

**STATE OF NEW HAMPSHIRE
SITE EVALUATION COMMITTEE**

Docket No. 2015-06

**Joint Application of Northern Pass Transmission, LLC
and Public Service Company of New Hampshire
d/b/a Eversource Energy for a Certificate of Site and Facility**

**PREFILED DIRECT TESTIMONY OF WENDY HERSOM AND FRANK LOMBARDI
ON BEHALF OF THE
WHITEFIELD BOARD OF SELECTMEN AND PLANNING BOARD**

November 15, 2016

Background and Qualifications: Wendy Hersom

Q. Please state your name.

A. My name is Wendy Hersom.

Q. Please describe your official capacity in the Town of Whitefield?

A. I am the Chair of the Board of Selectmen.

Background and Qualifications: Frank Lombardi

Q. Please state your name.

A. My name is Frank Lombardi.

Q. Please describe your official capacity in the Town of Whitefield?

A. I am the Chair of the Planning Board.

Purpose of Testimony

Q. What is the purpose of this prefiled direct testimony?

A. Our testimony is being presented on behalf of the Town of Whitefield, and specifically its Board of Selectmen and Planning Board. Our testimony is for the purpose of explaining that the Northern Pass Project would unduly interfere with the orderly development of the region because it would not be consistent with Whitefield's land use goals and policies, would adversely affect the local economy, community services and infrastructure of Whitefield, and would adversely affect tax revenues and property values.

It is anticipated that further testimony on additional issues such as natural resources, historic sites, aesthetics and the public interest will be provided by the current deadline of December 30, 2016.

1 **Concerns of the Town of Whitefield**

2 **Q. Has the Town submitted any previous information and concerns regarding**
3 **impacts of the Project the Town to the State of New Hampshire?**

4 A. Yes. The Whitefield Planning Board submitted a letter to Martin Honigberg,
5 Chairman of the NH Site Evaluation Committee on September 8, 2015. See Appendix A to our
6 testimony. The letter explains that the proposed overhead transmission line would have a severe
7 adverse visual effect on the town and the area, and that the Project is not consistent with the
8 Town's Master Plan. The letter asks that the entire Project be buried.

9 **Q. Has the Town submitted any previous information and concerns regarding**
10 **impacts of the Project the Town to the Federal government?**

11 A. Yes. The Whitefield Board of Selectmen submitted a letter to Brian Mills, Senior
12 Planning Advisor of the Office of Electricity Delivery and Energy Reliability (OE-20), US
13 Department of Energy, on October 9, 2013. See Appendix B to our testimony. The letter
14 explains that, while the Selectmen are concerned that the long term reliability and security of the
15 energy infrastructure in the area be maintained, they are also concerned about maintaining the
16 area's tourism economy. With the loss of the paper mills and furniture manufacturing in western
17 Coos County, the area is more dependent than ever on its natural scenic beauty to maintain
18 tourism. The letter asks that the entire Project be buried and details particular areas of concern.
19 The letter also raises concerns about the property taxes to be paid by the Applicants in light of
20 PSNH's (now Eversource's) history of continually challenging municipal utility assessments.

1 **Q. Would the Northern Pass Project be consistent with Whitefield’s planning**
2 **regulations?**

3 A. No. Northern Pass Transmission proposes to build a private commercial
4 development in the Town of Whitefield which would measure 10.4 miles long, approximately
5 150 feet wide, and up to 120 feet tall. In reviewing the Northern Pass Transmission Line as
6 proposed by the Applicants, entirely above ground through the Town of Whitefield, the
7 Whitefield Planning Board finds this power line project to be inconsistent with the Absolute
8 Criteria set forth in the Town’s Comprehensive Development Guide (which functions as the
9 Town’s zoning ordinance, adopted in accordance with RSA Chapter 675). See Appendix C to
10 our testimony. These Absolute Criteria lay out the standards by which the Planning Board
11 decides whether or not a project is appropriate for our Town. If a given project does not meet the
12 expectation of even ONE standard on this list, the development is not approved. As proposed,
13 the Northern Pass Project fails to meet a long list of the standards in our Absolute Criteria.
14 Therefore, if this project were brought before the Whitefield Planning Board, the Board would
15 likely deny it due to the following criteria conflicts:

16 A. Municipal Master Plan – Northern Pass does not fit within the Whitefield
17 Master Plan and its vision for the future of our town.

18 B. Conflicts – Northern Pass has conflicts with surrounding land uses in the
19 town. These conflicts have not been effectively mitigated in Northern Pass
20 Transmission’s proposal.

1 C. Scenic Roads – The Planning Board has concerns regarding views from
2 scenic roads that would be negatively impacted. Northern Pass Transmission has
3 not analyzed which scenic roads in our town would be affected by this project and
4 how these effects would be mitigated.

5 D. Utilities – the Planning Board has concerns regarding the negative effects
6 that the construction phase and the ongoing existence of this project would have
7 on water supply, drainage, fire protection, electricity, and streets/pedestrians.
8 Northern Pass Transmission has not provided information to us regarding these
9 issues.

10 E. Emergency Access – The Planning Board has not been presented with
11 adequate information regarding how the accessibility of emergency services
12 would be managed during the construction phase of this Project.

13 F. On-site Water – Tower footings would be built in wetland areas, affecting
14 drainage in surrounding areas and on private properties. The Planning Board is
15 concerned about additional impervious surfaces.

16 G. Geological – There are concerns regarding steep incline areas in the Town,
17 deed restrictions of residents, and poor soil. The Planning Board would ask to see
18 soil studies for the placement of these large footings.

19 H. Topography – With towers up to 120 feet tall, no vegetation would be able
20 to mitigate the height of this Project.

1 I. Flora and Fauna – The Planning Board would request that Northern Pass
2 Transmission present an official letter from NH Fish and Game stating that no
3 flora or fauna are in jeopardy along the route through our Town.

4 J. Historic Preservation – The Project is proposed to be built just north of our
5 historic village and Town Common. The Project would mar the view of the
6 historic Mountain View Grand Resort from many viewpoints in our Town while
7 damaging the scenic view from the historic hotel itself.

8 K. Fragile Areas – The Project would be located close to many delicate areas
9 in Whitefield, including multiple lakes, animal habitats, Forest Lake State Park,
10 Pondicherry Wildlife Refuge, and other ecologically and recreationally sensitive
11 areas.

12 L. Air Quality – The Planning Board has great concern regarding the air
13 quality during the construction phase of the Project. The Planning Board would
14 question the methods of blasting, erecting towers, construction vehicles and
15 helicopters, and generation of dust, dirt, fumes, gases and other hazards, and the
16 dangers these might present to residential properties, animal habitats, vegetation,
17 and soils in close proximity.

18 M. Water – with large footings being built, many streams and wetlands would
19 be impacted. This would cause runoff and diversion of water.

20 N. Noise – there is great concern regarding noise during the construction
21 phase of the Project. Blasting, helicopter use, and construction traffic would all

1 be taken into consideration under our ordinance. The Applicants would be
2 required to prove that these noises would be within the national standards, and
3 that they would adhere to strict hours of work according to the Town ordinances.
4 There are also concerns regarding helicopter use and construction vehicles in the
5 maintenance of the lines for the duration of the Project's existence.

6 O. Glare and Heat – Large metal towers would have glare from the sun in
7 locations where it crosses multiple roads in town. The Planning Board would also
8 question how ice and snow would affect these cables and towers, and the glare
9 caused by these weather conditions. In addition, the Planning Board would
10 request studies regarding the heating up of high tension lines.

11 P. Lighting – what kind of lighting, if any, is used along the power lines and
12 at the substation? With the substation close to Route 3, could such lighting be a
13 hazard to drivers and cause light pollution to neighboring homes?

14 Q. Natural Compatibility – The design and arrangement, and sheer size, of
15 the Project would not be in favorable relationship to the existing natural
16 topography, natural water bodies and courses, existing desirable trees, exposure to
17 sunlight and wind, or views.

18 R. Setbacks – the elements of the Project are located and designed so that
19 they are in violation of the Town's 25-foot setback as measured from the property
20 lines of adjacent properties.

1 S. Traffic – the Planning Board would ask to see plans for how traffic would
2 be safely and conveniently dealt with during the construction phase of the Project,
3 both on- and off-site. This would include construction traffic as well as
4 residential and business traffic.

5 T. Entrance/Exit – The Planning Board would request plans for entrance and
6 exit points of access and how the Applicants would minimize traffic congestion
7 during the construction phase and the duration of the Project’s existence. With a
8 maximum of two accesses allowed for an applicant under the Guide, could the
9 Project be safely constructed under that constraint?

10 U. Bufferyards – Would the Applicant be providing a fall zone buffer area, a
11 visual and sound buffer, and a fire barrier? As property lines currently exist close
12 to where the towers would be constructed, the buffer is not sufficient.

13 V. Building Height – the Project is in extreme violation of this standard.
14 Building height restrictions are a maximum of 35 feet in Whitefield and 25 feet
15 along Mirror Lake. Due to the size and stature of this Project alone, it likely
16 would be denied by the Planning Board if it were to come before it.

17 **Q. Is the Northern Pass Project consistent with the Whitefield Master Plan?**

18 A. No. The Whitefield Planning Board uses the Master Plan as a guide for
19 development. The Master Plan was designed by the residents of Whitefield as a vision for how
20 they would like to see Whitefield grow and develop in the coming years. See Appendix D to our
21 testimony.

1 The Applicants propose to build 10.4 miles of overhead power lines through Whitefield, and the
2 manner in which they plan to do so does not fit with the Master Plan. As proposed, this Project
3 is inconsistent with the Whitefield Master Plan in the following respects:

- 4 A. Economic Base – Whitefield is a town that is economically delicate, and the
5 construction of this Project would put undue strain on the Town’s economic
6 development and on the retention of current economic flow. The Project would
7 negatively affect the attractiveness of the Town to new businesses and would
8 causes existing businesses to struggle, and ultimately perhaps to leave Whitefield.
- 9 B. Population – the population of Whitefield is aging. The Town hopes to attract a
10 younger generation of families and young people to the Town. This Project
11 would negatively affect the attractiveness of the Town to new residents and would
12 potentially cause current residents to leave the Town.
- 13 C. Tax Base – Tax rates in Whitefield have been unstable in recent years, and the
14 Project would have a negative effect on the tax rate in two ways. First, PSNH
15 (now Eversource) has a long history of seeking tax abatements, and there is great
16 concern that this would be the case once the Northern Pass Project is constructed.
17 Second, there would most likely be a number of residents seeking abatements for
18 their property tax assessments due to the negative impact of the Project on their
19 property values. This would bring the Town’s tax revenue down.
- 20 D. Natural Resources – There are many water resources located near the proposed
21 power line route. These areas provide habitat for crucial wildlife and vegetation.

1 To prevent cumulative negative impacts of development of surface water quality
2 and habitat, it is necessary to keep land disturbance to a minimum, disturbing only
3 if absolutely necessary, and minimizing impact. As the Northern Pass Project is
4 an elective project rather than one necessary to maintain reliability, it would be an
5 unnecessary detriment to these areas according to the Master Plan.

6 E. Scenic Resources – Whitefield has a variety of scenic resources, including both
7 natural and historic areas and important views along main roads such as Routes 3,
8 116 and 142. The Project would cross directly overhead above all three of these
9 roadways, each point in close proximity to our historic village. In addition, the
10 Project would scar every one of our most scenic vistas in Whitefield. These
11 scenic views and gateways are of great significance to residents and visitors to our
12 Town and community. The Project is proposed to run entirely overhead through
13 Whitefield, and in the locations that the Applicants have chosen, the Project
14 would be a great detriment to important scenic roadways and views in Whitefield.

15 F. Cultural and Historic Resources – Whitefield possesses a “village atmosphere,”
16 and community character is important to the Town. The Town works to maintain
17 a beautiful Town Common, and with the Project’s power lines proposed to circle
18 the village and cut through views in every direction, residents and visitors would
19 not be able to enter or exit our village without viewing or passing directly
20 underneath the power line. This would greatly damage the community character
21 and beauty of the Town of Whitefield.

1 G. Special Land Uses – Mountain View Grand Resort is a major employer for our
2 area and draws tourists to our community. What makes it so spectacular is the
3 beauty of its surroundings. With the Project proposed above ground in and near
4 Whitefield, it would be a major detriment to this important landmark.

5 H. Development Limitations – Development opportunities in Whitefield are limited
6 by steep slopes, wetlands, and poor soils. These are of great concern with respect
7 to the Project's tower construction. Flooding due to water displacement from
8 tower footings would also be in question.

9 I. Future Land Use – The results of the 2007 Master Plan Survey (reported in the
10 Master Plan, see Appendix C to my testimony) indicate that residents favor the
11 land use patterns promoted by the Comprehensive Development Guide. As
12 proposed, the Northern Pass Project is in stark discordance with this Plan and its
13 goals.

14 **Q. Would the Project unduly interfere with the orderly development of the**
15 **region?**

16 A. Yes. The Applicants propose to build 10.4 miles of overhead high tension power
17 lines through Whitefield, cutting through every significant view point entering or exiting our
18 village, and changing the overall character of the Town for people traveling, visiting, and
19 residing in Whitefield. The Project would unduly interfere with the orderly development of our
20 Town and the region. There are many residents and visitors who live and vacation by our lakes
21 and along our rivers, use our lands and waters for recreation, and have businesses in our village.

1 The Project would be a turnoff for development by private individuals and commercial interests
2 alike. The attractiveness of our Town would be impaired by the construction of the overhead
3 power line, and the erection of the proposed towers would reduce opportunities for private
4 property development by those interested in settling here, and for prospective entrepreneurs
5 looking to start businesses in our community. In addition, this Project would negatively affect
6 existing long-term businesses which rely on tourism and employ local people – most particularly
7 the Mountain View Grand Resort, as well as other restaurants and small businesses in and around
8 our village. The Project will deter – not encourage – economic growth. We already struggle to
9 keep businesses here, and this would put our head under water. In addition, the destruction of
10 views would cause property values to suffer, causing a decrease in the Town’s tax base and a
11 decrease in revenue due to tax abatements likely to be requested by the owners of residential and
12 commercial property.

13 **Q. How would the Project affect the economy of the region?**

14 A. The Project would be an adverse influence on the economy of the Town of
15 Whitefield. With 10.4 miles of overhead lines proposed, the Project would most certainly have a
16 negative effect on the Town’s already delicate economic situation, first during the construction
17 phase, and then for the duration of the Project in the Town. Specific areas of concern are
18 tourism, recreation, and employment. Whitefield has many natural resources which draw
19 visitors to our town. In essence, why should they choose Whitefield with its 10.4 miles of
20 enormous towers and power lines when they could go elsewhere? We depend on these natural
21 resources for the flow of economic activity, overall wage base, wealth and spending in the

1 region, and general economic stability. The reduction of property values would be a strain on the
2 Town as well. With so many households along the proposed route and within view of the
3 towers, Whitefield could expect many tax abatement requests due to property devaluation. This
4 would put undue stress on the financial situation of the Town and negatively impact the
5 resources and efficiency of the Town government. The overall tax revenue would be expected to
6 suffer.

7 **Q. How would the Project affect the community services and infrastructure of**
8 **the Town?**

9 The Town has concerns regarding the impacts the project would have on Whitefield's
10 roads, community services, sewer and water system, and electrical infrastructure. With 10.4
11 miles of overhead lines to be built, there would potentially be a large impact in these areas during
12 the construction phase. Our roads would be heavily used by construction equipment and
13 vehicles, causing our Town to perform costly repairs. With the hazards of such a massive
14 electrical construction project underway for an extended period of time, our Fire and Rescue
15 crews should be expected to receive additional calls during this phase, as should the Police
16 Department for traffic-related needs. As the Applicants propose blasting for tower footings, our
17 already delicate sewer and water system could be at risk. There are also concerns regarding
18 working in close proximity to the Town's existing electric infrastructure. Damage caused during
19 construction, power outages for our residents and businesses, and potential fire hazards are all
20 risks that we see with this Project. After the construction phase is complete, there would still be

1 dangers of having high tension DC power lines and towers located next to our existing AC power
2 lines.

3 **Q. How would the Project affect the Town's tax revenues and property values?**

4 A. Whitefield would have the most overhead lines of any municipality along the
5 proposed Project route, with 10.4 miles of high tension power lines running alongside properties
6 of residents and cutting through the scenic views of countless homes and properties. As an
7 initial matter, while the Project may provide some additional tax base for our Town at the outset,
8 Eversource (formerly PSNH, and one of the members of Northern Pass Transmission) has a long
9 history of seeking tax abatement and other tax relief from the Town of Whitefield. If the
10 abatements are granted, the tax revenue decreases. If the Town defends its assessments, it is
11 forced to spend large amounts of money to do so. Therefore, the promise of future tax revenue is
12 largely illusory. Second, the negative tax impacts on surrounding properties would likely offset
13 any additional Northern Pass tax payments, as loss in tax value from properties along the route
14 would decrease the tax revenue for the Town. With residential and business properties likely
15 being valued at a lower rate due to their close proximity to high tension power lines, property
16 owners could be expected to seek tax abatements, and future assessed values may be lower than
17 they are now. Any tax revenue received by the Town from the Applicants would be immediately
18 offset by these reductions. We are also concerned about other homes and businesses which are
19 not along the route, but which may be negatively affected by the general loss of character of the
20 area from the Project, therefore further diminishing our tax revenues.

21 **Q. Has the Town Meeting taken action regarding the Project?**

1 A. Yes. At the March 2016 Annual Meeting, the Whitefield Town Meeting
2 approved a warrant article articulating its opposition to the Project as proposed because it would
3 be constructed overhead rather than underground. See Appendix E to our testimony.

4 **Q. Have residents expressed other concerns to the Site Evaluation Committee**
5 **regarding this Project?**

6 A. Yes. Please see the September 8, 2015 petition submitted by the Whitefield
7 community to Martin Honigberg, Chairman (Appendix F to our testimony) and additional
8 correspondence from community members to state agencies (Appendix G to our testimony).

9 **Q. Does this end your testimony?**

10 A. Yes.

WHITEFIELD PLANNING BOARD
56 LITTLETON ROAD
WHITEFIELD, NH 03598

SEP 15 11:45

September 8, 2015

Martin Honigberg, Chairman
Site Evaluation Committee
c/o Public Utilities Commission
21 S. Fruit Street, Suite 10
Concord, NH 03301-2429

RE: Proposed Northern Pass Transmission Project

Mr. Honigberg:

The Whitefield Planning Board has great concern regarding the effect that the proposed Northern Pass Transmission Project would have on our town. We respectfully request that if Northern Pass is to move forward, the Site Evaluation Committee require the transmission lines to be buried in Whitefield, where Whitefield would be adversely affected – just as they are proposed to be buried in other towns in our region.

Whitefield has the most overhead mileage of any town on Northern Pass' proposed route, crossing 10.4 miles of the town's views and village. The transmission towers as proposed would range up to 100 feet high, well above both the tree canopy and the wooden poles on the existing transmission right-of-way. This major power line would cross directly over three main roadways and cut across scenic views from Routes 3 and 116. The visual impact would be severe, as one will not be able to enter Whitefield without seeing the lines. As such, the project would adversely affect large swathes of the town's visual landscape, the central historic and business district, and significant natural and preserved areas.

This transmission project does not fit with Whitefield's Master Plan, and there is no doubt that new transmission lines of this scope and scale will negatively affect the orderly development of Whitefield and the region, private property values, business prospects, and economic development.

The Whitefield Planning Board believes the adverse impacts of Northern Pass can be largely avoided if the transmission lines are buried in Whitefield. We respectfully request equal treatment – that is, line burial – with other towns where burial has been proposed.

Sincerely,

Scott Burns

The Whitefield Planning Board

Frank Lumbardi

Mark A. Thayer

Everett W. Kennedy



Office of Selectmen

Town of Whitefield, N.H. 03598

"Heart of the White Mountains"

603/837-2551

October 9, 2013

Brian Mills, Senior Planning Adviser
Office of Electricity Delivery and Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Avenue, S.W.
Washington, D.C. 20585

Dear Mr. Mills:

Subject: Northern Pass Proposed HVDC Transmission Line EIS Comments

The Whitefield, N.H. Board of Selectmen and the Whitefield Planning Board offer the following comments as you begin to prepare the Environmental Impact Statement as part of the NEPA process for the Northern Pass. The Selectmen are concerned that the long term reliability and security of the energy infrastructure in our area be maintained. However, we are also most concerned that our fragile tourism economy of northern New Hampshire not be adversely impacted by the above ground transmission line. We have lost our paper mills and furniture manufacturing in western Coos County, and we have to rely more than ever on the natural scenic beauty of our area and tourism, such as offered by our Mountain View Grand Hotel in Whitefield.

We ask that consideration be given to burying the entire HVDC through Whitefield. Specifically:

1. Just north of Whitefield Village the proposed overhead HVDC line will require multiple structures (DC608 through DC614) which will be located a short distance, and either side, of major primary State highway Route 3 and nearby residences. Multiple structures are required, because the existing PSNH substation is in the middle of the existing 115kv ROW. Also, these structures will be up to 115 feet tall versus 55 feet for the existing pole structures. Such a scenario will make for a terrible aesthetic gateway to our Village and the Mountain View Grand Hotel.

Red lights for towers
potentially balls for wires
would the psn prevent
the expansion of
the runway

2. The Mount Washington Regional Airport in Whitefield serves the local tourism economy and the Mount Washington and Mountain View Grand Hotels. The Airport Commissioners and FAA are planning a 1000 foot runway extension to accommodate jet and commuter air traffic with a 5000 foot runway. The existing 115 kv transmission to the west and north of the Airport are 55 feet high. How will the proposed 90 foot HVDC towers in this ROW affect the safety of the Airport?

3. The proposed HVDC line will run through the Pondicherry National Wildlife Refuge in Whitefield. Pondicherry is designated a National Natural Landmark by the National Park Service because of its wetlands and diverse bird life.

4. The HVDC will cross Route 142 and be very close to subdivisions on either side of Route 142. How will the higher transmission towers affect local property values?

5. The proposed 90 foot tall tower (versus the existing 55 foot tall poles) HVDC line would run just to the west and parallel the entire length of Burns Lake and many lakeside cottages and run in the valley between Dalton Mountain and Kimball Hill, an important local scenic area. Likewise, the HVDC would cross the Forest Lake State Park road and run to the east of Forest Lake. Not only do the local folk, but tourists value the natural scenic values of the area. Reviewing the visual simulation at Burns Lake and from the Forest Lake Road, the PSNH monopole option offered would appear to be much more aesthetically attractive than the truss towers, however, clearly the buried HVDV alternative is the better choice for Whitefield.

Finally, we recall pictures of the 100's of miles of transmission towers taken down by the Quebec ice storm of 1998. Will not buried lines be more secure and reliable than overhead? We also ask why can the proposed buried 300 miles HVDC Hydro Quebec be so much less expensive in New York State than that estimated for underground by Northern Pass in New Hampshire? The proposed HDVC line through Whitefield is in the valley and low lands where a review of USDA soils maps indicates deep soils to depth with minimal ledge.

While not an aesthetic or environmental concern, we asked PSNH two years ago in Whitefield how will the proposed HVDC line be depreciated and over what time period? PSNH has had a history of continually challenging municipal utility assessments, and PSNH has been unable to give an estimate of how depreciation expenses would be determined.

We thank you for your consideration of our above concerns, and we ask to be included in the mailing list as the EIS is being developed. Our email address is townofwhitefield@ne.rr.com.

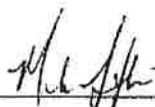
Sincerely,

Whitefield Board of Selectmen

Wendy Hersom



Duane Hall



Mark Lufkin

WHITEFIELD, NH
COMPREHENSIVE
DEVELOPMENT GUIDE
1992

Amended: March, 1994
March, 1995
March, 1996
March, 2003
March, 2009

CURRENT AS OF: 12/10/12

SELECTMEN:

Howard Bray
Martha Hardiman
Steve Marro

THE TOWN PLANNING COMMISSION:

Stanley Holz, Chairman
William Hicks
Emily Lafasciano
Alice McGee

WHITEFIELD COMPREHENSIVE DEVELOPMENT GUIDE

CURRENT: 2006

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WHITEFIELD COMPREHENSIVE DEVELOPMENT GUIDE

INTRODUCTION

The need for some type of guide for development in Whitefield has become apparent in view of the great increase in the number of subdivisions in the last 15 years. Historically, patterns for logical and reasonable types of development occurred naturally, without guidance, due to the common cultural concepts of residents. Today, the diversity of culture as well as affluence and mobility of individuals have contributed many diverse and often conflicting goals to the development process.

Pressures currently being placed on Whitefield's limited resources and New England village character cannot be accommodated indefinitely without efficient guidance. As has been documented in numerous studies sponsored by private industry and government alike, uncontrolled sprawl development is the most expensive form of growth in terms of economic costs, environmental costs, natural resource consumption, and personal costs. This added expense is particularly significant for that share of the total costs which is likely to be forced onto local government and ultimately the taxpayers. These same studies indicate that better planning and guidance will reduce these costs, especially those borne by the general public through taxes.

In looking for a mechanism to guide growth in a direction which will not destroy the rural village character prized by town residents and visitors alike, several goals were pursued. First, those involved in the process felt that it was important that the effort to guide development should be an extension of being "good neighbors". This came about from witnessing how zoning in neighboring towns was setting neighbor against neighbor and planning board against developer rather than creating a process where individual and collective development goals were aired in a forum that promoted discussion and mutual cooperation. Most importantly, with the results of traditional zoning creating endless strips of characterless commercial development and checkerboards of residential subdivision regardless of existing landscape, an approach was sought which would reward creativity in striking more of a balance between growth and community character preservation. Finally, recognizing that every parcel of land and development have unique characteristics which need to be worked with on a case by case basis, a method to guide development was sought which would examine the MERITS of a proposal rather than rubber-stamping regulations to be followed within a few broad categories of uses.

The Whitefield Comprehensive Development Guide has the advantage of utilizing performance standards to assess the merits of each proposal on an individual basis. These performance standards allow any mixed uses that are "good neighbors", characteristic of the more traditional patterns of development at work in Whitefield forming the basis of its New England village character. The Guide contains a number of absolute standards that must be answered yes or no if they apply to the development. The guide also has a point system involving optional standards that makes it flexible and creative in meeting the collective community goals that the residents generated through the Community Attitude Survey for the Whitefield Master Plan. Rather than dividing the town into rigid zones where certain uses are concentrated, this guide recognizes the natural tendencies of neighborly mixed uses and meshes numerous criteria to create protection from unwanted nuisances.

The Whitefield Development Guide serves under New Hampshire law as a municipal zoning ordinance with all associated advantages and without the undesirable effects seen in other towns. With the existence of this Guide, the town is enabled to attend to other concerns which it would not be able to otherwise

address. A Capital Improvements Program is one of these needed concerns which would be able to be implemented to plan for growth and regulate town expenditures and plans for public facilities to serve it.

The Whitefield Development Guide is the culmination of a 4-year process of writing a Master Plan and developing the performance standards. This Guide will provide for the controlled development of Whitefield for years to come.

WHITEFIELD COMPREHENSIVE DEVELOPMENT GUIDE

I. Title:

This ordinance shall be known, cited, and referred to as the "Whitefield Comprehensive Development Guide".

II. Purpose:

The purpose of this Guide is to improve and protect the public health, safety and welfare; encourage flexibility and creativity in the appropriate and wise use of land; to create a tool to better enable the town government to meet the demands of an evolving and growing community; to assure the proper use of natural and historic cultural resources; and to preserve existing community character to the extent possible while allowing for development and a reasonable return on holdings.

III. Authority:

This Guide is adopted pursuant to the authority conferred by NH RSA 674:16,17,18,19,21 and is adopted in accordance with the provisions of NH RSA 675:3,7. A determination by a court that any section or part of this Guide is illegal or unconstitutional shall have no effect on the enforcement of any other section or part. Repeal or invalidation of this Guide or any portion hereof does not abrogate or annul any Development Permit, Occupancy Permit, any other lawful permit, or any easement or covenant hereto.

IV. Administration and Permits:

The Whitefield Planning Board shall be responsible for the daily administration of the Comprehensive Development Guide, including attendant subdivision regulations, according to the authority conferred by NH RSA 674:21-II. This RSA also confers the authority to grant permits to the administrative officer (Selectmen), which will grant a "Development Permit" to an application which passes the standards contained in the Development Guide and an "Occupancy Permit" to certify that all standards approved have been met before the project is put into use. Decisions delegated to the Planning Board shall be directly appealable to the Superior Court pursuant to NH RSA 677:15.

The Development Guide Board of Adjustment shall have the authority of and function as the Zoning Board of Adjustment which shall be established according to NH RSA 673:1-IV and 673:3-II. The Board of Adjustment shall consist of 5 members and up to 5 alternate members who shall be residents of the town. The town shall be authorized to appoint members and alternates as needed according to NH RSA 673:6. The Board of Adjustment shall hear administrative appeals involving the reasoning behind a decision of the Planning Board not to accept an application, but not the appeal of the decision itself, as well as a variance from the strict application of any of the criteria, pursuant to NH RSA's 674:33 and 676:5. The Development Guide Board of Adjustment also may grant a special exception to the Absolute Criteria listed below if doing so would be harmonious with the general purpose of this ordinance and a literal enforcement of the Absolute Criteria, in the Board's judgment, would be considered an illogical or unfair criterion under the special circumstances presented by the particular application for permit, pursuant to NH RSA 674:33-IV.

Existing lots of record that are substandard in size at the time of adoption of the Development Guide shall be exempt from the lot size requirement ONLY for single family dwellings of up to four (4) bedrooms that conform to the remaining Development Guide criteria where no public harm will result. Uses existing at the time of adoption that do not conform to the Development Guide criteria shall continue unless the activity causes public harm.

V. Process:

General: The criteria that must be addressed are contained in the following sections. The specific criteria, which a development proposal must satisfy, are dependent upon the type of land use being proposed. The Whitefield Comprehensive Development Guide divides all land uses into the following categories:

I. ABSOLUTE Criteria for All Development

A. Commercial ACTIVITY

B. Industrial ACTIVITY

C. Extraction of Resources, Salvage, Junkyards ACTIVITY

D. Residential ACTIVITY

Every single or mixed land use development activity must satisfy the criteria in the "ABSOLUTE Criteria for All Development" category (summarized in the "Absolute Criteria for All Development Chart" following that section). In addition, each use must satisfy all applicable criteria of the appropriate ACTIVITY category of which it is a part, which include relative criteria that add to the flexibility of the Guide (summarized in the "Point Charts" following each section). The Planning Board may determine that a criterion is irrelevant and does not apply to the proposed development.

Types of Criteria: The Whitefield Comprehensive Development Guide contains two types of review criteria: numbered and lettered criteria. Numbered criteria are absolute requirements each development must satisfy before approval can be granted. Found both in the "Absolute Criteria for All Development" and ACTIVITY sections, these include assuring community character compatibility and compliance with official plans and Policies, minimum public facilities standards, resource protection, environmental standards and site design. Each of the applicable numbered criteria must be answered YES before approval can be granted.

Lettered criteria are relative "points" that make the Guide flexible and negotiable in character. Each development must achieve a specified minimum percentage of these criteria. The lettered relative criteria are located at the end of each ACTIVITY section and focus on location as well as design of a project.

Evaluation: The performance of a particular development plan shall be evaluated as follows:

Absolute (Numbered) Criteria: Each of the numbered criteria on the "All Development" and appropriate "Activity" section charts is answered YES, NO or NOT APPLICABLE. A NO answer to any of the applicable numbered criteria will automatically exclude the development from further consideration. A criterion is considered to be applicable if it is reasonably capable of being applied to the development.

Relative (Lettered) Criteria: The development plan is evaluated against each of the applicable lettered criteria and assigned a SCORE. A criterion is considered to be applicable if it is reasonably capable of being applied to the development. Several criteria are applicable to any

development proposal and are pre-checked on the relevant chart. The numerical SCORE is assigned based upon the following:

YES (+1) = for an adequate job of implementing the criterion.

VERY WELL (+2) = for an excellent job of implementing the criterion or for doing the best job possible, given the constraints and opportunities of the site.

NO (0) = for no effort or failure to implement the criterion.

Each lettered criterion has been pre-assigned a MULTIPLIER, which determines the relative importance of the criterion to the other criteria. The meaning of each MULTIPLIER is as follows:

- 5 - indicates that the criterion is of exceptional importance.
- 4 - indicates that the criterion is very important.
- 3 - indicates that the criterion is important.
- 2 - indicates a criterion of normal importance.
- 1 - indicates a minor criterion.

The points earned for each criterion are the product of multiplying the SCORE times the MULTIPLIER. The MAXIMUM POINTS POSSIBLE in each chart are added together and the POINTS EARNED are added together to get TOTALS. By dividing the TOTAL POINTS EARNED by the TOTAL MAXIMUM POINTS POSSIBLE, the PERCENTAGE EARNED is determined.

The PERCENTAGE EARNED must be at least the minimum percentage specified for that ACTIVITY category.

VI. Development Criteria:

Absolute Criteria for All Development and Activity Criteria are listed on the following pages.

VII. Procedures:

A development shall be processed in three stages: A conceptual review, preliminary plan, and final plan. A preliminary master plan is required at the preliminary stage of the development proposal, if multiple lots and phased development occur according to criteria in the Guide. The concept plan is the applicant's impression of the anticipated pattern of development for a particular parcel of land that is expressed graphically and from which a preliminary or preliminary master plan is developed. The purpose of the preliminary master plan is to establish general planning and development control parameters while allowing sufficient flexibility to permit detailed planning at the time of development. The preliminary plan shall generally specify the uses of land and layout of the landscaping, circulation and buildings. The final plan is the site specific development plan which describes with reasonable certainty the type and intensity of use for a specific parcel or parcels of property, upon which Development Permits are issued and shall require detailed engineering, design review and approval.

a. Conceptual Review:

1. This is an opportunity for applicants to discuss requirements, standards, and policies that apply to development proposals. Major problems can be identified and solved before a formal application is made.
2. The general outline of the proposal, evidenced schematically by sketch plans, shall be submitted by the applicant and reviewed by the Planning Board. Thereafter, the Board shall furnish the applicant with comments, including appropriate recommendations to inform and assist the applicant prior to preparing the components of the application.

A CONCEPTUAL REVIEW IS OPTIONAL FOR ALL DEVELOPMENT PROPOSALS.

b. Preliminary Plan:

1. Upon completion of the conceptual review meeting or as a first step in the application process, a preliminary plan shall be submitted to the Planning Board in sufficient time to allow for proper review and notice (by the first Monday of the month preceding the month of the Planning Board Meeting). If the project is to be developed over time in two or more separate preliminary plan submittals, a preliminary master plan shall also be required (see below). After the application has been reviewed and a decision is made concerning whether sufficient information has been submitted to reach a decision as to whether or not the applicable criteria of the Guide are met by the proposal, the matter will be placed on the agenda for the appropriate meeting of the Planning Board.
2. Proper legal notice in newspapers of general circulation, public places and to abutters according to NH RSA 675:7 shall be given.
3. The Planning board may approve, disapprove, or approve with conditions the proposed development. Approval of a preliminary plan shall not constitute final approval of the final plan; rather it shall be deemed an expression of approval of the layout and densities submitted on the preliminary as a guide to the preparation of the final plan.

c. Preliminary Master Plan:

1. A Preliminary master plan shall be required for any property intended to be developed over time in two or more separate plan submittals. It is also required if over 10 acres are in common ownership and/or if subdivision has occurred within 20 years, thereby creating multiple lots and phased development. The preliminary master plan, together with the proposed preliminary plans for the first phase of the development shall be submitted to the Planning Board and processed as preliminary plans. Once approved, the decision of the Planning Board shall be recorded in the Office of the County Clerk and the master plan shall be filed with the Town Clerk.
2. This section allows for changes to a master plan. Minor changes to a master plan may be approved administratively by the Planning Board. Such changes may be authorized without additional public hearings.
3. Major changes shall be approved only by the Planning Board, and must follow the same review and public hearing process required for the approval of preliminary plans. Any

changes approved in the master plan shall be recorded as amendments to the master plan in accordance with the procedures established for the filing of the initially approved plan documents.

