. (total of 3740') to directly connect residential areas with Paul School for safe student pedestrian travel to and from school.	182,500	146,000				
No (2002)	Trails Rails Action Committee---multi community project to utilize the existing rail corridor between Wakefield, Wolfeboro and Brookfield to construct a multi-use transportation trail to connect communities	967,489	777,489				

5.10. Appendix 1: Census Transportation Related Data

5.11. Appendix 2: Wakefield Road Inventory Table

WAKEFIELD, NEW HAMPSHIRE**MASTER PLAN 2011****COMMUNITY FACILITIES CHAPTER****INTRODUCTION**

As Wakefield's population grows the town is faced with the need to provide adequate levels of town services such as fire and police protection, schools, recreational facilities, library services, waste disposal, and road maintenance. The effectiveness of these municipal services contributes greatly to the Town's vibrancy and quality of life.

The following sections provide summaries of existing Town facilities and potential needs as identified through interviews with Department Heads, the Community Survey, and comments from members of the public.

TOWN HALL*Existing Conditions:*

The Town's government business is conducted at the Town Hall at the corner of Meadow Street and High Street in Sanbornville village. This two and one half-story building, built in 1895, is of brick construction with a total of 7176 square feet of floor space. The first floor contains offices for the Selectmen, Town Administrator, Tax Collector, administrative staff, and Town Clerk, as well as an approximately 610 square foot conference room. The "Opera House" occupies the second floor and consists of a single 2024 square foot open hall with a 717 square foot stage. This large space is used for community functions, theatrical productions, Town Meeting and other elections, and as an alternative meeting space when the first floor meeting room is in use. It seats approximately 200 people. The PEG Channel is also housed on the second floor. The handicapped access addition to Town Hall and the library brought the building into ADA compliance to better serve all of the residents in the community.

The basement of Town Hall was renovated in 2007 and is home to the Land Use Department, Building and Code Department, Assessing, Welfare and Supervisor

Carroll County). There is a 1,600 square foot meeting/training room used by both the fire and police departments and a large commercial kitchen. The Police portion of the building occupies approximately 3,000 square feet and has offices, evidence room, squad room, interrogation room, and a sally port with access to a secure detention area.

The main portion of the building includes a 6,400 square foot apparatus bay that has five access openings on the front and four on the rear. It houses the ambulance/EMT vehicle as well as the bulk of the Fire Department's vehicles and equipment. There is also room for additional equipment as well as ample storage and work areas.

Current/Future Needs and Plans:

Plans have been prepared for the "fit-up" of the second floor space which would include sleeping quarters for fire department personnel. In 2001 a capital reserve fund was created to help pay for the future interior finish work to the Safety Complex however presently there is no timeline nor complete funding available for which to complete the second floor improvements.

Fire/Rescue Department

Existing Conditions:

The Town's fire and emergency medical services, staffed by volunteers and four paid employees, are provided to the residents of Wakefield and Brookfield. The Carroll County Sheriff Department handles their dispatching. The Fire Chief is responsible for all Department services and has assistance from an EMS Administrator who oversees EMS services.

The Fire Department has stations in Sanbornville (Station 1), East Wakefield (Station 2) and Union (Station 3). The main station is the Sanbornville Station 1 and is part of the new Public Safety Building located on Route 153 (Wakefield Road). The Fire Department occupies close to 7,500 square feet of space in the building. There is room to expand to the second floor when the need arises to have a full time department with living quarters. Station 1 houses four engines, 2 ambulances, 1 rescue, 1 forestry, 1 OHRV rescue unit, and 1 rescue boat.

The East Wakefield station was built in 1985 and is a two-bay structure with

Police Department*Existing Conditions:*

The Wakefield Police Department provides police protection for both Wakefield and the Town of Brookfield. The department has eight full-time and eight part-time sworn personnel. There is also one support employee. The department provides 24-hour coverage and conducts patrols around the clock. Between 2000 and 2009 the total calls for service increased from 5,565 to 12,887 which represents an increase of 131%.

Current/Future Needs and Plans:

The Department vehicles need to be replaced over time and as such, in 2003, a capital reserve fund was established to purchase police vehicles. These funds are contributed to on an as needed basis depending on the demand and timeline for replacement.

The current space in the Safety Complex has been determined to be adequate for existing staffing levels and calls for service. The future expansion of the second floor of the building could potentially, at that time, free up some additional space on the first floor for Police Department use.

PUBLIC WORKS DEPARTMENT*Existing Conditions:*

Of the approximately 144 miles of road in town, the Public Works Department maintains over 52 miles, approximately 36 miles are maintained by the state, and over 63 miles of roads in town are privately owned and privately maintained. The department conducts maintenance, repair, replacement, and snow removal with five full-time workers and one part-time worker. The Public Works Garage is located on Route 153 just south of Sanbornville and has ample room to accommodate all of the town's equipment.

A wood boiler was installed in 2009 which is used to heat the main building. The addition of this new heating system has saved the town a significant amount in

appliances, and construction debris.

The Town has instituted a waste disposal sticker program for residential users and charges five dollars per vehicle for a two year sticker. The transfer station charges fees for commercial haulers and some household waste such as bulky items, appliances, demolition debris, tires, and products that contain freon. The items that may be sold in the recycled market, such as glass, aluminum, newspaper, scrap metal and cardboard, are accepted without fees.

The Town is one of nine communities participating in an annual Household Hazardous Waste Day held at the Rochester Turnkey landfill. The Town offers residents the convenience of bringing their household hazardous waste to the transfer station and the Town will haul it to the Turnkey landfill on the scheduled collection day.

In 2008 the Town installed scales at the entrance to the facility that are used for weighing bulk items for disposal and septage that is brought to the sewer treatment facility. The addition of these scales has helped control the amount of bulk items and septage disposal so that adequate fees are collected to cover costs.

Current/Future Needs and Plans:

The transfer station continues to investigate ways of increasing recycling to reduce the amount of land filled waste, improving facility access, and generating income from salvaged materials to improve operational efficiency. The facility will continue to expand to meet the needs of the Town's growing population. Recent improvements to the facility include the addition of an equipment storage shed in 2006 and another solid waste compactor in 2010.

There are several improvements to the Transfer Station that are necessary in the near future. A portion of the access drive to the site has seen the pavement areas deteriorate to the point where resurfacing will soon be required. This area is located at the entrance to the facility and proximate to the weigh station.

Additionally, there is a need to construct a roof to cover the recycling bins for glass and steel cans. Currently these recyclable materials are placed in a bin that is then emptied to the ground below unprotected from the elements such as snow and ice. A roof over these areas is something the facility operator feels would be beneficial to overall efficiency.

licensed operator with the State. The District also has one part time billing person who is presently being trained to be a licensed operator for the facility. The District operates on a modest budget ranging from approximately \$200,000 – 300,000 per year depending on capital needs. A significant portion of the budget in recent years has gone to repairing leaks and pipe replacement. Approximately half of the existing water lines are old steel pipe and leaks are common.

Current water usage ranges from approximately 95,000 gallons per day (gpd) in the non-summer months to approximately 125,000 gpd in July and August. The system is set up to continually fill the 250,000 gallon water tank to meet the demand and have enough in reserve for spikes in service or fire suppression needs.

Current/Future Needs and Plans:

The main focus of the District is to maintain what exists today and continue to make improvements as necessary. As stated above, approximately 50% of the water lines are old pipe that is prone to breaks and leaks. The District is continually replacing sections of this aging pipe with new ductile iron pipe. In 2010 the District spent approximately \$100,000 in repairs to the water tank. There is a plan in place to purchase an emergency generator for times when power is out for long periods of time. Currently when there is an extended power outage generators need to be rented which can be difficult given the high demand during those times and certainly not as reliable as having a generator permanently wired to the pump system.

Sewer Department

Existing Conditions:

The Wakefield sewage treatment plant was established in 1986 and services approximately 120 users in the Sanbornville Village comprised of residential, commercial/industrial and municipal users. The facility is located just off Route 16 behind Eagle Storage and is sited on approximately 48 acres of town owned land. The facility is manned by one full time operator.

The facility handles both municipal sewage and private septage. The municipal system is designed and permitted through the State to handle 50,000 gallons of wastewater per day. Wastewater is delivered to the facility via sewer lines that

In 2004 a capital reserve fund was established for upgrades needed at the facility. No significant upgrades to the facility are contemplated at this time and only preventative maintenance and minor upgrades are anticipated to keep the facility running in full compliance with State and Federal requirements.

PARKS AND RECREATION DEPARTMENT

Existing Conditions:

Recreational opportunities are very important to the residents of Wakefield. This has been voiced consistently through the many community meetings and surveys conducted over the recent years. The Town has made, and continues to make, investments and commitments to ensure a healthy and vibrant program exists. There are a wide variety of recreational opportunities available throughout the year such as skiing, snowmobiling, baseball, soccer programs, swimming, boating, football, basketball, hunting, fishing and many day trips for all ages.

The Parks and Recreation Department moved into the Town Hall annex (the former police station) in 2000 and this facility provides a base for programs and activities. The office of the Parks and Recreation Director is located here. There is a meeting room on the second floor of the building that is used for Department meetings. The Department currently shares the building with the Food Pantry which runs its operations there.

The full-time Parks & Recreation Director is responsible for coordinating and maintaining the many programs and facilities associated with the department. The Department is charged with all recreational programs in Town including all sports for grades K-8, ski programs, summer camp and many special trips and activities throughout the year. The department is also responsible for all the programs associated with the Town ball fields, managing the Town Beach on Lovell Lake, activities at the Town Hall Opera House, the skate board park on Meadow Street and Turntable Park on High Street. The Department currently utilizes the multi-purpose room at the Paul School for many indoor programs.

week. Meals on Wheels for the area is also coordinated from this facility. The Gafney Library also runs the GED program from this location.

The town is responsible for the exterior of the building and grounds and has turned over the operation of the facility to the Greater Wakefield Resource Center, Inc who run the day to day operations.

Current/Future Needs and Plans:

The town purchased the building from the VFW in 1998 and upon being awarded \$350,000 in Community Development Block Grant monies and other private donations, the first floor of the building was partly renovated. The first phase of the renovation included the function room and kitchen, an office area and a sitting room. This first phase also included a new foundation with a full basement. A second grant allowed the completion of the first floor with the addition of three offices that shared a common meeting room, bath and kitchenette. A separate smaller grant allowed the building to be fitted with all new windows.

There are two more phases of renovation planned but currently not funded. The second and third floors of the building are unable to be used in their present condition without extensive renovation, sprinkler system and an elevator. The next phase is to renovate the second and third floor rooms to include several more income producing offices and conference rooms similar to the first floor. This phase would include the addition of a sprinkler system an elevator and outside ramp to make the building ADA accessible. A final phase is contemplated to restore the large auditorium and minstrel stage with the possible installation of a theatre lobby.

No formal plans have been drawn for the renovation project and any such plans must consider the historic elements of the building due to its status on the National Historic Register. Similarly there are no funds in place for the final phases of the renovation planned.

Gafney Trust which owns the buildings and grounds is comprised of three trustees.

The Gafney library building is located on High Street in Sanbornville next to the Town Hall. The Classical Revival style brick building was built in 1930 and is in good condition. It has approximately 3,000 square feet of floor space and has approximately 15,000 volumes. In addition, the library has kept up with the public's demands for videos, audio books, periodicals, access to the Internet, and the use of fax and copy machines. It is a member of the inter-library loan system that provides patrons access to books statewide. A Youth Library is located on the lower level. The library has three paid employees: a full-time head Library Director, one part-time library assistant and one part-time children's librarian. An active volunteer force composed of adults and teens, contribute a minimum of 37 hours per week of essential work. The Library is open 22 hours per week.

The library holds various public interest programs throughout the year, and consistent efforts are made to offer cooperative programming with the Wakefield Parks and Recreation Department and the Wakefield Opera House Performing Arts Committee. The library staff also does outreach with staff at the Paul School, Spaulding High School, Kingswood Regional Middle and High Schools, and with local daycare and nursery schools.

Due to space constraints, the library rents space at the Greater Wakefield Resource Center where a weekly drop in Adult Basic Ed/GED program and monthly GED exam are held. Computers, a copier and printer and many storage closets , filing cabinets and supplies necessary to run the program are located there.

From 2000 to 2010 the number of annual patrons using the Gafney library services has increased from 12,553 to 25,185 representing a 100.5% increase. This upward trend in demand is expected to continue as evidenced by past historical data.

Current/Future Needs and Plans:

The Town completed the ADA compliant access enclosure in 2000 to serve both the library and Town Hall. This joint effort between the Town and the library greatly enhances the use of these historic buildings. Currently facing a space shortage, expansion of the library is under consideration. In the meantime,

School in Rochester on a contractual basis with up to ten percent allowed to attend Kingswood Regional High School in Wolfeboro. The students are transported to and from Spaulding High School and Paul School by buses owned by the Wakefield School District. Those attending Kingswood Regional High school must supply their transportation. Maintenance of the buses is provided by private garages.

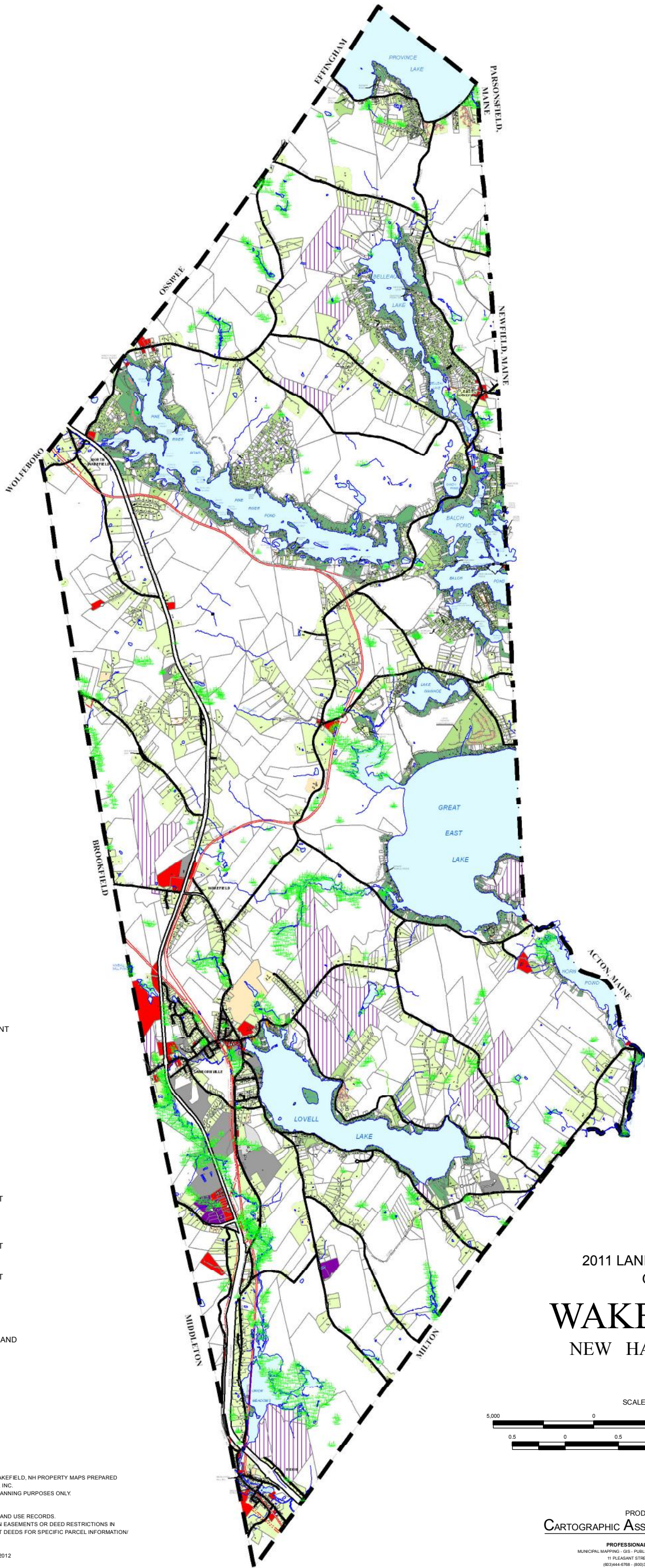
Current/Future Needs and Plans:

During the 2000 update of this chapter, the Wakefield School District was considering future space options given the rapid population growth the town experienced between 1990 and 2000. In recent years, however, the Wakefield School District has seen declining enrollment. In fact enrollment has taken such a dramatic turn that future space options have become unnecessary at this time. In 2002 total enrollment at the Paul School was 532 students. Projected enrollment for 2012 is 441 students representing an overall reduction of students in the system of 101 or -19%. Renovation of the current facility remains an ongoing project.

Parking remains a problem at the Paul School where the existing lot is filled to capacity during a normal school day with faculty and staff vehicles. There are limited spaces for visitors. The Wakefield School Board is currently investigating the possibilities of expansion to the parking area.

Given the space needs and growth issues facing the Wakefield School District in the recent past, the Wakefield School District proactively purchased a 52-acre parcel on Rines Road near the village of Sanbornville for the location of a new school facility. While there are no plans in place for the property, and the need for more space has presently diminished, the land remains available for the future of its youth.

The Wakefield School District future needs and plans are not limited to the facilities. Far more important is to ensure that all students master the knowledge and skills necessary to maximize individual potential academically and socially so that they may become successful contributors to their local and global society.



LEGEND

- CONDO
- BUILDING
- PROPERTY LINE
- IN CONTENTION
- ROAD
- RAILROAD
- UTILITY EASEMENT
- RIGHT OF WAY
- TRAIL
- WATER
- WETLAND
- STATE LINE
- TOWN LINE

2011 LAND USE

- 1F RES
- 1F RES WTR ACS
- 1F RES WTRFRNT
- 2F RES
- 2F RES WTR ACS
- 2F RES WTRFRNT
- 3F RES
- 3F RES WTRFRNT
- 4F RES
- INDUSTRIAL
- COMMERCIAL
- UNDEVELOPED LAND
- COMMON LAND
- EXEMPT-MUNIC
- EXEMPT-STATE
- CONSERVATION

NOTES

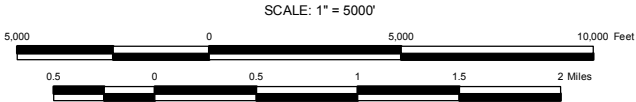
THIS MAP IS BASED ON THE TOWN OF WAKEFIELD, NH PROPERTY MAPS PREPARED IN 2005 BY CARTOGRAPHIC ASSOCIATES, INC. IT IS INTENDED FOR REFERENCE AND PLANNING PURPOSES ONLY.

SOURCE DATA:
TOWN OF WAKEFIELD, NH ASSESSOR'S LAND USE RECORDS.
NOTE: LOTS SUBJECT TO CONSERVATION EASEMENTS OR DEED RESTRICTIONS IN WHOLE OR IN PART - SEE INDIVIDUAL LOT DEEDS FOR SPECIFIC PARCEL INFORMATION/ CONSERVATION LANGUAGE.

PROPERTY LINES CURRENT TO APRIL 1, 2012

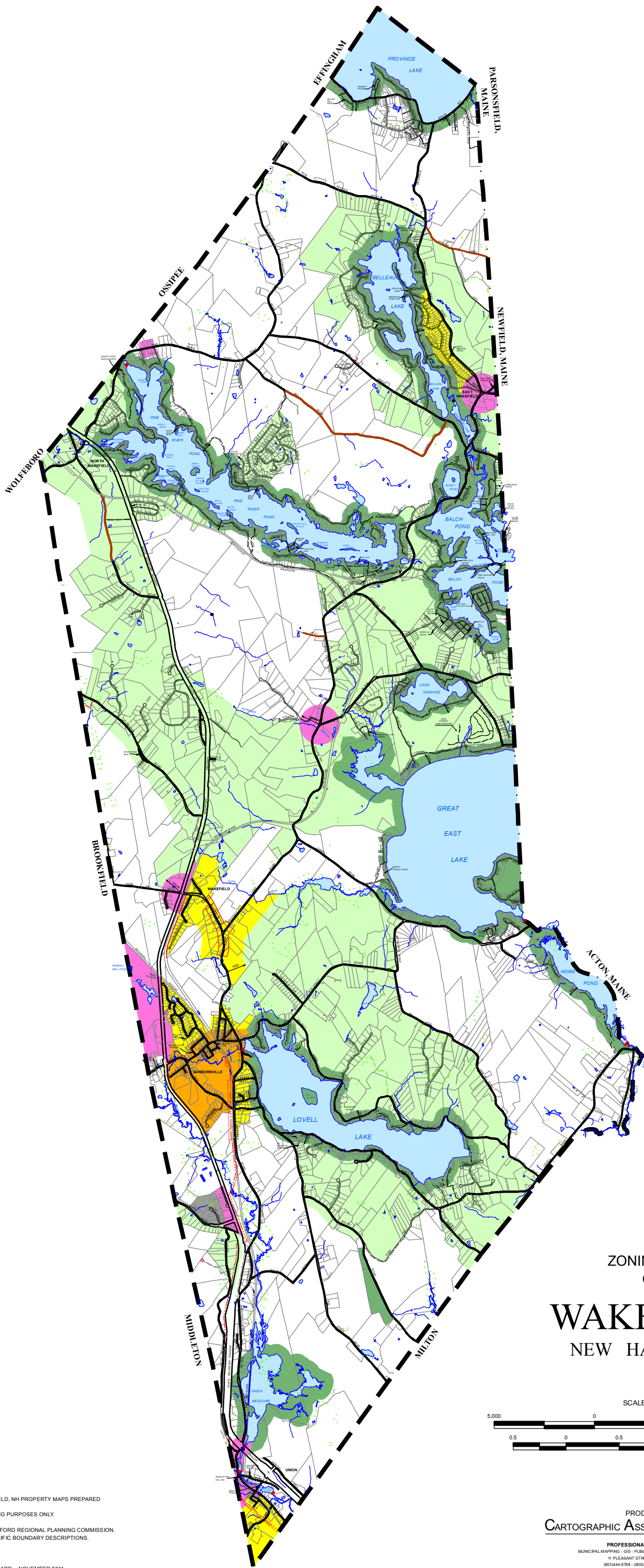
PREPARED FOR THE WAKEFIELD PLANNING BOARD - NOVEMBER 2011

2011 LAND USE MAP
OF
WAKEFIELD
NEW HAMPSHIRE



PRODUCED BY
CARTOGRAPHIC ASSOCIATES, INC.

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LEGEND

- PROPERTY LINE
- IN CONTENTION
- TOWN LINE
- STATE LINE
- UTILITY EASEMENT
- WATER
- WETLAND
- ROAD
- ROAD - CLASS VI
- ROAD - UNDEVELOPED
- ROAD - DISCONTINUED
- ROAD - PRIVATE
- RIGHT OF WAY
- TRAIL

ZONES

- AGRICULTURE
- BUSINESS/COMMERCIAL
- HISTORIC
- LIGHT INDUSTRIAL
- RESIDENTIAL 1
- RESIDENTIAL 2
- RESIDENTIAL 3
- VILLAGE/RESIDENTIAL
- WATER

NOTES

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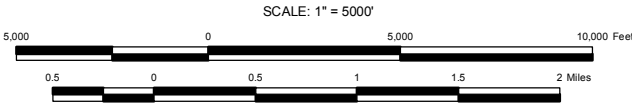
ZONING DATA OBTAINED THROUGH THE STRAFFORD REGIONAL PLANNING COMMISSION. SEE OFFICIAL ZONING ORDINANCES FOR SPECIFIC BOUNDARY DESCRIPTIONS.

PROPERTY LINES CURRENT TO APRIL 1, 2012

PREPARED FOR THE WAKEFIELD PLANNING BOARD - NOVEMBER 2011

ZONING MAP
OF

WAKEFIELD
NEW HAMPSHIRE



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HISTORICAL AND CULTURAL RESOURCES

MASTER PLAN CHAPTER GOALS AND IMPLEMENTATION STRATEGIES

WAKEFIELD OVERVIEW

In the 1620s Captain John Mason and Sir Fernando Gorges were the first Europeans granted ownership of much of New Hampshire. These Englishmen never lived here, and in 1746 Mason's patent was bought out by a syndicate of Portsmouth merchants and government officials, referred to as the Masonian Proprietors. Land transactions by the Masonian Proprietors conveyed 100 acre parcels to many individuals. John Ham (aka Hamm), John Horn, Gershom Downes (of Kittery, Maine), and 76 other residents of Dover and Somersworth received a charter from the Masonian Proprietors in 1749 for Wakefield, an area initially known as East-town (East Town), Ham's-town and Watertown. Often these individuals did not settle on the early proprietor's lots, and smaller parcels were conveyed to individuals who ultimately settled on the properties.

According to the terms of the grant, 40 families had to be settled within five years of the English-French and Indian War and seven years later a meeting house was to be provided and preaching maintained. Six acres were set aside on the shore of what is now Lovell Lake for the meeting house, a school, training field and burial ground. In 1771, the frame of the first meetinghouse was raised on this parcel near the outlet of Lovell's Pond. There is a marker in what is now Lovell Lake Cemetery denoting this site. In this building, plans for the Revolutionary War were formulated, and voting for the democracy and for George Washington, occurred.

One of the first settlers was Lieutenant Jonathan Gilman who came to Wakefield in 1767 and settled on the old stage road from Wakefield to Milton near Union (Davis, 1908). He was soon followed by Jonathan Horn (1738-1829), who occupied several town positions and served as Wakefield's first town clerk.

On August 30, 1774, a petition signed by David Copp, James Garvin and other early settlers was signed by Governor John Wentworth and the town of Wakefield was incorporated (MacRury, 1987). The town name was chosen to honor Wakefield, England a village near a castle associated with Wentworth's ancestors.

Industry in Wakefield began soon after its settlement in 1767. The first known mills, constituting Wakefield's earliest saw and grist mill industries, were established by Captain David Copp (Davis et al. 1908:198). Captain David Copp (1738-1817) of Rochester, the fourth settler in Wakefield, began purchasing land in Wakefield as early as 1769 (Merrill, 1889, p. 471). Captain Copp's first grist and saw mills were established near the head of Lovewell's Pond by today's Town Beach in Sanbornville.

In those early days, it was the responsibility of the Town fathers to look after the spiritual as well as the material welfare of the townspeople. In 1784 the town voted to hire a minister on a permanent basis. In 1785, Rev. Asa Piper, a Harvard graduate accepted this call. According to the terms of the original grant, he was given 100 acres of land, 100 pounds (note: this was before the establishment of U.S. monetary system) payable in labor and money to build a house and an annual salary of 75 pounds payable in money and produce. The Asa Piper home site is on the present Old Stage Rd. Rev. Asa Piper continued to serve as pastor for the Town until 1815 when the Wakefield Congregational Church was chartered and he served as this church's pastor until his death in 1835. Rev. Piper, being the first highly educated man in the vicinity, promoted education by serving on the School Committee for nine years and establishing the first circulating library in Wakefield and Brookfield. The Dow Academy began during his tenure. Upon his death, the second minister at the Congregational Church was Rev. Barker, a Dartmouth Graduate. It is believed that the degree of education promoted here in these early days led to the many residents, male and female, that attended college in the 1800's and early 1900's from this area.

By 1789, there were reputedly 7 mills in town. The mills built in town were well-situated. All were positioned to harness water powered from streams, rivers or the outlets of lakes and ponds. Many were built utilizing boulders, cobbles and granite, readily available in Wakefield and surrounding towns.

Wakefield offered abundant timber in its vast forested landscape. Hard and soft woods were harvested and milled, for manufacture of boards, shingles, boxes, excelsior and other products. The environment, ecology and natural setting of Wakefield were conducive to agriculture, settlement and industry. In particular, water features provided setting for mill construction, local timber and stone were used to construct dams and mills, and local forests were harvested for lumber and wood products.

The 1805 Cook map confirms that mills had been built throughout town, including the following locations:

- The outlet of Pine River Pond
- The outlet of Great East Lake
- On the Branch River west of Sanbornville (i.e., a sawmill and corn mill)

- The outlet of Lovell Lake
- The outlet of Horn Pond
- On Branch River north of Union.

At the same time the area known as Wakefield Corner was a busy place. Six stagecoach lines merged here. Several inns and taverns were built to accommodate the traveler. Most of the residences in the village were constructed between 1770 and 1816. Wakefield Corner became the hub of the community. The Congregational church was built in the village over several years and housed both the church congregation and the Wakefield Academy. A new town hall was added in 1835. In 1817 the New Hampshire Gazetteer described it as a handsome village containing several stores. With the arrival of the railroad and the development of Sanbornville in 1871, the town center shifted. In 1895 the current town hall was built, anchoring the town center around the railroad and business center.

While growth occurred in Wakefield Corner, other areas in town were also changing. Small village areas grew by the many streams and lakes where sawmills have been built to cut logs for home construction and then gristmills for grinding corn, wheat and oats for personal use.

Occupations in the past were often resource specific and seasonal. In the summer, farmers cultivated their land and in the winter individuals often engaged in other activities to assist in the maintenance of their property and supplement their income. The additional activities might include milling, as well as hunting, lumbering, woodworking, carpentry, shoemaking and other home craft industries. However, as technology improved, specialization led to higher profits and more entrepreneurs devoted more time to specific industries, and built substantial dams and stone mill foundations. Often they drew their family members into the business with them, or hired others to manage and/or operate the machinery of the mills.

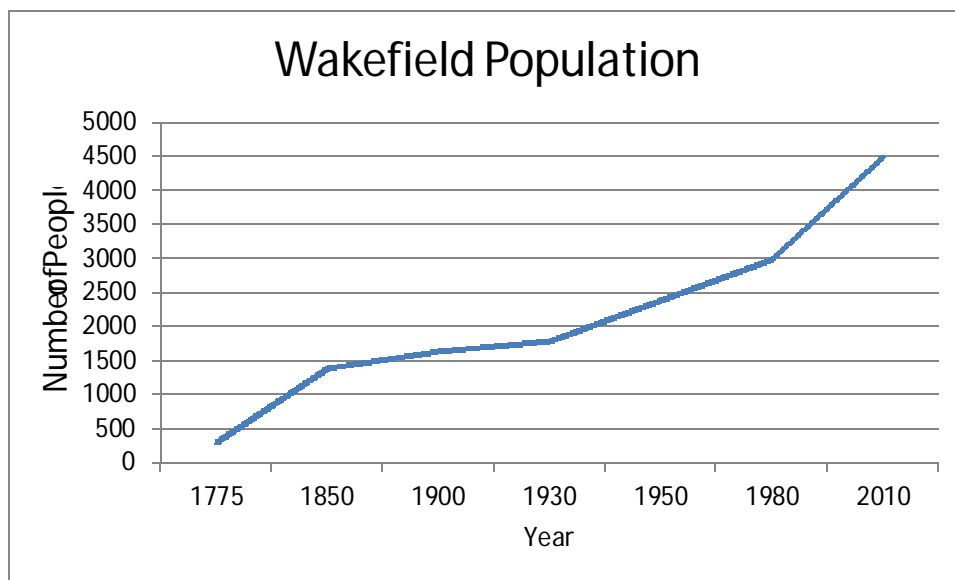
Over time, more industrial operations were established. Research disclosed 9 mills in 1814, 11 industries in 1817 (including 3 saw mills, 3 grist mills, 3 fulling mills, 1 cotton factory, 1 carding machine shop), 13 in 1819, 10 in 1821, 12 in 1824, 26 in 1827, and 20 in 1859 (including 5 sawmills, 10 shingle and clapboard mills, and 5 grist mills) (MacRury, 1987, pp. 58,59,111) These data confirm industrial growth and the expanded variety of industries in Wakefield in the first half of the 19th century.