4. Major changes shall be defined as follows:
 - (a) A change in the use or character of the development;
 - (b) An increase in the problems of traffic circulation and/or public utilities;
 - (c) An increase of greater than two percent (2%) in the approved gross floor areas of buildings; and
 - (d) An increase of greater than one percent (1%) in the approved number of residential dwelling units.
5. Subsequent applications for preliminary and final plan approval may be made for each phase of the approved preliminary master plan, provided that such phase is consistent with the approved preliminary master plan and the provisions of the comprehensive Development Guide.
6. If a project is to be built in phases, each phase shall include an appropriate share of the proposed recreational, open space, and other site and building amenities of the entire development, which shall be determined for each specific project at the time of preliminary master plan approval and shall not be based solely upon a proportional or equal share for the entire site.
7. Requirements may be made for off-site improvements on a phased project.

d. Final Plan:

1. Application for a final plan may be made only after approval by the Planning Board of a preliminary plan, except, however, for good cause shown, the Board may determine if application for final plan may be made concurrently with the preliminary plan. Materials pertaining to the final plan must be submitted to the Planning Board by the first Monday of the month immediately preceding the month of the Planning Board meeting. After the Planning Board has reviewed the application and is satisfied that sufficient information has been submitted to permit the Board to reach a decision as to whether or not the applicable criteria of this section are met by the proposal, the matter will be placed on the agenda for the appropriate meeting of the Planning Board.
2. As a requirement of approval, the final plan shall be in substantial compliance with the approved preliminary plan. Substantial compliance shall mean that the plan does not:
 - (a) Change the general use or character of the development;
 - (b) Increase the number of residential dwelling units by more than one percent (1%);
 - (c) Involve a reduction of more than five percent (5%) of the area reserved for common open space and/or usable open space;

- (d) Increase the floor area proposed for non-residential use by more than five percent (5%);
 - (e) Increase the total ground area covered by buildings by more than five percent (5%).
- 3. The final plan shall also comply with all other applicable criteria of the Comprehensive Development Guide, provided, that the Planning Board shall not impose additional requirements or conditions pertaining to the general layout and densities as shown on the preliminary plan.
- 4. Proper legal notice in newspapers of general circulation, public places and to abutters according to NH RSA 675:7 shall be given.
- 5. The Planning Board may approve, disapprove or approve with conditions, the proposed development. If the Planning Board approves the proposed development, the decision shall be filed with the Office of the County Clerk and the final plan shall be filed with the Town Clerk, along with the Development Permit. If the Board denies the development, any revisions shall require the same review process required for final plans.
- 6. This section allows for changes to a final plan. Minor changes to a final plan may be approved administratively by the Planning Board. Such changes may be authorized without additional public hearings.
- 7. Major changes shall be approved only by the Planning Board, and must follow the same review and public hearing process required for the approval of preliminary plans. Any changes approved in the final plan shall be recorded as amendments to the final plan in accordance with the procedures established for the filing of the initially approved plan documents. Major changes shall be defined as follows:
 - (a) A change in the use or character of the development;
 - (b) An increase in the problems of traffic circulation and/or public utilities;
 - (c) An increase of greater than two percent (2%) in the approved gross floor areas of buildings;
 - (d) An increase of greater than one percent (1%) in the approved number of residential dwelling units;
 - (e) A reduction by greater than three percent (3%) of the approved open space;
 - (f) Any change in the development that would normally cause the project to be disqualified under the applicable criteria.

VIII. Content of Development Submittals:

For each stage of the review process, the following information and data shall be submitted unless the Planning Board determines that the information is unnecessary for the proper evaluation of the development:

a. Concept Plan Submittal:

1. Data regarding site conditions, land characteristics, available community facilities and utilities, and other related general information about uses of land within one-half mile of the subject parcel of land;
2. Sketch drawing showing the proposed location of the uses of land, major streets, and other significant features;

b. Preliminary Plan Submittal:

1. Written documents:
 - (a) Application form and filing fee;
 - (b) Legal description of the site;
 - (c) List of abutters with names and addresses of all owners of record;
 - (d) Statement of planning objectives, including description of project with as much detail as to estimated numbers as is possible, including a description of rationale behind the assumptions and choices made by the applicant;
 - (e) Development schedule indicating approximate date when construction of the development, or stages of the same, can be expected to begin and be completed, including the proposed phasing of construction of public improvements and recreational and open space areas;
 - (f) Traffic impact analysis;
2. Preliminary architectural elevations of all buildings sufficient to convey the basic architectural intent of the proposed improvements,
3. Site plan drawing of the development composed of one or more sheets with an outer dimension of 24 x 36 inches, showing the following information:
 - (a) Title by which the proposed development is to be referred;
 - (b) Scale, north point and date of preparation;
 - (c) Location of municipal boundaries at or near the development;
 - (d) Parcel size in gross and net acres and square feet;
 - (e) Total number, type, and density per type of units;
 - (f) Total bedrooms per each dwelling unit type;
 - (g) Soil types and boundaries;

- (h) Estimated square footage and percentage of lot of: building coverage, parking, driveway and roads, open space, active recreational use;
 - (i) Topographic character of the land at a contour appropriate with the scale of the project;
 - (j) Watercourses, water bodies, floodplains;
 - (k) Unique natural features, significant wildlife areas and vegetative cover;
 - (l) Tentative location and floor area of existing and proposed buildings;
 - (m) Location of roads, parking, open space, showing also circulation system with ingress and egress;
 - (n) Maximum building height of all structures;
 - (o) Proposed landscaping, screening and buffer design;
 - (p) Listing of specific land uses being proposed;
 - (q) Indication of uses and character within 150 feet of the proposal;
 - (r) Vicinity map of the area surrounding the site within a distance of at least 1 mile showing relevant features;
 - (s) Owner certification of acceptance of conditions and restrictions as set forth on the site plan;
 - (t) Attorney's or owner's certification of ownership;
4. General landscaping plan indicating treatment of materials used, including existing vegetation, plans to preserve trees. Details of size and species for intended plantings of vegetation will be required at the time of final plan phase;
 5. Existing and proposed utility systems;
 6. Street cross sections schematics;
 7. Preliminary drainage report;
 8. Preliminary subdivision plat;
 9. Impact studies and other studies as the Planning Board may require for the full and complete consideration of the development;
 10. If appropriate, a list of all partners and/or officers and directors of the corporation involved as either applicants or owners of the development.

c. Preliminary Master Plan Submittal:

1. Application form and filing fee;
2. A preliminary master plan shall be submitted containing the following information:
 - (a) Parcel size;
 - (b) Existing topographical character of the land at a contour appropriate with the scale of the project; all water courses; floodplains; unique natural features; significant wildlife areas and vegetative cover;
 - (c) Soil types and extents;
 - (d) Maximum height of all structures;
 - (e) Approximate acreage of each area; number, height, floor area and types of all uses indicated; approximate location of each use, including open space;
 - (f) Approximate location of streets, parking, points of access; public utilities;
 - (g) Survey of area within 150" of proposal indicating general character of land use, natural features;
 - (h) Vicinity map of area surrounding the site within a distance of at least 1 mile showing relevant features;
 - (i) Owner's certification of acceptance of conditions and restrictions as set forth on the master plan;
 - (j) Planning Board certification of approval of site plan;
 - (k) Attorney's or owner's certification of ownership;
3. Preliminary master plan shall be accompanied by:
 - (a) The name and address of each owner of property in the master plan area;
 - (b) List of names and address of abutters, all owners of record of real property
 - (c) Statement of planning objectives, including description of project with as much detail as to estimated numbers as is possible, including a description of rationale behind the assumptions and choices made by the applicant;
 - (d) Legal description of site;
 - (e) Development phasing schedule including the sequence for each phase, approximate size in areas of each phase, and proposed phasing of construction of public improvements and open space areas;

- (f) Conceptual drainage plan;
- (g) Other documentation as determined by special circumstances;
- (h) Signed reproducible mylar of all site plans;
- (i) If appropriate, a list of names of all partners and/or officers and directors of the corporation involved as either applicants or owners of the development.

d. Final Plan Submittal:

1. Application form and filing fee;
2. Final site plan shall be submitted on 24" x 36" sheets showing the following information:
 - (a) land use data (same information as required on the preliminary site plan);
 - (b) lot lines, easements, public rights-of-way as per subdivision plat;
 - (c) Exact location of all buildings and structures;
 - (d) Existing and proposed streets with names; designation of street to be public or private; limits of those private accessways to be dedicated as public utility easements and/or as other types of easements;
 - (e) Owner certification of acceptance of conditions and restrictions as set forth on the site plan;
 - (f) Planning Board certification of approval of the site plan;
 - (g) Attorney's or owner's certification of ownership;
3. Final landscape plan indicating the treatment of exterior spaces according to the extent and location of all plant materials and other landscape features; proposed treatment of all ground surfaces (paving, turf, etc);
 - (a) No Occupancy Permit shall be issued for any development until landscaping required by the final plan is in place or a bond, cash deposit, or equivalent, is deposited with the Town conditioned on and guaranteeing the installation of all landscaping shown on the approved landscape plan, to be in the amount of 125% of the estimated cost of the landscaping improvements determined by an executed contract to install such improvements or by adequate appraisals of such cost.
 - (b) Any bond, cash deposit, or equivalent, deposited pursuant to this requirement shall be released upon certification by the Planning Board that the required program has been completed;
4. Subdivision plat: an official subdivision plat of the site must accompany the final development plan, conforming to the subdivision requirements of the Town, except as

waived by the approved preliminary plan for the development. Approval by the Planning Board of the final plan and subdivision plat shall be required before filing of the subdivision plat or issuance of a Development Permit;

5. Final utility plans: Final detailed engineering for sewer, water, electrical, street improvements and other public improvements;
6. Signed reproducible mylars of all site and landscape plans, architectural elevations, and subdivision plats;
7. Other information and data as the Planning Board may require for full and complete consideration of the development;
8. If appropriate, a list of names of all partners and/or officers and directors of the corporation involved as either applicants or owners of the development.

IX. Effective Period of Development Plan:

The development shall be constructed in a timely manner. The development shall be subject to revocation under the following conditions:

- a. Preliminary master plan time limit: there is no time limit for action on a master plan.
- b. Preliminary plan time limit: Within a maximum of three years following the approval of a preliminary plan, the applicant shall proceed by filing a final plan(s) with the Planning Board that is in sufficient detail covering all or part of the development. If no final plan(s) is filed within the above time limits, the right to proceed under the preliminary plan shall expire for any portion of the preliminary plan for which a final plan has not been filed in a timely manner.
- c. Final plan time limit: The applicant must undertake and complete the development of an approved final plan within three years from the time of final approval. For the purposes of this section, a development is substantially complete once all building and engineering improvements (water, sewer, streets, curbs, drainage, lights fire hydrants, etc.) are installed and completed in accordance with applicable regulations, at which time the Planning Board or its representative shall inspect the development and issue an occupancy Permit. Failure to develop within the specified time limit and improvement requirements shall cause a forfeiture of the right to proceed under the final plan and require resubmission of all materials and reapproval of the same.

X. Enforcement and Penalties:

The occurrence of either of the following events may subject the applicant to the enforcement remedies contained in NH RSA 676:17:

- a. Failure to comply with the conditions of this Development Guide for any land or building used, altered, enlarged, or constructed subsequent to the adoption of this Development Guide or for any change or use of any land or building subsequent to the adoption of this Development Guide. This shall include obtaining permit approval as required by the Planning Board and as outlined in this Development Guide.

- b. Failure to comply with any terms, conditions, or limitations contained on the site plan, landscape plan, building elevations or other approved documents pertaining to the development as approved in the final plan;
- c. Failure to comply with any conditions or record imposed by the Planning Board upon its review of the preliminary master plan or preliminary or final plans for the development.

XI. Enforcement Authority:

It shall be the duty of the Board of Selectmen to enforce and administer the provisions of this Development Guide. If any violation of this guide occurs, the Selectmen may institute any appropriate action, including fines and penalties as authorized by RSA 676:17.

ABSOLUTE CRITERIA FOR ALL DEVELOPMENT

COMPLIANCE WITH EXISTING PLANS AND POLICIES STANDARDS

MUNICIPAL MASTER PLAN

1. Does the project meet the adopted goals and objectives as set out in the Whitefield Master Plan: is the area suitable for development, conform to the planned pattern of growth, and fit into both the natural and man-made environments?

SUBDIVISION

2. If the development proposal will require subdivision or replatting of an existing parcel, has a preliminary plat in conformance with the Whitefield Subdivision Regulations been filed along with a subdivision application? Approval of the final plan and subdivision plat shall be required before filing of the subdivision plat or issuance of Development Permit.

PRELIMINARY MASTER PLAN

3. If over 10 acres are in common ownership and/or if subdivision has occurred within 20 years thereby creating multiple lots and phased development, has a preliminary master plan for the property been approved and filed with the planning board?

CAPITA BUDGET

4. Does the project fit into the current Capital Budget/Capital Improvements Program expenditure schedule concerning required road improvements, municipal services and open space acquisition?

COMMUNITY CHARACTER COMPATIBILITY STANDARDS

CONFLICTS

5. Have the conflicts that are presumed to exist between the proposed development and the surrounding land uses been effectively mitigated in the proposal?

SCENIC ROADS

6. Does the project maintain stone walls, trees, vegetation and other amenities consistent with scenic road designation if located on Hall, Kimball Hill, Gould or Spencer Roads or other roads with potential scenic road designation such as Mountain View Rd. and Parker Rd.?

PUBLIC FACILITIES AND SERVICES STANDARDS

UTILITIES

7. Is the development served by utilities with adequate capacity or have arrangements been made for extension and augmentation for the following services, complying with all applicable design standards, specifications and requirements?

Water supply	Sanitary sewer
Electricity	Storm drainage
Fire protection	Walks/bikeways
Streets/pedestrians	Flood hazard areas

EMERGENCY ACCESS

8. Does the project provide adequate access for emergency vehicles and for those persons attempting to render emergency services?

LIGHTING

9. Are all vehicular use areas, pedestrian circulation paths and exterior portions of buildings provided with adequate lighting for safety and security?

ON-SITE WATER

10. If the project includes a water body, retention pond, or other water channel, man-made or natural, have necessary precautions been taken to minimize any hazard to life or property?

AIRPORT

11. If the project is in the Airport area, does it comply with the Airport Development Criteria (Appendix III)?

RESOURCE PROTECTION STANDARDS

GEOLOGICAL

12. If the project contains known areas of natural or geological hazard (e.g. slopes over 15%, HAZARD rockfalls, flood hazard areas) or soil conditions unfavorable to development (e.g. wetlands and/or poorly and very poorly drained soils) have these areas been set aside from development and/or protected through easement, deed restrictions or other protective covenants? If located in a Flood Hazard Area, does the project conform to the Floodplain Development Criteria (Appendix IV)?

TOPOGRAPHY

13. Does the project preserve significant existing vegetation and landforms to the extent practical?

FLORA & FAUNA

14. If the site contains an area which serves as a habitat for wildlife and/or plant species identified by NH Fish and Game/NH Natural Heritage Inventory as significant and in particular need of attention, have special precautions been implemented in the plan to prevent the creation of environmental influences adverse to the preservation of these areas?

HISTORIC PRESERVATION

15. If the proposed project is located within a district noted in the Whitefield Master Plan as historic and/or includes a locally designated historic structure, does the project maintain the integrity of these resources to the extent possible?

MINERAL

16. If the project includes an area known to contain a commercial mineral deposit for which DEPOSITS extraction could be commercially feasible, has the project been designed not to preclude extraction?

FRAGILE AREAS

17. If the project contains lands that are ecologically sensitive and/or important (e.g. aquifers, lake shores, agricultural soils of prime and /or statewide importance, important forest soils), has development of these areas been avoided and/or has the land been set aside as permanent open space? Does the proposal allow for the practice of recreational, farming or forestry activities in those important areas so suited?

OPEN SPACE

18. If the project contains land noted in the Master Plan as important open space, have provisions been made to permanently preserve that space?

ENVIRONMENTAL STANDARDS

AIR QUALITY

19. Will the project conform to applicable local, state and federal air quality standards, including, but not limited to: odor; dust; fumes or gases which are noxious, toxic or corrosive; suspended solid or liquid particles; or any air contaminant which may obscure an observer's vision? No offensive or harmful odors shall be produced perceptible beyond its lot lines measured either at ground level or habitable level. Generation of dust, dirt, fly ash, fumes, vapors or gases which could damage human health, animals, vegetation, or property, or could soil or stain persons or property shall be prohibited beyond the project lot lines.

WATER

20. Will the project conform to applicable local, state and federal water quality standards, including, but not limited to: erosion and sedimentation; runoff control; solid wastes; and hazardous substances?

NOISE

21. Can the proposed land uses and activities be conducted so that noise generated shall not exceed the maximum noise dB level allowed and that excessive noise at unreasonable hours is avoided? if not, have detailed plans been approved for the elimination of objectionable noise levels? Sound pressure levels shall be measured on a sound level meter at all major lot lines of the site, at a height of at least 4 feet above the ground surface. Noise shall be measured with a sound level meter meeting the standards of the American National Standards Institute "American Standard Specification for General Purpose Sound level Meters" and be set to the A-weighted response scale and slow response. Acceptable levels for primarily residential areas is 55 dB(A) from 7 a.m. - 10 p.m. and 45 dB(A) from 10 p.m. - 7 a.m. Areas that are primarily commercial with no residential uses should be 65 dB(A) from 7 a.m. - 10 p.m. and 55 dB(A) from 10 p.m. - 7 a.m. Industrial districts should be 75 dB(A) from 7 a.m. - 10 p.m. and 65 dB(A) from 10 p.m. - 7 a.m. in areas of mixed use, the limits governing the stricter zone shall apply to any noise entering the area.

GLARE & HEAT

22. If the proposed activity produces intense glare or heat, whether direct or reflected, is the operation conducted within an enclosed building or with other effective screening in such a manner as to make such glare or heat completely imperceptible from any point along the property and street line? if not, have detailed plans been approved for the elimination of intense glare or heat?

VIBRATION

23. Will the project cause no inherent or recurring generated vibration perceptible without instruments at any point along the property line? Temporary construction is excluded from this criterion.

LIGHTING

24. Is the exterior lighting, except for overhead street lighting and warning emergency or HAZARDS traffic signals, installed in such a manner that the light source will be sufficiently obscured to prevent excessive glare on public streets and walkways or into any residential area? The installation or erection of any lighting which may be confused with warning signals, emergency signals or traffic signals shall not be permitted.

EFFLUENTS

25. Will all sewage and industrial wastes be treated and disposed of in such a manner as to comply with applicable federal, state, and local standards? Will sewage effluent leaching fields be located further than 150 feet of the high water mark of a year-round stream or pond and further than 75 feet from wetlands and aquifers? Detailed plans and permits must be submitted.

SITE DESIGN STANDARDS

SITE PLAN

26. Utilizing lot sizes derived by soil type as a basic unit (Appendix ID, is the design and arrangement of elements of the site plan (e.g. buildings, open space, landscaping, parking, etc.) appropriate in terms of the flexible placement and density requirements of the Open Space Conservation and Development Criteria (Appendix II) which reinforces the historic village-type settlement pattern of the region?

NATURAL COMPATIBILITY

27. Is the design and arrangement of elements of the site plan (e.g. buildings, circulation, open space, parking, landscaping, etc.) in favorable relationship to the existing natural topography; natural water bodies and water courses; existing desirable trees; exposure to sunlight and wind; and views?

SCREENED AREAS

28. Are open storage and loading/service areas screened from adjacent properties or public ways by plantings, with refuse confined out of sight?

SETBACKS

29. Are the elements of the site plan (buildings, roads, driveways, parking, swimming pools, tennis courts, etc.) located and designed so as to be set back at least 25 feet from the front, sides, and rear of the lot as measured from the property line or right-of-way, or in the downtown part of town, so as to maintain the existing streetscape setback from rights-of-way and lot lines that exist adjacent to an in close proximity to the proposed building? (This provision is not intended to prohibit the erection of boundary walls and fences.) If a structure is replacing a pre-existing structure that was torn down or destroyed, is it to be placed on the footprint of the previous structure?

TRAFFIC

30. Does the street and parking system provide for the smooth, safe and convenient movement of vehicles both on and off the site?

ENTRANCE/EXIT

31. Is the subdivision designed to share access points from the existing roadway in order to minimize curbcuts and traffic congestion? A maximum of two accesses shall be allowed regardless of the number of lots or businesses served.

BUFFERYARDS

32. Do bufferyards perform the functions of assuring adequate light and air to neighbors, serving as a fire barrier and providing a visual and sound buffer?

BUILDING HEIGHT

33. Does the project comply with the building height restrictions of 35 feet vertical distance measured from the highest part of the roof to the average finished grade of a building? Height limitations within 200 feet of Mirror lake, Forest lake and Burns Pond shall be 25 feet, measured in the same fashion. Height limits for buildings in the Airport area are noted in Appendix III.

PARKING

34. Is parking situated either beside or behind the buildings when viewed from the street and does it meet the dimensional requirements of the proposed floor area ratio and density of the project?

ALL DEVELOPMENT: ABSOLUTE CRITERIA CHART

ALL CRITERIA

APPLICABLE CRITERIA ONLY

CRITERION

Is the criterion applicable?

Will the criterion be satisfied?

If no, please explain

Preliminary

Final

Not
Applicable

Yes

No

COMPLIANCE WITH EXISTING PLANS/POLICIES STANDARDS

1. Municipal Master Plan

2. Subdivision

3. Preliminary Master Plan

4. Capital Budget

COMMUNITY CHARACTER COMPATIBILITY STANDARDS

5. Conflicts

6. Scenic Roads

PUBLIC FACILITIES AND SERVICES STANDARDS

7. Utilities

8. Emergency Access

9. Lighting

10. On-Site Water

11. Airport

RESOURCE PROTECTION STANDARDS

12. Geological Hazard

13. Topography

14. Flora & Fauna

15. Historic Preservation

16. Mineral Deposits

17. Fragile Areas

18. Open Space

ENVIRONMENTAL STANDARDS

19. Air Quality

20. Water

21. Noise

22. Glare & Heat

23. Vibration

24. Lighting Hazards

25. Effluents

SITE DESIGN STANDARDS

26. Site Plan

27. Natural Compatibility

28. Screened Areas

29. Shadows

30. Traffic

31. Entrance/Exit

32. Bufferyards

33. Building Height

A. ACTIVITY: COMMERCIAL

DEFINITION:

Retail trade and service activities, vehicle service stations and sales, greenhouses and nurseries, grocery and convenience stores, offices, business services, hotels/motels, health and recreation clubs, restaurants, bars, shopping centers, theaters, retail laundry centers, mortuaries, veterinary clinics, medical clinics, childcare centers as primary activities utilizing over 75% of project floor space, and other uses which are of the same general character that involve commercial activity.

CRITERIA: Each of the following applicable criteria must be answered "yes" and implemented within the development plan.

1. If the project is likely to generate more than 25 vehicle trips/business day/ 1 acre both to and from the premises, will the project site be directly served by an arterial or collector street?
2. If the project is likely to generate more than 25 vehicle trips/acre both to and from the premises in the busiest hour of the operating day (annual average), is it directly served by an arterial street?
3. Is all repair and service activity, including storage, planned to take place within an enclosed structure?
4. Are the following minimum lot size standards fulfilled (see Appendix II for table of lot size/soil types)?
 - a. areas designated as poorly drained soils may be utilized to fulfill 25% of the minimum lot size requirement, provided that the non-wetland area is sufficient in size and configuration to adequately accommodate all required utilities.
 - b. areas designated as very poorly drained, fresh water marsh of alluvial soils may not be utilized to fulfill minimum lot size.
 - c. not on municipal sewer/water:
 - (1) lot size determined by table in Appendix II using weighted average of soil types on lot,
 - (2) using that figure as base, final lot size will be determined by the formula:
$$\text{Lot size} = \text{gal. of wastewater/day} * \text{lot size} + \text{land required (sq. ft.)}$$

1837 (gpd/40,000 sq. ft.) (step #1) for well radius

*utilize Table 5-1, "Unit Design Flow Figures" of NH water Supply & Pollution Control, Guide for the Design, Operation and Maintenance of Small Sewage Disposal Systems, Jan. 1978 as amended.
 - d. On municipal sewer and/or water:

- (1) lot size determined by table in Appendix II using weighted average of soil types on lot - reduce lot size by 33 1/3%,
 - (2) utilize same formula as above #4.a.2.
5. Do parking accommodations take into consideration the following guidelines (based upon a 300 square foot parking space for an automobile which includes room for turning):
 - a. commercial = 1,500 square feet/1,000 square feet of floor area;
 - b. office = 1,200 square feet/1,000 square feet of floor area;
 - c. church, restaurant, theater = 300 square feet/3 seats;
 - d. hotel, motel, inn, hospital = 300 square feet/sleeping room (2 beds);
 - e. auto service/repair station = 300 square feet/1,000 square feet floor area;
6. IF ALL OF THE ABOVE ARE ANSWERED "YES", DOES THE PROJECT EARN AT LEAST 50% OF THE MAXIMUM POINTS AS CALCULATED ON "POINT CHART A" FOR THE FOLLOWING CRITERIA:
 - a. is the project located within Whitefield village center (see "Village District Map", Whitefield Master Plan, p. 38)?
 - b. Is the project adjacent to and functionally a part of an existing community shopping center?
 - c. Does the project contain a workable mix of uses, thereby promoting the historic clustered village character of the region?
 - d. Does the activity reduce non-renewable energy usage, through the application of alternative energy systems, reuse of existing buildings, and through committed energy conservation and/or recycling measures?
 - e. If the project site contains a building or place in which a historic event occurred, which has special public value because of notable architecture or is of cultural significance (as noted in the "Cultural Resources" chapter of the Whitefield Master Plan), does the project fulfill the following:
 - (1) Prevent creation of influences adverse to its preservation?
 - (2) Assure that new structures and uses will be in keeping with the character, scale, massing and/or style of the building or place?
 - (3) Propose adaptive use of the building or place that will lead to its continuance, conservation, and improvement in a manner that respects the integrity of the neighborhood?

- f. Does parking area design take into consideration sharing existing or proposed parking accommodations, utilize creative designs in order to minimize asphalt areas, promote parking behind or beside buildings, and provide one access from the principal road serving the development?

COMMERICAL ACTIVITIES				POINT CHART A				
For All Criteria				Applicable Criteria Only				
Criterion	Is The Criterion Applicable		I			II	III	IV
			Circle The Correct Score			Multiplier	Points Earned	Maximum Applicable Points
			Yes	VW*	No			
a. Village District			1	2	0	4		
b. Shopping Center			1	2	0	3		
c. Mixed Use			1	2	0	4		
d. Energy Conservation			1	2	0	2		
e. Historic Preservation			1	2	0	5		
f. Parking			1	2	0	4		
g. Character			1	2	0	5		
h.			1	2	0			
i.			1	2	0			
j.			1	2	0			
k.			1	2	0			
l.			1	2	0			
* VW - Very Well Done						Totals		
							V	VI
Percentage Earned of Maximum Applicable Points						V/VI = VII	<div> <div>%</div> <div>VII</div> </div>	

B. ACTIVITY: INDUSTRIAL

DEFINITION:

All industrial and manufacturing uses, and other uses which are of the same general character.

CRITERIA: Each or the following applicable criteria must be answered "yes" and implemented within the development plan.

1. If the project is likely to generate more than 25 vehicle trips/business day/1 acre both to and from the premises, will the project site be directly served by an arterial or collector street?
2. If the project is likely to generate more than 25 vehicle trips/acre both to and from the premises in the busiest hour of the operating day (annual average), is it located in the Whitefield Industrial Park?
3. Have all necessary precautions been taken to prevent all lubricants, fuel oil, or other substances used in the manufacturing process, which are stored on the site, from leaking or draining into the groundwater system, streams, or other water bodies or from otherwise dispersing?
4. Is all repair, service and manufacturing activity, including storage, planned to take place within an enclosed structure?
5. Are the following minimum lot size standards fulfilled (see Appendix II for table of lot size/soil types)?
 - a. areas designated as poorly drained soils may be utilized to fulfill 5% of the minimum lot size requirement, provided that the non-wetland area is sufficient in size and configuration to adequately accommodate all required utilities.
 - b. areas designated as very poorly drained, fresh water marsh of alluvial soils may not be utilized to fulfill minimum lot size.
 - c. not on municipal sewer/water:
 - (1) lot size determined by table in Appendix II using weighted average of soil types on lot,
 - (2) using that figure as base, final lot size will be determined by the formula:
$$\text{Lot size} = \text{gal. of wastewater/day}^* \times \text{lot size} + \text{land required (sq. ft.)}$$

1837 (gpd/40,000 sq. ft.) (step #1) for well radius

* utilize Table 5-1, "Unit Design Flow Figures" of NH Water Supply & Pollution Control, Guide for the Design, Operation and Maintenance of Small Sewage Disposal Systems, Jan. 1978 as amended.
 - d. on municipal sewer and/or water:

- (1) lot size determined by table in Appendix II using weighted average of soil types on lot - reduce lot size by 33 1/3%,
 - (2) utilize same formula as above #5.a.2.
6. Do parking accommodations allow for 300 square feet/employee (based upon a 300 square foot parking space for an automobile which includes room for turning)?
7. IF ALL OF THE ABOVE ARE ANSWERED "YES", DOES THE PROJECT EARN AT LEAST 50% OF THE MAXIMUM POINTS AS CALCULATED ON "POINT CHART B" FOR THE FOLLOWING CRITERIA:
 - a. Is the project located within the Whitefield Industrial Park?
 - b. Does the project contain a workable mix of uses, thereby promoting the historic clustered village character?
 - c. Does the activity reduce non-renewable energy usage, through the application of alternative energy systems, reuse of existing buildings, and through committed energy conservation and/or recycling measures?
 - d. If the project site contains a building or place in which a historic event occurred, which has special public value because of notable architecture or is of cultural significance (as noted in the "Cultural Resources" chapter of the Whitefield Master Plan), does the project fulfill the following:
 - (1) Prevent creation of influences adverse to its preservation?
 - (2) Assure that new structures and uses will be in keeping with the character, scale, massing and/or style of the building or place?
 - (3) Propose adaptive use of the building or place that will lead to its continuance, conservation, and improvement in a manner that respects the integrity of the neighborhood?
 - e. Does parking area design take into consideration sharing existing or proposed parking accommodations, utilize creative designs in order to minimize asphalt areas, promote parking behind or beside buildings, and provide one access from the principal road serving the development?

INDUSTRIAL ACTIVITIES				POINT CHART B				
For All Criteria				Applicable Criteria Only				
Criterion	Is The Criterion Applicable		I			II	III	IV
	Yes	No	Circle The Correct Score			Multiplier	Points Earned	Maximum Applicable Points
			Yes	VW*	No			
a. Industrial Park			1	2	0	5		
b. Mixed Use			1	2	0	4		
c. Energy Conservation			1	2	0	3		
d. Historic Preservation			1	2	0	5		
e. Parking			1	2	0	4		
f. Character			1	2	0	5		
g.			1	2	0			
h.			1	2	0			
i.			1	2	0			
j.			1	2	0			
k.			1	2	0			
l.			1	2	0			
* VW - Very Well Done							Totals	
							V	VI
Percentage Earned of Maximum Applicable Points							V/VI = VII	<div>%</div> <div>VII</div>

C. ACTIVITY: EXTRACTION OF RESOURCES, SALVAGE, JUNKYARDS

DEFINITION:

Mineral, sand and gravel, salvage yards and junkyards, and all extraction uses. These are uses which create major disruptions to the area's environment, even when carefully regulated. Dust, dirt, noise, and unsightly conditions can be anticipated.

CRITERIA: Each of the following applicable criteria must be answered "yes" and implemented within the development plan.

1. Have appropriate permits been applied for and received from local boards and state agencies?
2. Is the outdoor storage of vehicles at properly screened and at least 40 feet from any street right of way?
3. Have all necessary precautions been taken to prevent all lubricants, fuel oil, or other hazardous substances used in the processes, which are stored on the site, from leaking or draining into the groundwater system, streams, or other water bodies or from otherwise dispersing?
4. In the case of local excavations, have the regulations in Appendix V been fulfilled?

D. ACTIVITY: RESIDENTIAL

DEFINITION:

Includes all residential uses such as multiple family dwellings, townhouses, duplexes, manufactured housing, presite built housing, group homes, boarding and rooming houses, nursing homes, public and private schools, residential uses that also provide meeting places and places for public assembly with incidental office space and/or public and quasi-public recreational use, child care (as accessory use), home occupations.

CRITERIA: Each of the following applicable criteria must be answered "yes" and implemented within the development plan.

1. The project is likely to generate more than 25 vehicle trips/business day/1 acre both to and from the premises, will the project site be directly served by an arterial or collector street?
2. If the project is likely to generate more than 25 vehicle trips/acre both to and from the premises in the busiest hour of the operating day (annual average), is it directly served by an arterial street?
3. Are the following minimum lot size standards fulfilled (see Appendix II for table of lot size/soil types)?
 - a. areas designated as poorly drained soils may be utilized to fulfill 25% of the minimum lot size requirement, provided that the non-wetland area is sufficient in size and configuration to adequately accommodate all required utilities.
 - b. areas designated as very poorly drained, fresh water marsh of alluvial soils may not be utilized to fulfill minimum lot size.
 - c. not on municipal sewer/water:
 - (1) residential unit not exceeding four (4) bedrooms:
 - (a) lot size determined by table in Appendix II using weighted average of soil types on lot.
 - (2) residential unit exceeding four (4) bedrooms:
 - (a) lot size shall be proportionately larger than the lot size indicated in table in Appendix II as determined by the formula:
$$\text{Lot size} = \text{no. of bedrooms}/4 \times \text{lot size (sq. ft.) from table}$$
 - (3) for duplex residential units, the lot size shall be increased by 50% of the minimum lot size indicated in table in Appendix II.
 - d. on municipal water and/or sewer:

- (a) utilize appropriate lot size for residential unit type - reduce lot size by 33 1/3%.
- 4. Are adequate parking areas provided based on two (2) spaces/residential unit (or a total of 600 square feet/unit, based on 300 square feet/automobile including room for turning)?
- 5. IF ALL OF THE ABOVE ARE ANSWERED "YES", DOES THE PROJECT EARN AT LEAST 50% OF THE MAXIMUM POINTS AS CALCULATED ON "POINT CHART D" FOR THE FOLLOWING CRITERIA?
 - a. Does the project contain a workable mix of uses, thereby promoting the historic clustered village character?
 - b. Does the activity reduce non-renewable energy usage, through the application of alternative energy systems, reuse of existing buildings, and through committed energy conservation and/or recycling measures?
 - c. If the project site contains a building or place in which a historic event occurred, which has special public value because of notable architecture or is of cultural significance (as noted in the "Cultural Resources" chapter of the Whitefield Master Plan), does the project fulfill the following:
 - (1) Prevent creation of influences adverse to its preservation?
 - (2) Assure that new structures and uses will be in keeping with the character, scale, massing and/or style of the building or place?
 - (3) Propose adaptive use of the building or place that will lead to its continuance, conservation, and improvement in a manner that respects the integrity of the neighborhood?
 - d. Excluding single family dwellings on one lot, does parking area design take into consideration sharing existing or proposed parking accommodations, utilize creative designs in order to minimize asphalt areas, promote parking behind or beside buildings, and provide one access from the principal road serving the development?
 - e. Does the project promote the principles of the Open Space Conservation and Development Criteria, despite the acreage involved?
 - f. Is there any low or moderate income housing in the project?
 - g. Are there any recreational facilities/opportunities available to the public which are created by the project (including, but not limited to: playfields, trails systems, boating access areas, tennis courts, swimming pools)?

RESIDENTIAL ACTIVITIES				POINT CHART D				
For All Criteria				Applicable Criteria Only				
Criterion	Is The Criterion Applicable		I			II	III	IV
			Circle The Correct Score			Multiplier	Points Earned	Maximum Applicable Points
			Yes	VW*	No			
a. Mixed Use			1	2	0	3		
b. Energy Conservation			1	2	0	2		
c. Historic Preservation			1	2	0	5		
d. Parking			1	2	0	2		
e. Open Space			1	2	0	4		
f. Low/Mod. Housing			1	2	0	1		
g. Recreational Facilities			1	2	0	5		
h. Character			1	2	0	5		
i. Privacy			1	2	0	2		
j.			1	2	0			
k.			1	2	0			
l.			1	2	0			
* VW - Very Well Done							Totals	
							V	VI
Percentage Earned of Maximum Applicable Points							$V/VI = VII$	<div>%</div> <div>VII</div>

E. ACTIVITY: SINGLE FAMILY HOME.

DEFINITION:

Includes only a structure intended for single family use on an individual, subdivided parcel of land.

THE FOLLOWING CONDITIONS MUST BE MET BEFORE A BUILDING PERMIT WILL BE ISSUED:

1. If the development proposal will require subdivision or replatting of an existing parcel, has a preliminary plat in conformance with the Whitefield Subdivision Regulations been filed along with a subdivision application? Approval of the final plan and subdivision plat shall be required before filing of the subdivision plat or issuance of any Development Permits.
2. If abutting a scenic road, does the project maintain stone walls, trees, vegetation, and other amenities consistent with the scenic road designation? This includes locations on Hall, Kimball Hill, Gould, or Spencer Roads, and/or other roads with potential scenic road designation such as Mountain View Road and Parker Road.
3. Does the project provide adequate access for emergency vehicles and for those persons attempting to render emergency services?
4. If the project is in the Airport area, does it comply with the Airport Development Criteria (Appendix III)?
5. Does the project comply with the building height restrictions of 35 feet vertical distance measured from the highest part of the roof to the average finished grade of the building? Height limitations within 200 feet of Mirror Lake and Burns Pond shall be 25 feet, measured in the same fashion. Height limits for buildings in the Airport area are noted in Appendix III.

**Please note that these criteria are taken from the "Absolute Criteria For All Development" section; numbers 2, 6, 8, 11, and 34. No other absolute criteria apply to the construction of a single family home as described in Section D.*

SINGLE FAMILY HOME

POINT CHART E

For All Criteria

Applicable Criteria Only

Criterion	Is The Criterion Applicable		I			II		III		IV	
			Circle The Correct Score			Multiplier		Points Earned		Maximum Applicable Points	
			Yes	VW*	No						
a. site plan			1	2	0						
b. driveway permit			1	2	0						
c. building permit			1	2	0						
d. occupancy permit			1	2	0						
e.			1	2	0						
f.			1	2	0						
g.			1	2	0						
h.			1	2	0						
i.			1	2	0						
j.			1	2	0						
k.			1	2	0						
l.			1	2	0						

* VW - Very Well Done

Totals

V

VI

Percentage Earned of Maximum Applicable Points

$V/VI = VII$

%

VII

**F. ACTIVITY: SEWAGE SLUDGE, RESIDENTIAL SEPTAGE STORAGE AND
LAND APPLICATION**

DEFINITION:

Storage and/or land application of sewage sludge generated during the treatment of domestic sewage in treatment works; domestic septage is defined as a liquid or solid material removed from a septic tank, cesspool or portable toilet.

CRITERIA: Each of the following applicable criteria must be answered "yes" and implemented within the development plan.

1. Have appropriate permits been applied for and received from local, state and federal agencies?
2. Are all noxious odors and nuisances, as defined and referred to elsewhere in this ordinance, controlled?
3. Have the standards in the report "Best Management Practices: Bio-solids" by the UNH Cooperative Extension Service, as amended, been followed?
4. Have the regulations in Appendix VI been fulfilled?

APPENDIX I

DEFINITIONS

ABSOLUTE POLICY - A policy which, unless irrelevant to the development, must be implemented for a permit to be issued.

ABUTTER - Any person whose property is located in New Hampshire and adjoins or is directly across the street or stream from the land under consideration by the local land use board. For purposes of presenting testimony only, and not for purposes of notification, the term shall include any person who is able to demonstrate that his/her land will be directly affected by the proposal under consideration. For purposes of receipt of notification by a municipality of a local land use board hearing, in the case of an abutting property being under a condominium or other collective form of ownership, the term means the officers of the collective of association, as defined in RSA 356-B:3,XXIII.

ACCEPT - In reference to an application: to certify that the contents thereof are complete, according to the provisions of this Guide, and to acknowledge receipt therefore. It does not connote approval.

AIR CONTAMINANT - Any fume, smoke, particulate matter, vapor, gas or any combination but not including water vapor or steam condensation.

AIR CONTAMINATION SOURCE - Any source whatsoever at, from or by reason for which there is emitted or discharged into the atmosphere any air contaminant.

ALTERATION - Any change, addition, or modification in construction or occupancy.

APARTMENT BUILDING - A multi-unit residential structure in which individual units are offered for rent and not for sale.

APPEAL - A request by an applicant or citizen that the Planning board overturn a decision concerning an application.

APPLICANT - The owner(s) of record of the property, which is the subject of an application, or the duly authorized agent of the owner(s) or the successors in interest. The applicant is responsible for meeting all conditions on the issuance of the permit, and otherwise ensuring that all policies are implemented in the development. In absence of the owner(s) of record, or a duly authorized agent, the actual occupants of the development will be assumed to be acting jointly and severally as the applicant for the purposes of this Guide.

APPLICATION - A form with various required criteria to be completed in application for a permit (subdivision, development, excavation, etc.) which is not considered completed until all of the relevant checklist items have been accepted as completed by the regulator.

APPROVAL - In reference to an application: a decision indicating that the development implements all relevant absolute policies and has earned points pursuant to the relative policies based upon Town review of the application, and thus that a development permit

(or other permit) may be issued. Approval may have conditions attached, and if so, the conditions are a part of the development permit.

ARCHITECTURAL STYLE AND DETAILING - The style of architecture of a building, indicated by features such as, but not limited to: exterior materials and colors, roof pitch, size and shape of windows and doors, use of decorative items, and others.

AREA OF SPECIAL FLOOD HAZARD - The land in the floodplain within the town of Whitefield subject to a one-percent or greater possibility of flooding in any given year. The area is designated as zone A on the FHSM and is designated on the FIRM as Zone A.

ARTERIAL STREET - Streets or highways which are used primarily for fast or heavy through traffic; access to adjacent may be regulated.

BASE FLOOD - The flood having a one-percent possibility of being equalled or exceeded in any given year.

BASEMENT - Any area of a building having its floor subgrade on all sides.

BED AND BREAKFAST - A facility of residential character, which provides sleeping accommodations for hire, for thirty days or less, on a day-to-day basis, with one or more meals per day included, and a manager, who is either an owner or lessee of the property, residing on the premises. Such use shall not include residential dwelling units with more than five such rental rooms, or with any number of rental rooms with an aggregate square footage of the rental rooms greater than seven hundred and fifty square feet, or facilities which include retail or commercial activities of any kind.

BOARDING AND ROOMING HOUSE - A building or portion which is used to provide sleeping accommodations for thirty days or less, on a day-to-day basis, for compensation, five or more boarders or roomers, not including members of the occupant's immediate family who might be occupying such building. The word compensation shall include compensation in money, services or other things of value.

BUFFER - An area of land used to separate visibly one use from another or which acts as a separation between two land uses of different intensity.

BUILDING - see STRUCTURE.

BUILDING HEIGHT - The vertical distance from the average of the finished ground level at the center of all walls of a building to the highest point of the roof surface, exclusive of chimneys, ventilators, pipes, solar energy systems and similar apparatus.

CAPITAL IMPROVEMENTS PROGRAM - A document adopted by the Town which outlines the major capital improvement activities planned by the town for the next five years.

CHANGE OF USE - to modify the utilization of a parcel or structure from its historic or current use to a new and/or different type of activity and/or use.

CHILDCARE CENTER - A facility by whatever name known, which is maintained for the whole or part of a day for the care of seven or more children under the age of sixteen years

and not related to the owner, operator or manager, whether such facility is operated with or without compensation for such care and with or without stated educational purposes when the floor space devoted to such activity is over 75% of the usable building floor area.

COLLECTOR STREET - Streets or roads that collect traffic from local streets and link to the system of major arterial streets or highways; bypass traffic around residential neighborhoods.

COMMERCIAL USE - Retail trade and service activities, offices, restaurants, and bars.

COMMUNITY WATER SYSTEM - A non-municipal water supply system that serves an average of at least twenty-five individuals daily on a year-round basis, or that has at least fifteen service connections.

COMMUNITY FACILITY - A publicly owned building or property which provides for the recreational, educational, cultural, health, or entertainment needs of the community as a whole.

CONDOMINIUM - A multi-unit structure in which units may be individually owned but which does not provide the features of a condominium/hotel or hotel structure. In a condominium there is outright ownership of a unit or airspace with a divided interest in the common element.

CONDOMINIUM/HOTEL - A multi-unit residential structure in which units may be individually owned and which provides a centralized management structure incorporating the following features: a 24 hour front desk check-in operation, central phone system to individual rental units, meeting rooms, food services, and recreation. There are no cooking facilities in individual units.

CONVENIENCE STORES - A general retail store containing less than 4,000 square feet of gross floor area (excluding any gasoline canopies), sells goods and services including ready-to-eat food products, groceries and sundries. Any establishment which derives more than seventy-five percent of its revenues from gasoline and automotive related sales and services is not a convenience store.

CRITERIA - The result, or results required of a proposed development to implement a policy.

CULTURAL SURVEY - An historic evaluation of a structure and/or site which outlines; the historic value, architectural significance, and physical condition of a building and/or site to the Town as well as state or nation, prepared by a qualified individual or group.

DENSITY - The intensity of nonresidential uses is expressed by the ratio of gross floor area of the improvements to the size of the subject property. The intensity of residential uses is expressed by the number of units to the size of the subject property. Mixed uses are considered nonresidential uses for the purpose of intensity. All measurements are in square feet.

DEVELOPMENT - Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving,

excavation, or drilling operations or storage of equipment or materials. Also included in this definition is subdivision of the land and demolition of structures.

DEVELOPABLE LAND - The developable land area is that portion of the tract remaining after deducting the undevelopable land area (water bodies, wetlands and steep slopes) from the total tract area.

DORMITORY - A structure in which individual sleeping spaces are rented to individual tenants on a short-term basis with necessary support facilities (bathroom, kitchen, etc.) being provided in common.

DUPLEX - A residential structure containing two attached dwelling units, which may be located on one parcel of land or two.

DWELLING - A building containing at least eight hundred square feet of floor area and used exclusively for residential occupancy, including single family dwellings, two-family dwellings and multi-family dwellings, but not including hotels, motels, contels, tents or other structures designed or used primarily for temporary occupancy.

DWELLING, MULTI-FAMILY - A building occupied by three or more families living independently of each other, not including hotels, motels, and similar group accommodations.

DWELLING, SINGLE-FAMILY - A building occupied by not more than one family and which has not more than one kitchen and not less than one bathroom facility.

DWELLING, TWO-FAMILY - A building occupied by two families living independently of each other.

DWELLING UNIT - one or more rooms with a sanitary facility and a single kitchen designed for or occupied as a unit by one family, for living, sleeping, sanitation and cooking purposes for any period of time.

EARTH - Sand, gravel, rock, soil or construction aggregate produced by quarrying, crushing or any other mining activity or such other naturally-occurring unconsolidated materials that normally mask the bedrock.

EXCAVATION - A land area which is used, or has been used, for commercial taking of earth, including all slopes.

EXCAVATION SITE - Any area of contiguous land in common ownership upon which excavation takes place.

EMPLOYEES - The total number of persons to be employed in a building during normal periods of use.

EXISTING DEVELOPMENT - Any subdivision in the town which has been approved and recorded.

EXPANSION OF USE - An expansion is considered to be an increase in the building size, storage facilities, parking, etc.

FAMILY - An individual living alone or either of the following groups living together as a single housekeeping unit and sharing common living, sleeping, cooking and eating facilities:

- 1) Any number of persons related by blood, marriage, adoption, guardianship or other duly authorized custodial relationship; or
- 2) Any unrelated group of persons consisting of:
 - a) not more than five persons
 - b) not more than two unrelated adults and their related children, if any.

FEMA - The Federal Emergency Management Agency.

FLOOR AREA - The area included within the surrounding exterior walls (including the exterior wall itself) of a building or portion thereof, exclusive of vent shafts and courts.

FLOOD, FLOODING - A general and temporary condition of partial or complete inundation of normally dry land areas from:

- a) the overflow of inland or tidal waters,
- b) the unusual and rapid accumulation or runoff of surface waters from any source.

FLOOD INSURANCE RATE MAP (FIRM) - An official map incorporated with this ordinance, on which FEMA has delineated both the special flood hazard areas and the risk premium zones applicable to the town of Whitefield.

FLOODPLAIN, FLOOD PRONE AREA - Any land area susceptible to being inundated by water from any source, (see FLOODING).

FLOOD PROOFING - Any combination of structural and non-structural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitation facilities, structures and their contents.

FLOOR AREA - The gross floor area of the building measured along the outside walls of the building and including each floor level, but not including open balconies, garages or other enclosed automobile parking areas, basements, and one-half of all storage and display areas for hard goods.

FRONTAGE - That portion of a lot bordering on a highway, street or right-of-way.

FUNCTIONALLY DEPENDENT USE - A use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking and port facilities that are necessary for the loading/unloading of cargo or passengers, and ship building/repair facilities, but does not include long-term storage or related manufacturing facilities.

GROUP HOME - Residence operated as a single dwelling, licensed by or operated by a governmental agency, for the purpose of providing special care or rehabilitation due to homelessness, physical condition or illness, mental condition or illness, or social, behavioral or disciplinary problems, provided that authorized supervisory personnel are present on the premises.

HIGHEST ADJACENT GRADE - The highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

HISTORIC AND/OR ARCHITECTURAL SIGNIFICANCE - The evaluation of the importance of a building and/or site in relation to the history of various contexts of the Town and in relation to other examples of similar styles in the area.

HISTORIC STRUCTURE - Any structure that is:

- a) Listed individually in the National Register of Historic Places or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- b) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- c) Individually listed on a state inventory of historic places; or
- d) Individually listed on a local inventory of historic places in a town with a certified historic preservation program.
 - 1) an approved state program as determined by the Secretary of the Interior, or
 - 2) directly by the Secretary of the Interior in states without approval programs

HOME OCCUPATION - The use of up to 25% of the combined primary floor area of a dwelling and its accessory buildings by a resident thereof in a subordinate use involving a business, profession or trade, provided there is no exterior indication of the non-residential activity other than a permitted sign, and provided that not more than one person not a resident of the premises is employed in the home occupation.

HOMEOWNERS ASSOCIATION - A private, nonprofit association which is organized by the developer of an open space development in which individual owners share common interests in open space and/or facilities and are in charge of preserving, managing and maintaining the common property, and enforcing certain covenants and restrictions.

HOTEL OR MOTEL - A building for occupancy as the more or less temporary abiding place of individuals who are lodged with or without meals, in which there are six or more guestrooms and in which no provision is made for cooking in any individual room or suite.

A motel or hotel room or suite which includes cooking facilities shall be considered a dwelling unit. A HOTEL provides a centralized management structure incorporating the following features: 24 hour front desk check-in, central phone system to individual rental units, meeting rooms, food services, and recreational or leisure amenities.

INDUSTRIAL USE - Storage, processing and shipping of agricultural or timber products; mineral extraction and production, storage, processing or shipping; fabrication, assembly, servicing manufacturing.

LANDOWNER - Any owner of a legal or equitable interest in real property, and includes heirs, successors, and assigns of such ownership interests.

LOCAL STREETS - Streets which are used primarily for access to the abutting properties.

LOT - A parcel of land at least sufficient in size to meet the minimum requirements for use, coverage and area and to provide required yards and other open spaces.

LOWEST FLOOR - The lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access or storage in an area other than a basement area is not considered a building's lowest floor; provided, that such an enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of the Floodplain Development Criteria.

MANUFACTURED HOME - Any structure, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width and forty body feet or more in length, or when erected on site, is 320 square feet or more, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to required utilities, which include plumbing, heating and electrical heating systems contained therein. For floodplain management purposes the term MANUFACTURED HOME includes park trailers, travel trailers, and other similar vehicles placed on site for greater than 180 days consecutive days. This includes manufactured homes located in a manufactured home park or subdivision. Manufactured housing as defined in this section shall not include presite built housing as herein defined.

MANUFACTURED HOME PARK OR SUBDIVISION- means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

MASS - The total square footage of the aboveground portion of any project including the gross dwelling area and all other floor areas.

MEAN SEA LEVEL - The National Geodetic Vertical Datum (NGVD) of 1929 or other datum, to which base flood elevations shown on a communities Flood insurance Rate Map are reference.

MIXED USE - The development of a lot, tract or parcel of land, building or structure with two or more different uses such as, but not limited to, residential, office, retail, public, personal service or entertainment, designed, planned and constructed as a unit. **MUNICIPAL WASTEWATER SYSTEM** - A wastewater collection, treatment, and disposal system that

serves an average of at least twenty-five individuals daily on a year-round basis or that has at least fifteen service connections and that is owned and operated by a municipal or regional government.

NEW CONSTRUCTION- Means, for the purposes of determining insurance rates, structures for which the start construction "commenced on or after the effective date of an initial FIRM or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, *new construction* means structures for which the *start of construction* commenced on or after the effective date of a floodplain management regulation adopted by a community and includes any subsequent improvements to such structures.

NONCONFORMING USE - Use of land, building or premise which is not a use permitted by the provisions of this ordinance for the particular location in which the land, building or premise is situated.

ONE HUNDRED (100) YEAR FLOOD - See Base Flood.

OPEN SPACE DEVELOPMENT - A form of subdivision that permits units to be clustered together into one or more groups on sites or lots and separated from each other and adjacent properties by permanently protected open space. Dimensions of lots are reduced from conventional sizes, provided the density of the tract as a whole shall not be greater than the density allowed for the tract under existing regulations.

PERMANENT BUILDING - Any building resting upon a foundation or otherwise legally defined as "real estate".

PRESITE BUILT HOUSING - Any structure designed primarily for residential occupancy which is wholly or in substantial part made, fabricated, formed or assembled in off-site manufacturing facilities in conformance with the US Dept. of Housing and Urban Development minimum property standards and local building codes, for installation, or assembly and installation, on the building site. For the purposes of this subdivision, presite built housing shall not include manufactured housing as herein defined.

RECREATIONAL VEHICLE - A vehicle which is (a) built on a single chassis; (b) 400 square feet or less when measured at the largest horizontal projection; (c) designed to be self propelled or permanently towable by light duty truck; and (d) designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use.

REGULATORY FLOODWAY - The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without increasing the water surface elevation.

RELATIVE POLICY - A policy which need not be implemented by a development, but for which the development is rated and allocated points.

RESIDENTIAL USE - A residential use refers to the occupancy of a dwelling unit as living quarters.

- RIGHT-OF-WAY** - Includes all present and proposed town, state and federal highways and the land on either side of the same as covered by statutes to determine the widths of rights-of-way.
- SETBACK** - The distance between the nearest portion of a building and a lot or right-of-way line, whichever is closer.
- SLOPE** - The average steepness of the land surface under consideration. For the purpose of determining lot size categories, slope shall be determined by slope factors used by the National Cooperative Soil Survey soil classification.
- SOIL SCIENTIST** - A person qualified in soil classification and mapping who works for the U.S.D.A. or is certified by the State of NH in accordance with the provisions of RSA 310-A.
- SOIL TYPE** - As defined by Soils Maps for Coos County on file with the Coos County Conservation District.
- SPECIAL FLOOD HAZARD AREA** - An area having flood, mudslide, and/or flood, related erosion hazards, and shown on FHBM or FIRM as Zone A, AO, A1-30, AE, A99, AH, VO, V1-30, VE, V, M, or E. (See "Area of Special Flood Hazard").
- STANDARD** - Specifications of materials, techniques, processes, methods, size, shape, etc., which when employed in a proposed development or in its use, create a presumption that the proposed development would implement the relevant Policy.
- START OF CONSTRUCTION** - Includes substantial improvements, and means the date the development permit was issued, provided the actual start of construction, repair, reconstruction, placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or part of the main structure.
- STORAGE** - That portion of a building utilized for the storage and safekeeping of goods. Storage areas shall not include areas that are utilized as or constitute work areas of any type.
- STRUCTURE** - For floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home.
- SUBSTANTIAL DAMAGE** - Damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed fifty percent of the market value of the structure before the damage occurred.

SUBSTANTIAL IMPROVEMENT - Any combination of repairs, reconstruction, alteration, or improvements to a structure in which the cumulative cost equals or exceeds fifty percent of the market value of the structure. The market value of the structure should equal: (1) the appraised value prior to the start of the initial repair or improvement, or (2) in the case of damage, the value of the structure prior to the damage occurring. For the purposes of this definition, SUBSTANTIAL IMPROVEMENT is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. This term includes structures which have incurred substantial damage, regardless of actual repair work performed. The term does not, however, include any project for improvement of a structure required to comply with existing health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions or any alteration of a "historic structure", provided that the alteration will not preclude the structure's continued designation as a "historic structure".

TEMPORARY STRUCTURE - A structure other than a vendor cart or construction trailer, intended to be utilized for a specified period of time of not less than four days nor more than two years that is not intended as a permanent structure, and does not provide a permanent foundation or underground utilities.

TIME-SHARED UNIT - A residential unit which is owned by more than one person with the ownership interest being divided by specific periods of time.

TOWNHOUSE - A multi-unit residential structure in which individual units are owned by separate persons, including undivided fee simple ownership in the land upon which the unit sits.

TRACT - An area, parcel, site, piece of land, or property, which is the subject of a development proposal and application.

VIOLATION- means the failure of a structure or other development to be fully compliant with the community's flood plain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence or compliance required in Appendix IV, Item VI and Appendix IV, Item IX (b) is presumed to be in violation until such

WATER SURFACE ELEVATION - The height, in relation to the National Geodetic Vertical Datum (NGVD) of 1929, (or other datum, where specified) of floods of various magnitudes and frequencies in the floodplain.

WETLANDS - lands containing soils that are poorly or very poorly drained, including freshwater and saltwater marshes as defined by the National Cooperative Soil Survey.

YARD - An open space on a lot, unoccupied by any structure, and located on the same lot with the building or use, which it serves.

YARD, FRONT - A yard extending between the side lot lines across the full width of the lot and lying between the front lot line and any portion of any structure on the lot. In those instances where a lot abuts two streets, such as a corner lot or a double frontage lot, a

certain yard shall be designated as the front, based on existing development patterns within the area.

YARD, REAR - A yard extending between the side lot lines across the full width of the lot, and lying between the rear lot line and any portion of any structure of the lot.

YARD, SIDE - A yard extending between the front and rear lot lines along the full length of lot and lying between any side lot line and any portion of any structure on the lot.

APPENDIX II

OPEN SPACE CONSERVATION AND DEVELOPMENT CRITERIA

- I. Purpose:** The following criteria propose to encourage greater flexibility and creativity in the design of subdivisions; encourage less development sprawl consuming less open land in order to maintain existing community character while allowing for development and a reasonable return on holdings; provide a more efficient use of land in harmony with its natural characteristics; and to permanently preserve more useable open space, agricultural lands and other natural resources, recreation areas and/or scenic vistas.
- II. Authority:** In pursuance of the authority conferred by NH RSA 674:16 and 674:21 and for the purpose of promoting the health, safety and general welfare of the inhabitants of Whitefield, New Hampshire, by outlining innovative land use controls which assist in attaining these goals. Also, in pursuance of the authority conferred by NH RSA 674:21-a, whereby open space designation or other proposals approved under innovative land use controls and which are filed in the records of the Planning Board in accordance with its established procedure constitute a conservation restriction as defined in NH RSA 477:45, I, which shall run with the land, and shall be enforceable by the municipality regardless of whether any deed or other instrument conveying such restriction has been executed or recorded.
- III. Permits:** All proposed development of parcels of ten (10) or more acres shall require a Development Permit and shall conform to the same procedure outlined in the Whitefield Development Guide, of which this section of open Space Conservation and Development Criteria is a part.
- IV. Minimum Tract Area:** The minimum tract area for an open space development shall be at least ten (10) contiguous acres, with parcels held in single ownership or control at the time of application. No portion of any pond, lake, perennial stream, surface water, or very poorly drained soil area may be used to fulfill the minimum tract size for any proposed Open Space Development. Areas designated as poorly drained soils may be utilized to fulfill 25% of the minimum lot size.
- V. Maximum Density:** The maximum number of units permitted in an open space development shall be determined by dividing the total area of developable land of the tract by the minimum lot size required by soil type and potential activity proposed. Developable land area is that portion of the tract remaining after deducting the undevelopable land area (water bodies, flood plains, wetlands, wetland soils and steep slopes of over 15%). One

additional lot shall be permitted for each four (4) acres of poorly drained soil. The minimum lot size per unit shall be no less than twenty-five percent (25%) of the lot area required by lot size by soil type for the tract area as above defined.

- VI. Open Space Standard:** Structures on the parcel shall be grouped together in a flexible manner, separated from each other and adjacent properties by permanently protected open space that shall constitute no less than fifty percent (50%) of the entire parcel. Dimensions of lots within the original parcel are reduced from conventionally required sizes, provided the density of the tract (number of units) as a whole shall not be greater than the density allowed by lot size by soil type. Open space shall not be further subdivided, remain protected from development in perpetuity, and shall not consist of land difficult to utilize, including all water bodies, wetlands, very poorly drained soils, or steep slopes of greater than 15% slope. A portion of poorly drained soils on the site (25%) may be used to fulfill the open space percentage standard. Use of the common open space for other than recreation, conservation, or agriculture, except for easements for underground utilities and septic systems, shall be prohibited. Structures or buildings accessory to recreation, conservation, or agricultural uses may be erected, but shall not exceed 5% coverage of such common open land.
- VII. Lot Configuration:** lots shall be laid out, to the greatest extent feasible to achieve the following objectives (listed below in order of priority, as it is recognized that some may conflict with others on any given site):
- a. on the most suitable soils for sub-surface septic disposal (in unsewered areas only);
 - b. On the least fertile soils for agricultural uses, and in a manner which maximizes the usable area remaining for such agricultural use;
 - c. Within any woodland contained in the parcel, or along the far edges of the open fields adjacent to any woodland (to reduce impact upon agriculture, to provide summer shade and shelter from winter wind, and to enable new construction to be visually absorbed by natural landscape features);
 - d. In such a manner that the common boundary between the new house lots and the preserved farmland is minimized in length (to reduce potential conflict situations);
 - e. In locations least likely to block or interrupt scenic vistas, as seen from the public roadway(s);
 - f. Other criteria listed in ABSOLUTE CRITERIA FOR ALL DEVELOPMENT.
- VIII. Frontage:** Minimum frontage on a state or town maintained road shall be one hundred and fifty feet (150'). Road frontage for individual building lots within developments shall be as determined by the Planning Board and negotiated with the developer in the interest of encouraging flexibility in site design, but shall be not less than fifty feet (50') where such frontage is on a way created by the subdivision involved.
- IX. Roads:** All roads shall be designed and constructed in accordance with town road standards, except that the Planning Board may approve reductions in the required right-of-way width. Pavement width of service roads which provide access within the development and to grouped units may be modified by the planning board in consultation with the town

engineer or road agent where deemed practical and in the interest of promoting more flexible conformance with prevailing community character in the area.

- X. **Maintenance of Open Space:** The person or entity identified as having the right to ownership or control over open space shall be responsible for its continuing upkeep and proper maintenance according to the character of the open space. Agreements or covenants with an association or other entity other than the town shall provide that in the event that the association fails to maintain the common open land in reasonable order and condition in accordance with the agreement, the town may, after notice to the association and public hearing, enter upon such land and maintain it in order to preserve the taxable values of the properties within the development and to prevent the common land from becoming a public nuisance. The covenants shall also provide that the cost of such maintenance by the town shall be assessed against the properties within the development, if this is appropriate.
- XI. **Current Use Limitation:** The common land areas, open space areas and natural areas in an approved development are considered part of the residential or other use of such development and shall not be considered to be eligible for "current use" under RSA 79-A.

COOS COUNTY
MINIMUM LOT SIZE BY SOIL TYPE
USDA - Natural Resources Conservation Service

SYMBOL	SOIL NAME	LOT SIZE	SLOPE
15A	SEARSPORT MUCKY PEAT	VP	0-5%
22A	COLTON LOAMY SAND	40,000	0-3%
22B	COLTON LOAMY SAND	40,000	3-8%
22C	COLTON LOAMY SAND	45,000	8-15%
22E	COLTON LOAMY SAND	N/A	15-60%
23A	MASARDIS GRAVELLY FINE SANDY LOAM	40,000	0-3%
23B	MASARDIS GRAVELLY FINE SANDY LOAM	40,000	3-8%
23C	MASARDIS GRAVELLY FINE SANDY LOAM	45,000	8-15%
23E	MASARDIS GRAVELLY FINE SANDY LOAM	N/A	15-60%
27A	GROVETON FINE SANDY LOAM	40,000	0-3%
27B	GROVETON FINE SANDY LOAM	40,000	3-8%
27C	GROVETON FINE SANDY LOAM	45,000	8-15%
28A	MADAWASKA FINE SANDY LOAM	60,000	0-3%
28B	MADAWASKA FINE SANDY LOAM	60,000	3-8%
36A	ADAMS LOAMY SAND	40,000	0-3%
36B	ADAMS LOAMY SAND	40,000	3-8%
36C	ADAMS LOAMY SAND	45,000	8-15%
36E	ADAMS LOAMY SAND	N/A	15-60%
54B	HERMON SANDY LOAM	40,000	3-8%
54C	HERMON SANDY LOAM	45,000	8-15%
54D	HERMON SANDY LOAM	60,000	15-25%
55B	HERMON SANDY LOAM, VERY STONY	40,000	3-8%
55C	HERMON SANDY LOAM, VERY STONY	45,000	8-15%
55D	HERMON SANDY LOAM, VERY STONY	60,000	15-25%
55E	HERMON SANDY LOAM, VERY STONY	N/A	25-35%
56B	BECKET FINE SANDY LOAM	50,000	3-8%
56C	BECKET FINE SANDY LOAM	75,000	8-15%
56D	BECKET FINE SANDY LOAM	100,000	15-25%
57B	BECKET FINE SANDY LOAM, VERY STONY	50,000	3-8%
57C	BECKET FINE SANDY LOAM, VERY STONY	75,000	8-15%
57D	BECKET FINE SANDY LOAM, VERY STONY	100,000	15-25%
57E	BECKET FINE SANDY LOAM, VERY STONY	N/A	25-35%
58B	WAUMBEEK LOAMY SAND,	50,000	3-8%
58C	WAUMBEEK LOAMY SAND,	75,000	8-15%
59B	WAUMBEEK LOAMY SAND, VERY STONY	50,000	3-8%
59C	WAUMBEEK LOAMY SAND, VERY STONY	75,000	8-15%
59D	WAUMBEEK LOAMY SAND, VERY STONY	100,000	15-25%
61B	TUNBRIDGE-LYMAN ROCK OUTCROP COMPLEX	60,000	3-8%
61C	TUNBRIDGE-LYMAN ROCK OUTCROP COMPLEX	80,000	8-15%
61D	TUNBRIDGE-LYMAN ROCK OUTCROP COMPLEX	N/A	15-25%
61E	TUNBRIDGE-LYMAN ROCK OUTCROP COMPLEX	N/A	25-35%
72B	BERKSHIRE LOAM	40,000	3-8%
72C	BERKSHIRE LOAM	45,000	8-15%
72D	BERKSHIRE LOAM	60,000	15-25%
73B	BERKSHIRE LOAM, VERY STONY	40,000	3-8%
73C	BERKSHIRE LOAM, VERY STONY	45,000	8-15%
73D	BERKSHIRE LOAM, VERY STONY	60,000	15-25%
73E	BERKSHIRE LOAM, VERY STONY	N/A	25-35%
76B	MARLOW FINE SANDY LOAM	50,000	3-8%
76C	MARLOW FINE SANDY LOAM	75,000	8-15%
76D	MARLOW FINE SANDY LOAM	100,000	15-25%
77B	MARLOW FINE SANDY LOAM, VERY STONY	50,000	3-8%

SYMBOL	SOIL NAME	LOT SIZE	SLOPE
77C	MARLOW FINE SANDY LOAM, VERY STONY	75,000	8-15%
77D	MARLOW FINE SANDY LOAM, VERY STONY	100,000	15-25%
77E	MARLOW FINE SANDY LOAM, VERY STONY	N/A	25-35%
78B	PERU FINE SANDY LOAM	60,000	3-8%
78C	PERU FINE SANDY LOAM	90,000	8-15%
79B	PERU FINE SANDY LOAM, VERY STONY	60,000	3-8%
79C	PERU FINE SANDY LOAM, VERY STONY	90,000	8-15%
79D	PERU FINE SANDY LOAM, VERY STONY	120,000	15-25%
101A	ONDAWA FINE SANDY LOAM	N/A	0-5%
102A	SUNDAY LOAMY SAND	N/A	0-5%
104A	PODUNK FINE SANDY LOAM	N/A	0-5%
105A	RUMNEY FINE SANDY LOAM	PD	0-5%
142B	MONADNOCK FINE SANDY LOAM	40,000	3-8%
142C	MONADNOCK FINE SANDY LOAM	45,000	8-15%
142D	MONADNOCK FINE SANDY LOAM	60,000	15-25%
143B	MONADNOCK FINE SANDY LOAM, VERY STONY	40,000	3-8%
143C	MONADNOCK FINE SANDY LOAM, VERY STONY	45,000	8-15%
143D	MONADNOCK FINE SANDY LOAM, VERY STONY	60,000	15-25%
143E	MONADNOCK FINE SANDY LOAM, VERY STONY	N/A	25-35%
145C	MONADNOCK FINE SANDY LOAM, EXTREMELY BOULDERY	45,000	8-15%
154B	SUCCESS GRAVELLY LOAMY COARSE SAND	40,000	3-8%
154C	SUCCESS GRAVELLY LOAMY COARSE SAND	45,000	8-15%
154D	SUCCESS GRAVELLY LOAMY COARSE SAND	60,000	15-25%
155B	SUCCESS GRAVELLY LOAMY COARSE SAND, VERY STONY	40,000	3-8%
155C	SUCCESS GRAVELLY LOAMY COARSE SAND, VERY STONY	45,000	8-15%
155D	SUCCESS GRAVELLY LOAMY COARSE SAND, VERY STONY	60,000	15-25%
155E	SUCCESS GRAVELLY LOAMY COARSE SAND, VERY STONY	N/A	25-35%
156C	SUCCESS GRAVELLY LOAMY COARSE SAND, EXTREMELY BOULDERY	45,000	8-15%
168B	SUNAPEE FINE SANDY LOAM	50,000	3-8%
168C	SUNAPEE FINE SANDY LOAM	75,000	8-15%
169B	SUNAPEE FINE SANDY LOAM, VERY STONY	50,000	3-8%
169C	SUNAPEE FINE SANDY LOAM, VERY STONY	75,000	8-15%
169D	SUNAPEE FINE SANDY LOAM, VERY STONY	100,000	15-25%
195A	WASKISH PEAT	VP	0-5%
199	DUMPS--BARK, CHIPS AND ORGANIC MATERIAL	OS	
208A	FRYEBURG VERY FINE SANDY LOAM,	N/A	0-5%
209A	CHARLES SILT LOAM	N/A	0-5%
214A	NAUMBURG FINE SANDY LOAM	PD	0-3%
214B	NAUMBURG FINE SANDY LOAM	PD	3-8%
246A	LYME FINE SANDY LOAM	PD	0-3%
246B	LYME FINE SANDY LOAM	PD	3-8%
247A	LYME FINE SANDY LOAM, VERY STONY	PD	0-3%
247B	LYME FINE SANDY LOAM, VERY STONY	PD	3-8%
247C	LYME FINE SANDY LOAM, VERY STONY	PD	8-15%
260B	LOMBARD-TUNBRIDGE COMPLEX	50,000	3-8%
260C	LOMBARD-TUNBRIDGE COMPLEX	75,000	8-15%
260D	LOMBARD-TUNBRIDGE COMPLEX	100,000	15-25%
260E	LOMBARD-TUNBRIDGE COMPLEX	N/A	25-60%
273E	BERKSHIRE, MONADNOCK AND HERMON SOILS, EXTREMELY BOULDERY	N/A	25-35%
295A	GREENWOOD MUCKY PEAT	VP	0-5%
298	PITS, GRAVEL	OS	
309A	LOVEWELL VERY FINE SANDY LOAM	N/A	0-5%
355C	HERMON SANDY LOAM, EXTREMELY BOULDERY	45,000	8-15%
373C	BERKSHIRE, FINE SANDY LOAM, EXTREMELY BOULDERY	45,000	8-15%
395A	CHOCORUA MUCKY PEAT	VP	0-5%
398	PITS, QUARRY	OS	
399	ROCK OUTCROP	OS	