In 1854 the Eastern Railroad reached the village of Union and this was the terminus of the railroad for the next 17 years Union became a hub of activity. Farmers brought their goods to Union to be shipped to Boston and beyond. Peddlers, suppliers and stage lines left Union on a regular basis. The inns, liverys, blacksmith shops and mills were busy. This continued until 1871 when the railroad extended into what is now Sanbornville. The following year the line continued to Wolfeboro and north to Conway. With this expansion, Sanbornville (first called

Wolfeborough Junction) became a large center for railroad activity. Three additional railroad stations were constructed in Wakefield Corner, East Wakefield and North Wakefield. Rail was an expedient way to transport goods and travelers.

The 1880 United States Products of Industry record for Wakefield (United States Federal Census Bureau 1880) lists 6 lumber and sawmills, operated by James Horne, John G. Sanborn, John W. Sanborn, Daniel Brackett, Kimball & Towle, and Robert U. Pike. The annual production values ranged from \$1,200 to \$40,000. In addition, the US census industrial record included Rueben Sanborn's furniture and chair manufactory manufacturing products valued at \$3,937 and the Union Excelsior company manufacturing products valued at \$8,000.

In 1892 Boston and Maine purchased the rail line further encouraging growth in Sanbornville. By 1895 the town center had moved from Wakefield Corner to Sanbornville and a new Town Hall was built. By 1903 the northern headquarters for Boston and Maine were moved to Sanbornville and the town became an important railroad center. Two ice companies purchased 1000 feet of shoreline on Lovell Lake and began harvesting ice with 16-20 train car loads heading to Boston and beyond each day. During this time railroading was at its peak with 25 trains in and out of Sanbornville daily. In April 1911 a fire burned much of the rail yard buildings and the operation center moved to Dover. With the coming of electrification and refrigeration, the need for ice diminished. Also the popularity of the automobile further reduced the need for rail travel.



In addition to the railroad, the many lakes and streams in Wakefield played a large part in its economic growth. Our natural resources and rural character continued to attract many summer visitors. Throughout most of the twentieth century, waterfront development was Wakefield's primary industry. Waterfront lots were developed and cottages were built. The construction of these summer homes and the services needed provided incomes for many of Wakefield's residents.

As the popularity of the automobile increased, a nationwide roadway system was built. Rail was no longer the preferred transportation mode for goods or passengers. Route 16, the main north/south route in eastern New Hampshire bisected Wakefield through the villages of Union, Sanbornville, Wakefield Corner and North Wakefield. Along this route several overnight cabins, tea houses, general stores and gas stations were established adding seasonal income to the residents. In the 1950's with the relocation of Route 16 to the western edge of the town of Wakefield these villages were bypassed. Because of this, the rural character of the villages was retained.

By the end of the 1980's most of the waterfront property had been developed into either seasonal or year round homes. Due to the increased expense of owning a vacation home, many seasonal homes were sold or converted to year round homes. A second home population was replaced with the many permanent waterfront homes we see today.

WAKEFIELD RURAL CHARACTER INTRODUCTION

When one takes a 40 minute drive up busy Route 16 from Portsmouth, one encounters Wakefield, a town of strong rural character, with many stretches of road lined by stone walls and uninterrupted by driveways. Here one finds open fields, unspoiled ridgelines, large undeveloped tracts of woods, and pristine lakes.

This largely unspoiled area boasts active agriculture and farmers markets. There is also an abundance of rural recreation: walking, biking, fishing, swimming and boating in the summer, and snowmobiling, cross country skiing, ice fishing and hunting at other times of the year.

The rural character of Wakefield is also enhanced by a predominance of 19th Century New England Architecture, with many buildings of older design both within and beyond its village centers. Older farmsteads, barns, and stonewall lined fields, as well as stone dams and granite railroad culverts are still in use, attesting to the self-reliant nature of the residents. Even the Town Hall is located in a historic building dating from the 1890s.

For many of today's residents of Wakefield, both those whose families have been here for generations and those more recently arrived, it is this unique rural character with its strong sense of historical continuity that makes living in our town so rewarding.

UNION VILLAGE

The Union Village area of the Town of Wakefield was first settled circa 1775. Chronology of the earliest settlement in Union remains uncertain but there are records showing either Samuel Haines or his son Joseph, owners of lots one and two of the first subdivision, were settled near the Branch River in 1775 (Merrill, 1889, p. 473). The Branch River directed the settlement and growth of Union Village by initially encouraging small scale industrial development. The structures and their relationships to each other and placement within the landscape convey several important features of the local economy from ca. 1760 to the present. These included mixed agriculture and the family farm, wood products mills, and shops. Throughout the village's period of significance, taverns, inns, and hotels constituted an important feature of the village landscape and local economy (Merrill, 1889, p. 517). The early presence of a major travel route (the Old Post Rd) through the village provided conditions for the construction of a substantial early tavern, established by Joshua G. Hall and the Selectmen granted him a license in 1808. Taverns not only provided shelter for travelers and their animals but also food, drink, and hospitality and a meeting place for local residents. Some very early commercial activity is further noted with opening of a general store ca. 1800 by James Hardy.

Until the 1850's, the economy of Union Village centered around farming and small mills along the Branch River. Union was the home to four separate dams in a space of one mile on the Branch River, two of which survive today. Three of these dams predate the 1861 map showing sites in Union. The northernmost, a powering grist mill, was close to present day route 16, the next (now referred to as the "Upper Dam"), was a saw and shingle mill, then what became Arthur Taft's Woolen Mill. This mill burned in 1908. Shortly thereafter, Lyle Drew built on the site a wood turning mill. This structure, though greatly run-down, survives and is the subject of a current restoration drive (Merrill, 1889, p. 516).

The railroad and its arrival in 1855 shaped the mid-nineteenth century local economy and the built environment of the village, leading to its significant expansion and a building boom. During this phase an earlier nineteenth century building form common to more rural parts of New Hampshire became popular. The village preserves a well-preserved cross-section of this form used with a range of house types and house scales. In addition we saw the emergence of a number of hotels including the Hutchins House at 123 Maple Street, a large Queen Anne house

used for guests (now a residence) and the Union Hotel at the corner of Main and Chapel streets (the present day Greater Wakefield Resource Center). At this time these served guests transferring to stage transportation. The railroad and the Branch River gave rise to water-powered factories manufacturing everything from shingles, chairs, and excelsior packing material.⁷ Both brass and woolen goods were produced as well. The factory's use of the river's power lasted well into the 1930's and one dam site (the Upper Dam") was restored to use hydroelectric power though the 1980's and 1990's (Tibbetts, 1992). Residents are now considering preserving both dams (Democrat, 2010).

Another significant influential theme, the emergence of the automobile and its associated culture such as gas stations, auto repair shops, and tea rooms began to shape the village in the early twentieth century. Automobile remained a significant influence in the village into the 1960's. A major highway program in New Hampshire announced early in 1959 subsequently re-shaped the local economy, redirecting automobile traffic and travelers away from the village center. At the same time this highway development may have helped to preserve the historic character of Union Village, a nineteenth century New Hampshire village landscape that endures up to the present.

Over the past 155 years the village has created its roads, built its homes, and settled its population around two historic institutions: the railroad and the dams. Not only have these two institutions guided development in this area, their ebb and flow has pushed and pulled Union along in their wake. The railroad still operates through the Village, moving aggregate from Ossipee to southern parts of the state and to Boston.

There are four cemeteries in the Village of Union, all dating from the early 19th century: the Union Cemetery at the corner of Main Street and Pigeon Hill Road, another directly opposite the Railway Depot, a third at the corner of Wakefield Road (Rt. 153) and Settler's Road, and one just south of the southern intersection of Whippoorwill Road and Wakefield Road. The first three are in good repair, having either iron fences or granite walls. The last one is very primitive, with a badly kept stone wall and markers that are of such rough stone that most of the inscriptions have worn considerably.

Granite was used widely in the Village as both foundations and walls. The 1903 Union Village School has granite retaining walls below its playground and behind the building. The Hutchins House mentioned above, along with its barn, as well as the 1888 Congregational Chapel on Chapel Street (now a residence) are built on granite, as is the Greater Wakefield Resource Center on the corner of Main Street and Chapel Street.

Today Union is largely a residential area, though a number of small businesses survive. The most striking feature of its landscape, however, is the number of 19th century residences (some of which were hotels and businesses at one time), the reconstructed Railroad Depot and Freight

House (Wakefield Heritage Centre) located at Heritage Park, the restoration of the Blacksmith Shop on Bridge St. and its two substantial stone dams.

SOUTH WAKEFIELD

South Wakefield was also settled early in the history of Wakefield and consisted of many large farms. The center of the village grew around the mills at Horn Pond also the headwaters of the Salmon Falls River. The first mill/dam was built by Thomas Cloutman in the late 1790's. The water privilege at Horn's Pond was exploited by two brothers, Benjamin and David Horn as early as 1819 (Merrill, 1889). There were sites on both sides of the river; the east side being in Acton, Maine and the west side being in Wakefield, NH. These mills included a grist mill, box mill and a sawmill. The Wiggin sawmill was further down river. After the construction of the Newichawannock canal in the 1850's, logs were sawn on the north shore of Great East Lake, floated across the lake, through the canal, and across Horne Pond to the Horne sawmill. It is believed the sawn lumber was used locally and not transported from the general area. The US Industrial Census in 1850 and in 1880 shows a significant increase in mill production over this time. Mr. Benjamin Horne also operated a tavern. At one time the South Wakefield Post Office was located in his home which is sited on the south side of what is now known as Route 109.

At the foot of Berry Hill Rd, near Oak Hill Rd was the South Wakefield School (District #5). Next-door was the Spinney Meeting House, originally built in 1834 by the Baptist Society. Elder Joseph Spinney, who lived on Jug Hill Rd, was the pastor here for 63 years. Members of the congregation came from Acton, Maine and Milton Mills as well the South Wakefield area. The Church was the center of social as well as religious activity. The building is on the State Register of Historic Places and is owned by the Wakefield Heritage Commission.

Although one does not think of Great East Lake and the Newichawannock Canal as being in South Wakefield, they were very important to this area as well as being the headwaters of the Salmon falls River. The canal was constructed from Great East Lake into Horne Pond a distance of 1800 feet. This controlled the water flow for the mills downstream in Wakefield and beyond along the Salmon Falls River, Cocheco River, Piscataqua River and on into the Atlantic Ocean. The canal was 12 feet wide and 8 feet deep. The walls averaged 3 feet thick and were made of stone. The canal was originally built for the Great Falls Manufacturing Company who began acquiring water rights in 1822. This canal and the stone arch bridge were reasonable water management solutions to the problems associated with the control of water that caused conflicts between the large manufacturers and the local farmers, loggers and residents (Bunker, 2011, pp. 11-6). The Great Falls Manufacturing Company continued to hold these water rights until 1929

when Public Service of New Hampshire bought the land and the dam. They generated electricity from here until 1963 at which time the property was transferred to The New Hampshire Water Resources Board. Today the dam is used to regulate the Great East Lake water level for recreational purposes.

An extensive study of the industrial mill sites of Wakefield was conducted by Victoria Bunker, Inc. in 2011. Copies of this historical research and archeological field documentation, *WAKEFIELD HERITAGE COMMISSION SURVEY OF WATER-POWERED MILL SITES AND DAMS*, are available from the Wakefield Heritage Commission.

NORTH WAKEFIELD

Lt. James Young was the first settler in North Wakefield in the 1780's. Over the next fifty years there are records of several Youngs living in this area. They carried on an extensive farming business cutting 75 to 100 tons of hay annually and keeping a large herd of cattle. Some of the family operated a fulling mill, then a gristmill and shingle mill on the Pine Brook as well as several kilns for making brick. Simon Young, a tailor from Monmouth England, carried on a salework business. Pants, precut, were distributed to various homes and made up by the women producing a small income for the household.

The village of North Wakefield became a thriving farming and milling community with a Union Church (1830) serving Adventists and Free-Will Baptists, a school, general store and post office.

Just west of the present day railroad bridge on the Pine River was a sawmill known as the 20-day mill. This mill was owned by several neighbors with each owner having the use of the sawmill in a 20-day period according to his share of the ownership.

Nearby on Pine River Road was Mathews Mills. The first dam, earthen and stone, located here at the outlet of Pine River Pond was probably built around 1790 as there are records of a sawmill in this area along the Pine River. The mills were a neighborhood enterprise as many local men shared in the use of them. By the 1820's Joseph Sias Mathes (Matthews) had purchased most of the shares and developed the mills into a large scale lumber operation. The Mathews Mills were the largest in Carroll County at one time. With a set of 24 gang saws, it was possible to saw a large log in one operation. Installed also was machinery for milling sawn lumber, sawing shingles and clapboards, and manufacturing of heading for barrels and hogsheads which were used in the West Indies trade. In 1847 Mathews went into partnership with Benjamin Corbett who kept a store here. It is said the first barrel of flour sold in this area was sold here in 1849. In the 1840's and 1850's there was a settlement of 12 to 14 houses here as well as a general store, blacksmith shop and a gristmill. In 1854-55 the railroad surveyed land in this area for the future

extension of the line that was then being built at Union. Anticipating a business opportunity, Mr. Mathews and his associates purchased additional timberland including 350 acres from James Young II. In 1857 Matthews incorporated. At this time he conveyed all his interest in the mills, land and machinery to the corporation for \$75,000. For the next 5 years, business prospered but the railroad extension was not built. With unsettled economic conditions and the Civil War, business declined. Mr. Matthews resigned in 1862 and soon after sold out his holdings. The mills operated very little in the next few years and the machinery was allowed to deteriorate. The mills were destroyed by fire in 1869 and never rebuilt. Ownership passed several times. In 1890 the holdings, approximately 2000 acres, were purchased by AL Hodsdon Co. At this time portable sawmills were used and some of the land was sold. Again ownership changed many times and finally was purchased by Wm Lord Co of Union who operated and managed the remaining wood and timber lots. In 1923 the Lord Co, had a new cement dam built to generate electric power. Soon after they began to build camp roads and develop some of the land around the lake for campsites. This was the beginning of development of Pine River Pond on the north end of the lake.

Today, the North Wakefield area is but a rural crossroad, a quiet country area of 19th century residences, on the west side of Rt 16. The area to the east side of Rt 16 has a small commercially zoned area as well as an area of private year round and seasonal residential homes whose growth was stimulated by the development of Pine River Pond.

EAST WAKEFIELD AND BURLEYVILLE

Before the train came to East Wakefield, in 1872, the roads were constructed for animals and wagons as this was a main north / south route used by stagecoaches. First the mill owners improved the roads (MacRury, 1987, p. 581) to bring families here to live and work and later to deliver goods to the train for transport. The area had a demand for schools and stores. The Dow School (not the Dow Academy) was located on what is now known as Province Lake Road near the junction with Acton Ridge Road.