SYMBOL	SOIL NAME	LOT SIZE	SLOPE
400	UDORTHENTS, SANDY	OS	
406A	MEDOMAK SILT LOAM	VP	0-5%
413A	DUANE FINE SANDY LOAM	60,000	0-3%
413B	DUANE FINE SANDY LOAM	60,000	3-8%
414A	MOOSILAUKE FINE SANDY LOAM	PD	0-3%
414B	MOOSILAUKE FINE SANDY LOAM	PD	3-8%
415A	MOOSILAUKE FINE SANDY LOAM, VERY STONY	PD	0-3%
415B	MOOSILAUKE FINE SANDY LOAM, VERY STONY	PD	3-8%
415C	MOOSILAUKE FINE SANDY LOAM, VERY STONY	PD	8-15%
433A	GRANGE SILT LOAM	PD	0-5%
470B	TUNBRIDGE-PERU COMPLEX	60,000	3-8%
471B	TUNBRIDGE-LYMAN RICKER COMPLEX	60,000	3-8%
471C	TUNBRIDGE-LYMAN RICKER COMPLEX	80,000	8-15%
471D	TUNBRIDGE-LYMAN RICKER COMPLEX	N/A	15-25%
471E	TUNBRIDGE-LYMAN RICKER COMPLEX	N/A	25-35%
495A	OSIPPEE MUCKY PEAT	VP	0-5%
500	UDORTHENTS, LOAMY	OS	
501A	ABENAKI VERY FINE SANDY LOAM	N/A	0-5%
504A	METALLAK VERY FINE SANDY LOAM	N/A	0-5%
505A	COHAS VERY FINE SANDY LOAM	PD	0-5%
520B	MACHAIS GRAVELLY FINE SANDY LOAM	60,000	1-8%
523A	STETSON FINE SANDY LOAM	40,000	0-3%
523B	STETSON FINE SANDY LOAM	40,000	3-8%
523C	STETSON FINE SANDY LOAM	45,000	8-15%
523E	STETSON FINE SANDY LOAM	N/A	15-60%
549A	PEACHAM MUCK	VP	0-5%
558B	SKERRY FINE SANDY LOAM	60,000	3-8%
558C	SKERRY FINE SANDY LOAM,	90,000	8-15%
558D	SKERRY FINE SANDY LOAM,	120,000	15-25%
559B	SKERRY FINE SANDY LOAM, VERY STONY	60,000	3-8%
559C	SKERRY FINE SANDY LOAM, VERY STONY	90,000	8-15%
559D	SKERRY FINE SANDY LOAM, VERY STONY	120,000	15-25%
560B	TUNBRIDGE-PLAISTED-THORNDIKE COMPLEX	80,000	3-8%
560C	TUNBRIDGE-PLAISTED-THORNDIKE COMPLEX	100,000	8-15%
560D	TUNBRIDGE-PLAISTED-THORNDIKE COMPLEX	140,000	15-25%
560E	TUNBRIDGE-PLAISTED-THORNDIKE COMPLEX	N/A	25-35%
561B	TUNBRIDGE-PLAISTED-THORNDIKE COMPLEX, VERY STONY	80,000	3-8%
561C	TUNBRIDGE-PLAISTED-THORNDIKE COMPLEX, VERY STONY	100,000	8-15%
562D	TUNBRIDGE-THORNDIKE ROCK OUTCROP COMPLEX	160,000	15-25%
562E	TUNBRIDGE-THORNDIKE ROCK OUTCROP COMPLEX	N/A	25-35%
563B	PLAISTED SILT LOAM	50,000	3-8%
563C	PLAISTED SILT LOAM	75,000	8-15%
563D	PLAISTED SILT LOAM	100,000	15-25%
564B	PLAISTED SILT LOAM, VERY STONY	50,000	3-8%
564C	PLAISTED SILT LOAM, VERY STONY	75,000	8-15%
564D	PLAISTED SILT LOAM, VERY STONY	100,000	15-25%
564E	PLAISTED SILT LOAM, VERY STONY	N/A	25-35%
566B	HOWLAND SILT LOAM	60,000	3-8%
566C	HOWLAND SILT LOAM	90,000	8-15%
566D	HOWLAND SILT LOAM	120,000	15-25%
567B	HOWLAND SILT LOAM, VERY STONY	60,000	3-8%
567C	HOWLAND SILT LOAM, VERY STONY	90,000	8-15%
567D	HOWLAND SILT LOAM, VERY STONY	120,000	15-25%
569A	MONARDA SILT LOAM	PD	0-3%
569B	MONARDA SILT LOAM	PD	3-8%
569C	MONARDA SILT LOAM	PD	8-15%
570A	MONARDA SILT LOAM, VERY STONY	PD	0-3%
570B	MONARDA SILT LOAM, VERY STONY	PD	3-8%
570C	MONARDA SILT LOAM, VERY STONY	PD	8-15%

SYMBOL	SOIL NAME	LOT SIZE	SLOPE
572B	BANGOR SILT LOAM	40,000	3-8%
572C	BANGOR SILT LOAM	45,000	8-15%
572D	BANGOR SILT LOAM	60,000	15-25%
573B	BANGOR SILT LOAM, VERY STONY	40,000	3-8%
573C	BANGOR SILT LOAM, VERY STONY	45,000	8-15%
573D	BANGOR SILT LOAM, VERY STONY	60,000	15-25%
573E	BANGOR SILT LOAM, VERY STONY	N/A	25-35%
578B	DIXMONT VERY FINE SANDY LOAM	50,000	3-8%
578C	DIXMONT VERY FINE SANDY LOAM	75,000	8-15%
578D	DIXMONT VERY FINE SANDY LOAM	100,000	8-15%
579B	DIXMONT VERY FINE SANDY LOAM, VERY STONY	50,000	3-8%
579C	DIXMONT VERY FINE SANDY LOAM, VERY STONY	75,000	8-15%
579D	DIXMONT VERY FINE SANDY LOAM, VERY STONY	100,000	15-25%
600	HAPLAQUENTS, LOAMY	OS	
613B	CROGHAN LOAMY FINE SAND	60,000	1-8%
630A	SALMON VERY FINE SANDY LOAM	40,000	0-3%
630B	SALMON VERY FINE SANDY LOAM	40,000	3-8%
630C	SALMON VERY FINE SANDY LOAM	45,000	8-15%
630D	SALMON VERY FINE SANDY LOAM	60,000	15-35%
632A	NICHOLVILLE VERY FINE SANDY LOAM	75,000	0-3%
632B	NICHOLVILLE VERY FINE SANDY LOAM	75,000	3-8%
632C	NICHOLVILLE VERY FINE SANDY LOAM	100,000	8-15%
633A	PEMI SILT LOAM	PD	0-5%
646A	PILLSBURY FINE SANDY LOAM	PD	0-3%
646B	PILLSBURY FINE SANDY LOAM	PD	3-8%
646C	PILLSBURY FINE SANDY LOAM	PD	8-15%
647A	PILLSBURY FINE SANDY LOAM, VERY STONY	PD	0-3%
647B	PILLSBURY FINE SANDY LOAM, VERY STONY	PD	3-8%
647C	PILLSBURY FINE SANDY LOAM, VERY STONY	PD	8-15%
670C	TUNBRIDGE-BERKSHIRE-LYMAN COMPLEX	80,000	8-15%
670D	TUNBRIDGE-BERKSHIRE-LYMAN COMPLEX	120,000	15-25%
697A	PEACHAM, GREENWOOD AND RUMNEY SOILS, PONDED	VP	0-5%
701B	BECKET-SKERRY ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
701D	BECKET-SKERRY ASSOCIATION, GENTLY SLOPING, VERY STONY	**	15-35%
711B	MONADNOCK-HERMON ASSOCIATION, UNDULATING, VERY STONY	**	8-15%
711D	MONADNOCK-HERMON ASSOCIATION, HILLY, VERY STONY	**	15-35%
711E	MONADNOCK-HERMON ASSOCIATION, STEEP, VERY STONY	**	35-60%
719E	MARLOW-TUNBRIDGE ASSOCIATION, STEEP, VERY STONY	**	35-60%
721D	PERU-MARLOW ASSOCIATION, MODERATELY STEEP, VERY STONY	**	8-15%
726C	ROCK OUTCROP-LYMAN COMPLEX, STRONGLY SLOPING	**	0-35%
726F	ROCK OUTCROP-LYMAN COMPLEX, VERY STEEP	**	35-80%
727	RUBBLE LAND	**	
734D	SURPLUS-SISK ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%
736E	SISK-GLEBE ASSOCIATION, STEEP, VERY STONY	**	35-60%
737B	SURPLUS-SISK-BEMIS ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
738B	GLEBE-SADDLEBACK-SISK ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
738D	GLEBE-SADDLEBACK-SISK ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%
738E	GLEBE-SADDLEBACK-SISK ASSOCIATION, STEEP, VERY STONY	**	35-60%
750B	SADDLEBACK-GLEBE-RICKER ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
750D	SADDLEBACK-GLEBE-RICKER ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%

SYMBOL	SOIL NAME	LOT SIZE	SLOPE
750E	SADDLEBACK-GLEBE-RICKER ASSOCIATION, STEEP, VERY STONY	**	35-60%
760B	TUNBRIDGE-PLAISTED ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
760D	TUNBRIDGE-PLAISTED ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%
762B	PLAISTED-HOWLAND ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
762D	PLAISTED-HOWLAND ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%
764B	HOWLAND-PLAISTED-MONARDA ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
765B	MONARDA-HOWLAND ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
767A	PEACHAM-OSSIPEE-MONARDA ASSOCIATION, NEARLY LEVEL, VERY STONY	**	0-8%
773B	BANGOR-DIXMONT ASSOCIATION, UNDULATING, VERY STONY	**	8-15%
773D	BANGOR-DIXMONT ASSOCIATION, HILLY, VERY STONY	**	15-35%
779B	DIXMONT-BANGOR ASSOCIATION, UNDULATING, VERY STONY	**	8-15%
779D	DIXMONT-BANGOR ASSOCIATION, HILLY, VERY STONY	**	15-35%
801E	BECKET-MARLOW ASSOCIATION, STEEP, VERY STONY	**	35-60%
803B	BERKSHIRE-MONADNOCK ASSOCIATION, UNDULATING, VERY STONY	**	8-15%
803D	BERKSHIRE-MONADNOCK ASSOCIATION, HILLY, VERY STONY	**	15-35%
803E	BERKSHIRE-MONADNOCK ASSOCIATION, STEEP, VERY STONY	**	35-60%
804B	BERKSHIRE-MONADNOCK ASSOCIATION, UNDULATING, EXTREMELY BOULDERY	**	8-15%
804D	BERKSHIRE-MONADNOCK ASSOCIATION, HILLY, EXTREMELY BOULDERY	**	15-35%
804E	BERKSHIRE-MONADNOCK ASSOCIATION, STEEP, EXTREMELY BOULDERY	**	35-60%
812B	MONADNOCK-HERMON ASSOCIATION, UNDULATING, EXTREMELY BOULDERY	**	8-15%
812D	MONADNOCK-HERMON ASSOCIATION, HILLY, EXTREMELY BOULDERY	**	15-35%
812E	MONADNOCK-HERMON ASSOCIATION, STEEP, EXTREMELY BOULDERY	**	35-60%
817A	MOOSILAUKE-WAUMBEEK ASSOCIATION, NEARLY LEVEL, VERY STONY	**	0-8%
820B	LYMAN-TUNBRIDGE-ROCK OUTCROP COMPLEX, GENTLY SLOPING	**	8-15%
820D	LYMAN-TUNBRIDGE-ROCK OUTCROP COMPLEX, MODERATELY STEEP	**	15-35%
820E	LYMAN-TUNBRIDGE-ROCK OUTCROP COMPLEX, STEEP	**	35-60%
821B	MARLOW-PERU ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
821D	MARLOW-PERU ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%
823B	PERU-MARLOW-PILLSBURY ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
825B	PILLSBURY-PEACHAM-PERU ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
828B	SKERRY-PERU ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
828D	SKERRY-PERU ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%
829B	WAUMBEEK-HERMON ASSOCIATION, UNDULATING, VERY STONY	**	8-15%
829D	WAUMBEEK-HERMON ASSOCIATION, HILLY, VERY STONY	**	15-35%
831A	PEACHAM-OSSIPEE-PILLSBURY ASSOCIATION, NEARLY LEVEL, VERY STONY	**	0-8%

SYMBOL	SOIL NAME	LOT SIZE	SLOPE
834B	SISK-SURPLUS ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
834D	SISK-SURPLUS ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%
835C	RICKER-ROCK OUTCROP COMPLEX, STRONGLY SLOPING	**	0-35%
835F	RICKER-ROCK OUTCROP COMPLEX, VERY STEEP	**	35-80%
860E	TUNBRIDGE-THORNDIKE-ROCK OUTCROP COMPLEX, STEEP	**	35-60%
862E	PLAISTED-TUNBRIDGE ASSOCIATION, STEEP, VERY STONY	**	35-60%
864D	HOWLAND-PLAISTED ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%
865B	BEMIS-SURPLUS ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
869B	SUNAPEE-MOOSILAUKE-MONADNOCK ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
873E	BANGOR-TUNBRIDGE ASSOCIATION, STEEP, VERY STONY	**	35-60%
900	UDORTENTS, LOAMY	OS	
911B	SUCCESS-HERMON ASSOCIATION, UNDULATING, VERY STONY	**	8-15%
911D	SUCCESS-HERMON ASSOCIATION, HILLY, VERY STONY	**	15-35%
911E	SUCCESS-HERMON ASSOCIATION, STEEP, VERY STONY	**	35-60%
912B	SUCCESS-HERMON ASSOCIATION, UNDULATING, EXTREMELY BOULDERY	**	8-15%
912D	SUCCESS-HERMON ASSOCIATION, HILLY, EXTREMELY BOULDERY	**	15-35%
912E	SUCCESS-HERMON ASSOCIATION, STEEP, EXTREMELY BOULDERY	**	35-60%
919B	TUNBRIDGE-LYMAN-MARLOW ASSOCIATION, GENTLY SLOPING, VERY STONY	**	8-15%
919D	TUNBRIDGE-LYMAN-MARLOW ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%
919E	TUNBRIDGE-LYMAN-MARLOW, STEEP, VERY STONY	**	35-60%
922E	MARLOW-TUNBRIDGE ASSOCIATION, STEEP, EXTREMELY BOULDERY	**	35-60%
923B	MARLOW-PERU ASSOCIATION, GENTLY SLOPING, EXTREMELY BOULDERY	**	8-15%
923D	MARLOW-PERU ASSOCIATION, MODERATELY STEEP, EXTREMELY BOULDERY	**	15-35%
969D	SUNAPEE-MONADNOCK ASSOCIATION, MODERATELY STEEP, VERY STONY	**	15-35%

N/A - Not Allowed

PD - Poorly Drained

VP - Very Poorly Drained

OS - On Site Necessary

** - Order III Mapping, More Detailed Soil Survey Necessary

APPENDIX III

AIRPORT DEVELOPMENT CRITERIA

- I. **Purpose:** The following criteria propose to regulate and restrict the height of structures and objects of natural growth, and otherwise regulate the use of property, in the vicinity of the Whitefield Regional Airport by creating airport approach zones and other restricted areas and establishing the boundaries thereof: administrative, appeals and penalties provisions will follow those established by the Whitefield Comprehensive Development Guide.
- II. **Authority:** In pursuance of the authority conferred by NH RSA Chapter 24 and for the purpose of promoting the health, safety and general welfare of the inhabitants of Whitefield, New Hampshire, by preventing the creation or establishment of airport hazards, thereby protecting the lives and property of users of the Whitefield Regional Airport and of occupants of land in its vicinity and preventing destruction or impairment of the utility of the Airport and the public investment therein.
- III. **Permits:** The process of applying for a Development Permit shall conform to the same procedure outlined in the Whitefield Comprehensive Development Guide, of which this section of Airport Development Criteria is a part. IV. **Zones:** In order to carry out the purposes of this ordinance, all of the land within the boundaries of the approach zones and all of the land within a distance of 8000 feet of the airport reference point described on the Airport Approach Plan dated December 22, 1966, which is attached hereto and made a part hereof, is hereby declared subject to the restrictions of this ordinance, which supersedes all other regulations where restrictions of this section are more stringent.
- V. **Height Limits:** No structure or tree shall be erected, altered or allowed to grow within the areas described in section III hereof, above a slope ratio of 40 feet to one foot measured from the end of the landing strip served by an approach zone or above a slope ratio of seven feet to one foot measured from the side of the landing strips and the approaches, or within a distance of 5000 feet from the airport reference point above a height of 150 feet above the airport elevation.
- VI. **Use Restrictions:** Notwithstanding other provisions of the Airport Development Criteria, no use may be made of the land described in section IV hereof in such manner as to create electrical interference with radio aids or communications between the airport and aircraft, make it difficult for flyers to distinguish between airport lights and others, result in glare in the eyes of flyers using the airport, impair visibility in the vicinity of the airport by the creation and discharge of smoke, steam, dust or other obstructions to visibility or otherwise endanger the landing, taking off or maneuvering of aircraft.
- VII. **Non-conformance with Standards:** The standards described in section V and VI of this ordinance shall not be construed to require the removal, lowering, or other change or alteration not conforming to the standards as of the effective date hereof (March 14, 1967). Nothing herein contained shall require any change in the construction, alteration, or intended use of any structure the construction or alteration of which was begun prior to March 14, 1967 and was diligently prosecuted and completed within two years thereof.

VIII. Hazard Marking and Lighting: Any permit granted under section V may, if such action is deemed advisable to effectuate the purpose of this ordinance and reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to permit the town at its own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.

WHITEFIELD, N.H. REGIONAL AIRPORT APPROVAL PLAN

Adopted by New Hampshire Aeronautics Commission

1. This Airport Approach Plan, prepared under the authority of Chapter 424:3 of the New Hampshire Revised Statutes Annotated, is based upon the ultimate development of a General Aviation Type Airport with runway and landing strip as follows:
 - (a) Runway 4200' by 100'; landing strip 4600' by 500'.
2. Civil Aeronautics Administration TSO-N18 dated April 26, 1950, "Criteria for Determining Obstructions to Air Navigation" establishes the standards used to determine the limit of height of obstructions in the vicinity of the airport.
3. The limit of height of obstructions shall be:
 - (a) In the approach areas to the landing strip which are 250' wide at a point 200' from the end of the pavement and 2250' wide at a point 10,200' from the end of the pavement, an inclined plane of 40:1 slope.
 - (b) On the sides of the landing strip and approach areas, an inclined plane of 7:1 slope.
 - (c) 1232.5' above sea level within 5000' of the Airport Reference Point* (150' above the airport),
 - (d) Between 5000' and 8000' from the airport a line with a slope of 20:1 measured in a vertical plane passing through the center of the airports.
4. No provision of section 3 shall limit the height of a structure or tree to less than 30' above the ground upon which it is located.
5. The Airport Reference Point is located on the south edge of runway 2100' from the west end of the runway and its elevation is 1082.5 above sea level.

NOTE: The following is for information only and is not a part of the Airport Approach Plan:

1. The building line is 500' from the center line of the landing strip.
2. Acquisition of property rights will be necessary:
 - (a) To remove existing obstructions;

- (b) To control the height of objects in those areas where the controlling inclined plane is less than 30' above the ground.

APPENDIX IV

FLOODPLAIN DEVELOPMENT CRITERIA

- I. **Purpose:** The following regulations in this ordinance shall apply to all lands designated as special flood hazard areas by the Federal Emergency Management Agency (FEMA) in its "Flood Insurance Study for the County of Coos, NH" dated February 20, 2013, together with the associated Flood Insurance Rate Maps dated February 20, 2013, which are declared to be a part of this ordinance and are hereby incorporated by reference.
- II. **Authority:** In pursuance of the authority conferred by NH RSA 674:16 and for the purpose of promoting the health, safety and general welfare of the inhabitants of Whitefield, New Hampshire, by preventing the creation of hazards in special flood hazard areas, thereby protecting the lives and property of occupants of the town. The Floodplain Development Criteria shall overlay and supplement the regulations in the Whitefield Comprehensive Development Guide and supersedes all other regulations where restrictions of this section are more stringent.
- III. **Permits:** All proposed development in any special flood hazard areas shall require a Development Permit and shall conform to the same procedure outlined in the Whitefield Development Guide, of which this section of Floodplain Development Criteria is a part.
- IV. **Construction Standards:** The Planning Board shall review all Development Permit applications for new construction or substantial improvements to determine whether proposed building sites will be reasonably safe from flooding. If a proposed building site is located in a special flood hazard area, all new construction or substantial improvements shall:
 - a. Be designed (or modified) and adequately anchored to prevent floatation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy,
 - b. Be constructed with materials resistant to flood damage,
 - c. Be constructed by methods and practices that minimize flood damages,
 - d. Be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment, and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.
- V. **Water & Sewer:** Where new or replacement water and sewer systems (including on-site systems) are proposed in a special flood hazard area the applicant shall provide the Planning Board with assurance that these systems will be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters, and on-site waste disposal systems will be located to avoid impairment to them or contamination from them during periods of flooding.

VI. Additional Information: For all new or substantially improved structures located in special flood hazard areas, the applicant shall furnish the following information to the Planning Board:

- a. The as-built elevation (in relation to NGVD) of the lowest floor (including basement) and include whether or not such structures contain a basement.
- b. If the structure has been flood-proofed, the as-built elevation (in relation to NCVD) to which the structure was flood-proofed.
- c. Any certification of flood-proofing.

The Planning Board shall maintain for public inspection, and shall furnish such information upon request.

VII. Other Permits: The Planning Board shall not grant a Development Permit until the applicant certifies that all necessary permits have been received from those governmental agencies from which approval is required by federal or state law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334.

VIII. Wetlands:

- a. In riverine situations, prior to the alteration or relocation of a watercourse the applicant for such authorization shall notify the Wetlands Board of the NH Environmental Services Dept. and submit copies of such notification to the Planning Board, in addition to the copies required by the RSA 482-A:3. Further, the applicant shall be required to submit copies of said notification to those adjacent communities as determined by the Planning Board, including notice of all scheduled hearings before the Wetlands Board.
- b. The applicant shall submit to the Planning Board, certification provided by a registered professional engineer, assuring that the flood carrying capacity of an altered or relocated watercourse can and will be maintained.
- c. The Planning Board shall obtain, review, and reasonably utilize any floodway data available from Federal, State, or other sources as criteria for requiring that all development located in the flood zone meet the following floodway criteria: "No encroachments, including fill, new construction, substantial improvements, and other development are allowed within the floodway that would result in any increase in flood levels within the community during the base flood discharge."

IX. 100 Year Flood:

- a. In special flood hazard areas, the Planning Board shall obtain, review, and reasonably utilize any 100 year flood elevation data available from any federal, state or other source including data submitted for development proposals submitted to the community (i.e. subdivisions).

- b. The Planning Board's 100 year flood elevation determination will be used as criteria for requiring in special flood hazard areas that:
1. all new construction of substantial improvement of residential structures have the lowest floor (including basement) elevated to or above the 100 year flood elevation;
 2. that all new construction or substantial improvements of non-residential structures have the lowest floor (including basement) elevated to or above the 100 year flood level; or together with attendant utility and sanitary facilities, shall:
 - (a) be flood-proofed so that below the 100 year flood elevation the structure is watertight with walls substantially impermeable to the passage of water;
 - (b) have structural components capable of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy; and
 - (c) be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting the provisions of this section;
 3. all manufactured homes to be placed or substantially improved within special flood hazard areas shall be elevated on a permanent foundation such that the lowest floor of the manufactured home is at or above the 100 year flood elevation; and be securely anchored to resist floatation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors. This standard is in addition to applicable state and local anchoring requirements for resisting wind forces;
 4. for all new construction and substantial improvements, fully enclosed areas below the lowest floor that are subject to flooding are permitted provided they meet the following requirements:
 - (a) the enclosed area is unfinished or flood resistant, usable solely for the parking of vehicles, building access or storage;
 - (b) the area is not a basement;
 - (c) shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwater. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria: a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. The bottom of all openings shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, or other coverings

or devices provided that they permit the automatic entry and exit of floodwater.

5. All recreational vehicles placed on sites within Zone A shall either:
 - (i) be on the site for fewer than 180 consecutive days;
 - (ii) be fully licensed and ready for highway use; or,
 - (iii) meet all standards of Item III of Appendix IV and the elevation and anchoring requirements for “manufactured homes” in item IX (b) (3) of Appendix IV.

A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions.

X. Flexibility of Standards:

1. If a variance or appeal from these standards is requested, reference is made to procedures outlined in the Whitefield Comprehensive Development Guide. The applicant must show in addition to other requirements that:
 - a. the variance will not result in increased flood heights, additional threats to public safety, or extraordinary public expense.
 - b. if the requested variance is for activity within a designated regulatory floodway, no increase in flood levels during the base flood discharge will result.
 - c. that the variance is the minimum necessary, considering the flood hazard, to afford relief.
2. If a variance is issued, the applicant shall be notified in writing that (i) the issuance of a variance to construct below the base flood level will result in increased premium rates for flood insurance up to amounts as high as \$25 for \$100 of insurance coverage and (ii) such construction below the base flood level increases risks to life and property, such notification to be maintained with a record of all variance actions.
3. The community shall (i) maintain a record of all variance actions, including their justification for their issuance, and (ii) report such variances issued in its annual or biennial report submitted to FEMA's Federal Insurance Administrator.

APPENDIX V

EXCAVATION CRITERIA

- I. Purpose:** The following criteria propose to regulate all mining and excavation operations in the town to: minimize safety hazards created by open excavations; to safeguard the public health and welfare; to preserve our natural assets of soil, water, forests and wildlife; to maintain aesthetic features of our environment; to prevent land and water pollution; and to promote soil stabilization.
- II. Authority:** In pursuance of the authority conferred by NH RSA: 155E, Whitefield is establishing a permit system to require all mining and excavation operations in the municipality obtain prior approval and permit before operation is expanded or commenced. The Excavation Criteria supplement the regulations in the Whitefield Comprehensive Development Guide and supersedes all other regulations where restrictions of this section are more stringent.
- III. Permits:** No owner shall allow any excavation of earth on his premises without first obtaining an Development Permit from the Planning Board. Excavations in operation at the time of adoption of this regulation shall have one year from the date of adoption of this regulation to file a completed application for a permit to excavate. Excavations which have not operated commercially within one year of the adoption of this regulation shall not continue to operate until a permit to excavate is issued by the Planning Board. All excavations require a Development Permit except:
- a.** An excavation which lawfully existed and was in use on or before August 24, 1979 may continue to excavate without a permit subject to:
1. Such an excavation site shall be exempt from local zoning, provided that at the time the excavation was first begun, it was in compliance with any local ordinances that may have been in effect.
 2. Such an excavation site may not be expanded beyond the limits of Whitefield and the area which, on August 24, 1979, and at all times subsequent thereto has been contiguous to and in common ownership with the excavation site of that date, and appraised and inventoried form property tax purposes as part of the same tract as the excavation site.
 3. Such an excavation shall be performed in compliance with the operational and reclamation standards in these regulations.
 4. The owners or operators of any existing excavation site for which no permit has been obtained shall file an excavation report with the Planning Board within one year of written notification by the municipality. Any existing excavation that fails to file a report within the one year time period shall obtain a permit from the Planning Board before continuing excavation of the site.

The report shall contain the following information:

- (a) the location of the excavation – tax map & lot number;

- (b) the date the excavation first began;
 - (c) a description of the permissible limits of expansion as described in this appendix;
 - (d) an estimate of the area which has been excavated to date; and
 - (e) an estimate of the amount of commercially-viable earth materials still available on the parcel.
- b. Excavations from an area contiguous to, or land in common ownership with, stationary manufacturing and processing plants in operation as of August 24, 1979, which use earth from said area. Such excavations shall be performed in compliance with the operational and reclamation standards contained in this appendix.
- c. Excavations from an area contiguous to, or contiguous land in common ownership with, stationary manufacturing and processing plants which have been granted state or local permits since August 24, 1979, and which use earth obtained from said area. The operation and reclamation of such areas shall be governed by the conditions of the state or local permit and any extensions or renewals thereof.
- d. An excavation performed exclusively for the lawful construction, reconstruction, or maintenance of a class I, II, III, IV, or V highway by a unit of government which has jurisdiction for the highway or an agent of the unit of government which has a contract for the construction, reconstruction, or maintenance of the highway, provided that:
 - 1. A copy of the pit agreement executed by the owner, the agent and the governmental unit shall be filed with and accepted by the Planning Board prior to the start of excavation; and such excavation shall not be exempt from the provisions of other sections of this appendix, nor from any other land use regulations of Whitefield. Failure to file a copy of the pit agreement with the municipality or to comply with the terms of the agreement constitutes a violation enforceable under the provisions of this appendix.
 - 2. The NH Dept. of Transportation or its agent may apply to the appeals board created under NH RSA 21-L to be exempted from the provisions of local land use regulations. The appeals process includes a format public hearing in the affected municipality as set forth in NH RSA 155-E:2, IV(c).
- e. Excavation that is exclusively incidental to the lawful construction or alteration of a building or structure or the lawful construction or alteration of a parking lot or way including a driveway on a portion of the premises where removal occurs. This excavation cannot be started, however, until all required state and local permits necessary for the construction or alteration of the building, structure, parking lot, or way have been issued.
- f. Excavation that is incidental to agricultural or silvicultural activities, normal landscaping or minor topographical adjustment.

- g. Excavation from a granite quarry for the purpose of producing dimension stone, if such excavation requires a permit under NH RSA 12-E.
- h. A person owning land abutting a site which was taken by eminent domain or by any other governmental taking upon which construction is taking place may stockpile earth taken from the construction site and may remove the earth at a later date after written notification to the Planning Board.

IV. Abandoned Excavations: The permit and land use ordinance exemptions under section III shall not apply to any abandoned excavations as defined in this section.

- a. Any excavation for which the affected area has not been brought into complete compliance with the reclamation standards of this regulation shall be deemed abandoned if excavation occurred on the site subsequent to Aug. 24, 1979, and:
 - 1. no earth material has been removed from the excavation site during any three year period; the owner or operator may, however, extend the period by submitting a time table for reclamation to the Planning Board and posting a bond or other surety in a form and amount prescribed by the regulator sufficient to cover the costs of reclamation; or
 - 2. the excavation is still in use, but the owner or operator has not brought the affected area into compliance with the incremental reclamation requirements of this regulation within three years of Aug. 4, 1979 or posted a bond or other surety sufficient to cover the costs of reclamation; or
 - 3. the owner or operator of the excavation has neither secured a permit pursuant to this regulation nor filed a report of an existing excavation within the prescribed time period.
- b. The Planning Board may order the owner of any land containing an abandoned excavation to either file a reclamation time table and bond or other surety, or to complete the reclamation in accordance with this regulation within a stated reasonable time. Failure to complete said reclamation within the prescribed time period may result in the regulator requesting the governing body to cause reclamation to be completed at the expense of the municipality. The municipality's costs shall constitute an assessment against the owner, and shall create a lien against the real estate on which the excavation is located. Such assessment and lien may be enforced and collected in the same manner as provided for real estate taxes.

V. Application for Permit: Any owner or owner's designee subject to this chapter shall, prior to excavation of or continuance or expansion of excavation of any land, apply to the Planning Board for a permit for excavation and submit a reclamation plan. The permit application shall be signed and dated by the applicant and shall contain at least the following information in addition to other criteria that may be required by the Whitefield Comprehensive Development Guide. The Planning Board may waive one or more of the items listed under this section.

- a. The name and address of the owner of the land to be excavated, the person who will actually do the excavating and all abutters to the premises on which the excavation is proposed;
- b. An Excavation Plan at a scale of no less than one inch equals one hundred feet and showing the area to be excavated and the land failing within 200 feet of the perimeter of the area to be excavated. All plans submitted to the Planning Board shall minimize soil erosion and sedimentation. All plans submitted shall be of a quality that they are easily understood and of an accuracy that compliance can easily be checked. At least six copies of final plans shall be filed with the Planning Board prior to issuance of a permit.

The Excavation Plan shall include:

1. seal or signature of an engineer registered in NH;
2. existing topography at contour intervals of five or fewer feet, based on mean sea level;
3. the breadth, depth and slope of the proposed excavation, and existing excavation where applicable, and the estimated duration of the excavation.
4. wooded and heavily vegetated areas;
5. all surface drainage patterns including wetlands and standing water;
6. location of all easements, on or below the ground;
7. location and width of all public roads and rights-of-way;
8. a log of borings or test pits that extend to either the seasonal high water table, ledge, or a minimum of six feet below the maximum proposed excavation depth, including location and soils data;
9. location and extent of stone walls, ledge outcroppings, wells, existing buildings, septic systems, utilities and the like,
10. a locus map, at a scale of one inch equals one thousand feet showing the proposed operation in relation to existing roads;
11. any existing and all proposed excavation areas;
12. any existing and all accessory facilities/activities;
13. existing and proposed access roads, including width and surface materials;
14. existing and proposed parking areas;

15. existing and proposed fencing, buffers or visual barriers, including height and materials;
 16. storage areas for topsoil to be used in reclamation;
 17. all measures to control erosion, sedimentation, water pollution, air pollution, and hazards to human safety;
 18. the location of existing buildings, structures, septic systems and wells within one hundred and fifty feet of the property boundary;
 19. the location of all driveways and road intersections within two hundred feet of the property boundary; and
 20. copies of any permits required by state or federal regulations.
- c. A Reclamation Plan at the same scale as the Excavation Plan, and covering the same area. All plans submitted to the Planning Board shall minimize soil erosion and sedimentation to the extent possible. All plans submitted shall be of a quality that they are easily understood and of an accuracy that compliance can easily be checked. At least six copies of final plans shall be filed with the Planning Board prior to issuance of a permit.