The railroad came to East Wakefield from Union around 1871. The first station was a two story building with a boardwalk that was long enough for four cars. The East Wakefield Station was Number 215. There were three stations named Wakefield including Wakefield, East Wakefield and North Wakefield. With the names so similar, the railroad decided to change the East Wakefield Station to Hillsdale Station but then it got confused with Hinsdale Station. So the name was changed to Burleyville Station because of the “Burley Cut” The old Burley home was located on Route 153 (now known as the Blackwood Farm) and the train had to cut around this property (MacRury, 1987, p. 571).

The Burleyville Station was a favorite spot for business and pleasure. There were several boarding houses and hotels within walking distance of the train station. The first Station Agent built “Sunnyside”, a hotel with 15 rooms, a bar and a stable for horses (MacRury, 1987, p. 581). The “Colonial House” was built in 1817 and by 1898 Almon and Hattie Hill were running this boarding house. They could accommodate 20-22 guests and often more at dinner time. Almon Hill also ran the store next door named after his daughter, “Irene’s Snack Bar”. When the store burned down he started a chicken farm on the property. There was plenty of chicken to eat at the Colonial House (MacRury, 1987, p. 494). The “Peavey House” was on the other side of the tracks. This was a large house that also took in the summer visitors. The Station Agent, Ernest Scott, lived in the Victorian down the road. Next to the railroad station was the “Davis House”. This would accommodate 35-40 guests. This building was 2 ½ stories tall and had 2 large bar rooms (MacRury, 1987, p. 497).

The East Wakefield School opened in 1906. This school replaced the Dow School which was so inconveniently located that children took the train to Wakefield Corner to go to school. The East Wakefield School was centrally located to the children that would attend. This school closed in 1941 and was reopened in 1953 and closed again in 1966. Since then it has been used as a community center and a church.

In September 1909 the Burleyville Railroad Station and the Davis House burned to the ground. The railroad station was rebuilt but this time it was much smaller and only one story. The Farmer’s Union Store replaced the Davis House; this was a large general store that carried everything. Bulk goods came off the freight cars, such as grains, molasses and kerosene. The last train stopped in Burleyville on September 28, 1956. Eventually the station became a private residence along with the store (MacRury, 1987, p. 582).

Through the years the village of Burleyville has changed in some ways but many ways stayed the same. The area today is a residential neighborhood without a hotel or boarding house, store, school or snack bar but the old buildings are recognizable and the rural character remains.

Great East Lake, Balch Lake, Pine River Pond, Sandy Pond, Mill Pond, Round Pond (aka Lake Ivanhoe), Belleau Lake, Woodman Lake and Province Lake are all, or partially located in East Wakefield. Many mills were located on these waterways including lumber, grist and shingle mills. In the early 1900’s one hundred horses would deliver lumber to the Burleyville Station daily. This would fill 15-20 freight cars with lumber each day all year long (MacRury, 1987, p. 581). The lakes also attracted tourists. They would come on the train and would often spend a week or a month at one of the many local inns and tourist homes. East Wakefield became home to a nine-hole golf course in 1918 on the Shore of Province Lake, another nine holes was added in 1988. As the automobile became more popular the need for a train slowly diminished. The last passenger train ran in 1956.

The shores of the area lakes developed rapidly. The waterfront cottages being built gave many people work and a strong economy grew with stores and shops that increased local residents income. Today East Wakefield is rich with 19th century buildings and other historical assets. Route 153 is an alternate route to the White Mountains. Because this area's growth was centered mostly around the lakes, the route still retains its rural character bordered with stone walls, early farmsteads and expanses of wooded land. This route is also very popular with motorcycle and car clubs. In the winter months folks enjoy getting on the wide network of local snowmobile trails that begin here and take them through many towns within New Hampshire and Maine. Lakeside development created a new economy with an influx of summer residents who support local business with a brisk trade. Several large subdivisions opened up affordable home sites to people working in the seacoast area, creating a "bedroom" community in the area.

WOODMAN VILLAGE

The area just north of Sandy Pond along Route 153 (Province Lake Road) to the Maine border at Route 110 is the village known as Woodman, an area rich with history because of the waterways and the mills that were once located here.

The Campbell Mill was located on what is now known as Belleau Boulevard just south of the Belleau Lake Dam which was constructed in the 1960's. The remains of this site are still visible. The 1892 Hurd Map does not indicate the Campbell Mill, suggesting that the mill site had been abandoned prior to 1892 (Bunker, 2011, pp. 9-1).

The Alfred Woodman Mill site was located at the corner of Sanborn Road and Route 153. This was once a shingle mill and a lumber mill. This was powered by a waterwheel on the side of Sanborn Road and dates back prior to 1850. The lumber mill and shingle mill were most likely housed in the same building (Bunker, 2011, pp. 9-2).

Libby & Woodman/Chick Mill site was located just south of the Alfred Woodman Mill site on the east side of Route 153 northerly of Stump Pond. This mill was associated with D.W. Libby. In the late 1800's the property was purchased by George Chick. This large two story shingle mill operated for nearly 50 years. The mills operation stopped in 1932 but with hurricane in 1938 people paid Chick to cut their fallen pines (Bunker, 2011, pp. 9-4). Today this property is owned by a Chick descendent who maintains the current dam and mill site.

The Little Ossipee River that flows through Woodman, originates in what is now Belleau Lake. Although, historically, there were numerous mill sites, it wasn't until Ernie Belleau built dams that Belleau Lake and Woodman Lake were formed creating valuable waterfront property. While standard practice to adjust the water level in Belleau Lake was to remove just one board

at a time, in the mid 1990's the pipes in the dam failed and the rush of the water took out what was left of the Alfred Woodman dam and nearly took out the Chick Mill dam.

The mills helped the area grow and make the roads better. There was an iron bridge that was once located on Route 153 near the Alfred Woodman Mill site. Over the years the iron bridge was replaced with something more modern. A piece of the bridge sat on the corner of the Woodman House, on the corner of Route 153 and Ballards Ridge Road for many years. When the Woodman Store expanded the Chick family offered this iron to be used in the construction of the addition to the store.

The children in this area went to school at the one room school house, Woodman School. The school today serves as a private home with a barber shop in the front. The village inhabitants would attend the chapel near the school. This chapel has been saved through the years with the hard work and dedication of the Woodman Village Association. Over the years funds were raised and a new roof was installed, beams and a floor were refurbished and electricity was brought to the site. In between the school and the chapel was a parsonage which burned before the 1950's but the foundation can still be seen today. The Woodman Cemetery is on the other side of the chapel. This was a very small cemetery for years but recently expanded because of the Woodman Village Association.

In the heart of Woodman Village there were three or four houses, a chapel, a parsonage, a school and a store all in the vicinity of the Alfred Woodman mill. The store had gas pumps. The groceries sold there were shipped in wooden crates by train to Burleyville Station. Next to the store was a small bakery and ice cream shop which was run by Pauline Meserve. The building had been moved from Meadow St in Sanbornville to this location. The shop closed in the 1950's and the building was moved just south of Burleyville to the Blackwood Farm where Leola Blackwood sold pies, bread and donuts for several years. The Woodman Village Store closed in the late 1950's and the building was soon abandoned. Years later, the neighbors, Bud and Vivian Chick had the town demolish the building as there was a new store just down the road on the corner of Route 153 and Route 110. Today this area is the hub of Woodman as several other businesses have also located at this busy corner.

WAKEFIELD CORNER

The first houses in the village appeared during the 1760s. Over the next 50 years most of the houses that comprise the village today were constructed. The ridge on which the village is situated is covered with a thick layer of clay just below the top soil. This retains water well. It provides moisture for crops and a solid base on which to build houses. The houses typically

have partial basement (or root cellars) dug 4-5 feet below the ground level which are rock lined. Most of the structures originally had French drains, but these have largely filled in with silt and are now served by sumps.

The concentration of houses soon became a community center. The town hall was built in the village, replacing the original on the Shore of Lovell Lake. A church anchored the village and housed the Wakefield Academy on the second floor. Among the houses were a tavern, two stage coach inns, a mercantile, post office, law office, elementary school, pants factory, and millinery.

Four houses, the original church, and several barns have either been destroyed by fire or razed. The church and two of the houses have new structures on their sites. The Wakefield Tavern was rotated 90 degrees to face the main street, when the Range road that ran from the village to Bulkhead road was abandoned. The barn at the Wakefield Tavern was cut in half, and moved to the bottom of the hill where it remains today.

During the prosperous post-Civil War years when the railroad opened up the area to logging, ice harvesting, manufacturing, and tourism the village, which became known as Wakefield Corner, housed the professional people of the town along with some of the mill owners and business people. There is a very strong architectural influence in the houses from this period and successful homeowners added space to the homes, updated the facades, and adapted the homes to stoves, away from the central chimney form of heat. During this time nearly all of the houses were painted white, fences enclosed the yards, and the general exterior look of the houses were established and have remained largely unchanged through the present day.

Within the village three structures that are quite unique still remain. The hay scale is located at the junction of Wakefield Road and Province Lake road in a traffic triangle. There is a stone trough with a well and hand pump that is at the edge of the road near the top of the hill, where horses could drink. Located at the north end of the village is the original town pound. It is a stone enclosure with a gate that is restored to its original condition.

Much of the success of Wakefield Corner can be traced back to the end of the war of 1812 and the return to Wakefield of Josiah Dow and his 9 daughters. He had been very successful in the marine trading business during the war and retired early to his family home at what is now the Bancroft estate on Rt. 153. In an effort to keep his daughters busy he founded the Dow Academy in 1815 on his property and hired a school master from Harvard to run the school. It was open to children of the area. Students came from as far away as Sanford, Maine and Portsmouth, NH to attend the school. These students boarded with local families. Many of the graduates of the academy went on to higher education at Dartmouth, Harvard, Tufts, and many of the fine finishing schools around Boston and along the North Shore.

In 1815 the original church organization, on the shores of Lovell Lake, sought a more convenient location within the town. A new building was erected in 1816 on land belonging to the Wiggin family. By 1827 some of the returning scholars from the now defunct Dow Academy had become the professional cadre in Wakefield. In 1827 they formed the Wakefield Academy. The land that held the church was conveyed by Henry L. and Joseph C. Wiggin to the trustees of the Wakefield Academy. The deed stated that, "The room on the second floor of the building house an Academy for literary purposes and the first floor of said house be finished in a suitable manner for a house of religious worship and appropriate for that purpose." The original trustees came from many of the homes in the village and many were graduates of the Dow Academy. They were Josiah H. Hobbs, Joseph Wiggin, Alvah H. Sawyer, Henry L. Wiggin, George W. Carter, Charles Carter, William Sawyer, Jr., Ichabod Richards, Elisha Rollins, Porter K. Wiggin, Thomas Lindsay Jr., and Benjamin Pierce Gove. The first preceptor was also the second pastor of the church Nathaniel Barker. The Academy continued until 1889. A large percentage of its graduates went on to higher education. Many of these returned to Wakefield Corner as doctors, lawyers and teachers.

Much of the charm of Wakefield Corner is the large percentage of cleared land behind the houses. Fields are mowed each summer to maintain the open space. The cleared land provides vistas in all directions enhancing the natural beauty of the place. Interspersed among these fields are several lanes, or cow paths that would lead cattle across hay fields to the more appropriate pasture lands in the wet areas at the bottom of the ridge.

SANBORNVILLE

The Honorable John W. Sanborn was responsible for the extension of the railroad to Wolfeborough Junction (Sanbornville) in 1871. Sanborn was born in Wakefield in 1822. He was educated at the local schools and the noted Wakefield Academy. At eighteen he began teaching during the winter months. Shortly after turning twenty-one, he purchased a farm and began buying, selling, and shipping cattle and gradually added the manufacture of lumber, which from 1864 to 1870 attained very large proportions for this region. He became interested in the probate business and conducted cases at court. He was elected Selectman in 1856 and 1857 and NH Representative in 1861 and 1862. His private enterprises increased and he was interested in providing a better means of transportation and travel. He was instrumental in procuring the extension of the railroad and, in 1874, he was appointed superintendent of the Conway division of the Eastern Railroad. He divided the land into lots, built buildings, promoted inducements for businesses to locate here and even brought a trainload of families from Quebec to work on the

railroad. He required the families from Canada to settle in the area west of the railroad tracks and this area became known as Frenchtown (Merrill, 1889, pp. 522-523).

As the railroad activity grew so did the railroad station. The first station, located just west of the tracks, was small but it grew to 172 feet with wooden platforms extending on either end. When the second floor was added, so was a restaurant that served 125 people. The Armstrong Restaurant was open to serve the railroad passengers from June to October. The waitresses had only twenty to thirty minutes to feed the passengers, as this was the amount of time it took to load and unload all the baggage and travelers. This created jobs for all ages. The young sold candy, popcorn, soda etc. on the train, the adults worked on the train and in the rail yards and the elderly wiped the cars and shined the brass and the bells.

The rail yard was comprised of an engine house that held eight engines, a roundhouse, turntable, carpenter shop, blacksmith shop, water tank, coal pocket, wood shed and flagman's shanty.

In 1873, J.W.Garvin & Co. (today's Garvin building) was the first store in the village and provided general merchandise. Adding on to the building three times, they carried the largest stock of merchandise in the county (Merrill 1889:527). They also carried on an extensive manufacturing business turning out 1000 pairs of pants per week and employing 75 to 100 people in town and out (Merrill, 1889, p. 527).

Many other stores and businesses opened and supplied the needs of the growing population.

In 1880, four men purchased 1000 feet of shoreline on Lovell Lake for \$75.00! This land was divided and sold to two ice companies. In 1889 the ice companies built 18 icehouses measuring 150 ft by 32 ft. each. Each winter they were filled and each summer they were emptied into boxcars and sent to Boston. In 1896, four more icehouses were added. These were 200 feet long and held 64,000 tons of ice. 150 to 200 men worked the ice. You could fill 100 cars from a single house (MacRury, 1987, pp. 196-198). This industry continued for fifty years until 1931.

With the growing village of Sanbornville, a new Town Hall was built in 1895. It housed a drug store complete with soda foundation, the Post Office, Selectmen's offices, and a banquet hall with kitchen on the first floor. Upstairs was the Opera House with stage and balcony.

In 1911, there was a fire in the rail yard damaging many of the buildings. The Northern Operations center moved to Dover. Over the years the remaining railroad buildings were torn down but rail travel and transport continued.

Other manufacturing businesses in Sanbornville were the Lovell Lake Creamery, Balm Elixer Corp., the Bickum Shoe Co, and the Wakefield Slipper Co. Local landmark, Sarah's Spa or Cook's Spa as it was then known, was built in 1915. There were several markets and groceries, clothing, shoe store, and restaurants in Sanbornville. Prosperity continued through the 1920's.

Refrigeration subsequently caused the end of the ice industry. By 1930, manufacturing in Sanbornville had ended and the buildings burned or were taken down. In the early 1950's, many other businesses in this village closed. People's love for the automobile was the major cause for rail service to be diminished and, finally, in 1961, the last passenger train left Sanbornville.

In 1962, the very first modern sub-division was created, Forest Hills. The Moose Mountain ski area, in Brookfield, was in full operation and the homes were designed for this market. This was the beginning of another growth period in Wakefield that extended into the late 1980's.

WAKEFIELD'S LAKES

The lakes of Wakefield and their tributaries have played a principal role in every phase of the Town's history. They have provided jobs, food, scenery, recreation, and a stable tax base. Within the town and along its borders are numerous lakes and ponds. While the area is often called the "7 Lakes" region there are 12 historic lakes and ponds. North to South they are Province Lake, Belleau Lake, Woodman (now a marsh due to dam failure), Sandy Pond, Balch Lake (a.k.a. Balch Pond, Stump Pond), Pine River Pond, Lake Ivanhoe (a.k.a. Round Pond), Great East Lake, Horn Pond, Lovell Lake, Union Meadows and the Mill Pond at Drew's Mill in Union.

The largest of Wakefield's lakes is Great East Lake (1706 acres) straddling the border with Acton, Maine. The waters of Great East Lake flow southerly into Horn Pond, along with the waters of Wilson Lake in Acton, to form the headwaters of the Salmon Falls River which designates the Maine-New Hampshire border. In Dover, the river joins the Cocheco River to become the Piscataqua River in the coastal zone flowing to the Gulf of Maine.

Province Lake, found in the far northern corner of the town, along with the chain of Belleau Lake (formerly known as Dorr), Woodman Lake, Stump Pond and Balch Lake flow to the Ossipee River, a tributary of the Saco River which empties to the Gulf of Maine at Saco Bay.

Pine River Pond is located in the northwestern part of town, and forms the headwater of the Pine River, which flows northerly into Ossipee via the Heath Pond Bog Natural Area a designated National Natural Landmark. Lovell Lake is located in the center of town, forming the headwaters of the Branch River, which continues a southerly flow through Union Meadows and Union Village joining the Salmon Falls River in Milton.

The role of the lakes in Wakefield's early human history is well described in the "Survey of Water-Powered Mill Sites and Dams" report (Bunker, 2011).

“All of these water features played an important role in Wakefield’s history, defining the local cultural landscape and shaping the human approach to the environment. Waterways in town were important to the Native Americans who resided there prior to contact with European explorers, settlers and soldiers. For example, Great East Lake was formerly named Lake Newichawannock, so named as the headwaters of the Newichawannock River and an eponymous Indian trail known as Newichawannock or ‘the place of many little falls in the long distance’. Lovell Lake also played prominently in the early historic period as it is so-named for the Indian scout Captain John Lovell who, with his troop of 40 men, surprised and destroyed a group of 11 Native Americans encamped on the eastern side of the lake in 1725.”¹

As the first European settlers arrived in Wakefield the role of the lakes, ponds, rivers and streams continued to evolve as explained in this additional excerpt (Bunker, 2011).

During the eighteenth and nineteenth century, the early settlers of Wakefield focused on creating open fields devoted to crops and pasturage (Ruell, 1983, pp. 8-4). By 1850, 77% of Wakefield’s households had improved or farmed land, typically ranging between 20 and 80 acres. But soon after the Civil War, agriculture began to decline. By 1870, the number of households in Wakefield engaged in agriculture and holding livestock had dropped to 51% (Driemeyer, 2008, p. 11).

During the early nineteenth century, especially following an embargo of British goods c.1807-1815, entrepreneurs recognized the need to establish widespread product manufacturing to decrease dependence on imported goods. Industry was an economic activity that provided an alternative to agriculture and Wakefield’s many rivers, streams and lakes played a large part in the town’s economic growth (Commission, 2013). At this time, entrepreneurs recognized the rivers, lakes and streams as sources for water power or “white coal” (Aaronian, 2007, p. 9), which led to the establishment of early water powered mills and dams throughout town. These water courses consequently directed initial settlement and development of the villages; primary thoroughfares developed near the earliest mill sites, thereby attracting residential settlements and additional manufacturers. Saw, grist, and textile mills as well as other industrial works were established in the geographically separated and diverse villages throughout Wakefield.”

The Newichawannock Canal, connecting Great East Lake to Horn Pond is the most impressive of the structures built to harness the water power for industrial purposes. Built during the mid 1800’s by the Great Falls Manufacturing Company to regulate the flow of water down the Salmon Falls River to the mills in Somersworth, the canal begins in Great East Lake and travels ¾ mile to Horn Pond. The site is well described in the mill sites survey report (Bunker, 2011):

¹ Captain John Lovell is also referred to as Captain John Lovewell and Lovell Lake referred to as Lovewell Pond.

“The rock walls and foundations of the dam, canal and bridge are comprised of dry laid field stone and rough dressed square and rectangular, hewn stone blocks. Stonemason Hiram Paul, son of former land owner John Paul, supervised the construction of the canal, and most likely the bridge and dam. Hiram Paul is also known for building stone culverts for the Portsmouth, Great Falls and Conway Railroad (Brown, 2008), (MacRury, 1987, p. 110)”

The canal and the bridge spanning it across the state line are marvels of stone architecture, 19th century civil engineering and manpower. They stand today as a testament to the ingenuity and industry of the region’s citizens.

The arrival of the railroad in 1871 in Wolfeborough Junction, now Sanbornville, again changed the role of Wakefield’s waterways. Manufactured goods from the many mills were able to be shipped more easily. The ice industry on Lovell Lake thrived with 16-20 train car loads a day heading to Boston. Railroad passengers traveling through to the mountain resorts of the north, began to discover the natural beauty and relaxation afforded by the lakes of Wakefield. Most of the early camps were built as hunting and fishing lodges for men from the Boston area in the very end of the 19th and beginning of the 20th centuries (Aaronian, 2007, p. 37).

While detailed histories of early lake properties are scarce, few of the first camps exist in their original form. It is urgent that the remaining historic cottages be inventoried and their associated stories be gathered before they have disappeared. On the north shore of Great East Lake the most notable is “The Needles” owned by the Bridwell/Gilbert families. This camp has been preserved much as it had been and showcases early camp life with its many mementoes and original architecture. The Sanbornville Flagman’s shanty was moved to the western shore of Great East Lake and is still in place as the summer cottage for the Lang family. The original part of the Peckham cottage on Lovell Lake was built in 1865 and was built onto over time but many of the windows have the original glass. There are certain to be more historical cottages on the lake shores and the lake associations are the obvious candidates to lead the charge to catalog their unique histories.

With the advent of electrification in the 1930’s and the increased popularity of the automobile and trucking, the economic engine of Wakefield evolved again by the mid 20th century to a tourism-based economy. Development along the shorelines of the lakes and ponds began in the 1930’s, rapidly expanded in the 1950’s through the 1980’s leaving very few undeveloped tracts of shorefront. The old camps were most often razed or remodeled and replaced with homes that could be accessed year round.

While few of the built historic resources remain around the lakes there are attributes that cannot be denied as worthy of historic preservation. The history of the settlement of Wakefield is undeniably tied to its water resources and all that they provide to draw people to the area. While

the manufacturing industry has been replaced by the tourism industry, it is the water resources that tie them together. The beautiful vistas of wooded hills, clear waters and protected shorelines across all the lakes in the region are historic treasures that continue to draw visitors from near and far. The waters support abundant fish and wildlife populations, recreational activities, and local businesses that are enjoyed by residents and visitors alike.

SUMMARY OF PAST PRESERVATION ACTIVITY

The citizens of Wakefield have been interested in historic preservation for nearly one hundred years. In 1922 Old Home Day was established to bring families back to Wakefield and their roots. The Wakefield Historical Society was formed circa 1935 and began acquiring historical assets and creating exhibits in one of the upstairs rooms of the Wakefield Congregational Church. Early in the 1950's, the Historical Society purchased the "Little Red Schoolhouse" from the school district as the school had closed in 1943. They then moved their exhibits there from the Church and created a museum. In the 1980's many property owners in Wakefield Corner worked with Elizabeth MacRury to list their homes on the National Register of Historic Places and to create a National Historic District. In 1991 the Town voted to form the Wakefield Historic District and the Historic District Commission was established to regulate this area. In 1993, the Town voted to create the Wakefield Heritage Commission and to have this Commission administer the Wakefield Historic District.

- ◇ Wakefield Heritage Commission was established in 1993. It was one of the first towns in NH to do so.
- ◇ Spinney Meeting House ownership secured (2000) and put on State Register of Historic Places in 2005
- ◇ Town Pound restored approximately 1997 and ongoing maintenance plan established
- ◇ Garvin Building restored and resold with covenants to ensure long-term protection (2006)
- ◇ Sanbornville railroad turntable restored on 1970's and Turntable Park dedicated in 1992
- ◇ Wakefield Town Hall and Opera House restored (on going)
- ◇ Greater Wakefield Resource Center (former Union Hotel) purchased by the town of Wakefield in 1998. First floor renovation completed and adaptively reused.
- ◇ Historic blacksmith shop in Union gifted to Heritage Commission and incorporated into restoration of Union Village around Heritage Park as a working blacksmith shop. 2012
- ◇ Lovell Union Grange building ownership secured and artifacts in building given to Town of Wakefield. 2006
- ◇ New Hampshire Preservation Award received for Restoration of Garvin Building (2001)
- ◇ Certified Local Government (CLG) designation obtained through the NH Division of Historical Resources, enabling Wakefield to receive technical assistance and training and to apply for preservation planning grants. To date, Wakefield has received grants for the following projects:
 - Union village survey (2008)

- Industrial sites survey (town wide) (2011)
 - Newichawannock Canal and Bridge nomination for the National Register of Historic Places (2013).
- ◇ Joint steering committee of Acton, ME and Wakefield, NH residents established to preserve the Newichawannock Canal area. 2012
 - ◇ Heritage Park created. 2007
 - ◇ Union Railroad Station purchased (2006) and restored and museum created to interpret Wakefield's railroading history. Open to the public with volunteers from June through Columbus Day. 2009
 - ◇ New Hampshire Preservation Award received for outstanding advocacy, planning and education. (2012)
 - ◇ 1902 Russell Plow car that ran on the Sanbornville to Wolfeboro line restored and placed in Heritage Park exhibit on permanent loan. 2009
 - ◇ Union Freight house purchased (2007)
 - ◇ Heritage Centre created in Union freight house. (2012)
 - ◇ Wakefield Cemetery Trustees created on line burial search. (2013)
 - ◇ Town Meeting records digitized by means of Moose Plate Grant. (2013)
 - ◇ New Hampshire Scenic and Cultural Byway designation received for Wakefield Road through Sanbornville and South on Rt 153 to Union. Continues on Rt 125 to Milton. (1998).
 - ◇ Reunion Grange acquired by Union Congregational Church. 2008. Restoration ongoing.
 - ◇ Drew Mill & Dam ownership secured and property restoration ongoing by Union Village Community Association with Heritage Commission assistance. 2011
 - ◇ Jette Park created at the intersection of Meadow Street and Rines road in the Frenchtown district of Sanbornville. 2010
 - ◇ St. Anthony's Place (Park) created at Sawmill Bridge in the Frenchtown district of Sanbornville. 2012
 - ◇ New town master plan chapter completed for historical and cultural resources completed. 2014
 - ◇ Heritage Day created in 2008, an annual celebration of Wakefield's history held annually in August.
 - ◇

HISTORICAL RESOURCES SURVEYS

- ◇ Union village (2008) [Heritage Commission]
- ◇ Industrial sites throughout town (2011) [Heritage Commission]
- ◇ Town wide identification and mapping of historical resources (ongoing) [Heritage Commission]
- ◇ Barn survey (partial/ongoing)
- ◇ 27 structures at Wakefield Corner named to the National Register of Historic Places. 1984

HISTORIC DISTRICTS LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

- ◇ Wakefield Historic District 1992

INDIVIDUAL PROPERTIES LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

- ◇ Wakefield Town Hall and Opera House (2007)
- ◇ District No. 2 Schoolhouse (1980)*
- ◇ St. John's Church, Rectory and Parish Hall (1984)
- ◇ Union Hotel (1989, aka Greater Wakefield Resource Center)
- ◇ Wakefield House (1983)*
- ◇ Wakefield Public Library (1983)*
- ◇ Newichawannock Canal and Bridge (in process)

*also part of Wakefield Village Historic District

LOCALLY DESIGNATED HISTORIC DISTRICTS

- ◇ Wakefield Village Historic District. 1986

PROPERTIES LISTED ON THE STATE REGISTER OF HISTORIC PLACES

- ◇ Spinney Meeting House (2005)
- ◇ Wakefield Town Hall (2002)

ADDITIONAL PROPERTIES DETERMINED ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

- ◇ Industrial Mill sites (18)
- ◇ Newichawannock Canal and Bridge
- ◇ J.W. Garvin Store Building, Sanbornville

RECOMMENDED GOALS AND IMPLEMENTATION STRATEGIES

GOALS:

G1: *Recognize, preserve and enhance buildings, structures, sites, areas and districts having historical, architectural or cultural significance throughout the Town of Wakefield.*

Implementation Strategies

- 1) Survey by identifying and mapping these resources
- 2) Integrate the findings into Global Information System (GIS) – display map in Town Hall and through town’s website
- 3) Create a management plan for all Town-owned historic buildings that includes scheduled maintenance and rehabilitation and potential funding sources. Include proposed uses for underused or vacant buildings.
- 4) Encourage National Register listing for eligible properties.
- 5) Update survey at least every 10 years
- 6) Encourage and support rehabilitation and adaptive reuse projects that retain the building’s historic character.
- 7) Promote the investment historic tax credit available for revenue-generating properties

G2: *Safeguard the heritage of Wakefield’s villages by providing for the protection of buildings, structures and areas that represent each village’s cultural, social, economic, political and historical significance.*

Implementation Strategies

- 1) Conduct historic surveys of Sanbornville, Wakefield Corner, North Wakefield, East Wakefield and South Wakefield. Union historic survey completed
- 2) Explore applicability of establishing *Neighborhood Heritage Districts* to preserve village character.
- 3) Explore opportunities for historic district designation, such as National Register, State Register and Local historic districts.
- 4) Encourage walking paths and sidewalks within the villages.

G3: *Preserve and protect Wakefield's stone bridges, stone culverts and their respective settings. Example: Newichawannock Canal & Bridge*

Implementation Strategies

- 1) Identify, photograph and map locations of all such resources
- 2) Integrate the findings into Global Information System (GIS).
- 3) List eligible bridges and culverts on the National or State Register of Historic Places.
- 4) Develop a process to ensure the Wakefield Heritage Commission is a required player when any impact to these resources is anticipated.

G4: *Protect Wakefield's rural cultural landscape.*

Implementation Strategies

- 1) Identify, photograph and map rural historical and cultural resources, such as cellar holes, stonewalls, open spaces and agricultural landscapes, scenic vistas, barns and agricultural outbuildings, roads, mill sites, dams, cemeteries, lakes, ponds, streams, and rivers.
- 2) Integrate the findings into Global Information System (GIS).
- 3) Develop a process to allow the Wakefield Heritage Commission to advise the Planning Board when such historic resources are identified during its review and permitting processes.
- 4) Consider the adoption of a stonewall ordinance.
- 5) Consider the adoption of a Scenic Road ordinance, per RSA 231:157, in order to help preserve the scenic and historic features of Wakefield's rural roads.
- 6) Promote the work of the Town cemetery trustees and the preservation and protection of the Town's historic graveyards and private burying grounds.
- 7) Conduct a barn survey using NHDHR forms and methodology.
- 8) Promote the barn easement program
- 9) Support the efforts of local (ie. Lake Associations and AWWA), state and federal agencies to protect the integrity of lakes, ponds, rivers and streams.
- 10) Support and work with the Conservation Commission and local land trusts to protect significant rural landscapes.
- 11) Develop a program with Conservation Commission, Moose Mountain Regional Greenways and local land trusts to ensure that open fields and vistas stay open.
- 12) Promote Wakefield's existing NH Cultural and Scenic Byway.

G5: *Educate the public about the Town's historic and cultural resources.*

Implementation Strategies

- 1) Keep town boards, officials and the public informed of the Heritage Commission's initiatives, activities and accomplishments through annual reporting.
- 2) Continue to improve the exhibits of town artifacts and make them more accessible to the public.
- 3) Create an architectural and historical resource base of materials available to the public through local libraries and the internet. Publicize its availability.
- 4) Develop a historic marker program.
- 5) Promote the importance of locating, cataloguing and preserving local archival materials, such as town records, documents, manuscripts, artifacts, journals, photographs, maps, plans, etc.
- 6) Create a database of all available information on the town's history that is held by the various organizations and departments, both within the Town and at other locations, and make it available to the public.