The Reclamation Plan shall include:

1. seal and signature of an engineer registered in the State of NH;
2. all boundaries of the area proposed for reclamation;
3. final topography of the area proposed for reclamation;
4. final surface drainage pattern, including the location and physical characteristics of all artificial and/or modified drainage facilities;
5. schedule of final reclamation activities including seeding mixtures, cover vegetation, fertilizer types, and rates;
6. photographs of the site before excavation (from at least two different vantage points); and
7. subsequent use of the site, if known or anticipated.

VI. Additional Permit Requirements:

a. Size and Reclamation Time Limit on New Excavations:

No excavation of a new area shall exceed five acres in size at any one time. In addition, the size of the area for any permitted excavation shall not exceed that area which can be excavated and reclaimed according to the approved application within a one year period.

If reclamation of the site is not completed within one year permit period the Town may declare part or all of the bond forfeit, and use these monies to reclaim the site, in addition to the requirements of the section on Issuance of Permit. At no time shall more than one permit be allowed on a lot of record.

b. Size and Reclamation Time Limit on Expansions of Existing Excavations:

No expansion and reclamation of an existing excavation shall exceed the area of the existing excavation plus five acres. However, the entire excavation area shall not exceed that area which can be excavated and reclaimed according to the approved application within a one year period. If an existing operating excavation at the time of adoption of this regulation cannot be reclaimed within one year, no additional new excavation into an undisturbed area shall be permitted until the existing excavated area is reclaimed based on an approved permit as required by this regulation. In the case of an excavation in operation at the time of adoption of this ordinance that is not being expanded, the permit period allowed for reclamation shall also be one year.

If reclamation of the site is not completed within the one year permit period, the Town may declare part of all of the bond forfeit, and use these monies to reclaim the site, in addition to the requirements of the section on issuance of Permit. At no time shall more than one permit be allowed on a lot of record.

c. Excavation Sites Considered Non-Conforming:

Expansion of any site used for sand and gravel excavation is limited to such activities which are considered a permitted or allowed use according to criteria in the Whitefield Comprehensive Development Guide. For those excavation sites determined to be nonconforming uses or activities, no further expansion of the site will be permitted to occur.

d. Hours of Operation:

The hours of operation shall be determined by the Planning Board during the permit process. The level of operation and the type of neighborhood affected shall be considered by the Planning Board in establishing these hours.

e. Hauling Information:

Hauling information, including routes to be utilized, the type and weight of motor vehicles involved, and the frequency and schedule operations of such vehicles shall be provided to the Planning Board prior to the issuance of an Excavation Permit. The Planning Board may require modifications to such plans and/or may place conditions upon such operations, depending on surrounding land uses and road conditions. The Planning Board reserves the right to conduct a traffic study at the applicant's expense to ensure that public safety, neighborhood compatibility and road capacity and condition have been properly considered and optimized in the hauling plan.

VII. Operational Standards:

- a. No excavation covered under RSA 155-E shall be permitted closer than 50 feet of the boundary of a disapproving abutter or within 10 feet of an approving abutter unless approval of a lesser distance is requested by the abutter.
- b. No excavation shall be permitted closer than 150 feet of an existing dwelling or to a dwelling for which a Development Permit has been issued at the time the excavation is begun.
- c. No excavation shall be permitted below road level within 50 feet of the right-of-way of any public highway as defined in RSA 229:1 unless such excavation is for the purpose of said highway.
- d. Vegetation shall be maintained or provided with the peripheral areas required by section VII a,b,c above.
- e. Natural vegetation adjacent to neighboring properties on which excavation is not intended shall be maintained for the purposes of erosion control, screening, noise reduction and property valuation.
- f. No actual excavation is to, exceed five acres at one time unless specifically authorized by the Planning Board.
- g. Appropriate erosion, sedimentation, air and water quality measures, and other standards appropriately applied from the Whitefield Comprehensive Development Guide, shall be integrated into the excavation process.
- h. No excavation shall be permitted so close to the seasonal high water table or to bedrock (as indicated by the required borings or test pits) as would preclude the subsequent re-use of the site in accordance with existing public health standards, local land use regulations and local master plan.
- i. Where the depth of excavation will exceed 15 feet and temporary slopes will exceed 1:1 in grade, a fence or other suitable barricade shall be erected to warn of danger and/or limit access to the site.
- j. No area shall be excavated which will cause the accumulation of free standing water for prolonged periods. Appropriate drainage shall be provided.
- k. Excavation projects requiring a permit from Water Supply and Pollution Control Division of DES under RSA 149:8-a shall file a copy of the permit with the Planning Board prior to receiving a permit.
- l. Topsoil shall be stripped from the excavation area and stockpiled for use in subsequent reclamation of the site.
- m. All temporary structures required during excavation operations shall be removed from the site within 30 days after such operations cease.

- n. All vehicles transporting excavated material shall utilize adequate covering and/or sideboards to prevent dust and spillage when loaded.
- o. No fuels, lubricants or other toxic or polluting chemicals shall be stored on-site unless in compliance with State laws or rules pertaining to such materials in this Guide.
- p. Prior to the removal of topsoil or other material from a new excavation area, the excavator shall file a reclamation bond or other surety, as prescribed by the Planning Board, sufficient to cover the cost of site reclamation.

VIII. Site Reclamation Standards :

The Planning Board or its designee shall periodically inspect the operations and shall perform a final reclamation inspection in order to ensure that the approved plans have been followed.

- a. No slope in soil material shall be left steeper than 3:1 (three horizontal feet for each one foot of vertical drop) unless it can be demonstrated by the applicant that a steeper grade can be adequately vegetated and stabilized. Under no condition shall a soil material slope be left steeper than 2:1.
- b. All debris, stumps, boulders, etc. shall be lawfully disposed of in a manner acceptable to the Planning Board or its designee.
- c. Ground levels and grades shall be established as shown on the approved reclamation plan as soon as practical after site excavation has been completed, but no later than one year.
- d. Stockpiled topsoil shall be spread over the disturbed area to a depth to allow and maintain vegetation. Areas posing the most critical problems for re-vegetation shall be given first priority should available topsoil be limited. The disturbed area(s) shall be fertilized, if necessary, and seeded with a grass or grass-legume mixture.
- e. If deemed necessary by the Planning Board, suitable trees or shrubs may be planted in order to provide screening and natural beauty and to aid in erosion control. Such planted areas shall be protected from erosion during an appropriate establishment period by mulch and structural erosion control devices.
- f. Upon completion of the reclamation operation, the topography of the land shall be left so that water draining from the site leaves the property at the original, natural drainage points and in the natural proportions of flow.
- g. The responsible party shall not be released from its performance commitment (reclamation bond) until the Planning Board certifies compliance with all terms of the Excavation Plan and the Reclamation Plan.
- h. Any excavated area of 5 contiguous acres or more, which either is depleted of commercial earth materials, excluding bedrock, or from which no earth materials

have been removed for a one year period, shall be reclaimed in accordance with sections VI and VIII within one year.

IX. Prohibited Projects:

The Planning Board shall not grant a permit:

- a. Where the excavation would violate the operational standards of section VII;
- b. For an excavation within 50 feet of the boundary of a disapproving abutter or within 10 feet of an approving abutter unless approval of a lesser distance is requested by the abutter;
- c. Where the issuance of the permit would be unduly hazardous or injurious to the public welfare;
- d. Where existing visual barriers would be removed, except to provide access to the excavation;
- e. Where the excavation would substantially damage a known aquifer;
- f. For excavation within 150 feet of an existing dwelling or to a dwelling for which a building permit has been issued at the time the excavation is begun;
- g. When the excavation is planned beneath or adjacent to inland surface waters or wetlands in such a manner that a permit is required from the NH Dept. of Environmental Services or federal agencies with jurisdiction over the premises if permits have not been attained;
- h. Where the project cannot comply with the reclamation provisions of sections VI and VIII;
- i. Where the excavation is not permitted by the standards of the Whitefield Comprehensive Development Guide or other applicable local ordinances.

X. Waivers:

The Planning Board, upon application and following a hearing, may grant a waiver in writing, to the standards contained in sections VI, VII, VII, and IX for good cause shown. The written decision shall state specifically what standards, if any are being relaxed and include reasonable alternative conditions.

XI. Application for Amendment:

When the scope of a project for which an excavation permit has been issued is proposed to be altered so as to affect either the size or location of the excavation, the rate of removal or the plan for reclamation, the owner shall submit an application for amendment of the excavation permit. The amended application shall be subject to approval in the same manner as provided for an excavation permit. An application for amendment to increase the size of a permitted excavation

may be allowed if at least one-half of the area covered by the prior permit is reclaimed in accordance with the approved site Reclamation Plan.

XII. Hearing:

Prior to the regulator approving an application for an excavation permit or an application for an amended excavation permit, a public hearing shall be held within 30 days on such application. Notice shall follow procedures specified in NH RSA 675:7. The Planning Board shall tender a decision approving or disapproving the application, giving written reasons for disapproval within 20 days of the hearing.

XIII. Issuance of Permit:

In the case the application is approved according to all criteria after public hearing, the permit shall be granted upon receipt of a fee not to exceed \$50, and the posting of bond or other surety with the municipal treasurer in the amount determined to guarantee compliance with the permit which shall be for a period of three years. The permit shall specify the date of expiration, and be prominently posted at the excavation site and the principal access thereto. The permit shall not be assigned or transferable without the prior written consent of the Planning Board. The permit may include such reasonable conditions as are consistent with the purpose of this regulation and the Whitefield Comprehensive Development Guide, including the provision of visual barriers to the excavation. A permit fee to cover application plan review, annual compliance review, and periodic field review by the Planning Board or its designated agents, including an engineer shall be assessed by the Planning Board prior to the issuance of a permit.

XIV. Withdrawal of Permit:

A permit to excavate is automatically withdrawn if no substantial work is done on the site for a period of three years. Reclamation of areas already worked is mandatory.

XV. Appeal:

Any interested person affected by a permit decision of the Planning Board may appeal to said Board for a rehearing on such decision or any matter determined thereby within ten days of the decision. The motion for rehearing shall fully specify every ground upon which it is alleged that the decision complained of is unlawful or unreasonable. A rehearing shall be granted or denied within ten days, and if the request is granted, a hearing shall be scheduled within thirty days. Any person affected by the Planning Board's decision on a motion for rehearing may appeal in accordance with the procedures specified in RSA 677.

XVI. Enforcement:

- a. The Planning Board or its duty authorized agent may suspend or revoke the permit of any person who has violated any provision of his permit or this regulation or made a material misstatement in the application upon which his permit was granted. Such suspension or revocation shall be subject to a motion for rehearing thereon and appeal in accordance with Section XV. Failure to file for a permit as required by this regulation shall be considered a violation subject to the enforcement provisions of this regulation.

- b. Fines, penalties and remedies for violations of this regulation shall be the same as for violations of RSA 676:15 and RSA 676:17.
- c. To ascertain if there is compliance with this regulation, a permit or an order issued hereunder, the Planning Board or its duty authorized agent(s) may enter upon any land on which there is reason to believe an excavation is being conducted or has been conducted since the effective date of this regulation.
- d. A violation of any provision of this regulation, a permit or order issued hereunder shall be considered a misdemeanor.
- e. Operators who fail to file for a permit will be issued a cease and desist order.

APPENDIX VI

SEWAGE SLUDGE AND RESIDENTIAL SEPTAGE APPLICATION ORDINANCE

A. Purpose and Intent:

The purpose of this Ordinance is to promote and insure the public health and safety of the citizens of the Town of Whitefield by imposing additional requirements for the land application and surface disposal of sewage sludge and domestic septage as well as requirements which are more stringent than the requirements set forth in 40 CFR 503.1 et seq. See 40 CFR 503.5(b).

Furthermore, it is the intent of this ordinance to promote the continued use and viability of agricultural farm land and protect aquifer areas and their recharge areas while simultaneously promoting the economic and responsible use and disposal of bio-solids and domestic septage via land applications. If at any time the Federal Government and/or State of New Hampshire adopts more stringent requirements than the corresponding requirements of this Ordinance, the more stringent requirements shall control.

B. Definition:

The words and terms of this Ordinance shall be defined as set forth in the 1994 edition of 40 CFR 503.1 et seq. The following additional terms shall be incorporated into this ordinance.

Stockpiling: the storage, treatment or reservation of quantities of bio-solids.

Class B: for the purposes of this ordinance, this classification refers to a specific level of pathogen reduction in sewage sludge, as defined by the U.S. EPA. Pathogens are significantly reduced but not eliminated and site restrictions need to be imposed.

C. Uses:

1. Prohibited

The use and disposal of sewage sludge and domestic septage, including, but not limited to, the stockpiling, treatment, and land application of sewage sludge, bio-solids and/or septage is hereby prohibited within the Town of Whitefield except as otherwise noted in this ordinance.

2. Exemptions

The following operations or activities shall be exempt from this Ordinance:

- a. the hauling and/or transportation of sewage sludge and domestic septage over municipal roads;
- b. the operation of a waste and or sludge management facility as permitted under RSA 485-A and/or RSA 149-M;
- c. the use of composted materials for residential lawn and garden applications;

- d. Municipal septage lagoons, as permitted under RSA 485-A.

3. Allowed Uses

Within the Town of Whitefield Class B sewage sludge and domestic septage may be stored, stockpiled, treated, applied and/or transported to a specific site. This permitted use is subject to site plan review and meeting all of the requirements which are set forth in this Ordinance, as well as any and all State and Federal standards or requirements, including the applicable requirements of 40 CFR 503.1 et seq.

In order to safeguard against adverse water quality and public health effects, all sludge and domestic septage transported into, stockpiled within, or land applied in the Town of Whitefield must meet the Class B pathogen requirements of 40 CFR 503.32(a) before it is transported into the Town of Whitefield.

D. Application of Reporting Requirements:

In addition to complying with all record keeping and reporting requirements imposed by the State and Federal Government, any person planning to transport to, stockpile on, treat or land apply sewage sludge or domestic septage in the Town of Whitefield shall submit all of the following information to the Planning Board review. The applicant shall receive Planning Board approval, with any conditions as the Planning Board deems necessary, and shall, at a minimum, wait until the appeal period has lapsed prior to the receipt of the sewage sludge and/or domestic septage. The following information shall be supplemental to information required elsewhere in the Whitefield Comprehensive Development Guide:

1. Written Reports for Site Plan Review Application

The following information shall be required as part of the application:

- a. The name, address, telephone number, and NPDES permit number of the wastewater treatment facility;
- b. The name, address, telephone number, and NPDES permit number of any and all Sewage Sludge Treatment Facilities, if different from the generating facility;
- c. The name, address, telephone number and permit number of the Septage Hauler;
- d. The name, address, telephone number and contact person for the sludge hauler.
- e. The name, address, and telephone number of the landowner.
- f. The name, address, and telephone number of the person stockpiling and applying the sewage sludge and/or domestic septage to the land;
- g. The name, address, and telephone number of the applicant;
- h. Laboratory Reports of all test results in accordance with the Best Management Practices, by the University of New Hampshire Cooperative Extension, as amended.

- i. The planned delivery date, or delivery dates;
- j. The planned stockpiling time period(s), the location of said stockpiles and the management measures proposed to minimize stormwater run-off and odor.
- k. A narrative description of the treatment method used to meet Class B pathogen reduction criteria and vector reduction criteria for Sewage Sludge and/or pathogen reduction and vector reduction criteria for Domestic septage.
- l. The total surface area of the planned application(s);
- m. The total sludge volume to be applied;
- n. Previous, land application data, including the cumulative site loading to date, and the site loading from the previous 2 years;
- o. The number of land applications that can be performed without exceeding the cumulative pollutant loading rate set forth in Table Two (2) of 40 CFR 503.13;
- p. A certification prepared by the applicant, that the soil limits shall not exceed standards as stated in the Best Management Practices, by the University of New Hampshire Cooperative Extension as amended.
- q. Written permission and/or executed contracts that any owner of land consents to the stockpiling and/or application of sewage sludge and/or domestic septage to their land by the applicant.

2. Site Plan Requirements:

A site plan which illustrates the following with respect to any area in which sludge/septage is to be stockpiled, treated or applied to land shall be submitted:

- a. A plan, prepared at a scale not to exceed the scale of 1"=100', with 2' topographic contours and all relative property boundaries;
- b. A plan, prepared at a scale not to exceed the scale of 1"=100' which includes Order One Soil Survey information for the land application area and for the areas within 100' of the land application area;
- c. The location and size of the stockpiling, area(s);
- d. The location, limits, existing land use and acreage of the land application area;
- e. The quantities of sewage sludge to be land applied and/or stockpiled and a stormwater management plan for the stockpile area. Stockpiles are not to be located less than 500' from a property boundary/line;
- f. All areas of hydric soils, streams and open bodies of water within 100 feet of the stockpiling, treatment and land application area(s);

- g. All on-site wells, surface water drinking supplies and dwellings within 300 feet; and off-site wells, surface water drinking supplies and dwellings within 500 feet of the stockpiling, treatment and land application area(s);
- h. All roads within the Town of Whitefield to be used for the transport of septage/sewage sludge, the frequency of use of these roads and the maximum quantities to be hauled on a daily/weekly/monthly basis;
- i. An on-the-ground delineation of the application area;
- j. All costs incurred by the Town or its agent in reviewing, assessing or monitoring impacts of the proposal shall be borne by the applicant.

3. Site Plan Review Approval Conditions

The following conditions shall be met by the applicant:

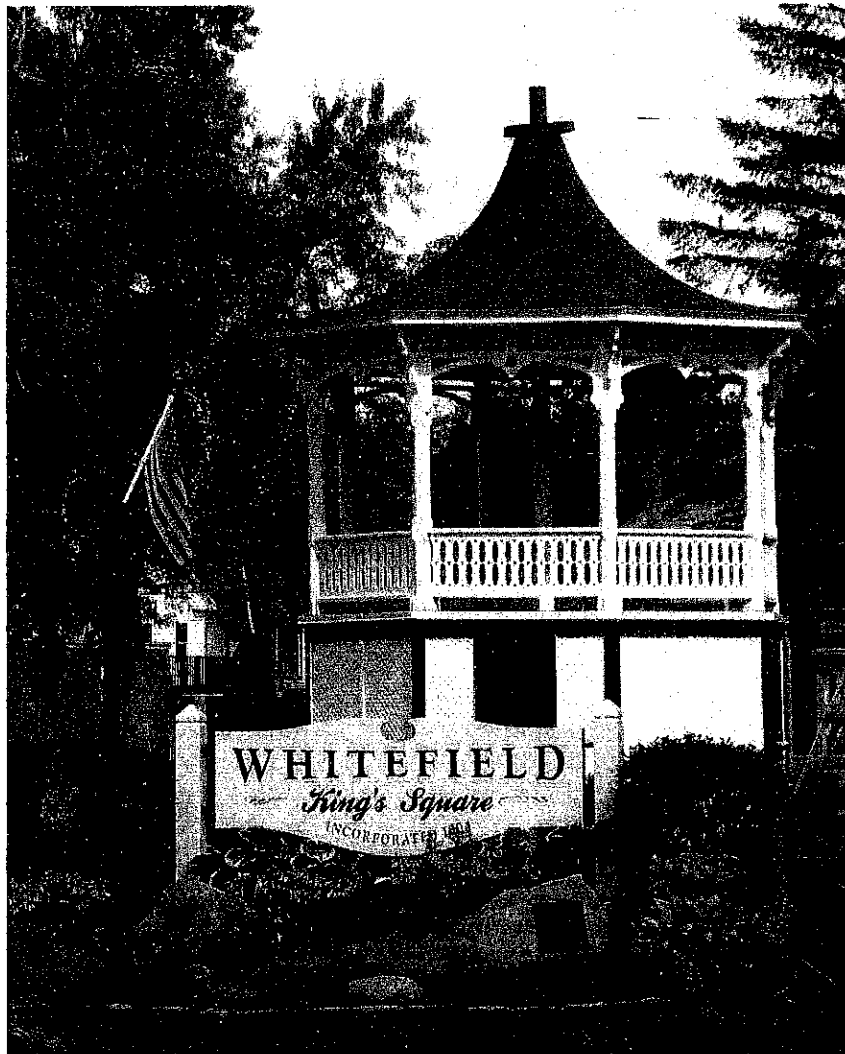
- a. No applicant shall take delivery of any sewage sludge and/or domestic septage until such time as the Planning Board, or their duly authorized representative has provided the applicant with approval in writing. Such approval shall not be automatically given by the Board, but rather shall only be given once the Board has been fully satisfied that the applicant has met and will continue to meet the reporting requirements of this section, and has demonstrated to the Board that the proposed application will not present a nuisance, threat to the health of public safety, or pose a risk or nuisance to the applicant, the property owner, the abutters of the land receiving sewage sludge and/or domestic septage and any parcels which will be subject to or adjacent to land application. No noxious odors shall be permitted beyond the applicant's property boundaries.
- b. The stockpiling of all Class B sewage sludge shall be done in conformance with all State and Federal requirements, including the requirements of 40 CFR 503.1 et seq and Best Management Practices for Biosolids, except as noted below. In addition, Class B sewage sludge may only be stockpiled on site if it is properly secured to limit airborne dispersal of sludge from the pile, storm water transportation of the sludge and infiltration of leachate from the sewage sludge into the ground water. Sewage sludge shall not be stockpiled for more than sixty (60) days from the first date of receipt. Storage of the sewage sludge and/or domestic septage shall comply with the Best Management Practices. No stockpiling shall occur within 500 feet from any property line and 300 feet from on-site well, private water supplies or dwellings. No noxious odors shall be permitted beyond the applicant's property boundaries.
- c. Any and all sewage sludge must arrive on site in a Class B condition. No treatment will be permitted on the site, except for that treatment which has been pre-approved by the Planning Board or their duly authorized representative.
- d. The land application of all sewage sludge and/or domestic septage shall be done in accordance with the general requirements and management practices set forth in 40 CFR 503.12 and 503.14 respectively and the Best Management Practices for Biosolids. In addition to meeting State and Federal Vector Attraction Reduction Requirements (VARRS), including those set forth in 40 CFR 503.33, (including at least one of the Varrs

in Section 5033(b)(1) through 503.33(b)(8) which must have been conducted at the generation site). All sludge shall be incorporated into the soil within 24 hours of spreading unless it is used for top dressing, unless a specific exemption has been granted by the Planning Board. No land spreading is allowed between October 15th and April 15th. Additionally, no spreading is allowed on frozen or snow covered ground or when the ground is wet due to precipitation or flooding.

- e. All testing shall be conducted in accordance with the Best Management Practices, State requirements and 40 CFR 503.1 et seq. (Including the total recoverable analysis of the metals listed in Table 3, Section 503.13). These test results shall be completed by a certified laboratory and submitted to the Planning Board and the Coos Extension Service with a certification from the applicant that the applications have not exceeded the above noted standards. Test results shall be submitted on an annual basis or before the applicant takes delivery of any sewage sludge in the Town of Whitefield and before its application to the land. These tests shall be conducted for each and every generation site and any and all testing costs shall be borne by the applicant.
- f. No sewage sludge or domestic septage shall be placed within 100 feet of streams, tributaries, ponds, lakes, seeps or hydric soils. Hydric soils shall be determined and mapped by a soil scientist certified by the State of NH Board of Natural Scientists. Additionally, no sewage sludge or domestic septage shall be placed within 500 feet from any off-site well, drinking water supply or dwelling; or 300 feet from any on-site well, drinking water supply or dwelling; or on a slope greater than 8%.



MASTER PLAN UPDATE



ADOPTED BY THE WHITEFIELD PLANNING BOARD

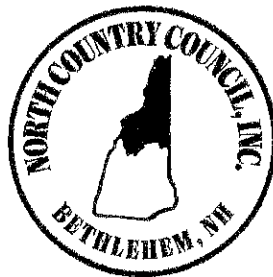
DECEMBER 17, 2008

2008 Master Plan Update Whitefield, New Hampshire

Developed by the Whitefield Master Plan Committee:

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with the assistance of
North Country Council, Inc.



and Stephanie Glidden, Planning Board Secretary

Adopted by the Whitefield Planning Board
December 17, 2008

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1. INTRODUCTION

1.1 Process

The process of updating the Whitefield Master Plan began with a 2007 Town Meeting appropriation for the Planning Board. The Board had recognized that the 1989 Master Plan was no longer adequate to shape and guide the town's growth and development. Many of the 1989 plan's recommendations had been implemented, including adoption of the comprehensive development guide. The Board began exploring options for obtaining professional planning assistance with the update and associated costs in the fall of 2006 to prepare for Town Meeting. Following Town Meeting, the Selectboard and Planning Board worked together to appoint a Master Plan Committee comprised of citizens with a broad base of knowledge and experience with local issues. The Committee began meeting in July 2007. The first step was to develop a survey to collect input from residents and property owners on the future of the community. The survey response reflected the high level of community involvement in Whitefield. Approximately 1,200 surveys were sent out and 310 responses were received for a response rate of approximately 25%. In addition, thirty-five pages (when compiled, single-spaced) of comments were provided to the Committee by survey respondents. The Committee studied this information and with the assistance of North Country Council staff developed the statements below regarding a Vision for the future of the community. Community input was sought on the Vision statements through the 2008 Town Meeting season. The next step was for the Committee members to divide up topic areas on which to compile updated information and work with North Country Council staff to develop draft background text. Through the spring and summer of 2008 North Country Council staff facilitated a series of Committee meetings regarding possible approaches to land use issues facing the community, and developed draft language regarding policies and recommendations for the Committee's review. The next step was to hold a public hearing on November 19, 2008 to hear residents' thoughts on the draft plan. Minor revisions were made prior to adoption as a result of the input received.

The final step will be implementation by town officials, voters, business owners, and volunteers, and annual review of the policies and recommendations at a joint meeting of the Planning Board and Selectboard to ensure that municipal activities and spending priorities remain consistent with residents' Vision for the future of Whitefield.

1.2 Vision

Whitefield envisions a future where:

- Growth has been slow and well managed with impacts on services carefully examined to keep taxes down.
- Community spirit continues to shine through in the stewardship of natural and cultural treasures.
- The Common area is a vibrant walkable mixed use area attractive to residents and visitors, with buildings in good repair and thriving businesses appropriate for a village center.
- The town's lakes, wetlands and other important habitat areas are protected from the negative impacts associated with poorly planned development.
- The small town atmosphere remains; residents continue to rely on nearby communities for major shopping.
- The businesses that have come to the area pay a livable wage for residents; those that have come to Whitefield have had a positive impact on the tax base.
- The transportation system serves the needs of business, commuters, and residents of all ages, including those that do not drive.
- The bandstand and town hall are sources of pride for the community.
- The scenic views of the mountains from various points in town remain an important element in the quality of life.

2. COMMUNITY PROFILE

2.1 Economic Base

Area jobs have been affected by regional and national economic forces. In early 2006, as part of major shareholder International Paper's restructuring, Groveton Paper Board closed, laying off its 108 employees. The closing was due to a combination of manufacturing shifting overseas and the high energy and transportation costs in northern New England. The area's remaining large mill, Wausau Paper, closed its Groveton mill at the end of 2007. An additional 303 people were laid off. NH Department of Environmental Security modeling projects that an additional 321 Coos County jobs will be lost due to the loss of purchases made by the mills and the loss of mill worker wages for local purchasing. Whitefield has been fortunate – due to its proximity to Littleton, residents have felt little direct impact from the loss of these major employers from the region. However, the impacts of the North Country's changing economic base will be felt throughout the region over time.

Between the 1990 U.S. Census and the 2000 U.S. Census the number of employed Whitefield residents increased from 825 to 933. However, despite two new large employers opening in Whitefield in the past decade (Mountain View Grand reopened and Presby Plastics built a facility in the airport industrial park), the number of residents working in Whitefield decreased from 361 in 1990 to 254 in 2000. Other large employers in town include the school district and town, Morrison Nursing Home, Weeks Medical Center, and Brown Street Furniture. The number working at home almost doubled from 32 in 1990 to 62 in 2000. The number working outside of Whitefield increased forty-six percent from 464 to 679. Many of these commuters worked nearby in Littleton (251), Lancaster (84) or Carroll (76).

The importance of the Littleton job center and regional economy to Whitefield is recognized by residents. When asked about the growing number of residents commuting to jobs outside of Whitefield, and the growing traffic volumes and fuel costs associated with this trend, the majority of respondents to the 2007 Master Plan Survey felt that the town, in addition to continuing to work toward increased public transit and ride sharing (57.4%), should cooperate with area economic development groups to create good paying jobs in the area (69.1%). Less than half (41.9%) felt that the creation of good paying jobs in Whitefield itself should be a priority.

For data reporting and analysis purposes, Whitefield is considered to be part of the Littleton NH-VT labor market area, along with seventeen other New Hampshire communities including Bethlehem, Lancaster, Littleton and Northumberland. In Whitefield, in February 2008, the unemployment rate was 4.0%, slightly higher than the 3.8% estimated for February 2007, but substantially lower than the 5.6% calculated for Coos County as a whole in February 2008.

When using unemployment statistics to evaluate the local economy, it is important to keep in mind that these figures underestimate the available labor force in an area as they reflect only those individuals eligible to collect unemployment benefits. There are no similar data sources reporting the number of those whose unemployment benefits have expired or who were not eligible to collect benefits, or those working at jobs that pay well below a livable wage or working two jobs to make ends meet, or those bearing the high costs of a long commute, or paying for their own health insurance or uninsured health care costs.

Wage data provide another mechanism for evaluating the local economy. As shown below, the average weekly wage earned in Whitefield is a bit less than that for the North Country as a whole. This is likely due to a combination of the types of industries and jobs located in Whitefield compared with the rest of the region, and the wages paid in Whitefield compared with the same type of jobs in other locations. In Private Industry, Goods Producing industries region-wide paid an average weekly wage of \$707 in 2006. In Whitefield, the percentage of Private Industry jobs that were Goods Producing was similar to the regional average (17.3% in Whitefield vs. 18.4% region-wide), but the average weekly wage was \$578, substantially lower than the regional average.

Wages Paid in Whitefield

Industry	Average weekly wage paid in Whitefield in 1995	Average weekly wage paid in Whitefield in 2006	Average weekly wage paid in North Country Council Planning Region in 2006
Private	\$369	\$523	\$562
Government	\$413	\$585	\$621
Total	\$380	\$540	\$572

(Source: NH Employment Security, Economic and Labor Market Information Bureau)

The Government sector, primarily the school district and town, provided the largest share of employment in Whitefield. Three categories of Service-Providing Industries each employed higher numbers of people than all of the Goods-Producing Industries in town together. These were Retail Trade, Health Care and Social Assistance, and Accommodation and Food Services. The average annual wage for each is shown below. As shown, the jobs in Whitefield in the Accommodation and Food Services industry paid a substantially higher average annual wage than jobs in that sector region-wide, while the opposite was true in the Health Care and Social Assistance sector.

Service-Providing Industry Wages

Industry	2006 Average Annual Wage in Whitefield	2006 Average Annual Wage in North Country Council Planning Region
Retail Trade	\$464	\$468
Health Care and Social Assistance	\$580	\$681
Accommodation and Food Services	\$421	\$320

(Source: NH Employment Security, Economic and Labor Market Information Bureau)

Existing and future Whitefield businesses benefit not only from Whitefield's workforce, but also from easy access to the community from Littleton, Northumberland, Lancaster, and Berlin. In 2000, the U.S. Census reported that of 673 people employed in Whitefield, more than half (419) commuted from other communities. Lancaster was the largest source of employees for Whitefield businesses with 118 residents employed in Whitefield.

2.2 Population

The town of Whitefield was incorporated in 1804. From the initial settlement in the early 1800's to the turn of the century in 1900, Whitefield reached its peak population of 2,157 residents. The U.S. Census reported a low of 1,538 residents in 1970 with subsequent increases. Like many areas, Whitefield experienced relatively rapid growth during the 1980s. The most recent U.S. Census, 2000, reported a population of 2,038 year-round residents in Whitefield. The most recent population estimates published by NH Office of Energy and Planning showed a figure of

2,117 for Whitefield in 2006, close to the peak figure of over a century ago. However, NHOEP projections show a population that is relatively stable with 2,070 residents projected for the year 2020.

While the population of the town has been increasing, the make-up of that population has also been changing. Like many areas, Whitefield has seen a decrease in the percentage of the population comprised of children and an increase in those over 65. In the North Country, this shift is caused both by the aging baby boomers and by the increasing popularity of the region with retirees. As shown below, from 1970 to 2000, the school age population (age 5-17) in town was relatively stable; however, the percentage of the population made up of school-age children dropped from 25% to 19%, as did the County-wide average (18%). During the same period, the population of those under age 5 in Whitefield fell in both absolute numbers (from 145 to 116) and as a percentage of the total population (from 9% in 1970 to 6% in 2000, just slightly higher than the average for Coos County which was 5%). Meanwhile, the population age 65 and over in Whitefield grew from 249 residents in 1970 to 377 in 2000. At 18%, Whitefield's percentage of seniors in 2000 was the same as the County-wide average. Most striking is the fact that while the population of the town grew by only 7% during the 90s, the population of those 65 and over grew by 19%, i.e. more than twice as fast.

Changing Demographics

Year	Total Population	% increase over previous decade	Number Under 5	% Under 5	Number 5-17	% 5-17	Number 65 and over	% 65 and over	% increase 65 and older over previous decade
1970	1,538		145	9	382	25	249	16	
1980	1,681	9	127	8	380	23	276	16	11
1990	1,909	14	126	7	365	19	318	17	15
2000	2,038	7	116	6	380	19	377	19	19

(Source: U.S. Census)

Changes in the local demographics carry with them changes in the services needed and may sometimes have financial impacts. For example, some senior citizens require additional health

care, and require assistance with transportation, meals and other services. Each of these special needs will require careful attention as the community continues to grow and modernize its infrastructure and shape its development patterns.

2.3 Incomes

The 2000 U.S. Census reported that in 1999 Whitefield residents had a median household income of \$34,583 and a per capita income of \$17,070. These figures were fairly close to the Coos County figures of \$33,593 and \$17,218. At that time, 9.77% of the town's population was estimated to be below the poverty level, similar again to the County-wide figure of 9.98%. Of individuals for whom poverty status was determined in Whitefield, 52 were under the age of 18, and 42 were 65 or older.

2.4 Housing

Supply

Between 1990 and 2000, Whitefield's total housing stock increased approximately 0.4% annually (from 1,111 units to 1,158 units (U.S. Census)). The number of occupied dwelling units increased from 728 to 819 over the same period. The increase was seen in both owner-occupied units (from 531 to 586) and rental units (from 197 to 233). Over the same period, the number of vacant units reported by the Census decreased from 383 units in 1990 to 339 in 2000, as did the number of those that were seasonal homes, from 280 in 1990 to 232 in 2000. These trends took place in many areas of northern New England where the market adjusted after the over-building of the 80's, and, at the same time, many seasonal homes were converted to year-round residences.

Building permit data reported for Whitefield indicate that growth may have increased again in recent years. From 2000 through 2005, permits were issued for 53 single family and 17 manufactured homes (NHOEP, 2007 municipal summary).