G6: *Make historic preservation an integral part of the local planning process*

Implementation Strategies

- 1) Create incentives for historic preservation in the zoning ordinance and site plan and subdivision regulations.
- 2) Encourage the use of innovative land use controls, including cluster development and partial development, to conserve open space and minimize the visual and ecological impact of new development on significant historic areas, open space, scenic views and water resources.
- 3) Consider the adopt a demolition review ordinance
- 4) Remove any unintended impediments to the rehabilitation and/or reuse of historic properties inherent in the Town's land use regulations and building codes.
- 5) Promote adaptive reuse of existing village buildings to encourage entrepreneurial uses to engender continuing vibrancy in the village centers.

Addendum - A

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Addendum - B

PRESERVATION PLANNING PROGRAMS & TOOLS

DESCRIPTIONS OF PRESERVATION PLANNING PROGRAMS & TOOLS

THESE TOOLS ARE GUIDELINES THAT MAY BE USED LOCALLY FOR PRESERVATION AND PLANNING PURPOSES AS PROPOSED BY NH DIVISION OF HISTORICAL RESOURCES IN THEIR HANDBOOK.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the nation's official list of historical resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. Resources can be buildings, districts, sites, landscapes, structures or objects that are significant in American history, architecture, archeology, engineering, or culture. Properties can be listed in the Register either individually or as part of an historic district. If a property is part of a district, it will be designated either a contributing or a non-contributing resource. Each contributing resource has all the same benefits of listing as individually listed properties.

Benefits of listing on the National Register, whether individually or as part of an historic district are as follows:

- Recognition that a property is of significance to the nation, the state, or the community
- Some protection from impacts caused by state or federally funded, licensed or assisted projects
- Eligibility for federal tax benefits if undertaking an approved rehabilitation project and the property is income-generating
- Qualification for federal assistance for historic preservation, when funds are available
- Special consideration or relief in application of access, building and safety codes
- Strong marketing tool for owners and businesses
- Leverage for the community when working with developers, in that listing publicly recognizes a significant community asset.
- Promotion of the unique features of buildings helps owners make sound decisions on rehabilitation and maintenance issues
- No restrictions on using or altering the property, as long as only private funds are involved

NATIONAL REGISTER HISTORIC DISTRICT

A National Register historic district is a group of related properties that, instead of listed individually, are listed as a grouping. Contrary to popular belief, there is no regulatory oversight of National Register districts: owners are free to make alterations of any type without seeking approval. For more information, see *National Register of Historic Places* above.

STATE REGISTER OF HISTORIC PLACES

New Hampshire's State Register of Historic Places recognizes and encourages the identification and protection of historical, architectural, archeological and cultural resources. Resources may be buildings, districts, sites, landscapes, structures or objects that are meaningful in the history, architecture, archeology, engineering or traditions of New Hampshire residents and their communities.

A resource must meet at least one of the following four criteria for listing:

1. Tell a story about an event(s) that is meaningful to a community's history
2. Have an association with a person(s) who made important contributions to a community, professional or local tradition
3. Represent a local architectural or engineering tradition; exemplify an architectural style or building type; or serve as a long-standing focal point in a neighborhood or community
4. An identified, but unexcavated and unevaluated archeological site that is likely to yield significant information about the lives, traditions and activities of former residents

Generally, an eligible resource must be at least fifty years old. It must also retain enough of its historic character and physical attributes to illustrate what it is being nominated for.

Properties that are listed on the State Register:

- Are publicly recognized for their significance to a community
- Are considered in the planning phase of local or state-funded or assisted projects
- Qualify for state financial assistance for preservation projects, when such funds are available
- Receive special consideration or relief in application of access, building and safety codes

Owners of properties:

- Receive a complimentary one-year membership to the New Hampshire Preservation Alliance
- Are not restricted from using or altering the property, as long as only private funds are involved

LOCALLY DESIGNATED HISTORIC DISTRICT

A locally designated historic district is one of the most effective and comprehensive mechanisms to manage change in a historic area. Its purpose is to preserve the significant character of an area, while accommodating and managing change and new construction in accordance with regulations developed by local consensus.

A locally designated historic district is a zoning (usually overlay) district. They are created at the local level by a town majority vote and administered by a historic district commission that approves exterior alterations, new construction and demolition within the district, using officially adopted regulations and guidelines.

NEIGHBORHOOD HERITAGE DISTRICT

A neighborhood heritage district (sometimes called a neighborhood conservation district) is similar to a locally designated historic district in that both are zoning districts, but the heritage district operates under more flexible, less stringent standards. A heritage district is a group of buildings and their settings that are architecturally and/or historically distinctive and worthy of protection based on their contribution to the architectural, cultural, political, economic or social history of the community. Sometimes a heritage district lacks sufficient significance or integrity to be designated as a traditional historic district. Other times, the neighborhood or political climate favors looser standards.

Within a neighborhood heritage district, some degree of change is subject to mandatory review and approval. In most instances, the change is defined as major alterations, additions, new construction, demolition or relocation. Some communities have binding review over major changes and advisory review over minor changes, such as window replacement, applying synthetic siding, removing architectural trim and demolition of a part of a building, such as a porch. Overall, heritage districts seek to limit the detrimental effect of alterations, additions, demolitions and new construction on the character of the community through a combination of binding and non-binding regulatory review.

There is a high degree of citizen participation in creating a heritage district. The neighborhood initiates the process, with support and assistance from the historic district commission and planning board/staff. Residents develop the standards under which the district is administered, by deciding what the special qualities of the neighborhood are, and what type of change they wish to avoid. Once established, neighborhood representatives sit on the review board.

DEMOLITION REVIEW ORDINANCE

A demolition review ordinance (often called a demolition delay ordinance) can help prevent the loss of historically and architecturally significant buildings. While such an ordinance does not prevent demolition, it provides a valuable time-out to explore alternatives, and many communities with the ordinance report a high success rate in saving important buildings. The ordinance can apply to an entire community or just to designated areas. Some municipalities impose a longer delay for resources listed on the National or State Registers.

Generally, the ordinance is adopted as an amendment to the building code and administered by the heritage commission or a subcommittee of the commission. The delay period can be for any specified period of time, but usually runs from thirty to ninety days, or a sufficient time period to evaluate the significance of the building, meet with the owner to discuss concerns and options, hold a public hearing, document the structure and perhaps salvage distinctive architectural features. The criteria for triggering the ordinance typically requires that the building (or structure) be at least fifty years old; be visible from a public right-of-way; and be at least 250 square feet. However, if a qualifying building has been determined by the building inspector to be a public hazard, it is exempt from the ordinance. In crafting a demolition review ordinance, it is advisable to structure it so it can run in tandem with the timeframe imposed by other permits that might be required.

PRESERVATION EASEMENTS

A preservation easement is a voluntary legal agreement that protects a significant historic, archaeological, or cultural resource. It provides assurance to the owner of an historic or cultural property that the property's intrinsic values will be preserved by subsequent owners. An easement grants partial interest in a property, through sale or donation, to a qualifying local governing board or non-profit historical organization (the grantee). With a preservation easement, the owner gives that second party the right to protect and preserve the historic and architectural features of the property. The property remains in private ownership, and the town continues to receive annual tax revenue. The easement donor may be eligible for a Federal income tax deduction.

The easement is a legally enforceable agreement filed in the county registry of deeds, thus ensuring all future owners and lenders will be aware of the restrictions when they obtain title reports. The grantee is responsible for monitoring and enforcing the terms of the easement.

A preservation easement will clearly define the historical significance of the property and specify which features are to be protected. Some easements protect only exterior features while others include specified interior features and spaces. Yet others extend to archaeological sites, historic landscape features, and adjacent open space. If the property includes extensive undeveloped land, the owner can combine a preservation easement with a conservation easement. Most

easements prohibit or limit in scope additions, alterations, demolition, incompatible uses, commercial development, and subdivision of the property. The easement will spell out the terms of inspection, monitoring and enforcement. It can run in perpetuity or for a specified number of years.

The New Hampshire Preservation Alliance is a holder of preservation easements, as are some local heritage and conservation commissions.

BARN EASEMENTS

Municipalities can grant property tax relief to barn owners under a state law passed in 2002 (RSA 79-D). Owners must demonstrate the public benefit of preserving their barns or other old farm buildings and agree to maintain their structures for a minimum of ten years by means of a preservation easement. The statute defines agricultural structures to include barns, silos, corn cribs, ice houses and other outbuildings that currently or formerly have been used for agricultural purposes and are at least 75 years old. In towns, decisions on easement applications are rendered by the Board of Selectmen, generally with input from the Heritage Commission.

Throughout the state, hundreds of barns and outbuildings in dozens of cities and towns have been protected in this manner. The law is based on widespread recognition that many of New Hampshire's old barns and agricultural outbuildings are important local scenic landmarks and help tell the story of agriculture in the state's history. Yet many of these historic structures are being demolished or not maintained because of the adverse impact of property taxes. The law is intended to encourage barn owners to maintain and repair their buildings in exchange for specific tax relief and assure them that assessments will not be increased as a result of new repair and maintenance work. It is strictly voluntary on the part of the property owner.

HISTORIC PRESERVATION REVIEW AND COMPLIANCE

Historic preservation review and compliance is a consultation process between the New Hampshire Division of Historical Resources (NHDHR) and the appropriate public agency to identify significant historical resources so that any harm to them from government-assisted actions can be avoided or minimized. It is intended to be a conflict-resolution and problem-solving system that balances the public interest in historic preservation with the public benefit from a variety of governmental initiatives.

**16 U.S.C. 470* All federally funded, licensed, or assisted projects in New Hampshire are subject to the review requirements of Section 106 of the National Historic Preservation Act of 1966, as amended. Federal agencies or their legal designees are required to take into account the possible impacts of their projects on historical resources and to submit proposed projects to NHDHR for a determination of potential effect on properties that are listed, or are eligible for listing, in the National Register of Historic Places. For those agencies with a well-developed National

Environmental Policy Act process, the agencies are allowed to use Environmental Impact Statements or Environmental Assessments prepared under NEPA to meet Section 106 requirements.

* *RSA 227-C:9* All State of New Hampshire licensed, assisted, or contracted projects, activities, and programs are subject to the review requirements of a similar state law. State agencies, departments, commissions, and institutions are required to submit such undertakings to NHDHR for a determination of whether the proposed may affect historical resources.

Many projects receive no public funding, but require a publicly issued permit or license, thus opening the door to project review by NHDHR. For instance, an application for a wetlands or storm water permit, a cell tower license, or a curb cut needed by a new bank, could trigger review and result in a project redesign that enhances the historic character of the surroundings or preserves a valuable building.

If a project is conducted entirely with local, private or donated funds, and there are no public permits, licenses or funds involved, review by NHDHR is not required. However, project sponsors may always request a technical assistance review from NHDHR to determine whether the proposed work meets The Secretary of the Interior's Standards for the Treatment of Historic Properties, or what would be needed to meet the standards. The NHDHR can often recommend approaches to the project that are less costly and damaging to the historical resource. If federal or state funds, permits or licensing become involved later, the project must then be submitted formally to NHDHR for review.

HISTORIC PRESERVATION FEDERAL TAX INCENTIVES

The Federal Historic Preservation Tax Incentives program is administered jointly by the State Historic Preservation Office (in New Hampshire, the NH Division of Historical Resources), National Park Service and Internal Revenue Service. It offers a 20% income tax credit for the rehabilitation of historic, income-producing buildings that are determined to be “certified historic structures.” The State Historic Preservation Office (NH Division of Historical Resources) and the National Park Service review a property’s eligibility, as well as the rehabilitation work to ensure that it complies with the Secretary’s Standards for Rehabilitation. In general, all work within the envelope of an eligible building qualifies for the credit, as do professional fees. The Internal Revenue Service defines qualified rehabilitation expenses more explicitly. Owner-occupied residential properties do not qualify for the credit. Each year, approximately 1000 projects are approved nationally, leveraging nearly \$4 billion annually in private investment in the rehabilitation of historic buildings across the country.

Scenic Roads

RSA 231:157-158

Any road in a town, other than a Class I or II highway, may be designated as a scenic road, a designation that protects trees and stonewalls situated in the public right-of-way. The law prohibits the state, municipality, or anyone working on behalf of a utility, from cutting, damaging, or removing trees or from tearing down or destroying any portion of a stonewall, unless the planning board or the municipal body so designated to carry out this law has held a public hearing and given written approval of the proposed action.

The law provides exceptions for public safety and utilities. If a tree poses an imminent threat to safety or property, the road agent may remove it, with written permission from the Selectmen. A public utility may cut or remove a tree without a hearing or advance municipal permission when restoring service in an emergency situation, but should inform the Selectmen of its actions and rationale afterward.

Scenic Roads stimulate local pride in, and respect for, landscape areas that contribute to the character of the community. The designation does not affect the eligibility for the Town to receive state aid for maintenance, construction, or reconstruction, nor does it affect the rights of any abutting landowner on their property.

Stone Wall Protection

New Hampshire has several statutes that offer protection to stone walls, whether or not they are located on designated scenic roads, but the provisions are weak, enforcement is difficult, and fines are negligible. RSA 471:6 is probably the most useful law: it makes it a misdemeanor to deface, alter, or remove a stone wall that serves as a boundary marker.

It is far more effective to address stone wall protection at the local level by passing a stonewall ordinance. This ordinance can prohibit removing or relocating stone walls due to land use activity. Adopting such an ordinance at the local level also strengthens the validity- and defensibility- of decisions made by planning boards, zoning boards, or selectmen in their efforts to protect or preserve stonewalls.

**WAKEFIELD, NEW HAMPSHIRE
MASTER PLAN 2014
HOUSING & POPULATION CHAPTER**

I. Introduction

An understanding of Wakefield's housing and population characteristics and trends provides the basis for short- and long-term community planning. An examination of Wakefield's housing and population situation is an important component of the Master Plan. The housing and population section of a local master plan is an optional element under the State's planning enabling legislation for Master Plans (RSA 674:2). RSA 674:2 describes the two required elements of a Master Plan: a vision section that serves to direct other sections of the plan and a land use section on which additional optional sections shall be based. In adding an optional housing and population section to a master plan, RSA 674:2 111 (l) recommends that this section "assesses local housing conditions and projects future housing needs of residents of all levels of income and ages in the municipality... and which integrates the availability of human services with other planning undertaken by the community". So by choosing to include a housing and population section, Wakefield is able to examine its local housing conditions and to better project the future housing needs of its residents, at all levels of income and age in the municipality

Total population, rate of growth, long-term population projections and the characteristics of Wakefield's various population groups can have an important

influence on housing, land use, community services and facilities and transportation. Community officials can use this information to establish land use, housing policies as well as timely and efficient provision of community services.

The population section of this chapter examines important demographic trends including population, age and distribution of age, household income and educational attainment. The data in this chapter is based on the 2010 US Census and historical census data. Some comparison with surrounding towns, as well as county and state statistics, where appropriate, is also provided.

In Wakefield's 2001 Master Plan update, it was thought that the relative affordability of the existing housing stock in Wakefield was likely to attract new residents, positively increasing the population but also creating potential stressors on the services and resources of the town, both municipal and natural. One of stated aims of the town going forward was to grow the population while minimizing the impact of that growth and to devise ways to increase the supply of moderate cost housing.