In 2000, Whitefield's housing stock was made up primarily of single-family homes (72%), with 6% duplexes, 15% multifamily, and 7% mobile homes. For comparison, Whitefield's breakdown of housing types is shown below with figures for surrounding communities.

Distribution of Housing Types – Whitefield and Surrounding Towns

Town	1 family	2 family	multi-family	mobile home	other	total
Littleton	55%	9%	25%	11%	<1%	2,746
Whitefield	72%	6%	15%	7%	<1%	1,158
Lancaster	67%	7%	18%	8%	<1%	1,501
Bethlehem	74%	4%	15%	5%	1%	1,307
Carroll	71%	2%	23%	4%	<1%	799
Jefferson	76%	2%	5%	15%	2%	577
Dalton	68%	2%	<1%	28%	1%	520

(Source: 2000 U.S. Census)

Affordability

North Country Council conducted a housing needs assessment in 2004 to assist member communities in complying with RSA 674:2.III.1 by including this information in local master plans (North Country Region Housing Needs Assessment, December 2004). Housing trends and needs of the North Country region were assessed by subregions. Whitefield was studied as part of the former Littleton Labor Market Area (LMA), which also included Littleton, Bethlehem, Carroll, Franconia, and several other communities southwest to and including Haverhill. (Whitefield is also part of the reconfigured NH-VT Littleton LMA along with most of the former Littleton LMA communities and most of the former Lancaster LMA communities.) The information in this section is based on this Housing Needs Assessment and the U.S. Census data.

From 1990 to 2002, the number of housing units in the Littleton LMA increased by 11% (from 11,401 to 12,607). Whitefield's figure for this period (7%) was more in line with the rate for the North Country region as a whole (8%) and the adjoining Lancaster LMA to the north (7%). For comparison, during the same period, the Colebrook LMA grew by 16% and the Berlin area saw virtually no growth.

Similar to the rest of the North Country region, most of the housing, as well as housing growth, in the Littleton LMA has been in single family units. From 1990 to 2002, the number of single family units in the LMA increased by 1,016 units (14%), from 7,340 to 8,356 units. The number of multifamily units also increased by 14% over this period, but the numbers involved are much smaller – from 2,587 units to 2,961 units for an increase of 374 units. (It should also be noted

that the Census includes townhouses and other resort-type developments in this category.) Over the same period, the number of manufactured homes in the LMA *decreased* by 12%, from 1,474 to 1,290. Multifamily housing and manufactured housing tend to be among the more affordable housing options.

Although housing costs tend to be lower in the North Country than in much of the state, purchase prices in the North Country increased by 57% between 1999 and 2003, following statewide trends (+66%). Rental units also followed statewide trends. The average cost for a 2-bedroom unit in the North Country in 2004 was \$609 per month, up 17% from 2000 figures. The statewide average was \$978, up 29% from 2000.

Despite lower prices, the housing cost burden for North Country residents is not less than that for the rest of the state – incomes are also substantially lower. In 2002 the average weekly wage was \$478 in the North Country compared to \$696 statewide.

Housing costs have an especially burdensome effect on those with fixed incomes, such as the disabled and seniors. In 2000 more than a third (34.5%) of renter households 65 and over in the LMA were spending more than 30% of their household incomes on housing. This compared with 29% of renter households under 65. A similar pattern was found among owner households with 24.2% of households 65 and over spending more than 30% on housing compared to 16.9% of households under 65. Thirty percent is the generally accepted level above which housing costs leave insufficient funds available for other basic necessities, such as food, clothing, medical care and insurance, day care, and transportation.

In Whitefield, in 1999, 77% of renter households had incomes below \$35,000 and 41% of them were paying 30% or more of their household income for housing. Forty-one percent of owner households had incomes below \$35,000 per year and 50% of them were overpaying for housing. The Housing Needs Assessment modeling predicted that the number of households overpaying for housing in the LMA would increase by between 140 and 150 homeowner households, and 80 to 100 renter households from 2000 to 2010.

One approach to keeping housing affordable to residents that was supported by the majority of respondents to the 2007 Master Plan Survey was allowing “in-law” apartments. Allowing a second dwelling unit not only provides an affordable home for an individual or family, it also

provides income to the homeowner to help with property taxes and other costs. In some cases it also enables an elderly resident to provide space for someone to help them stay in their own home. In rural areas, allowing second dwellings and manufactured homes are among the most practical approaches to affordable housing.

The future need for housing in Whitefield is difficult to predict. It will be closely tied to the regional economy, which, in turn, is affected by the global economy. The North Country's ability to adapt with tomorrow's products and services, continued development of a modern telecommunications infrastructure, and a multimodal transportation system, along with maintenance of the high quality of life sought by professionals, retirees and vacationers, will be key.

2.5 Tax Base

In 2007 the equalized value of the property in Whitefield was \$236,947,457. The breakdown by land use categories was 70% residential, 12% commercial, 6% utilities, and 12% exempt. More than two-thirds (68% - 14,742 of 21,584 acres) of the land in town is enrolled in the current use program. The vast majority of this - 12,883 acres - is forest land.

Tax rates in Whitefield have been relatively unstable. From 1999 through 2007, the total tax rate paid by Whitefield property owners varied between a low of 19.93 in 2006 to a high of 35.89 in 2003 due to the timing of reevaluations and other factors. During this period the town portion of the tax rate varied from a low of 4.84 in 2006 and a high of 11.39 in 2003.

Careful land use planning can help ensure that the town's development patterns have a positive impact on the tax base and tax rates. In addition, planning ahead for large expenditures through a capital improvement program can help keep tax rates stable.

3. NATURAL, SCENIC, CULTURAL AND HISTORIC RESOURCES

3.1 Natural Resources

In May 2005 John C. Severance and Elise J. Lawson of Watershed to Wildlife, Inc. completed a Natural Resources Inventory (NRI) for the Town of Whitefield. The reader is encouraged to see the NRI for additional information on the town's natural resources.

Whitefield is rich in surface water resources. The 2007 Master Plan Survey results indicated that Whitefield residents place a high value on the town's water resources – 72% said “yes” when asked “Should the town strengthen protection of ponds, streams and wetlands?”



The John's River flows from Little Cherry Pond and Cherry Pond near the Whitefield-Jefferson town line south by the Airport to follow the railroad track to the village area before heading northwest along NH 142 through Dalton to the Connecticut River. The Natural Resource Inventory (Severance, John C. and Elise J. Lawson, Town of Whitefield, New Hampshire Natural Resources Inventory, May 2005) notes that along several miles of the River the railroad itself has provided a buffer between the River and other development.

The vegetation, in many instances mature softwood trees, has provided a good riparian buffer and stabilized riverbanks, preventing erosion, while providing shade to maintain cool water temperatures for many fish and wildlife species, including brook trout. This is

complement with steep rough terrain on the northern riverbank that has equally prevented development and provides a similar riparian buffer. With few exceptions, most of the 4.5 miles of the Johns River between Bunton Dam and [the] upstream side of the Town of Whitefield has good-to-excellent riparian buffers with very little erosion. (Severance and Lawson, p.8)

The NRI does note " a few areas of concern where little to no buffers exist and in some cases, impervious surfaces are located along the riverbank" and emphasizes the need for "careful planning, maintenance of riparian buffers, and stormwater runoff control" (Severance and Lawson, p.9).

Three relatively large water bodies are located along Whitefield's western boundary – Mirror Lake (42 acres), Burns Pond (117 acres), and Forest Lake (192 acres). All three of these are Great Ponds that were enlarged by dams. The 20 acre man-made Airport Marsh is also a publicly-owned water body. In addition, numerous small ponds are located throughout town. The NRI reports that "virtually all ponds have associated wetland complexes, some of them covering very large areas. These extensive networks of wetlands contain excellent wildlife habitat" (Severance and Lawson, p.9).

The wetlands and ponds (Cherry Pond -100 acres and Little Cherry Pond – 20 acres) known as "Pondicherry" on the Whitefield-Jefferson line are considered to be a National Natural Landmark. In 2000, 670 acres of U.S. Fish and Wildlife land was added to 296 already owned by the State of New Hampshire and NH Audubon to form the Pondicherry Division of the Silvio O. Conte National Fish and Wildlife Refuge. The area contains "a high quality complex of bogs, streams, ponds, and a variety of northern forest wetlands surrounded by a spruce and fir boreal forest" (Judd Gregg press release, September 23, 2003.) Pondicherry contains important habitat for many species of waterfowl, birds of prey and other birds and wildlife. In the last several years, the Refuge has been expanded to *almost 6,000 acres* through the hard work of the Whitefield and Jefferson Conservation Commissions, NH Audubon, NH Fish and Game, and U.S. Fish and Wildlife Service. Pondicherry is a popular destination for many visitors to the area.

Throughout town, maintenance of the natural shoreline buffer and separation of human activities from the shoreline of surface water bodies is important for maintaining water quality and healthy aquatic ecosystems. Shoreline vegetation and the layer of organic matter that builds up underneath it slow down stormwater runoff and trap sediment and other pollutants before they reach the river or pond. Vegetation also provides for necessary shade for aquatic species and

slows the advance of some harmful invasive species. The Comprehensive Development Guide contains only general references to shorelines with no specific standards. Following a thorough review of available research and consultation with natural resource professionals and state and federal regulators, New Hampshire experts recommended a minimum naturally vegetated buffer width of 100 feet for removal of pollutants and some of the needs of wildlife (Buffers for Wetlands and Surface Waters: A Guidebook for New Hampshire Communities, Chase, Deming, and Latawiec, 1997). The 100 foot width had been shown to be associated with 60% or better removal rate for pollutants. It should be noted that sensitive habitat areas and many wildlife species require larger buffers.

Inadequate stormwater management has increasingly been identified as the primary cause of water quality deterioration in developed areas. Like many communities, Whitefield's Subdivision Regulations and site plan requirements contained in the Comprehensive Development Guide are out-of-date and provide inadequate protection for water quality. It is now understood that it is best to both reduce the amount of stormwater runoff and return as much as possible to the ground on-site. This maintains groundwater infiltration and prevents sediments and other pollutants from being carried to nearby water courses. In addition to increased pollutant load, the impacts on the surface water include higher temperatures, changes to fisheries, more frequent high flows during wet weather – more frequent and severe flooding - and lower flows during dry weather. The resulting erosion of stream banks and channels causes further deterioration of the habitat.

To prevent these cumulative negative impacts of development on surface water quality and habitat, it is necessary to keep land disturbance to the minimum area and time necessary, and to slow down stormwater and treat it on-site. Performance-based regulations requiring best management practices (BMPs) are recommended to address stormwater runoff. Examples of site planning and development BMPs include:

- Disturb only the vegetation absolutely necessary for the construction activities.
- Minimize soil compaction – use smallest equipment practical and avoid parking heavy equipment on areas that will be used for infiltration.
- Plan development so it follows the natural contours as much as possible.
- Minimize cut and fill.
- Limit contiguous area of disturbance.

- Aerate and revegetate areas exposed by construction.
- Maintain existing site hydrology.

Other BMPs have been developed to reduce the pollutant load of stormwater and maintain groundwater recharge. BMPs specific to logging operations are also published by the state.

Guidance is also available on how to site and design development in a manner more compatible with wildlife. Innovative Land Use Planning Techniques – A Handbook for Sustainable Development developed by New Hampshire's regional planning commissions with support from NHDES, contains a checklist for review of subdivisions and site plans that could be used to provide guidance to the Planning Board and developers. Criteria addressed in the checklist include specifics on:

- Directing development away from rare and critical habitats.
- Maintaining buffers between human activities and important habitats.
- Preserving wildlife corridors.
- Maintaining the structure and function of aquatic systems.
- Minimizing clearing, grading, and compaction of soil during construction.
- Protection of stands of mature trees.
- Providing native plantings.
- Managing activities to minimize human-wildlife conflicts.

The Natural Resources Inventory provided the Conservation Commission with valuable information on the Whitefield's wildlife habitat. The Commission is now developing a Wildlife Action Plan using additional information and methods now available through N.H. Fish and Game. This plan should be reviewed by the Planning Board when available for additional recommendations applicable to land use planning.

3.2 Scenic Resources

The town of Whitefield has a variety of scenic resources ranging from panoramic mountain views, open fields, lakes, ponds and streams to the Common area with its historic buildings. The responses to the 2007 Master Plan Survey show that these views, especially along main roads such as Route 3, 116 and 142, are important to the town by offering tourists, visitors and members of the community scenic vistas of Whitefield's natural and historic resources. Survey respondents listed numerous scenic views and gateways important to them, and overwhelmingly favored a sign ordinance to regulate the size, number, location and lighting of

signs (71% Yes – 19% No). These survey results indicate the important role the town's scenic resources play in community character.



When development is proposed for the town's wooded hillsides in areas visible to roads and/or water bodies, design guidelines should be considered to minimize the negative visual impact.

Some guidelines to consider:

- Limits on the size of the building envelope and clearing for views
- Natural/neutral colors
- Minimized reflective glass
- Low level indirect lighting
- Height limits
- Use of natural vegetation and topography to screen the building and drive
- Minimization of cut and fill for drives

As listed in Whitefield's Natural Resource Inventory (Watershed to Wildlife, May 2005) the town has four designated Scenic Town Roads: Kimball Hill Road, Hall Road, Gould Road and Spencer Road. Pursuant to RSA 231:158, improvements to these roads or utility work that will involve removal of trees or stone walls must be preceded by a review process which includes public input. Mountain View Road is another scenic road that should be designated under the

statute. NH 116 from Littleton to Whitefield and US 3 to Lancaster are also part of the state scenic byway system.

3.3 Cultural and Historic Resources

The 1989 Master Plan stated: "The special way in which people have interacted with the natural environment over time has resulted in a complicated cultural layering that reflects the styles, concerns, livelihoods and ideologies of many eras. The resulting cultural environment – the historic buildings, sites, landscapes and scenic vistas – work together to evoke a "sense of place" that gives a community its identity. Community character is partly concrete, visible and measurable, as well as partly intangible: physical images of the way life has been and is now combine(d) with memory, spiritual and aesthetic values to give resonance to an area."

The Town of Whitefield has evolved over the past two hundred years from a rural, hill farm economy to an industrialized economy to one struggling to survive in the current tourism economy. Each of these economies has left its mark on the community, and in the surveys taken in 1988 and 2007, the respondents indicated the importance of the "village atmosphere" and the need to preserve the historical buildings and the many vistas.

In the 1988 survey, 64% of the respondents listed the bandstand and the Common as the cultural elements most identified with character of the Town. Locally initiated projects over the past eight years have placed new lighting on the Common and at the War Memorial as well as completely overhauling the bandstand. These projects have had a large amount of private support, illustrating the importance placed on these elements by the residents.

Approximately 80% of the respondents to the 2007 Master Plan Survey indicated that the town should work to designate the Common area as an historic district to encourage restoration of buildings, showing that this area of the town is still considered important to many.

There are many techniques that the town can utilize to preserve important cultural resources. The 1989 Master Plan provided a list of relevant methods which are still applicable today, and new ones have surfaced over the past 20 years. One of these, RSA 79-E, enables Town Meeting to authorize the Selectboard to grant tax relief for the increased value of qualifying structures in village districts for five years after substantial rehabilitation. The statute allows a somewhat longer period in certain cases including projects in a designated historic district. The results of the 2007 Master Plan Survey indicate that there is support for both tax breaks (61.3%)

and help finding grants (83.6%) as incentives for the restoration and renovation of buildings in the Common area.

It is important that the town establish a plan to identify the important cultural resources and identify steps needed to preserve them to retain the community character of Whitefield. A good first step for achieving this would be the creation of a local heritage commission pursuant to RSA 674:44-a-d.

4. INFRASTRUCTURE

4.1 Transportation

Highways

Whitefield is fortunate to be at the junction of U.S. Route 3 connecting the town to Lancaster to the north and other towns to the south, and NH Route 116 connecting the community with Littleton to the southwest and other communities to the northeast. In addition, NH 142 heads west from the village center to Dalton. These state-maintained highways, like spokes of a wheel out of the village district, provide easy access for residents to many communities, and easy access to Whitefield for visitors from several directions, without impact on the town's highway budget.

Road Miles in Whitefield by Class

Class I	Primary State Highways	6.134 miles
Class II	Secondary State Highways	10.941 miles
Class III	Recreational Roads (state reservations or boat accesses)	1.385 miles
Class V	Town-Maintained Roads	31.989 miles
Class VI	Other Unmaintained Public Ways	0.351 miles

(Source: NHDOT, 2007)

Average Daily Traffic in Whitefield – 1999 – 2006

Location	1999	2000	2001	2002	2003	2004	2005	2006
U.S. 3 at Carroll TL	2400		2600		2600			2800
NH 116 at Bethlehem TL	4700		4700		3800			5400
NH 116 at Jefferson TL	1600		1100	1200		1300	1300	
NH 116 North of Forest Lake Rd		1700				5600		5300
Airport Road at Whitefield Airport			260				340	
U.S. 3 and NH 116 at Johns River	8400			8800				9600
Forest Lake Rd at RR West of NH 116			420				360	
Parker Rd over Johns River			490				500	
Pine St under RR			430				440	
Water St over Johns River			210				270	
South Whitefield Rd over Bog Brook			120				190	

(Source: NHDOT, May 12, 2008)

As shown above, between 1999 and 2006 the average daily traffic on U.S. Route 3 at the Johns River increased by 14% from 8400 to 9600 vehicles per day. Even more notable, traffic on NH Route 116 (Littleton Road) increased more than threefold from 1700 in 2000 to 5300 in 2006. Such traffic volume increases confirm the impact of the growing Littleton job market and the big box shopping opportunities on area traffic patterns. Traffic volumes and patterns also fluctuate throughout the year due to tourism in the region.

With three state highway corridors intersecting Whitefield, and increasing traffic volumes, the town would benefit from an access management program implemented in conjunction with the NHDOT, e.g. through an intergovernmental agreement. Access management techniques are aimed primarily at reducing conflicts between through-traffic and vehicles entering and exiting local businesses. Typical approaches include shared driveways with minimum distances between driveways. Benefits of access management include: increased public safety, extended life for major highways, reduced traffic congestion, improved appearance of the built environment, and maintenance of town character.

Although several changes have been made over the years, including relocated stop signs and changing the triangle at the intersection of NH Route 116 and U.S. Route 3 south to a T, traffic patterns are not good in the Common area. The truck turning radius is difficult. In addition, the

convergence of the three state-maintained highways in the village district limits walkability. Increasing traffic volumes will exacerbate this and threaten the community character. Study of these issues is needed to identify ways to best balance the needs of through-traffic with the safety of those doing business or living in the village district, as well as the desirability of the Common area for future business growth. Roadway and landscape design concepts and speed enforcement can accomplish traffic calming through congested areas. Traffic calming techniques are found to mitigate negative impacts of stop and start traffic, mixed speed, and high speed traffic, thereby reducing:

- Vehicle emissions, noise, and road spray
- Intersection congestion
- Traffic accidents involving vehicles, pedestrians, bicycles, property damage
- Conflicts between vehicles and pedestrians/bicycles

The town will soon be participating in a North Country Council study of the U.S. Route 3 corridor from Whitefield to Stratford. This project will provide a starting point for addressing access management and traffic calming issues.

U.S. Route 3 South is in poor condition due to a poor frost susceptible gravel base and poor drainage. The section of U.S. 3 from the Carroll townline north to the Whitefield School is to be reconstructed starting in the spring of 2009. There will be full depth gravel, grading, drainage and reconfiguration of the dangerous Colby Road – U.S. 3 intersection. Reconstruction of U.S. 3 north to NH 116 is on hold until the town can find a way to pay for the relocation of water and sewer utilities in the U.S. 3 right-of-way.

There is not a program in place to systematically identify, prioritize and regularly schedule needed road maintenance activities to ensure that deferred maintenance does not increase costs in the long run. Use of a road surface management program through UNH T2 would assist the town to prevent the increased costs associated with deferred maintenance. Results could be integrated with an annually updated capital improvement program.

Whitefield is perhaps fortunate to have less than one mile of Class VI road in town. These roads – town rights-of-way that are no longer maintained as roads, are often a source of conflict between landowners and municipalities concerned about safety, liability, and increased road maintenance costs. State law provides a process for issuance of building permits on Class VI

highways. However, it is helpful for municipalities to develop Class VI road policies as well to establish the criteria under which additional development on a Class VI road in town would be acceptable. These criteria generally include factors such as distance from the maintained portion of the road and landowner willingness to pay to upgrade the road to Class V standards. A policy might also permit subdivision on a Class VI road when not for building purposes.

Road standards were recently adopted by the Planning Board as part of the town's subdivision regulations. Enforcement of these standards and careful consideration prior to town acceptance of new subdivision roads will assist in managing the town's highway costs. This includes requiring performance bonds or letters of credit, and escrow accounts to cover the costs of inspections after construction prior to finalizing subdivision approvals. The Board is also in the process of adopting driveway policies and standards. Driveway permits will also help to ensure that runoff from private drives does not negatively impact town roadways. Developers should also be required to pay their fair share of upgrades required as a result of their projects.

Bridges

There are two municipal bridges which have been inspected by the NHDOT and have been placed on the state's red list. A red-listed bridge is defined as a structure having a clear span of ten (10) feet or more, regardless of whether it is a culvert or not, which if left unattended, will eventually fail. The two deficient bridges are: Hazen Road over Johns River (Br#159/098) with a cost of \$175,000 for minimal repairs, and Water Street over Johns River (Br#106/106) with a replacement cost of \$525,000. The town should apply and participate in the highly competitive NHDOT Municipally Managed Bridge Program in order to receive an 80% grant from NHDOT for these two bridges.

A third bridge, Airport Road over Airport Marsh Outlet (br#166/096) has been closed and replaced with a one-lane temporary bridge. This bridge is scheduled to be replaced in the summer of 2009 at an estimated cost of \$737,000. An EDA grant is making possible replacement of the Airport Road bridge and the paving of Airport Road from NH Route 115 through the Industrial park to Hazen and Colby Roads. This will enhance the growth potential of that area.

The state-maintained bridge on U.S. Route 3 over Johns River is deemed to be functionally obsolete, however, it is not on the NHDOT Ten Year Plan.

Sidewalks

A transportation enhancement grant was obtained to upgrade the drainage and sidewalk along 1,200 feet of U.S. 3 in the next few years. Other improvements to the pedestrian infrastructure are needed as well. For example, the sidewalk on Lancaster Road (fna High Street) is narrow, dangerous and in poor condition. The Brown Street cut stone and boulder retaining wall has moved through frost action and is now potentially endangering the stability of Highland Street and the Brown Street sidewalk and roadway. To improve the appearance of the Common area consideration should be given to the construction of concrete sidewalks and granite curbing instead of asphalt. Similar to town roads, the town should utilize and annually update a capital improvement plan to maintain, and replace as needed, sidewalks and curbing.

Parking

The town acquired a gravel surfaced parking lot between the Cumberland Farms and the Woodburn House located adjacent to the Common earlier this year. Parking could be much improved by paving and striping the parking spaces, landscaping the area, and prohibiting long term storage of vehicles and boats. There may also be opportunities for additional parking on the NHDOT rail yard across from the town offices on the Jefferson Road.

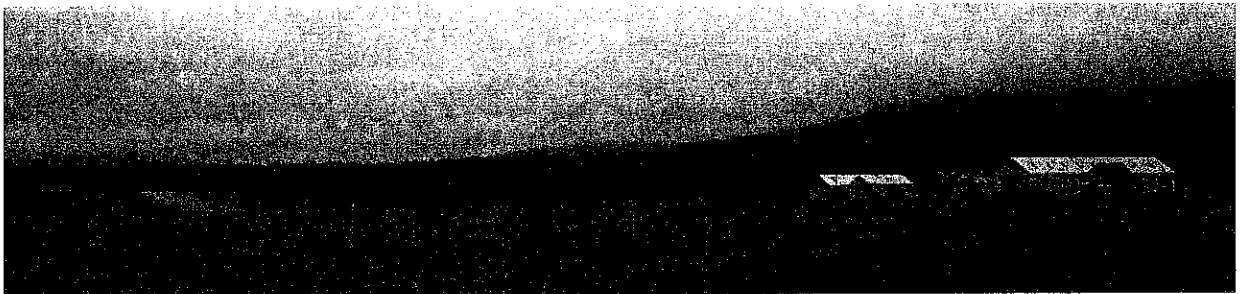
North Country Transit

Since January 2006, Tri-County Community Action Program's (CAP) North Country Transit has operated a small bus service between Lancaster and Littleton during the day. The bus stops in Whitefield by the Laconia Bank on its four southbound and four northbound runs. The route is served by a 30-passenger trolley in the summer and a 16-passenger bus the rest of the year. The service can go off the route by a quarter of a mile to serve nondrivers who phone in advance. North Country Transit also operates Dial-A-Ride, a demand response service for nondrivers, in the area on weekdays, and coordinates volunteer rides for those with medical appointments outside of the area. Funding for these services is through fares, private and government grants. North Country Transit has been a leader in efforts to coordinate transit needs and services of various agencies and programs serving the needs of the handicapped and elderly in an effort to improve services efficiently. The majority of respondents to the 2007 Master Plan Survey support the town continuing to work to expand transportation options such as public transit and ride sharing.

Airport

The Mount Washington Regional Airport is owned by the Town of Whitefield and is operated by a Board of Airport Commissioners appointed by area towns. The Commissioners establish policies and are responsible for the maintenance of the Airport, as well as developing annual budgets and the ten year capital improvement plan. Principal funding sources are hangar leases and sale of fuel. Property taxes of about \$13,500 are collected by the town. In 2007 there were more than 200 business class operations and 375 other visitors, in addition to 20 local pilots. In recent years, the Mt. Washington Regional Airport has completed several projects relative to airport safety as follows:

- 2005 - Expansion of Runway 10 by 406 Feet (Total runway length of 4001 Feet)
- 2007 – Construction of 500 Ft. Parallel Taxiway on the Runway 10 end of the airport
- 2007/2008 – Feasibility study as to the installation of an ILS (Instrument Landing System) by the FAA
- 2008 – Construction of Taxiway to hangars



The majority of respondents to the 2007 Master Plan Survey supported further expansions of the airport facilities. Improvements planned for the future include extensions of runways 10 and 28, extension of the taxiway to runway 10, extension of the parallel taxiways to runways 10 and 28, additional T-Hangars, and construction of a storage building for snow removal equipment. Future projects are of course subject to completion of a satisfactory environmental assessment and availability of funds.

Railroads

Rail service is available to Groveton via the NH Central Railroad. There are plans to reestablish a rail connection to St. Johnsbury, Vermont, over the former Maine Central Mt. Division, with a connection to the Washington County, Vermont rail system.

Two rail lines that are owned by the State of New Hampshire for rail banking purposes serve the Whitefield Industrial Park (B & M to the north and MEC to the south). From 1995 when the lines were last operated by the New Hampshire Vermont Railroad (NHVT), the tracks in the area have been inactive because of a lack of business requiring its service. About 2003, New Hampshire Central (NHC) Railroad (North Stratford, NH) was awarded the contract to provide rail service in the North Country. The contract involves the B & M from Littleton to Groveton and the MEC from Whitefield to Hazens' Junction (Mountain Division). The Conway Scenic Railroad operates the balance of the Mountain Division from Hazens' Junction through North Conway to the NH/ME border. In 2007, the NHC gained permission from the State of New Hampshire to expand service from Whitefield to Gilman, Vermont (Balance of the Mountain Division). They are seeking permission from the State of Vermont to go from Gilman to St. Johnsbury, Vermont so that they can have a second competitive access to the Washington County Railroad whose parent is the Green Mtn. Railroad. Their initial connection in Groveton and N. Stratford is with the St. Lawrence & Atlantic Railroad. The purpose of all of this is to not be dependent on just one outside connection.

In the Industrial Park, Presby Plastics is the current customer and there is a possibility of the Whitefield Power Plant becoming another customer. There is a strong possibility of a third customer locating at the Park because of the rail access. This does not take into consideration the moving of other merchandise back onto the rails as in the past. In this case, the frequency of service will be the selling point along with the rise in fuel costs. Growth of passenger rail remains another possibility.

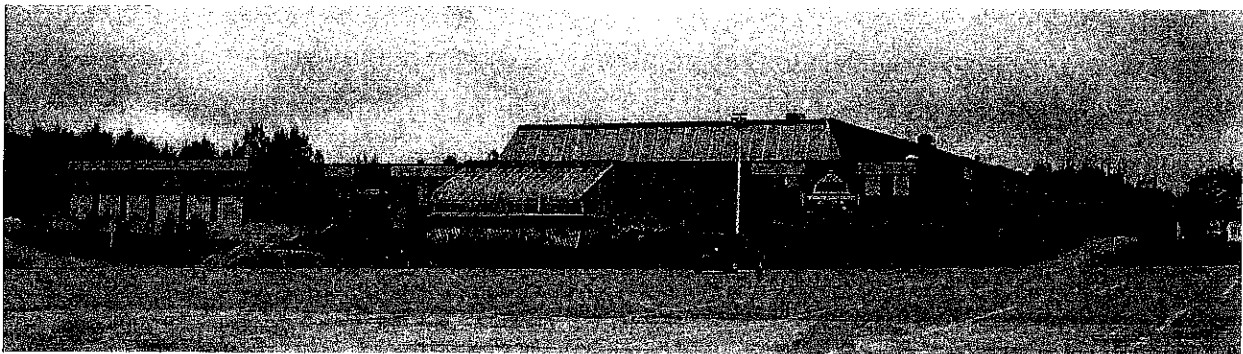
4.2 Schools

Whitefield's school system is a part of the White Mountains Regional School District SAU #36 which includes Carroll, Dalton, Jefferson, and Lancaster.

Grades K-8

Whitefield K-8 School serves students from Whitefield, Dalton and Carroll. The 52,200 s.f. building was built in 1992. The Kindergarten program is a ½ day 5 day a week program; Grades 1-6 are in self-contained classrooms; and Grades 7-8 travel to different teachers in different subjects.

According to the White Mountains Regional School District Assessment of Educational Facility Needs K-12, prepared in 2007 by New Hampshire Administrators Association, the facility has limitations. These include: lack of separate locations for the cafeteria, gymnasium, and music area; the fact that the current playground is located away from the school building; a need for additional space for additional programs and support services; and uneven heating and ventilation system.



Grades 9-12

Whitefield's Grades 9-12 attend classes at White Mountains Regional High School. The High School was opened in 1966 and is located off of Route 3 on Regional Drive. The 109,085 s.f. one-story building sits on 391 + acres. This school offers a wide range of curriculum, including career and technology education, honors, and advanced placement. Students have the options of taking courses through Littleton High School's Technical Programs and New Hampshire Technical College.

According to the White Mountains Regional School District Assessment of Educational Facility Needs K-12, prepared in 2007 by New Hampshire Administrators Association, the facility has limitations. These include: the current classroom size of 750 s.f. does not meet the current guideline of 800 s.f.; the age, location and number of bathrooms / locker rooms in the facility are inadequate; there are an insufficient number of small work spaces to be used for teachers,

meetings and department heads; there are locations that are not readily handicapped accessible; and current heating and ventilation system is poor and uneven.

Future Needs

Based on the White Mountains Regional School District Assessment of Educational Facility Needs K-12, 2007, by New Hampshire Administrators Association, the current growth trends for the district are as follows:

New Hampshire in general has seen a slight increase in student enrollment in the past 5 years with a total growth of 469 students, although the overall population of New Hampshire has seen a yearly growth average of 14,000 residents per year over the past 40 years. Towns in the south central and southeastern part of the state have seen the greatest increase in population, while some northern and western towns have declined.

From the 2001/02 school year to the 2005/06 year, the district has declined 2.1% in K-12 enrollment, while the population of the towns that comprise the White Mountains Regional School District has increased by 3.7%. It is predicted that over the next 5-10 years K-12 student enrollment will continue to decline. (See New Hampshire Administrators Association Assessment for more information.)

A comprehensive evaluation of vocational and special education programs and facilities began in September 2008. A study committee comprised of citizens from the five supervisory member Towns and voc ed faculty and administration has been tasked with preparing a report scheduled for completion in the fall of 2009. The mission of the group is to determine the relevancy of voc ed programs offered; whether they meet employment and further education opportunities; and whether existing facilities need to be renovated or new spaces built. Some 60% of High School students take at least one voc ed class. The recommendations may be incorporated into a warrant article for the District's March 2010 annual meeting.

4.3 Town Buildings



Town Hall

The Whitefield town hall is located on the corner of Jefferson Road and Lancaster Road (fna High Street) next to Foster Square in the village commercial district. Built in 1849 in the Greek Revival style as the Union Hall for worship by Baptists and Methodists, it was moved in 1874 to make way for the Maine Central Railroad and remodeled in the Italianate style. The two story, wood frame structure was utilized as the town hall by 1900, when it housed the fire department vehicles and library on the ground floor. Currently, on the ground level are the Selectman's Office, Town Clerks Office and the Police Department.

The Police Department office areas were renovated and upgraded in 2008. There is a small evidence room and a one bay garage used by the Police Department to store a cruiser. Also, the Police Department would like to expand by one room to meet increasing needs. In addition, jail space could be explored on the east side to the cement retaining wall.

In August 2008 the town hall bell and clock tower was deemed by a structural engineer to be unsafe and in danger of collapse in a high wind storm. Police and town administrative offices were moved to a leased space and the town hall closed. The clock/bell tower was removed in October 2008. A structural evaluation of the town hall will be made prior to re-occupancy and prior to the March 2009 Town Meeting.

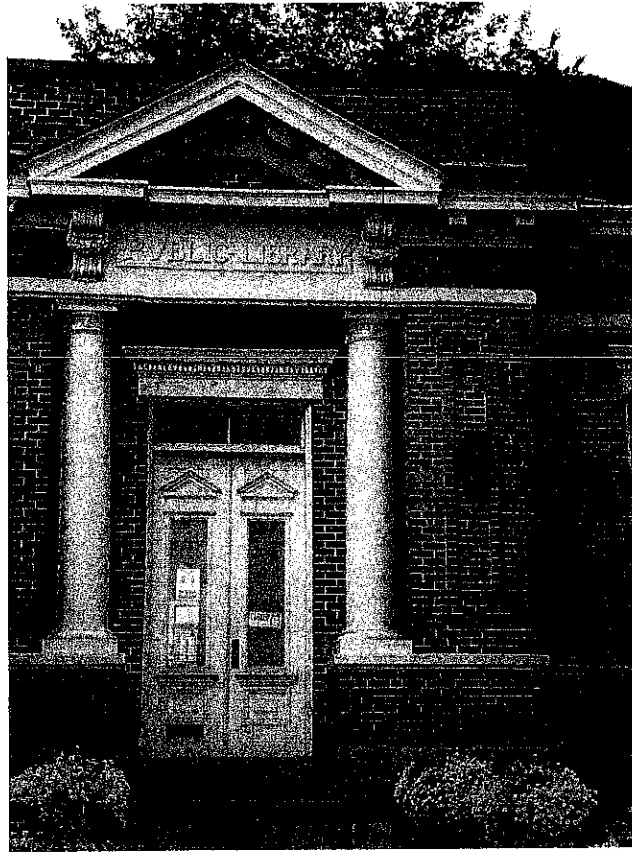
On the upper floor of the town office building is a large open area that includes a stage, balcony and two bathrooms. The upper floor level is very seldom used due to its poor condition. Both floors are handicapped accessible but the bathrooms are not.

The town hall is in need of an electrical code update and new siding. Other deficiency issues include leaking roof flashing; groundwater seepage through laid up stone basement walls into the town administrative space causing rot to framing materials and mildew; high heating costs of \$10,000 per year due to poor insulation and lack of energy efficient windows; and deteriorating siding and exterior wall framing on the ground level caused by runoff from the roof splashing onto the pavement and siding. Lack of security for town staff is becoming an increasing concern as well.

The 2007 Master Plan Survey showed strong community support for continued town use and ownership of the town hall. The majority felt the town should either continue using the building for administrative and police functions (20.1%) or for administrative functions only and move the police to the new emergency services building with the fire department (31.6%). About one-third (35.5%) felt the issues should be studied further and the decision based on costs. When asked about the option of seeking a private entity to partner with on restoration of the building, responses were split between feeling it would be fine to have both public and private functions in the building (35.6%) and feeling it should stay in town hands only (37.2%). Only 13.9% felt it would be fine to sell the building to a private developer with plans to restore it. It should be noted that the findings about the severe structural problems with the town hall and the associated costs were made after the survey.

Library

Located on High Street adjacent to the town hall, the historic Whitefield Public Library was built in the Colonial revival style in 1904 through a grant from the Carnegie Library Foundation. The one story brick building has two interior levels. The collection is located upstairs, with a reading/meeting room on the basement level. The collection of approximately 12,000 volumes is crowded, with sorting and discarding necessary to increase space. The library has 2 part-time employees and sponsors a children's summer reading program. Two public access computers were donated by the Bill & Melinda Gates Foundation, along with software and training for the staff.



The current site does not provide for expansion. On-site parking is limited, but users can also park in other nearby public parking. The building and book stack aisles are not handicapped accessible, and a fund has been set up to offset this expense. In the meantime, library staff deliver books to patrons who are not able to enter the building. Architectural study of the feasibility of making the library handicapped accessible is needed, with the results incorporated into the town's capital improvement program.

Fire Station

Whitefield's Emergency Services Department (Fire Rescue) is housed in the fire station built in 1977 on NH Route 116 (Littleton Road). The fire department is a call force with about twenty volunteers receiving compensation for time spent on duty. Mutual aid is maintained with Littleton, Carroll, Jefferson, Groveton, Colebrook, Beechers Falls, Bethlehem, Lancaster, Dalton, Stark, and Stratford.



Town Garage

The town garage is adequate to meet the needs of the town, however consideration should be given to insulated doors. In addition, it is important that the town utilize a vehicle maintenance and replacement policy and incorporate needs into the annually updated capital improvement program.

4.4 Water and Sewer

Water Supply

Whitefield's water system was originally laid out as two systems- the Cherry Mountain system serving primarily the Village District, and the Bray Hill system serving the Bray Hill Road – Mountain View Road area. In the 1980s the two systems were connected with a pipe and pumping station along U.S. Route 3 north of the village. The town has significantly strengthened the municipal water system by constructing new wells, reservoirs, and water main replacements, including a new John's River crossing. Currently the town water system has 607 metered accounts with an average usage of 122,700 gallons per day (2007). This supply comes from 5 wells; a sixth well is in the process of being re-permitted by NHDES. Two of the wells provide back-up for pump failures, lightening strikes, etc.

The capacity of the system is 267,840 gallons per day, more than double the existing usage. Utilizing a figure of 275 gallons per day per residential unit, it is estimated that the system could support over 400 new homes. However, there are serious hydraulic limitations on the ability to

pump water north of the village to Route 3 North and the Mountain View/Bray Hill area. Improvements to the Stiles booster pump are needed as the Mt. View Grand is to grow.

All wells have shown to have excellent water quality and the town does not have to chlorinate, with the exception of the Bray Hill well. The Bray Hill well is used to pump water into the Mountain View and Route 3 high elevation area. Radon is becoming a concern in this well in light of changing EPA requirements and may require this well to be treated or taken off-line. Currently, the system can not meet peak demands without this well unless there are improvements to the Stiles booster pump including relocation.

There are currently 3 water storage tanks in the town of Whitefield. The Colby Road tank serves the industrial park area; the School tank located above Whitefield School serves the village and Route 116 South; and the Bray Hill tank with the Stiles booster serves Route 3 North to the Mountain View Road to Bray Hill. The town has adequate water storage for needed fire flow and for growth. However, a pressure reducing valve is needed on the Colby Road transmission main to allow water to enter the village automatically in the event of a fire.

Some of the other needs identified in order to ensure Whitefield's water supply system continues to function well include:

- Prioritize improvement projects, including replacement of unlined cast iron and asbestos pipes, and targeting low pressure areas for replacement of small diameter pipe.
- Upgrade, and eventually relocate the Route 3 North Stiles booster pump to increase flow from 90gpm to 160gpm. This would also allow the Bray Hill well to be taken off line.
- Perform regular maintenance to the gravel wells to ensure that they are not clogged, thereby reducing pumping power.
- Continue utilizing something like Haestad Water CAD software to analyze fire flows, available pressures, and impacts of development.
- Maintain a leak detection program.

When making expansions to the system or its capacity, it is important to carefully consider the potential growth associated with the expansion and whether or not it is growth that is desired by the community, or takes capacity away from other potential areas where the town does desire growth.

Whitefield currently has very little protection in place for the quality of current and future water supplies. Performance standards should be required for land uses that use petroleum and other regulated substances in recharge areas. Such performance standards would cover such things as storage of regulated substances, a spill prevention plan, and a stormwater management plan that protects groundwater from contamination. Some uses, such as hazardous waste disposal, landfills, road salt storage, junkyards, snowdumps, wastewater lagoons, petroleum terminals or gas stations, should not be allowed to locate in wellhead protection areas for existing or identified future wells, or over stratified drift aquifers that have been mapped by federal and state experts.

Many homes in town are served by individual private wells. Proper siting of these wells and management of other nearby activities is important to ensure the long-term protection of residents' water quality.

Wastewater Treatment

The town's wastewater treatment facility was constructed in 1986 to serve the most heavily populated area around the center of town and to clean up the John's River. The aerated lagoon with ultraviolet disinfection has the capacity of 185,000 gallons per day. In recent years the average daily flows have ranged from 136,000 to 144,000 gallons. Metered usage is somewhat lower, indicating that a significant amount of the flow is from stormwater and groundwater infiltration. A two year TV inspection of sewers in 2006 and 2007 identified areas of groundwater infiltration into manholes and sewers. Repairs were made and in 2008 the average daily flow to the treatment plant dropped to about 130,000 GPD. There are several other areas which should also be inspected.

Since 1989 there have been major expansions to the collection system:

- Route 3 North from the Public Service of NH substation to include White Mountain Regional High School, Hagens and Country Mobile Home Parks, and businesses along Route 3 North. This expansion included the installation of force main, gravity sewers and 2 pump stations.
- The Mountain View Grand Hotel, Spaulding Inn and Brown subdivision on the Mountain View Road. This expansion included force main and 2 sewage pump stations.

- Route 116 to the fire station in 1992.
- Route 116 to Weeks Medical Center in 2006.

As with public water supply, it is important to carefully consider the potential growth associated with requested expansions of the sewer system and whether or not it is growth that is desired by the community, or takes capacity away from other potential areas where the town does desire growth.

Meters were installed and metered flow covers the operational costs of the treatment plant and pump stations.

Physical expansion of the plant on the current site is limited by the proximity to the John's River, conservation land and steep slopes. However, increasingly stringent federal regulations are likely to require alterations to the treatment process including increased phosphorous, ammonia and nitrate removal, and stricter copper limits. Activated sludge treatment options are being studied.

Many homes in town are served by individual septic systems. Ongoing homeowner education is needed to ensure that these systems are properly cared for and do not become a long-term threat to water quality.

4.5. Solid Waste

Whitefield stopped operating a burning landfill in 1993 when the town built a municipal solid waste transfer and recycling facility on Hazen Road. The town also adopted a pay per bag disposal system and solid waste ordinance in 1993. The landfill was formally covered and closed according to the NHDES standards in 2007. Continued monitoring of the groundwater at the landfill is required.

In 2006 Whitefield residents generated 352 tons of municipal solid waste and 146 tons of construction and demolition materials. Ninety-one tons of materials were recycled for a recycling rate of 20.5%, close to the state average of 20.6%. The recycling rate could be improved by crushing and recycling glass rather than depositing glass in the C & D roll-off.



4.6 Cemeteries

The town of Whitefield has seven cemeteries including the St. Matthew's Cemetery which is run by the church. Space is adequate in the Park Street Cemetery to meet future needs. The remainder are full or are small historic cemeteries.

4.7 Recreation

Whitefield has a variety of recreational opportunities for tourists and community members, including developed and undeveloped sites. There are several bodies of water located in the town that offer recreational value for visitors and the community, through swimming, canoeing, kayaking, wildlife watching, hiking, fishing and hunting.

The Whitefield recreation program operates seasonally from June to August out of the Highland Street recreation building, offering programs to children ages K to 6th grade. Program activities include: sports camps, swimming lessons, arts and crafts, and field trips. During days of inclement weather the program operates out of the building offering the children crafts, movies, and fieldtrips to indoor activities such as bowling or movies. The program employs 2 full-time recreation staff members with 9 summer counselors.

The recreation facilities of the town of Whitefield are primarily located at Highland Street. These include:

- 2 baseball fields
- 1 basketball court
- 1 soccer/football field
- playground equipment

In 2006 a picnic shelter was added as well as bathrooms and a building for field supplies/equipment storage. Legion Field provides an additional baseball field.

The town Common and bandstand offer the community a place to host a variety of events for visitors and town members including summer concerts and movies. In the winter an ice skating rink is located on the town Common.

4.8 Utilities/Communications

Electric

The town is served by Public Service of New Hampshire (PSNH). As is true throughout much of northern New England, high electric costs are a concern for industries considering locating in Whitefield. Although there is a 16 megawatt biomass plant in Whitefield, the output goes on to the grid. While several plans to increase power generation in the North Country are in the works, including biomass and wind energy, transmission line capability is a limiting factor. While upgrading Whitefield's power plant to serve local industry makes logical sense, it is currently difficult with today's rate and regulatory structure.

Telephone

Verizon land lines serving Whitefield were recently purchased by Fair Point. There is marginal cell phone service, but it has improved with the addition of towers in Dalton and Lancaster. There are further improvements planned as part of the overall upgrades in the North Country.

Television

There is very little over-the-air TV availability in Whitefield - it is determined by the location within town because there is considerable terrain masking. There is Time-Warner TV cable service in the center of town. An increasing number of homes subscribe to Dish or DirectTV satellite service.

Internet

There is some ISDN Internet access available in some parts of town, but it is not available in many areas. Fair Point has begun plans to upgrade service in many areas. The cellular broadband service area is also expanding. High costs continue to be a factor in providing high speed internet services to the rural North Country, however, wireless broadband is being expanded. This will provide more residents with the opportunity to telecommute in the future.

4.9 Medical

Ambulance services are provided through the Town of Whitefield Fire Rescue Department with a staff of one full time employee and 36 volunteers and two ambulances. In 2007 Fire Rescue responded to 447 emergency medical service calls and 48 non-emergency transfers.

The Weeks Medical Center in Lancaster, 10 miles north of town, and the Littleton Regional Hospital, 13 miles to the south, provide medical health care, including emergency services, physical therapy, and physician's offices.

In addition, the following medical facilities are all located in Whitefield:

- Weeks Medical Center Clinic: clinic for medical staff and practitioners, home health and hospice services provides continuity of health care from hospital to patient's homes. Services include skilled nursing; physical, occupational, and speech therapies; licensed home health aides, homemakers, medical social services, intravenous therapies, and care to the terminally ill.
- Ammonoosuc Community Health Services: clinic provides comprehensive preventive and primary health care, including on-site perinatal, family planning, HIV counseling and testing, cancer screening, etc. Services are provided on a sliding fee scale.
- Mountain View Dental: dental practice with a staff of twenty, including three dentists, five dental hygienists, dental assistants, and office support providing a full range of preventive and dental care.
- Chiropractor Barbara Jeffrey: provides chiropractic adjustment.

4.10 Social

There is a wide variety of social services available to residents of Whitefield. Most of the following non-profit agencies are located in Whitefield:

- Caleb Interfaith Volunteer Caregivers: Volunteers provide free rides to older citizens for transportation and medical appointments; distribute food through the Commodity Supplemental Food Program; friendly visiting, telephone reassurance, help with chores, paperwork, light housekeeping, etc.
- Tri-County CAP located on the Jefferson Road: CAP provides senior congregate social activities and meals and in-home delivered meals through the Elder Care Program; North Country Transit provides on demand transportation to Seniors and the Tri Town public transit route from Lancaster thru Whitefield to Littleton and return for job access, shopping, medical appointments and daily social events; and Guardianship services to those in need.
- North Country Health Consortium: provides family health services for domestic violence; mental health and developmental services: home visiting; WIC; Commodity Foods; family and prenatal planning; and community education.
- Common Ground: provides 24 hour crisis intervention, family counseling, outpatient mental health and substance abuse treatment services at discounted rates depending upon ability to pay. Also, Common Ground supports persons with developmental disabilities, including individualized home placements. Core services also include life enriching jobs and social connections for people with mental illness and developmental disabilities.
- Tri-County Community Action Program in Lancaster: provides fuel assistance, weatherization, food pantry, and electric assistance.
- Community Baptist Church: maintains a food pantry.

In addition, the Town of Whitefield Welfare Department supplements the above programs with funding and payment for temporary housing for those in need and depending upon resources and income.

4.11 Specialized Housing Facilities

Whitefield has several housing facilities addressing those with special needs:

- Morrison Home, with a staff of approximately 95 full and part-time professional and support staff, provides short and long term nursing care, rehabilitation, and assisted care living. The Morrison contracts with Synertx Rehabilitation for physical, speech, and occupational therapies. Short term care is also available.
- Crotched Mountain Assisted Living at the McIntyre school is an apartment complex of 24 units for adults 62 and over who meet income eligibility limits.
- Highland House provides 36 affordable housing for the elderly sponsored by the non-profit National Affordable Housing Trust through the HUD Section 8 program.

The majority of respondents to the 2007 Master Plan Survey (65.4%) favor continuing to work with agencies seeking to expand housing options for the elderly and handicapped.

5. LAND USE

5.1 General Land Use Patterns

The town's land use patterns have been dominated by the location of its water bodies and transportation system. Like most northern New England villages, the Common area formed at a crossroads of major travel corridors with a source of water power, the Johns River. Although several buildings are in need of rehabilitation, a solid core of businesses has remained in the center of Whitefield. Some first floor businesses have been lost to residential uses. Year-round and seasonal activity have clustered around Forest Lake, Burns Pond and Mirror Lake. Small businesses are scattered throughout town, mainly along state highways. These are primarily home businesses and tourist related businesses. Most of the town is forested, with low density

residential development. Some open fields remain along roads affording scenic mountain views. Only one working farm remains and it is protected by an LCIP conservation easement.

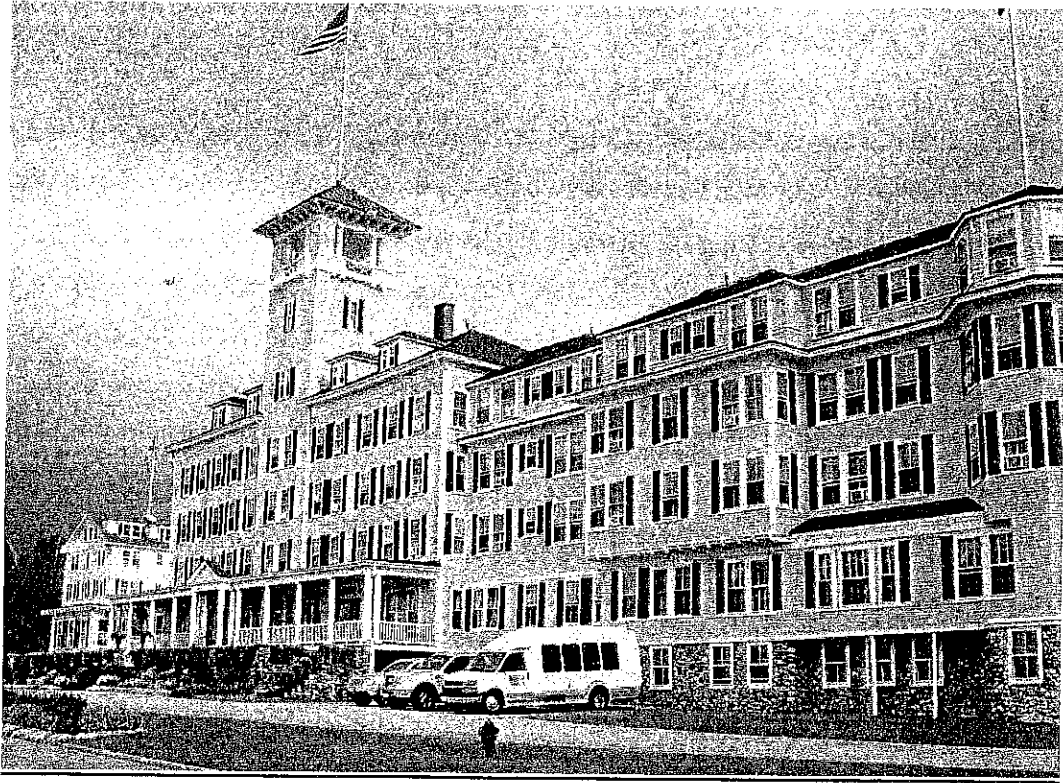
5.2 Special Land Uses

Airport and Industrial Park

Whitefield Power and Light Co., purchased by a Japanese firm last year, operates a wood-fired boiler on Airport Road. The plant burns whole tree wood chips, sawdust, or clean processed wood to produce steam that drives a turbine that generates approximately 16 megawatts of electricity for sale. An increase of approximately two megawatts is currently being added. In recent years the plant upgraded its equipment for reducing NOx emissions to qualify for renewable energy credits in other New England states. Last year, New Hampshire joined many other states in requiring electric utilities to produce or buy a growing percentage of their energy from renewable sources such as wood-fired plants, wind farms and hydropower plants. This growing market for electricity generated from renewable sources will assist the forest products industry by providing outlets for lower quality wood not suitable for lumber as well as mill waste.

Also in 2002, Presby Environmental started its enterprise manufacturing innovative and cost effective wastewater treatment systems that require less space and maintenance and produce cleaner effluent than conventional systems. The manufacturing plant now also includes Presby Plastics which uses recycled plastic to produce the plastic pipe used in the septic systems. In addition, Presby is now developing a wood pellet plant and a stove manufacturing facility in the industrial park.

Rail service is currently available through the NH Central RR with a rail connection with the St. Lawrence and Atlantic in Groveton.



Mountain View Grand

In 2002 the Mountain View Grand was reopened after being closed since 1986. The four-story hotel began as the small country inn Mountain View House in 1866 and by 1912 had been expanded to 200 rooms. The Inn is a National Trust for Historic Preservation Historic Hotel of America. The hotel required four years and approximately twenty million dollars to restore and modernize it as well as to build new sewer and water lines. Public economic development loans, grants and tax credits were provided for this important economic development project. The hotel is a major employer and draw for visitors to other local businesses. In the future, there is potential for the development of condo and upper end vacation homes in association with the hotel and golf course.

Excavations

There is only one active commercial gravel pit in Whitefield which recently received approval for expansion. The town utilizes both the Comprehensive Development Guide and separate excavation regulations (published in conjunction with the Subdivision Regulations) to ensure that the state's rules – RSA 155E - are enforced to prevent unsafe conditions. The Conservation Commission is consulted to assist with review of plans.

Towers and Other Emerging Land Uses

Telecommunications towers and wind towers are examples of special land uses that have often caught communities by surprise without adequate regulations in place. It is important to include performance standards in local regulations that provide a safety net for impacts of unforeseen new land uses. This means focusing on aspects such as height, noise, access, traffic, visual screening, vibration, and bonds for eventual dismantling to avoid future public expenses among others. In addition, regulations need to be kept up-to-date as special issues are known, such as the benefits of co-locating telecommunications facilities or placing antennae in existing structures such as steeples and clock towers to avoid the need for unsightly towers. The town's land use regulations should be reviewed annually to ensure that emerging land use issues are adequately addressed.

5.3 Development Trends

In the past 10 years, an average of approximately 10 new lots have been created in town per year. Nearly half of these new lots (47 of 103) were in minor subdivisions. Some of the exceptions were the 12 lot Stiles subdivision on Colby Road, the Savage development on the Jefferson Road, and the Northwoods log home development off of Mountain View Road. Development pressure has been increasing near lakes and ponds.

Nonresidential development in recent years, in addition to the reopening of the Mountain View Grand, and Presby Environmental and Plastics at the Industrial Park, has included the Weeks Medical Center Physician and Dental Office Building. The Weeks clinic opened in 2006 just south of the village area on NH 116.



5.4 Development Limitations

Development opportunities in Whitefield, like most northern New England communities, are somewhat limited by steep slopes, wetlands and poor soils. Large areas of steep slope are found south of the village area east of NH 116 at Howland, Kimball and Osburn Hill. To the northeast, additional large areas of steep slope are found primarily on Bray Hill on the Jefferson line.

Hydric soils are encountered alongside many of the town's ponds and lakes as well as year-round and intermittent streams. In addition to the conserved Pondicherry wetlands, large wetland complexes are found associated with Bog Brook in the southeast corner of town, west of Pondicherry along the Johns River and its tributaries, and in much of the northern end of town.

Many of the town's wetlands provide flood storage in the spring and after heavy rains. Floodways are not a major concern in Whitefield. The only mapped floodplain in town other than that associated with ponds and wetlands is along the Johns River through the village area.

5.5 Future Land Use

The results of the 2007 Master Plan Survey indicate that, in general, residents favor the land use patterns promoted by the Comprehensive Development Guide, and many favor some strengthening of the document.¹ When asked whether they agree with continuing the approach of providing Planning Board review of proposed developments to manage potential impacts, but not restricting where in town any type of land use can locate, vs. a more conventional zoning district approach, about 31% of respondents said yes, 41% said no, and 21% said it depended on the type of development. When asked if some parts of town should be limited to residential, forest and agriculture, and home business, almost 72% of respondents said yes, 20 % said no, and the rest were unsure. These results indicate that, if the community is going to continue to allow business development anywhere in town, the Planning Board will need to carefully manage impacts on neighboring residential uses. Some of the potential impacts from

¹ Sixty-two percent of respondents were year-round residents, 16.5% were seasonal residents, and 21.4% were nonresident property owners.

nonresidential uses that may be of concern to existing or potential neighbors include traffic, noise, lighting, dust, emissions, vibration, runoff, and visual impacts among others.

Although dense development in or adjacent to village areas is known to reduce costs to the community and support conservation of land for other uses such as forest products, wildlife habitat, and recreation, survey respondents expressed a preference for low density residential development. When asked where in town they preferred to see new residential development located, fewer than 9% of respondents replied "in the Common area," just over 20% chose "close to the Common area" and just over a third (36.6%) said "along main roads." The majority (62.7%) identified "away from the main roads out of sight." (Respondents were allowed to choose more than one option.) When asked which development pattern they would like to see for new residential development located away from the Common area, almost half (44.7%) chose "spread out throughout town at a low density." The remaining half was split between "concentrated in village-like areas" (22.8%) and "either" (24.8%). Continued conversion of Whitefield's fields and forest land to residential use without negative impacts on water quality, habitat, and quality of life issues such as recreation and scenic values, is going to require careful siting and design considerations.

In general, survey results regarding the preferred location of future business growth in Whitefield supported the patterns now encouraged by the Comprehensive Development Guide rather than strip development. The majority of survey respondents preferred that new commercial businesses such as stores and office be located in the Common area (61.4%) or close to the Common area (59.7%). When new commercial businesses are allowed to locate away from the Common area along main roads, the vast majority of respondents (67.7%) would rather see it limited to certain areas and clustered in small shopping centers or office parks. Similarly, respondents favored new industrial development out by the Airport (78.6%).

Although survey respondents indicated a preference for residential development to be located in areas of town other than the Common area, it should be noted that a mix of residential and nonresidential uses helps to maintain a healthy village center. Residents are potential customers and employees, and residential use ensures that the village area does not appear abandoned after hours. A mix of types of residential uses above the first floor has been shown to promote a more vibrant downtown. Location of dense residential development in and near a

village center also makes for a more walkable community, an attribute that has been shown to have many social and health benefits.

The cost of growth depends on many factors including: the location and density of the development, the services required, the value added to the tax base, and the facilities required to serve the new development. Some of these factors are out of the town's hands while others are not entirely. In many cases it is possible to require the developer to pay for the cost of water, sewer, road and drainage improvements needed as a result of their project. Respondents to the 2007 Master Plan Survey strongly favored this approach (92.4% Yes - 1.3% No). Carefully planned development in regard to location, siting and design will cost the town less in the future, not only in terms of the local budget, but also in loss of natural, scenic and other resources integral to Whitefield's community character.

6. GOALS, POLICIES AND RECOMMENDATIONS

Goal:

Continue to maximize landowner choices while ensuring that those choices do not negatively impact neighboring landowners, the neighborhood, the town's interests, or the environment.

Policies and Recommendations:

- Town boards and businesses should work together to educate the public on the benefits of reasonable local land use regulations, including maintaining property values, ensuring potential businesses that there is a process in place for reviewing and discussing potential impacts ahead of time rather than having a possible backlash after the investment is made and operation has begun, and maintaining community character.
- The Planning Board should review the Comprehensive Development Guide to ensure that it implements the master plan and the desires of the community as expressed in the community survey. This means:
 - limiting rural areas of town to residential, forest, agriculture and small businesses
 - preventing strip development by implementing site design and access management techniques
 - encouraging new industries to locate in the airport area
 - encouraging new retail and services to locate in or near the Common area when possible, or north of the Common area toward Lancaster
 - requiring new residential developments to be screened from main roads
- The Planning Board should carefully review proposed businesses and condition approvals on appropriate management of impacts relative to existing and likely neighboring land uses and the capacity of roads and other facilities. These impacts should include but not be limited to: traffic, lighting, hours of operation, noise levels, vibration, and hazardous materials.

Goal:

Ensure that the town's development review process is fair and effective.

Policies and Recommendations:

- The Planning Board should review the Development Review Guide to ensure that the language is clear, consistent and easy to understand for applicants and those responsible for implementing the regulations.
- Install measures to fill the current gap in the town's process for implementing the Development Review Guide, e.g. the development guide applies to single family homes but there is currently no mechanism to review compliance.
- The Planning Board and Zoning Board of Adjustment should develop clear and explicit notices of decision to ensure that the Board and applicant have clear expectations.
- The Selectboard should strictly enforce all local land use regulations, and install procedures to ensure that developments are constructed in compliance with approved plans prior to occupancy, including changes of use from one type of business to another.
- All town boards should carefully follow state laws regarding procedures for application review and public meeting requirements to ensure fairness for all participants.
- Expand the town's website to include planning board and committee meeting agendas and minutes.

Goal:

Enhance the role of the Common area as the centerpiece of the community.

Policies and Recommendations:

- Encourage a mix of high density residential, retail, services and professional offices in and around the Common area to restore the vibrancy of the town center.
- Continue to locate town and social services in and around the Common area whenever possible.
- Town Meeting should adopt RSA 79-E to provide property tax incentives to rehabilitate downtown buildings.
- Town Meeting should establish a Heritage Commission to work with landowners and historic preservation agencies to identify additional tools appropriate for providing incentives to landowners to perform needed maintenance and rehabilitation of buildings in the Common area. This should include consideration of establishing an historic district.
- Town boards should work together with business owners, NHDOT and others to improve walkability of the downtown area by implementing traffic calming techniques and providing adequate facilities for pedestrians. This should include traffic calming at the "gateways" to the village area to signal drivers to slow down.
- Improve the management of downtown parking with signage and striping, as well as policies and education developed in conjunction with business owners.
- Provide improved access to the downtown area for the handicapped.
- The town should pursue grants to aid in the rehabilitation of downtown buildings and the upgrade of facilities.
- The town should apply for an urban exemption from the Comprehensive Shoreland Protection Act for the Common area, while carefully managing stormwater runoff.

Goal:

Stay abreast of unique and emerging land uses and ensure that the town's regulations are kept up-to-date to address them.

Policies and Recommendations:

- Continue enforcing RSA 155E to ensure that excavations are operated safely and restored appropriately.
- The Planning Board and Selectboard should keep abreast of changes in FEMA National Flood Insurance Program requirements to make sure the town remains in compliance.
- Require performance standards and bonding for eventual removal of special land uses such as telecommunications and wind towers.
- Ensure that the town's regulations encourage the development and use of sustainable energy sources.

Goal:

Ensure that infrastructure planning and policies are linked with land use planning so that investments further community goals.

Policies and Recommendations:

- The Planning Board should work with other local officials to develop a long range community facilities plan which includes the major repairs, additions, replacement, and handicapped accessibility for all town buildings and other town facilities, as well as recommendations regarding funding sources. This should include sidewalks and other downtown facilities.
- A capital improvement program should be developed and updated annually to implement this long range facilities plan and respond to short term unanticipated needs.
- Implement a road surface management system to prioritize road improvements and ensure that deferred maintenance does not increase costs in the long run.
- The water and sewer systems should each develop and implement their own capital improvement and maintenance plans to ensure that the capacity of the systems are maximized and funding needs are anticipated.
- The Planning Board should require private developers to pay their fair share of water, sewer, road and drainage upgrades required as a result of their development, bond the construction of infrastructure required for subdivisions, and establish an escrow account for town inspection of improvements when completed.
- Implement and enforce driveway standards and permit system to ensure that private driveways do not negatively impact public roads.
- Policies should be established setting priorities for water and sewer capacity to ensure that the growth of the community is guided by the master plan rather than uncoordinated decisions.
- The town should continue to support the needs of the Airport to expand and upgrade facilities as needed.
- Continue to evaluate options for rehabilitating or replacing the town hall.
- Enforce the subdivision road standards and carefully consider town acceptance of private roads to ensure that the town's highway maintenance costs are kept under control.
- The Selectboard should apply to the NHDOT Municipally Managed Bridge Program to address the town's two red-listed bridges.
- The Planning Board and Selectboard should work together to develop a Class VI road policy specifying the locations and conditions under which building on a Class VI road will be permitted.

Goal:

Ensure that the transportation system adapts to changing needs and increased traffic volumes.

Policies and Recommendations:

- Actively participate in and implement the results of the North Country Council U.S. Route 3 Corridor Management Plan.
- Continue to participate in area efforts to increase public transit and ridesharing for residents and employees.
- Implement access management techniques along state highways, including shared accesses for commercial properties.
- Encourage connectivity for pedestrians and bicyclists between major land uses, the Common area and other activity centers.
- Support state and regional efforts to better meet the transportation needs of the elderly and disabled.

Goal:

Protect the town's surface and groundwater quality for the health and enjoyment of current and future residents, businesses and visitors.

Policies and Recommendations:

- The Planning Board should develop a minimum 100 foot setback between great ponds and primary structures and septic systems for adoption by Town Meeting.
- The town should support the state's enforcement of the Comprehensive Shoreland Protection Act, state wetlands regulations and other water resource protection measures by requiring that developers receive a shoreland permit and other required NHDES permits prior to receiving final local permits.
- The Planning Board should develop an aquifer protection ordinance for Town Meeting adoption prohibiting certain hazardous land uses in high potential aquifers and requiring best management practices for certain land uses in other mapped aquifers.
- The Planning Board should incorporate updated stormwater management requirements such as on-site treatment and other best management practices into the town's subdivision regulations, and develop for Town Meeting approval language requiring similar best management practices for disturbances of over one acre on slopes greater than 15%.

Goal:

Continue to provide a range of housing choices for all ages and income levels.

Policies and Recommendations:

- Support the efforts of area nonprofits working to provide for the housing needs of the elderly and disabled.
- Ensure that working residents can find safe suitable housing options in Whitefield by continuing to allow a range of housing types including multifamily housing, manufactured housing, and accessory apartments.

Goal:

Encourage the development of livable wage jobs in and adjacent to the industrial park and in and adjacent to the Common area.

Policies and Recommendations:

- Continue to work with state and regional economic development specialists to attract clean industries to Whitefield.
- Keep abreast of and support regional and state efforts to improve high speed internet access to the North Country.
- Work with partner organizations, including area educational institutions, to address the need for affordable reliable affordable daycare for children, and the growing need for adult daycare.

Goal:

Ensure that the town's special resources – natural, historic, cultural and scenic - continue to support the tourist economy and a high quality of life for residents.

Policies and Recommendations:

- The Conservation Commission, new Heritage Commission and other interested persons should develop a plan to conserve the town's high priority natural, cultural, historic and scenic resources.
- Provide educational materials to landowners to encourage them to incorporate siting and design techniques which minimize visibility of buildings on hills and ridgelines from main roads and great ponds.
- The Planning Board should consider developing a sign ordinance for adoption by town meeting to address the size, location and lighting of signs.

APPENDIX A

Whitefield Master Plan Survey Fall 2007

Results

310 Responses (Approximately 25% Response Rate)

1. Which best describes you? (Check One)

N = 308

62.0% Year-round resident

16.6% Seasonal resident

21.4% Nonresident property-owner

2. The town's existing procedures provide for Planning Board review of proposed developments to manage potential impacts but do not restrict where in town any type of land use can locate. Do you agree with this approach vs. a more conventional zoning district approach? (Check one)

N = 300

30.8% Yes

41.3% No

21.3% Depends on the type of development

Explain (See comments available at town office)

6.6% Not sure

3. The town's existing procedures allow all land uses to be located anywhere in town if they meet certain criteria. Should some parts of town be limited to residential, forest and agriculture, and home business?

N = 305

71.8% Yes

19.7% No

8.5% Not sure

4. Where in town would you prefer new commercial businesses such as stores and offices to be located? (Check as many as apply)

N = 303

61.4% In the Common area

59.7% Close to the Common area

37.6% Out by the Airport

42.6% Along US Route 3, north of the Common area toward Lancaster

22.1% Along US Route 3, southeast of the Common area toward Twin Mountain

34.0% Along NH 116/142, south of the Common area toward Littleton

11.6% Along NH 116, northeast of the Common area toward Jefferson

7.6% Other (See comments available at town office)

5. If new commercial businesses locate away from the Common area along main roads, which development pattern would you prefer to see?
(Check one)

N = 298

11.9% Spread out anywhere along the entire road

67.7% Limited to certain areas and clustered in small shopping centers or office parks

11.2% Either

9.2% It depends

Explain (See comments available at town office)

6. Where in town would you prefer new industries to be located?
(Check as many as apply)

N = 299.

78.6% Out by the Airport

20.7% Along US Route 3, north of the Common area toward Lancaster

11.7% Along US Route 3, southeast of the Common area toward Twin Mountain

18.7% Along NH 116/142, south of the Common area toward Littleton

7.7% Along NH 116, northeast of the Common area toward Jefferson

6.7% Other (See comments available at town office)

7. Where in town would you prefer to see new residential development located?
(Check as many as apply)

N = 295

8.8% In the Common area

20.3% Close to the Common area

36.6% Along the main roads

62.7% Away from the main roads out of sight

14.6% Other (See comments available at town office)

8. If new residential development is located away from the Common area, which development pattern would you prefer to see? (Check one)

N = 296

44.7% Spread out throughout town at a low density

22.8% Concentrated in village-like areas

24.8% Either

7.6% Other (See comments available at town office)

9. Should the town strengthen protection of ponds, streams and wetlands?

N = 300

72% Yes

14.7% No

13.3% Not sure

10. Should the Conservation Commission work with willing landowners to protect the town's important wildlife habitat and other high priority natural resources?