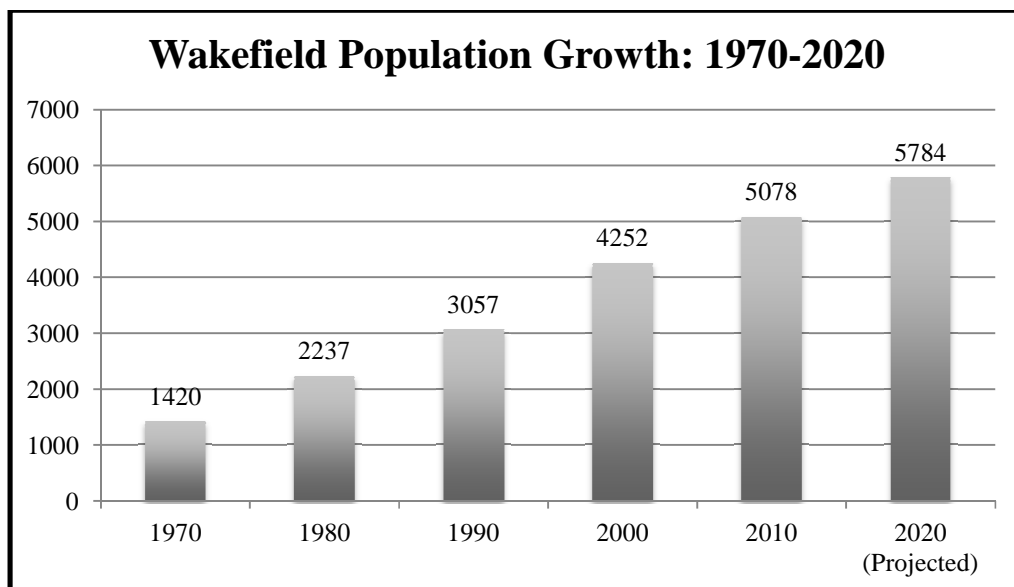
The recommendations to achieve these aims, as suggested by the Wakefield Planning Board in the 2001 Master Plan, included changes in the Town's land use regulations; encouraging the development of housing for the elderly centered around the village centers; encouraging a "residential use pattern which has the higher density housing concentrated in and around the village centers and the lower density housing in the outlying areas of town"; and a continuation of the development of buildings which combine residential and commercial use in the village centers. These recommendations were in line with current state policies and statutes that provide guidance for local housing policies.

So while Wakefield's past aims and recommendations did address the mandates set forth by state statutes as well as the Town's own goals in regard to housing, it is now necessary to re-examine the current housing situation in Wakefield; its current housing stock; median income levels in relation to median house prices and the viability of affordability in the future current housing by tenure (both by permanent residents and seasonal residents); and proposed future housing development to determine whether Wakefield's proposed aims are in line with the reality of the current housing situation and what Wakefield can do in the future to better achieve those aims.

II: Population

As of 2010, the US Census Bureau reports that the population of the Town of Wakefield, encompassing the villages of Wakefield, East Wakefield, North Wakefield, Sanbornville and Union, was 5,078. This represents a 19.4% increase from the census of 2000, which reported Wakefield’s population as 4,252 and is a 66.11% increase from the census of 1990, at which time Wakefield had a reported population of 3,057.

The 2000 to 2010 population increase (while a sharp drop from population growth from 1990 to 2000 when Wakefield’s population increased by 39%, from 3,057 to 4,252), is well above the average for Carroll County, which had a 9.5% increase in population as well as the whole of the State of New Hampshire, which experienced a 6.5% population increase from 2000 to 2010.



Source: US Census Bureau and NH OEP

The unprecedented swell in population Wakefield experienced from 1990 to 2000 was expected to continue, but the census numbers have not lived up to those projections, as

population numbers from 2000 to 2010 do not show the same dramatic increase. In fact, population projections published by the New Hampshire Office of Energy and Planning estimate that as of 2015, Wakefield will have a population of 5,367, which is only a 5.7% increase from 2010 and by 2020, the OEP estimates that Wakefield's population will be 5,784, only a 13.9% increase from 2010.

Regional Population Change:

While Wakefield's population has risen 19.4%, from 4,252 residents in 2000 to 5,078 residents in 2010, the nearby town of Wolfeboro's population has risen just 3.1%, from 6,083 to 6,269, in that same time span. Across the state line, Acton, Maine's population growth has been more like Wakefield's. Acton experienced a surge in population similar to Wakefield's during the 1980's and 1990's, but since then its population growth has slowed, growing just 14.1%, from 2,145 to 2,447 residents, between 2000 and 2010. Comparatively, Ossipee's population rose from 4,211 in 2000 to 4,345 in 2010, an increase very similar to Wolfeboro. For all of Carroll County, there was a 9.38% increase in population, from 43,608 to 47,698 between 2000 and 2010. For the State of New Hampshire as a whole, from 2000 and 2010, the population grew just 6.5%.

The following graph illustrates how, while all four towns plus the county and state experienced periods of rapid growth between 1970 and 2010, it would appear that more recently Wakefield's population is growing faster than its neighboring communities, the county and the state.

Regional, County and State Population Changes: 2000-2010

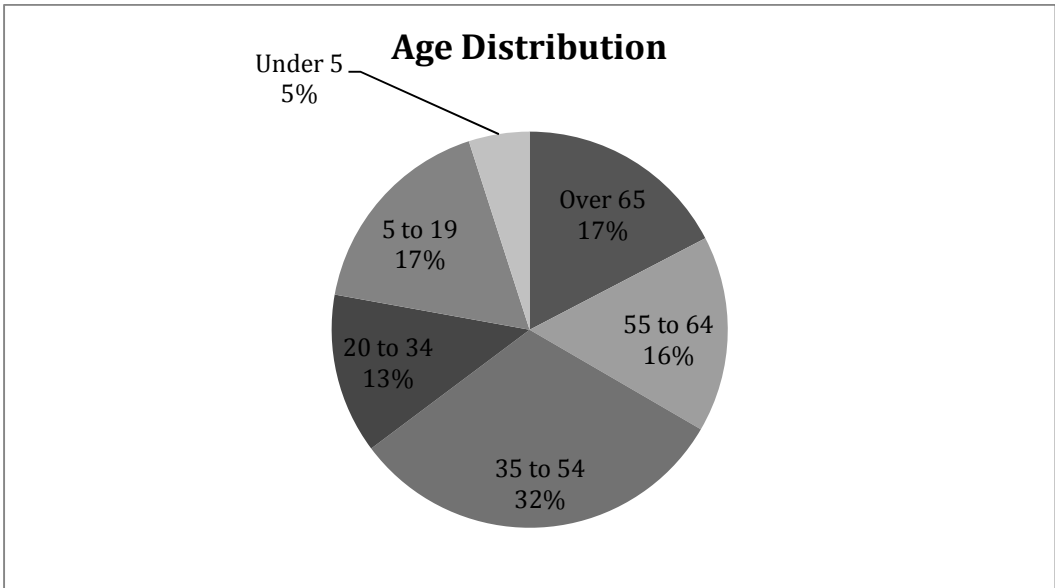
Municipality	2000	2010	Percentage Change 2000-2010
Wakefield	4,252	5,078	19.4%
Acton, ME	2,145	2,447	14.1%
Ossipee	4,211	4,345	3.2%
Wolfeboro	6,083	6,269	3.1%
<i>Carroll County</i>	43,608	47,968	9.38%
<i>State of NH</i>	1,235,786	1,316,470	6.5%

Source: US Census Bureau

Distribution of Age:

Of Wakefield's 5,078 residents, 252 are under the age of 5 (4.96%); 874 are 5-19 (17.21%); 663 are 20-34 (13.06%); 1,593 are 35-54 (31.37%); 815 are 55-64 (16.05%); and 881 are over the age of 65 (17.35%).

The chart below gives a more visual picture of age distribution, showing that the majority of Wakefield residents are between the ages of 35-54. It is interesting to note that the percentages of those between the ages of 5-19 and those over the age of 65, the two groups of residents that tend to need more services from the town, are close in number and also the second largest population blocks.



Source: 2010 US Census

Median Age:

As of 2010, the median age of all residents in Wakefield is 45.9 years old. This is a 14.8% increase from the census of 2000 when the median age was 40. The current median age in Wakefield is lower than Carroll County as a whole, which is 48.3, but similar to surrounding towns such as Ossipee at 47.4, Wolfeboro at 52.1 and Acton, Maine at 45.7. The area, in general, has a higher median age in comparison to the whole of the State of New Hampshire, which had a median age of just 41.1.

Regional Median Age

Municipality	Median Age
Wakefield	45.9
Acton, Me	45.7
Ossipee	47.4
Wolfeboro	52.1
<i>Carroll County</i>	48.3
<i>State of New Hampshire</i>	41.1

Source: 2010 US Census

Density:

With a land area of 39.5 square miles, Wakefield (according to the 2010 census) has a population density of 128.55 people per square mile. This is an 18.9% increase from the 2000 census, when Wakefield showed a population density of 108.1 people per square mile.

Wakefield's density is well above the Carroll County average of 52 people per square mile in 2010, but below the average of the State of New Hampshire, which was 146.8 in 2010. (Density calculations do not include water area, which for Wakefield is an additional 5.3 square miles.)

Relative to nearby communities of similar land size, Wakefield has a higher population density but a lower rate of population density growth. Wolfeboro, which has a land area of 47.9 square miles, has a population density of 110 and Acton, Maine, with 37.72 square miles, of 64.9. Acton experienced a growth in population density of 28% between 2000 and 2010 while Wolfeboro experienced an increase of 36.1% in population density. Perhaps because it has a larger land area, 70.8 square miles, Ossipee has a

lower population density, 58 people per square miles in 2010, but experienced a population density decrease of 2.03% since 2000.

Though Wakefield's population is growing at a faster rate than neighboring communities, it has a lower population density growth rate, with the exception of Ossipee, which is an uneven comparison given Ossipee's much larger land area.

Local and County Population Density: 2000-2010

Municipality	Land Area in Square Miles	Persons Per Square Mile 2000	Persons Per Square Mile 2010	Increase/ Decrease from 2000-2010
Wakefield	39.5	108.1	128.55	18.9%
Acton, Me.	37.72	50.7	64.9	28%
Ossipee	70.8	59.2	58	-2.03%
Wolfeboro	47.9	80.8	110	36.1%
<i>Carroll County</i>	933.8	37	52	40.5%

Source: US Census Bureau

Income Analysis:

As of 2013, Wakefield had a reported median household income of \$42,558 and a median family income (a family being defined as a household with two parents and at least two school-aged children) of \$54,934. The per capita income of all residents is \$23,558. While the median household income in Wakefield is higher than Acton, Maine, it is lower than Ossipee, Wolfeboro, Carroll County and the State of New Hampshire. Median family income in Wakefield is lower than all other nearby communities, with the exception of Ossipee, as well as the county and the state. Wakefield's income per

capita follows the same pattern as its median family income: lower than all other entities, with the exception of Ossipee.

Wakefield's rate of unemployment is lower than the state average, but higher than Carroll County. It is slightly higher than its surrounding communities, again with exception of Ossipee, which has a high rate of unemployment in comparison.

Wakefield's rate of poverty is below the state average, the county average and all its surrounding communities with the exception of Wolfeboro, though the difference in poverty rates between Wakefield and Wolfeboro is negligible.

**Median Household, Family and Per Capita Income,
Unemployment and Poverty: 2013**

Municipality	Median Household Income	Median Family Income	Income Per Capita	Rate of Unemployment	Rate of Poverty
Wakefield	\$42,558	\$54,934	\$23,558	5.7%	4.6%
Acton, Me.	\$40,799	\$62,222	\$26,300	4.9%	8%
Ossipee	\$43,493	\$47,818	\$19,413	7.5%	18.5%
Wolfeboro	\$64,084	\$71,386	\$34,439	5.1%	4.4%
<i>Carroll County</i>	\$50,865	\$58,800	\$29,374	4.0%	6.3%
<i>State of NH</i>	\$64,925	\$79,488	\$32,758	5.1%	5.6%

Source: US Census Bureau and The NH Department of Employment Security

Educational Attainment:

Wakefield's population has reached similar levels of education to some of the communities nearby, namely Acton, Maine and Ossipee, but relatively low levels in

comparison to the neighboring town of Wolfeboro, Carroll County and the State of New Hampshire. According to data from the New Hampshire Department of Employment Security, 89.6% of Wakefield residents are at least high school graduates, slightly less than that of Carroll County and the State of New Hampshire. The percentage of Wakefield residents with bachelor's degrees or higher, 12.6%, is lower than its surrounding communities, the county and the state.

Educational Attainment for Persons 25 Years and Older: 2013

Municipality	Less than a High School Degree	High School Graduate	Bachelor's Degree or Higher
Wakefield	10.4%	89.6%	12.6%
Acton, ME	13.8%	86.2%	19.9%
Ossipee	12.0%	88.0%	16.0%
Wolfeboro	2.4%	97.6%	43.1%
Carroll County	7.6%	92.4%	29.7%
State of NH	8.6%	91.4%	33.4%

Source: NH Department of Employment Security and City-Data

III: Housing

Current Housing Stock:

Using the most current census data (2010), Wakefield has an existing housing stock of 3,832 units. According census data, the majority of these units are single-family dwellings with an average median value of \$208,528. Of the 3,832 units, 2,098 are occupied year-round while 1,573 are considered “seasonal” housing and are occupied only for certain periods of the year. Of the year-round occupied dwellings, they are on average, occupied by 2.4 people per household. Rental units are occupied by an average of 2.7 people per unit.

Of the 3,832 housing units in Wakefield, 2,098 are occupied and 1,734 are vacant. Vacancies are described as units which are seasonally occupied (1,573); units currently being offered for purchase (74); units sold but not occupied (10); rental units (31); units rented, but not occupied (4). There are an additional 44 units that are considered vacant, but cannot be further categorized. Overall, the vacancy rate is 3.8% for year round homes and 9.5% for rental units. This low vacancy rate is not surprising given that the majority of the current housing stock in Wakefield consists of single-family homes and that relatively few rental units are available.

The number of housing units that are considered uninhabitable in Wakefield is negligible. To be considered uninhabitable, a unit must fail to meet a set list of minimum standards as outlined in NH RSA 48-A:14 and which include pest infestation, defective plumbing or persistently leaking roofs or walls.

More recent data from Wakefield's Assessor's Office (2014) shows that Wakefield currently has a housing stock of 3,657 units, but does not break down these numbers in the detail included in the census data. According to the more current assessment data, the majority of these units are single-family dwellings (3,594) with an average median value of \$181,100. There are a much smaller number of two-family dwellings (50) and an even small number of multi-family units (13).

The median value figure is a bit misleading since there are largely two types of housing stock in Wakefield: non-waterfront and waterfront. If these two types of units are assessed separately, the median values vary greatly. If separated, the median value for a single-family, non-waterfront home is \$143,800; the median value for a single-family, waterfront home is \$322,200.

Age of Existing Housing Stock:

Wakefield experienced a fairly slow rate of construction from 1940-1969, when 882 units were built which translates to slightly less than 300 units per decade. Housing built pre-1970 represents 39.6% of the housing stock while housing built between 1970 and 2009 accounts for 58.5%. The biggest booms in residential development in Wakefield occurred between 1970-1989 and 1990-2009 where approximately 500 units were built per decade. Since 2010, there has been little new construction: only 63 units.

The high percentage of existing housing stock built pre-1939 (15.5%) is reflective of the value Wakefield places on the historic feel of the town. With a number of buildings within the collective villages, as well as the Wakefield Village Historic District (which is listed on the Registry of National Historic Places), the town has made clear its strong

feelings about maintaining a certain aesthetic standard for new construction that would not compromise the historic feeling of the Town.

Age of Housing Stock by Period

Year Built	Number of Housing Units	Percentage of Housing Units
Total Units As of 2014	3,657	100%
2010 or later	63	1.7%
1990-2009	924	25.3%
1970-1989	1,220	33.7%
1940-1969	882	24.1%
1939 or earlier	568	15.5%

Source: Wakefield Assessing Database 2014

Residential Building Permits:

As of 2010, the majority of housing permits issued were for single-family dwellings, with a total of 461 single-family housing permits issued between 2000 and 2009. Within that time period, the most permits were issued in 2003, when 116 permits were issued and the least permits were issued in 2009, when -8 permits were issued (a negative value denoting the demolition of units rather than the building of them). During that same time period, very few multi-family permits were applied for and issued. Only 7 permits for multi-family housing units were issued between 2000-2009.

Building Permits Issued: 2000-2009

Housing Type:	Residential Permits Issued 2000-2009										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total:
Single Family	31	44	44	116	53	77	53	31	20	-8	461
Multi Family	0	0	0	1	2	2	2	0	0	0	7
Mfg. Housing	17	30	27	1	1	1	-1	0	0	-2	74
Total Per Year	48	74	71	118	56	80	54	31	20	-10	542

Source: NH Office of Energy and Planning Current Estimates and Trends in New Hampshire's Housing Supply:
Update 2009

Housing and Affordability:

To be considered “affordable” housing costs must not exceed 30% of a person’s monthly income, whether the cost is a mortgage or a rent payment. This amount would allow sufficient income to provide for other living expenses such as food, transportation, medical costs, utilities etc.... Thus, a person with an annual income of \$30,000 could afford a house worth approximately \$90,000 or pay \$833 per month in rent. A lack of affordable housing can lead to a situation whereby persons important to the community, such as young teachers, police and firefighters and others who provide basic services to the community as well as those considered to be part of the workforce and may have lower median incomes, would not be able to afford to live in the communities where they work.

According to the Wakefield Assessing Database from 2014, the median price for all single-family dwelling units was \$181,100. However, given the large number of

waterfront homes in Wakefield, it is important to distinguish between waterfront and non-waterfront homes in discussing “affordability” in the market.

The assessed median value of a single-family, non-waterfront home is \$143,800. Using the Housing and Urban Development (HUD) mortgage calculator, a household would have to have an income of at least \$39,466 to afford a median-priced, single-family, non-waterfront home in Wakefield. The average monthly mortgage cost would be \$921. (Deposit and closing cost would be, on average, \$1,352.)

As noted in the Population section of this chapter, the median household income in Wakefield is \$53,338, with is \$13,872 more than the estimated income needed to afford a median-priced, non-waterfront home in Wakefield. These figures show that the average household in Wakefield is able to afford the current, non-waterfront housing stock in Wakefield.

In contrast, the median price for a waterfront home is \$322,220. In order to afford these types of homes, according to the HUD calculator, a household would have to have an income of at least \$91,371 and have an average monthly mortgage payment of \$2,132. (Deposit and closing cost would be, on average \$3,154.)

The household income necessary to afford a waterfront unit is substantially higher than the median household income in Wakefield: \$31,575 more than Wakefield’s median income. It can be surmised from the discrepancy in income needed for median non-waterfront housing and income needed for median waterfront housing that many of these waterfront units are likely owned by non-residents of Wakefield who use these homes as seasonal dwellings.

The median monthly rent in Wakefield is \$865 per month. A family would have to make at least \$31,243 per year to afford that median rent. While that income amount is \$9,081 above the national poverty level for a family of four with two school-aged children and “affordable” in the common definition of such, it assumes that the average family renting a unit makes at least that per annum income.

Workforce and Affordable Housing:

More recently, Wakefield has been looking to expand the development opportunities for affordable multi-family and workforce housing units with the intention of promoting opportunities for home ownership in Wakefield or otherwise providing opportunities for the younger residents to remain living in Town. These residents might work locally, which might bolster the size and scope of local businesses, or in areas nearby Wakefield, such as the seacoast, a rapidly growing area that has a more diversified range of workforce employment opportunities. Either way, an increase of workforce housing would likely increase and/or sustain Wakefield’s population base, adding to its tax base and enabling the creation of a more diverse housing stock.

The creation of workforce housing units, multi-family units and affordable housing to accommodate residents of all income and age levels is a long-term goal for the State of New Hampshire, as articulated in RSA 674:2. Given the increasing average age of its population and the steep increases in housing costs, the state is looking for ways to stave off a future housing crisis in all parts of the state. This goal is shared by the Town of Wakefield.

To that end, Wakefield has recently amended its Zoning Ordinance (March 12, 2013) to include specific ordinances relating to the development of workforce housing. The

ordinance encourages the development of workforce, multi-family and other forms of affordable housing provided that these units conform to town standards as set forth by Wakefield's Planning Board, specifically its mandate to "manage the town's growth in a manner that promotes economic and social prosperity while preserving open space and our small town rural character, and that minimizes sprawl while maintaining our community quality of life."

Wakefield's new zoning ordinances pertaining to workforce, multi-family and affordable housing seek to encourage the development of these types of housing, but in a specific, prescribed way. For instance, this type of housing must not exceed 8 units per building if built outside of village areas and must not exceed 20 units per building within the village; units must be compatible with the architectural style and exterior appearance of nearby units or other units within the same development; units must be sold or rented following strict income restrictions, as forth by HUD.

Affordable Elderly Housing:

Just as the median age for all residents in the United States and for Carroll County is expected to rise in the coming years, it is anticipated that Wakefield's median age will rise as well. Currently the median age for all residents of the United States is 37.2 years of age and the median age in Carroll County is 48.3 years of age. Wakefield's median age, 45.9 years of age, is 23% higher than that of the United States as a whole yet 4.96% lower than that of Carroll County. It is estimated that by the year 2030, United States residents over the age of 65 will account for 20% of the total population, the second highest percentage after residents between the ages of 45-65, at 21.7%. This increase is thought to be a consequence of the aging of the so-call "Baby Boom" generation. While these figures account for the population of the United States as a whole, it can be

assumed that Wakefield's population of residents over the age of 65 would grow also, resulting in a sharp rise in the number of residents in the older segments of Wakefield's population. Further, given that the elderly are more likely to be living on fixed incomes, the need for affordable elderly housing will likely become more important, especially if Wakefield wants to retain its aging population.

Currently, Wakefield has only two multi-unit elderly housing developments, both extremely limited in the number of residents they can accommodate. If new elderly housing is not built within the not-too-distant future, elderly Wakefield residents may be forced to seek residency elsewhere.

As of today, Wakefield has land appropriately zoned to build affordable elderly housing. Its recent Zoning Ordinance 2013 update, which also addressed zoning ordinances for the building of workforce housing, has attempted to greater opportunities to build more affordable housing, however the Town has yet to see significant development of this housing stock.

Seasonal Housing:

Seasonal housing stock skews housing data in a number of ways. While seasonal dwellings are included in the Wakefield housing census data, seasonal dwellings cannot really be considered as part of the real housing stock currently available in Wakefield. Many of these units are owned by people who are not year-round residents of the town and are therefore not included in the census data for population size; they are instead counted in population figures for the municipalities of their primary dwellings. This leads to a situation whereby the data for population versus available housing stock are not quite accurate. If seasonal dwellings are subtracted from the

available housing stock data, Wakefield may not in fact have sufficient housing stock for its current population or for any future population growth.

In 2001, when Wakefield adopted its last complete Master Plan, the Town conducted a survey where it attempted to determine how many seasonal residents might be considering converting their seasonal units into year-round places of residency. At that time, the survey showed that approximately 20% of seasonal residents might consider making Wakefield their permanent place of residency of the next decade.

Today, over ten years later, it's hard to determine how many of these seasonal residents have actually made those conversions and become full-time residents of Wakefield. Given the rise in Wakefield's population between the census of 2000 and the census of 2010, it is possible that this may have happened in some cases, but because of the way the data is reported (seasonal residents who became permanent residents would have been added to the overall number of residents in the town), information is not readily available to know who was once a seasonal resident and who had simply bought property and moved to the town.

Wakefield had made revisions to its Zoning Ordinance to make such conversions more attractive for seasonal residents considering conversion. Indeed, it would benefit the Town if more seasonal residents did make these conversions, as it would enable the town to ensure all of its current housing stock is up to current housing code standards.

IV. Summary

After a period of rapid growth, between 1980 and 2000, Wakefield's population growth has leveled out and grown steadily, but moderately so. Future population projections estimate that this steady growth pattern will continue into the future. However, Wakefield's population growth between 2000 and 2010 was, percentage-wise, higher than towns in its surround area, the county and the state.

Of the 5,078 residents of Wakefield (as reported by the 2010 US Census), the majority fall into two age groups, residents age 5-19 and residents over age 65. It is thought that the latter category, residents over the age of 65, will likely grow larger in the not-too-distant future, as the State of New Hampshire as well as the rest of the United States is aging. Wakefield's median age, while higher than the state average, is similar to both the surround communities and Carroll County. The population density of Wakefield is higher than all surrounding communities, the county and the state.

While Wakefield's housing stock is sufficient for its current population, if it hopes to attract new residents and if it wants to retain its younger and aging residents, it needs to start developing both affordable and elderly housing. The Town has made adjustments to its zoning ordinance to provide more opportunities for the creation of these sorts of housing projects, but because developers are driven largely by the market for such projects as well as the potential profits to be derived from them, the opportunities have yet to be seized.

Looking at both median household incomes and median house prices, it would seem that Wakefield's residents are well able to afford the non-waterfront housing currently available in Wakefield. Conversely, the waterfront housing in Wakefield, which has a

much higher median value than non-waterfront housing, would be out-of-reach for residents making the median household income.

Seasonal housing units being converted into year-round dwellings has also been suggested as a potential source of additional housing stock, but there is no readily assessable data to show the number of units that have actually made such conversions. It is probable that some of these units have been converted, which benefits the Town by bringing dwellings up to code, increasing assessed values, as well as adding to the population with minimal negative impact on Town resources. It is, however, difficult to project the number of future conversions as they are at the discretion of private households and not public projects.

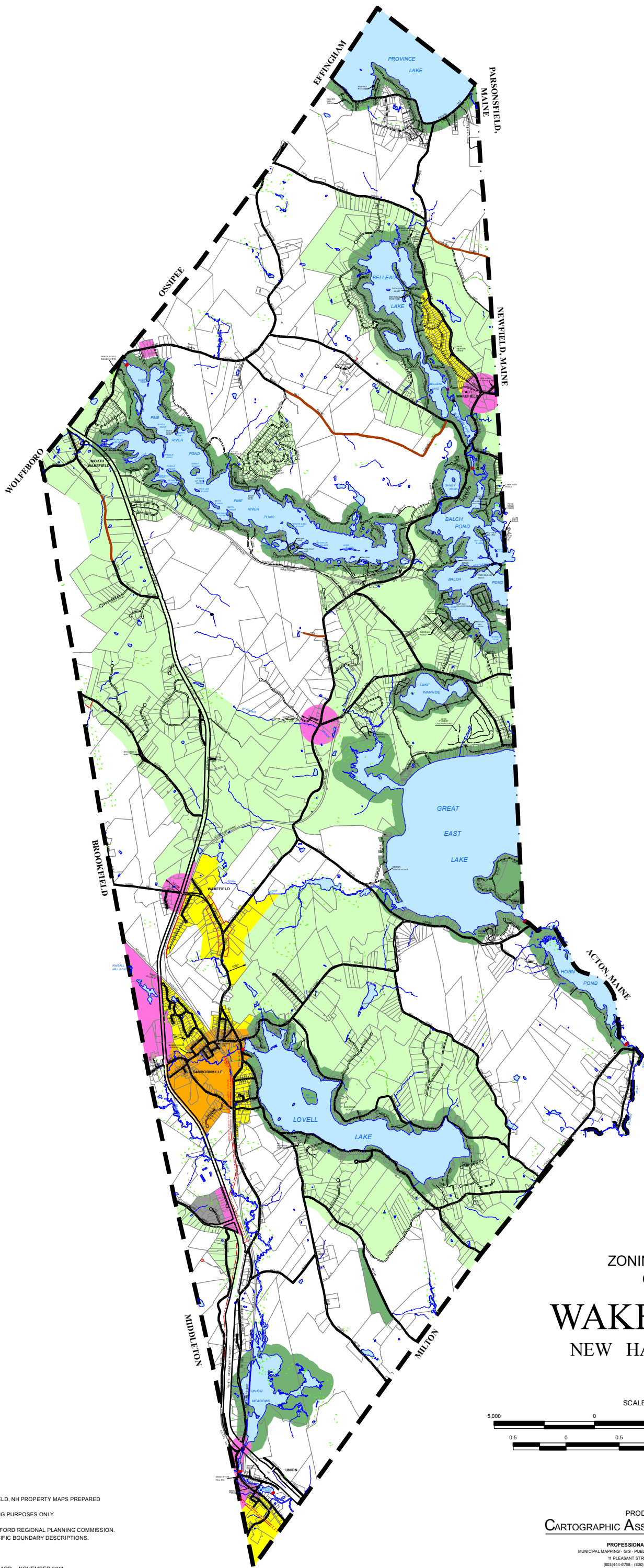
Housing availability and affordability is of growing concern all over the State of New Hampshire, as evidenced by current legislation. The housing issues that Wakefield faces are the same issues that communities all over the state are facing: the need for affordable and elderly housing based on projected demographics; the need for incomes to rise proportionate to housing prices; and the need for private developers to be interested in building the types of housing that address these needs.

V. Goals & Recommendations:

Goal #1: Explore ways to encourage the development of senior housing, both market rate and affordable.

Goal #2: Identify ways to measure seasonal fluctuation in population.

Goal #3: Explore ways to encourage the development of rental housing, both market rate and affordable.



LEGEND

- PROPERTY LINE
- IN CONTENTION
- TOWN LINE
- STATE LINE
- UTILITY EASEMENT
- WATER
- WETLAND
- ROAD
- ROAD - CLASS VI
- ROAD - UNDEVELOPED
- ROAD - DISCONTINUED
- ROAD - PRIVATE
- RIGHT OF WAY
- TRAIL

- ZONES**
- AGRICULTURE
 - BUSINESS/COMMERCIAL
 - HISTORIC
 - LIGHT INDUSTRIAL
 - RESIDENTIAL 1
 - RESIDENTIAL 2
 - RESIDENTIAL 3
 - VILLAGE/RESIDENTIAL
 - WATER

NOTES

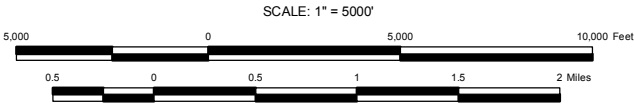
THIS MAP IS BASED ON THE TOWN OF WAKEFIELD, NH PROPERTY MAPS PREPARED IN 2005 BY CARTOGRAPHIC ASSOCIATES, INC. IT IS INTENDED FOR REFERENCE AND PLANNING PURPOSES ONLY.

ZONING DATA OBTAINED THROUGH THE STRAFFORD REGIONAL PLANNING COMMISSION. SEE OFFICIAL ZONING ORDINANCES FOR SPECIFIC BOUNDARY DESCRIPTIONS.

PROPERTY LINES CURRENT TO APRIL 1, 2012

PREPARED FOR THE WAKEFIELD PLANNING BOARD - NOVEMBER 2011

ZONING MAP
OF
WAKEFIELD
NEW HAMPSHIRE



PRODUCED BY
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