N = 305

87.9% Yes

6.9% No

5.2% Not sure

11. Which approaches to keeping housing costs affordable to residents do you favor? (Check all that apply)

N = 301

57.8% Allow "in-law apartments"

24.3% Encourage dense residential development, including apartments, in and around the Common area

38.5% Allow smaller lots where water and sewer are adequate

21.3% Encourage duplexes

39.2% Encourage developers of a large number of residential units to set aside a small percentage for low and moderate income households

28.6% Allow mobile homes on individual lots

19.6% Allow mobile home parks

65.4% Continue to work with agencies seeking to expand housing options for the elderly and handicapped

9.6% Other suggestions (See comments available at town office)

12. Should the town work to designate the Common area as an historic district to encourage restoration of buildings?

N = 307

79.9% Yes

9.4% No

10.7% Not sure

13. What actions should the town take to provide incentives for the restoration and renovation of buildings in the Common area? (Check all that apply)

N = 305

61.3% consider tax breaks

83.6% help find grants

13.4% Other (See comments available at town office)

7.5% Not sure

14. Should the town seek to develop additional parking in the Common area to accommodate more businesses and apartments?

N = 303

52.8% Yes

26.4% No

20.8% Not sure

15. Should developers pay for water, sewer, road and drainage improvements needed for their project?

N = 303

92.4% Yes

1.3% No

6.3% Not sure

16. Should town water and sewer capacity be used primarily to encourage growth in certain parts of town, e.g. those identified through this master plan update?

N = 293

50.9 Yes

14.7% No

34.5% Not sure

17. Should the town support further expansions of the Airport facilities?

N = 302

60.4 Yes

20.5% No

19.1% Not sure

18. The town is studying whether or not to continue using the town office for town services. The energy efficiency of this historic landmark is one concern. Which approach do you favor? (Check one)

N = 302

20.1% Continue using the town office for administrative and police functions

31.6% Continue using for administrative functions and move police to new emergency services building with fire department

5.4% Discontinue use of the building

35.5% Continue studying the issue and make the decision based on costs

7.3% Not sure

19. Should the town seek a private entity to partner with on restoration of the town office building? (Check one)

N = 304

35.6% Yes, it would be fine to have both public and private functions in the building

13.9% Yes, it would be fine to sell the building to a private developer with plans to restore it

37.2% No, it should stay in town hands only

13.2% Not sure

20. The number of residents commuting to jobs outside of Whitefield has been increasing. This adds traffic to our roads and costs workers high fuel prices. Please check off the approaches below that you feel the town should take to address this.

N = 291

57.4% Continue to work to expand transportation options such as public transit and ride sharing

41.9% Make the creation of good paying jobs in town be a priority

69.1% Cooperate with area economic development groups to create good paying jobs in the area

4.5% Other (See comments available at town office)

21. Do you favor an ordinance to regulate the size, number, location and lighting of signs?

N = 302

71.2% Yes

18.9% No

9.9% Not sure

22. What 3 gateways to the community, landmarks or scenic views are most important to you?

(See comments available at town office)

23. Should the town work with willing landowners to improve and maintain these community assets?

N = 291

88.9% Yes

3.1% No

8.0% Not sure

24. What should the Planning Board's top priority be as they develop the Master Plan for the future development of the town?

(See comments available at town office)

25. What would you like the Planning Board to know about your concerns for the community or suggestions for addressing the issues above that we have not covered in the survey?

(See comments available at town office)









ADOPTED BY THE WHITEFIELD PLANNING BOARD
DECEMBER 17, 2008

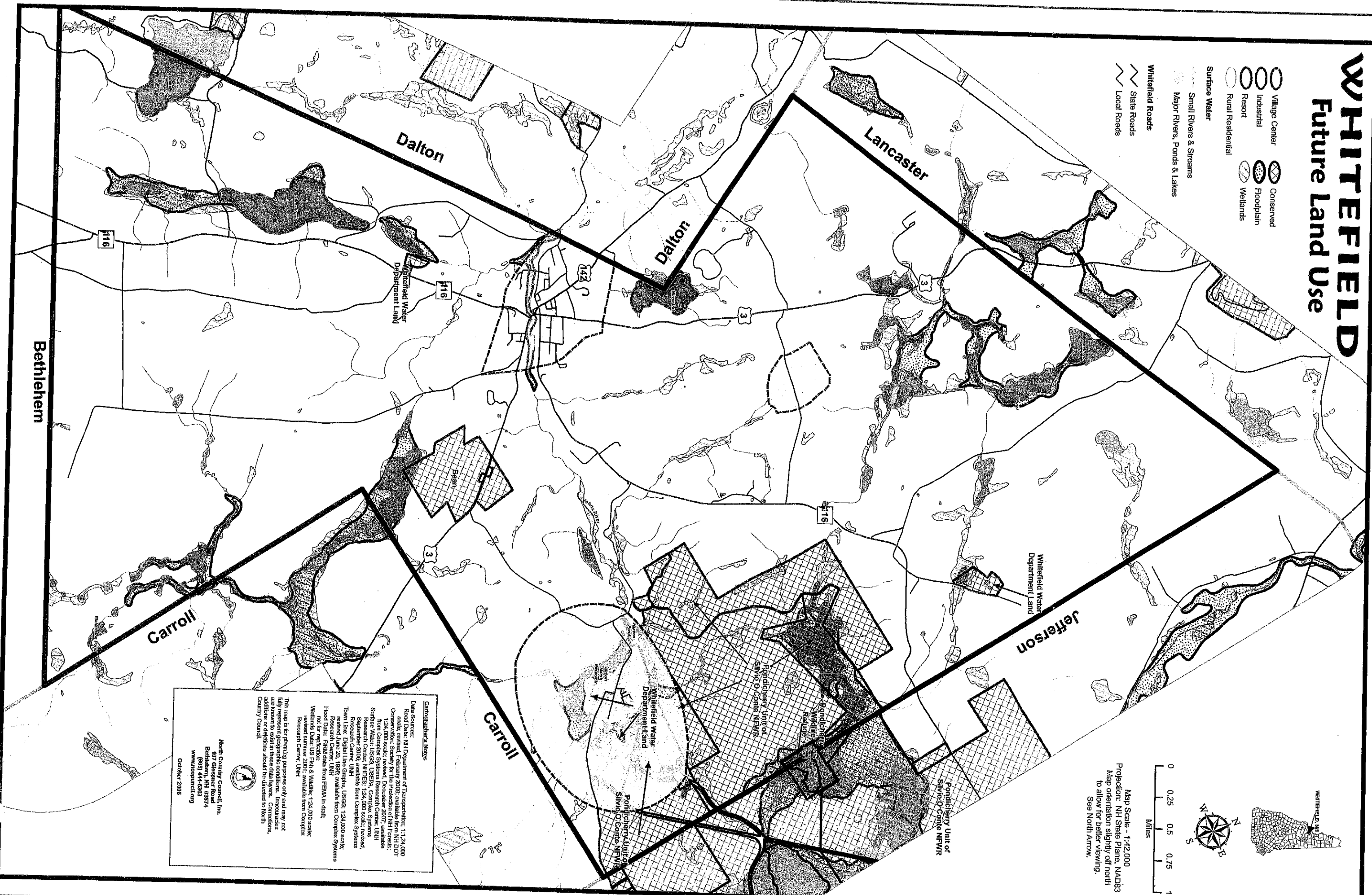
Everett W. Kennedy
Joseph P. Jones
Christie Burns
Edin Bety

Stephanie Glidden, Town Clerk

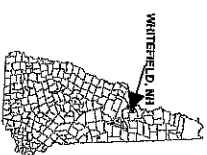
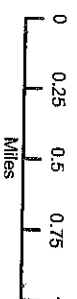
Stephanie Glidden
December 17, 2008

Future Land Use

-  Village Center
 Industrial
 Resort
 Rural Residential
 Surface Water
 Conserved
 Floodplain
 Wetlands



Map Scale - 1:42,000
Projection: NH State Plane, NAD83
Map orientation slightly off north
to allow for better viewing.
See North Arrow.



Cartographer's Note

Data Sources:

Road Data: NH Department of Transportation; 1:24,000 scale, revised, February 2008; available from NH DOT Conservation Society for the Protection of NH Forests; 1:24,000 scale, revised, December 2007; available from Complex Systems Research Center, UNH

Soil Data: USGS, USFS, Complex Systems Research Center; 1:24,000 scale, revised, September 2006; available from Complex Systems Research Center, UNH

Town Line: Digital Line Graphs, USGS; 1:24,000 scale, revised June 20, 1998; available from Complex Systems Research Center, UNH

Flood Data: FEMA data from FEMA in draft; not for replication

Water and US Fish & Wildlife: 1:24,000 scale, revised 1998; available from Complex Systems Research Center, UNH

This map is for planning purposes only and may not fully represent geographic conditions. Inaccuracies are known to exist in these data layers. Corrections, additions or deletions should be directed to North Country Council.

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October 2008

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Town of Whitefield
ANNUAL TOWN MEETING MINUTES

2016

The Annual Town Meeting was held at the auditorium of the C.D. McIntyre Building on Tuesday, March 8, 2016. Carroll (Butch) Rexford, Moderator, called the meeting to order at 7:30 p.m. Moderator Rexford asked all veterans to please stand and be recognized, and on behalf of the Board of Selectmen and the residents of Whitefield we would like to recognize and honor all the Whitefield residents and thank them for their sacrifices for our freedom. We are proud of you all, and all that you have done to "Keep America as a Beacon of Hope". The R.O.T.C. from White Mountains Regional High School presented the flags and Katie Siggins sang the National Anthem. Moderator Rexford reviewed the rules of the meeting. Moderator Rexford introduced Bill Jones, his Assistant Moderator. Moderator Rexford thanked Duane Hall for his three terms as selectmen and service to the Town of Whitefield. Selectperson Hersom thanked Butch Rexford for his time and service as serving as Moderator and Assistant Moderator for many years.

Article 1. The polls were opened at 8:00 o'clock in the forenoon by Moderator Rexford and closed at 6:00 o'clock in the afternoon. The results being as follows:

Selectperson (Three Year Term)	Peter Corey – 253 votes Duane Hall – 62 votes Frank Lombardi – 58 votes
Town Clerk (Three Year Term)	Tina Wright – 357 votes
Moderator (Two Year Term)	Kenneth Russell, Jr. – 60 votes
Two, Library Trustee (Three Year Terms)	Valerie Fitchett – 321 votes Frederick Vashaw – 287 votes
Trustee of Trust Funds (Three Year Term)	Bob Stiles – 11 votes Kathleen Dunlap – 3 votes Bill Jones – 3 votes
Trustee of Trust Funds (Three Year Term)	Catherine Burns – 231 votes
Trustee of Trust Funds (Two Year Term)	Bruce Brekke – 329 votes
Cemetery Trustee (Three Year Term)	Maynard L'Heureux – 303 votes

Article 2. – To see if the Town will vote to raise and appropriate the following amounts for general municipal operations. This article does not include appropriations contained in special or individual articles addressed separately. (Majority Vote Required)

General Government: A motion was made by Wendy Hersom to move the question. It was seconded by Mark Lufkin. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$467,655.**

Public Safety: A motion was made by Duane Hall to move the question. It was seconded by Wendy Hersom. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$760,065.**

Airport Operations: A motion was made by Mark Lufkin to move the question. It was seconded by Duane Hall. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$9,000.**

Highways/Streets & Bridges: A motion was made by Wendy Hersom to move the question. It was seconded by Mark Lufkin. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$692,206.**

Sanitation: A motion was made by Duane Hall to move the question. It was seconded by Wendy Hersom. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$163,310.**

Health: A motion was made by Mark Lufkin to move the question. It was seconded by Duane Hall. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$1,577.**

Welfare: A motion was made by Wendy Hersom to move the question. It was seconded by Mark Lufkin. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$25,000.**

Culture & Recreation: A motion was made by Duane Hall to move the question. It was seconded by Wendy Hersom. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$110,337.**

Conservation Commission: A motion was made by Mark Lufkin to move the question. It was seconded by Wendy Hersom. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$2,500.**

Economic Development: A motion was made by Wendy Hersom to move the question. It was seconded by Mark Lufkin. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$5,000.**

Debt Service: A motion was made by Duane Hall to move the question. It was seconded by Wendy Hersom. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$158,437.**

Municipal Sewer Department: A motion was made by Mark Lufkin to move the question. It was seconded by Duane Hall. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$234,795.**

Municipal Water Department: A motion was made by Wendy Hersom to move the question. It was seconded by Mark Lufkin. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$230,640.**

Article 3: Fire Department Equipment Replacement Capital Reserve

To see if the Town will vote to raise and appropriate the sum of Thirty-Five Thousand Dollars (\$35,000) to be added to the Fire Department Equipment Replacement Capital Reserve Fund created in 2007. The Board of Selectmen recommends this appropriation.

A motion was made by Duane Hall to move the question. It was seconded by Wendy Hersom. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$35,000.**

Article 4: Bridge & Town Buildings Repair/Maintenance/Replacement Capital Reserve

To see if the Town will vote to raise and appropriate the sum of Fifty Thousand Dollars (\$50,000) to be added to the Bridge & Town Buildings Repair/Maintenance/Replacement Capital Reserve Fund created in 2010. The Board of Selectmen recommends this appropriation.

A motion was made by Mark Lufkin to move the question. It was seconded by Duane Hall. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$50,000.**

Article 5: Police Cruiser

To see if the Town will vote to raise and appropriate the sum of Eighteen Thousand Five Hundred Dollars (\$18,500) to be added to the Police Cruiser Capital Reserve fund created in 2014. The Board of Selectmen recommends this appropriation.

A motion was made by Wendy Hersom to move the question. It was seconded by Mark Lufkin. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$18,500.**

Article 6: Recycling Center Equipment Replacement Capital Reserve

To see if the Town will vote to raise and appropriate the sum of Five Thousand Dollars (\$5,000) to be added to the Recycling Center Equipment Replacement Capital Reserve Fund, created in 2012, and to use income generated from the Transfer Station Metal Pile Recyclables to fund this article. No money will come from taxation. The Board of Selectmen recommends this appropriation.

A motion was made by Duane Hall to move the question. It was seconded by Wendy Hersom. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$5,000.**

Article 7: Revaluation Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of Five Thousand Dollars (\$5,000) to be added to the Revaluation Capital Reserve Fund created in 2015. The Board of Selectmen recommends this appropriation.

A motion was made by Mark Lufkin to move the question. It was seconded by Duane Hall. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$5,000.**

Article 8: Road Projects Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of Forty Thousand Dollars (\$40,000) to be added to the Road Projects Capital Reserve Fund created in 2013. The Board of Selectmen recommends this appropriation.

A motion was made by Wendy Hersom to move the question. It was seconded by Mark Lufkin. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$40,000.**

Article 9: Highway Equipment Replacement Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of Thirty-Five Thousand Dollars (\$35,000) to be added to the Highway Equipment Replacement Capital Reserve Fund created in 2001. The Board of Selectmen recommends this appropriation.

A motion was made by Duane Hall to move the question. It was seconded by Wendy Hersom. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$35,000.**

Article 10: Sidewalk Repair/Maintenance Capital Reserve Fund

To see if the Town will vote to raise and appropriate the sum of Ten Thousand Dollars (\$10,000) to be added to the Sidewalk Repair/Maintenance Capital Reserve Fund created in 2011. The Board of Selectmen recommends this appropriation.

A motion was made by Mark Lufkin to move the question. It was seconded by Duane Hall. The floor was opened for discussion. Sue Gradual said we need better sidewalks at the end of this driveway out by the McIntyre Building and throughout town. Sue made a motion to amend the amount in this article from \$10,000 to \$30,000. The motion was seconded by Art Hammon. The floor was opened for discussion on the amendment. Ken Russell asked the balance in the account at this time Wendy said \$20,032 How much is needed? Much more than that is needed to fix the sidewalks. It was stated that we are not doing anything about the sidewalks, are their plans to do something for the sidewalks? Shawn White said since 2008 when Shawn took over the Department, unfortunately we had some problems with the State DOT office on the first grant and the work by the library. We got another TE grant for the downtown area, and this last spring that grant was cancelled by the state. We had a 100% grant to repair the Union Street sidewalks –denied by District One. Shawn said that the State is planning on reclaiming those roads on Union Street so they don't want us to do the sidewalks until they have completed that project. Shawn said we can start and do a considerable amount of work for the \$30,000. We need to justify the work on the sidewalks opposed to the road work. Wendy explained that the Board of Selectmen are agents to expend from the Sidewalk Capital Reserve Account. Lewis Gooden said he walks the sidewalks every day, and if this town doesn't fix the sidewalks in town someone will be in for a big lawsuit. Wendy said we can't do the work on the sidewalks on the state roads at this time because we want them to finish their road improvements, and we need to get state approval. They are adjacent to state roads. Ray Gradual said we have \$20,000 in the capital reserve fund. Ray felt that \$20,000 should have been used in the past few years. The town crew last summer worked on the town building. Ray said the sidewalks need repairs. The Board explained that we were going to use that money in the capital reserve fund as matching funds for the sidewalk TE grant, which the state cancelled last year. Sue is talking about the sidewalk out here by the McIntyre, and a lot of people feel that is the priority. Sue Bissonnette said she lives at McIntyre and she walks every day and she agrees that these sidewalks have to be fixed. She said they are not safe to be walking on. Lewis Gooden said the Selectboard should be ashamed of those sidewalks. He has never seen them in worse condition. Shawn said he agrees the sidewalks are in horrible condition, and District One will not allow us to fix the sidewalks on the state roads. We have been trying to get that TE sidewalk grant so we could do the whole common area. It was engineered, and the state pulled the plug and the town has been actively trying to get free money to fix these sidewalks. It is time to move forward and raise some money and get the sidewalks fixed. Bruce Brekke said he appreciates the effort on the grants. Anything

the state owns, the state should repair. Bruce said he feels we need to get the state down here to look at the sidewalks. Bruce said he doesn't want to put money in to the capital reserve account if we are not going to spend it. Wendy said it is pointless to spend money on the sidewalks that the state is going to tear up. Gerry Pons said he is sympathetic to the issue of sidewalks, but he is leary on spending money without a priority list of what sidewalks need to be fixed –what are the specific projects and what are the specific dollars? Sue understands the state is going to take care of Elm Street and Union Street. Sue said she is basically asking for the sidewalks out front here. Sue said it is more important for the people who live here to be able to get out and walk to the bank or Cumberland Farms. Sue just wants to change the amount from \$10,000 to \$30,000. Frank Mai said he agrees with the issue with the state. Frank said it has been at least five years since we have been dealing with this. Frank said hell will freeze over before the state fixes the roads. It is time to sit down with the state and get Joe Kenney involved and tell them we need to get this done. Wendy said we are happy to sit down with them and discuss the sidewalks, but we don't have control over the New Hampshire D.O.T. Frank said we have to come to a conclusion. That has to be the town's stance. It is a safety issue. We apply for the grants and it ends up being a lot of wasted time. Get Joe Kenney involved and let him set up the meeting. We can't leave that meeting until something is done with the sidewalks. Ken Russell explained the issue with the grant project that was cancelled by the State. Ken said we couldn't prove that we owned the sidewalks. Ed Betz applied for this grant on behalf of the Town. Austin Pilotte suggested forming a committee to decide which sidewalks are most important to be repaired. Austin said he feels this sidewalks out here, which mostly effect the elderly should be a priority. Shawn said the public has spoken and he can't to anything without money. A show of voting cards was in favor of the amendment. Ken Russell made a motion to move the article as amended from \$10,000 to \$30,000. The moton was seconded from the floor. The floor was opened for discussion on the article as amended. **A show of voting cards was in favor of the article as amended in the amount of \$30,000.**

Article 11: Road Grader

To see if the Town will vote to raise and appropriate the sum of Twenty-Four Thousand Dollars (\$24,000) for this year's payment on the road grader for the highway department. The Board of Selectmen recommends this appropriation.

A motion was made by Mark Lufkin to move the question. It was seconded by Duane Hall. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$24,000.**

Article 12: Backhoe Lease

To see if the Town will vote to authorize the Selectmen to enter into a six year lease agreement for One Hundred Forty-Four Thousand Dollars (\$144,000) for the purpose of leasing a backhoe for the Highway Department, and to raise and appropriate the sum of Twenty-Three Thousand Dollars (\$23,000) for the first year's payment for that purpose. This lease agreement contains an escape clause. The Board of Selectmen recommends this appropriation.

A motion was made by Wendy Hersom to move the question. It was seconded by Mark Lufkin. The floor was opened for discussion. Ray Gradual asked about committing this for future years. This lease agreement has an escape clause so if it is not passed in future years. Is there a buy out at the end of the lease? Shawn said as soon as we are done at the end of six years the backhoe will belong to the town. **A show of voting cards was in favor of the article in the amount of \$23,000.**

Article 13: Capital Improvement Plan Update

To see if the Town will vote to raise and appropriate the sum of Six thousand Five Hundred Dollars (\$6,500) for the purpose of updating Whitefield's Capital Improvement Plan. The Board of Selectmen recommends this appropriation.

A motion was made by Duane Hall to move the question. It was seconded by Wendy Hersom. The floor was opened for discussion. **A show of voting cards was in favor of the article in the amount of \$6,500.**

Article 14: Northern Pass Resolution

To see if the Town will vote to support the following resolution:

WHEREAS the Northern Pass Transmission Project as presently proposed would pass through the Town of Whitefield utilizing overhead transmission lines, and

WHEREAS this project would blight the landscape and devastate the values of properties within its transmission corridor and lines of sight, and

WHEREAS this project would make the area less attractive for outdoor recreational activities and tourism and negatively impact sightseeing, hunting, hiking, and other activities that this region depends on for revenue, and

WHEREAS this project would adversely impact wildlife and wildlife habitat and wetlands located within the region, and

WHEREAS the adverse health effects of such high voltage transmission power lines on human, animal and plant life within the electromagnetic field created by the ~~lines~~ ^{lines} are not fully understood, now be it

RESOLVED that the Town of Whitefield strongly opposes this project as currently proposed utilizing overhead transmission lines in part of the project rather than placing the lines underground along the entire route, and that a copy of this resolution be sent to the President of the United States, the Governor of the State of New Hampshire, the United States Senators and Representatives from the State of new Hampshire, the New Hampshire Public Utilities Commission, and the New Hampshire Site Evaluation Committee.

This is a non-binding article and is advisory only to the Board of Selectmen.

A motion was made by Mark Lufkin to move the question. It was seconded by Duane Hall. Luke Wotton said he is in favor of the article. **A show of the voting cards was in favor of the article.**

Ray Gradual made a motion to combine articles 15 through 25 for voting purposes. The motion was seconded from the floor. The floor was opened for discussion. A show of voting cards was in favor of combining articles 15 through 25 for voting purposes. The floor was opened for discussion on the articles combined in the amount of \$37,457. Moderator Rexford read each article. **A show of voting cards was in favor of the articles 15 through 25 in the amount of \$37,457.**

Article 15: North Country Home Health & Hospice Agency

To see if the Town will vote to raise and appropriate the sum of Three Thousand Four Hundred Dollars (\$3,400) for the purpose of North Country Home Health & Hospice Agency, Inc. to provide home health and home care services to the underinsured and uninsured Whitefield residents. The Board of Selectmen recommends this appropriation. (By Petition)

Article 16: North Country Transit

To see if the Town will vote to raise and appropriate the sum of Four Thousand Dollars (\$4,000) to support North Country Transit's Senior & Public Transportation. The Board of Selectmen recommends this appropriation. (By Petition)

Article 17: Ammonoosuc Community Health Services, Inc.

To see if the Town will vote to raise and appropriate the sum of Four Thousand Dollars (\$4,000) for Ammonoosuc Community Health Services, Inc. (ACHS). ACHS is a non-profit community

health center that provides primary preventive health care to anyone, regardless of their ability to pay. This will help ACHS continue to provide high quality care to 597 current WHITEFIELD patients, as well as reach more of those in need. The Board of Selectmen recommends this appropriation. (By Petition)

Article 18: Senior Meals Program

To see if the Town will vote to raise and appropriate the sum of Two Thousand Eight Hundred Dollars (\$2,800) in support of Tri-County CAP, Inc.--North Country Elder Programs for Town of Whitefield funding in support of the Senior Meals Program. The Board of Selectmen recommends this appropriation. (By Petition)

Article 19: Northern Gateway Regional Chamber of Commerce

To see if the Town will vote to raise and appropriate the sum of One Thousand Nineteen Dollars (\$1,019) (.50 per capita) for the Northern Gateway Regional Chamber of Commerce. The Board of Selectmen recommends this appropriation. (By Petition)

Article 20: Child Advocacy Center of Coos County

To see if the Town will vote to raise and appropriate the sum of Two Thousand Three Hundred and Six Dollars (\$2,306) in support of the CAC-CC, a not-for-profit community partnership dedicated to the investigation, prosecution, and treatment of child victims of crime. The Board of Selectmen recommends this appropriation. (By Petition)

Article 21: Northwoods Home Health & Hospice Services

To see if the town will vote to raise and appropriate the sum of Eleven Thousand Five Hundred and Thirteen Dollars (\$11,513) in support of Northwoods Home Health & Hospice Services, a division of Northern New Hampshire Healthcare Collaborative, Inc. The requested funds shall be used to assist in the delivery of home health and hospice services to the residents of the Town of Whitefield. The Board of Selectmen recommends this appropriation. (By Petition)

Article 22: White Mountain Mental Health & Common Ground

To see if the Town will vote to raise and appropriate the sum of Two Thousand Nine Hundred and Nineteen Dollars (\$2,919) as the Town's contribution to the White Mountain Mental and Common Ground, programs of Northern Human Services, serving the mental health and developmental services needs of Whitefield residents. The Board of Selectmen recommends this appropriation. (By Petition)

Article 23: Caleb Interfaith Volunteer Caregivers

To see if the Town will vote to raise and appropriate the sum of Four Thousand Dollars (\$4,000) to help support Caleb Interfaith Volunteer Caregivers, that serves the needs of Seniors in the community. The Board of Selectmen recommends this appropriation. (By Petition)

Article 24: The Center for New Beginnings

To see if the Town will vote to raise and appropriate the sum of One Thousand Dollars (\$1,000) to support "The Center for New Beginnings". The Center for New Beginnings provided services to 35 Whitefield residents in 2015. The Board of Selectmen recommends this appropriation. (By Petition)

Article 25: Above the Notch Humane Society

To see if the Town of Whitefield will vote to raise and appropriate the sum of Five Hundred Dollars (\$500) to help support Above the Notch Humane Society for the purpose of rehabilitation and care of surrendered and abandoned dogs and assistance in investigating animal cruelty and abuse in New Hampshire's North Country. The Board of Selectmen recommends this appropriation. (By Petition)

Article 26: Solar Energy Property Tax Exemption

To see if the Town will vote to adopt the provisions of RSA 72:61 through RSA 72:64 inclusively, which provide for an optional property tax exemption from the property's assessed value, for property tax purposes, for persons owning real property, which is equipped with solar energy systems intended for use at the immediate site. Such property tax exemption shall be in the amount equal to 100% of the assessed value not to exceed \$50,000.00 of qualifying equipment under these statutes. (By Petition)

A motion was made to move the question from the floor. It was seconded from the floor. Peter Corey thanked the voters for their support in his election for Selectman. He will work for the best interest of the community. Peter said he is the one who submitted this article. He said he is very concerned about the Northern Pass and what it might do to our area. There is a market demand for the energy. He said what has been absent is talking about conservation or what we can do to reduce the demand of electricity in the region. There are things we can do individually, i.e. recycle, new light bulbs. You can put up solar panels. Peter did some research to what some area communities are doing, and one item is this solar energy property tax exemption. It provides a resident, small business or large business who considers putting in an solar energy system a small relief from the tax increase up to the amount of \$50,000. He looked at what other towns have done. They have to apply to the Town for the exemption. Peter said he feels it is a

good incentive to get at the growing electric consumption in this area. Art Hammon said he wondered if the Selectmen have information or a legal opinion. Art said he feels it is well-intentioned, but he is wondering about use of the power transmitted to the grid. Wendy explained we did send this article to our Town Attorney who informed us that she interpreted the warrant article as meaning that the exemption would not be available for solar energy systems installed to generate electricity for sale on the grid like a solar farm, although she thinks that net metering (use of the power generated primarily on-site with excess transmitted onto the grid to "roll back" the electric meter) likely would still be allowed under this language. This is an opportunity so we don't have to face projects like Northern Pass. Sondra Brekke thinks this is a good thing for the Town. It is a good incentive for people who might want to move in to this area. Mr. Mai said as time goes by these things come down in value and become more affordable. A motion was made by Ray Gradual to table discussion on this article. The motion was seconded. The floor was opened to table discussion on this article. The motion to table discussion on the article was defeated. Wendy Hersom said that the solar exemption is a local optional exemption that must be approved at town meeting to be available to property owners. There will be increased costs of administration, both initially and ongoing. Solar energy systems are proven to add value to real property and the property tax is based on fair market value. Most solar systems are being installed by the above-average income property owners. Low income homeowners cannot afford the cost of most systems and the subsidies are not great enough, nor the payback short enough to make an investment worthwhile. There was discussion if this was a permanent exemption or needed to be applied for each year. Ken Russell said whatever the statute says if we pass that article it is only to be used on that property. **A show of voting cards was in favor of the article, 42 in favor/32 against.**

Article 27: Solar Energy System Proposals

To see if the Town will vote to seek proposals for installation of a solar energy system of sufficient design to offset 100% of the annual electrical energy usage of the town hall and EMS/fire station. Such proposals shall be reviewed and evaluated by town officials for cost, rate of return on investment, warranty, siting, grant availability, and other relevant factors. The proposal selected for best value shall be presented by warrant article at the 2017 Town Meeting for a vote of approval or disapproval of any expenditure associated with the installation of said solar energy system. (By Petition)

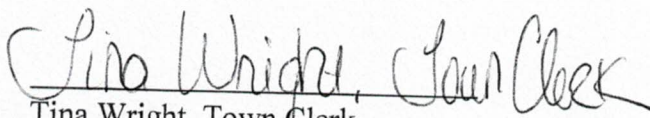
This is a non-binding article and is advisory only to the Board of Selectmen.

The motion was moved and seconded from the floor. Peter Corey explained that the Town of Lancaster has a proposal tonight for a solar project. Peter said all he is asking is that we come back here next year at town meeting after proposals have been sought to evaluate solar energy systems for town properties. Peter said it would be Whitefield's contribution to reduce energy consumption in this area. **A show of voting card was in favor of the article.**

Wendy Hersom said the Board wants to give an update on the building completion. We are going to install a light at the driveway entrance. We went over budget on the project and there are some items left to complete. We have some painting to complete in the building, the attic floor needs to be finished, there is drainage that needs to be done out back, and we received an USDA grant to finish the downstairs room with the bathroom, kitchen, painting, etc. The size of the meeting room is approximately 38 x 40, which could accommodate 217 people according to the fire codes on that building. The plan is to have meetings up there starting next March. We have saved hundred of thousands of dollars by having the town crew do the work. Mr. Stiles is wondering how much was paid out of the highway budget. Bob would like to know how many hours were spent at the town building, and maybe the sidewalks would have been done. Police Chief Ed Samson wanted to reiterate how much effort the town crew put in to get the building done and to get us in the building in July. Wendy said the Board of Selectmen is happy to get input from everyone. If you have a concern or complaint, please let us know or come to our meetings.

The meeting adjourned at 9:35 p.m.

I hereby certify that the above return of the Annual Town Meeting of March 8, 2016 is true and correct to the best of my knowledge and belief.

A handwritten signature in cursive script, appearing to read "Tina Wright, Town Clerk".

Tina Wright, Town Clerk

Town of Whitefield, New Hampshire

8 September 2015

PUC SEP18'15 AM 11 015

Martin Honigberg, Chairman
Site Evaluation Committee
c/o Public Utilities Commission
21 S. Fruit Street, Suite 10
Concord, NH 03301-2429

RE: Proposed Northern Pass Transmission Project

Mr. Honigberg:

The people of Whitefield and surrounding towns are up in arms over Northern Pass' recent announcement that they will not be burying their transmission lines through our towns. In light of this new information, 535 registered voters and concerned residents of Whitefield and surrounding towns have signed the following petition requesting full burial of the Northern Pass transmission lines through Whitefield and neighboring towns. We are sorry we did not get to everyone, because we know there are countless more who feel as we do. This petition speaks for all those who stand against the proposed Northern Pass Transmission Project and the many harmful effects it would have on our community.

Signed,

Registered Voters and Concerned Residents of the Whitefield Community

WHITEFIELD CITIZENS' PETITION

To: Site Evaluation Committee

Governor Hassan

Senator Woodburn

Representatives Rideout and Tholl

Whitefield Selectboard

Whitefield Planning Board

Whitefield Economic Development Corporation

✓ Registered Voters

As residents of Whitefield, we are very upset that Northern Pass now proposes to bury the transmission lines for 52 miles starting just south of our town, but isn't willing to do the same here. With 10.4 miles of proposed lines, Whitefield has the second most total mileage of any town, and the most overhead mileage on the route. Whitefield is a destination for tourists, and the gateway to the Great North Woods, the engine of Coos County's tourism economy. The proposed overhead lines would be visible from all points of access to or through our village and would damage our town's beauty and appeal. These above-ground lines do not respect Whitefield's citizens, our community and businesses, our historic village and heritage, our landscapes and vistas, our conservation land, or our sense of place.

This is our town and our future. We will not stand by and watch as Whitefield is destroyed by monstrous above-ground lines.

Whitefield's historic town slogan identifies us as "A friendly town with a beautiful point of view", and we intend to keep it that way. If Northern Pass is to go forward, we insist that the lines be buried.

NAME	ADDRESS/BUSINESS IF APPLICABLE	SIGNATURE	DATE
✓ Sanford Tholl	468 Lutton Rd, Whitefield	Sanford Tholl	8/24/15
✓ Margaret O'Donnell	468 Lutton Rd, Whitefield	Margaret O'Donnell	8/21/15
✓ Bruce Burke	99 Lambie Oak Rd, Whitefield	Bruce Burke	8/21/15
✓ Marsha Lombardi	111 Elm St, Whitefield	Marsha Lombardi	8/21/15
✓ Bernie Bean	162 Twin Mt Rd, Whitefield	Bernie Bean	8-21-15
✓ Doreen Boyce	162 Twin Mt Rd, Whitefield	Doreen Boyce	8-21-15
✓ RICHARD HARRIS	123 OLD ROAD RD, WHITEFIELD	Richard Harris	8-21-15
✓ Wendy Doran	91 TWIN MT RD	Wendy Doran	8-21-15
✓ Jack Shay	91 TWIN MT RD	Jack Shay	8-21-15
✓ John Holmes	10 Main St, Whitefield	John Holmes	8-21-15
✓ Elisa Holmes	10 Main St, Apt 10, Whitefield	Elisa Holmes	8-21-15
✓ DAVID HOLMANDER	8 Main St, Apt 1A, Whitefield	David Holmander	8-21-15
✓ Sherri Ryan	3 Main St, Whitefield	Sherri Ryan	8-21-15
✓ Patrick Ryan	3 Main St, Whitefield	Patrick Ryan	8-21-15
✓ Scott Marshall	30 Highland St, Whitefield	Scott Marshall	21 Aug 2015
✓ Kate Lombardi	101 Elm Street, Whitefield	Kate Lombardi	8-24-15
✓ Rodger Vernetto	8 Holly Heights, Whitefield	Rodger Vernetto	8/24/15
✓ Cynthia Vernetto	8 Holly Heights, Whitefield	Cynthia Vernetto	8/24/15
✓ Cynthia Hatfield	41 Hatfield Dr, Whitefield	Cynthia Hatfield	8/24/15
✓ Dan Discenzo	11 Main St, Whitefield	Dan Discenzo	8/24/15

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To: Site Evaluation Committee

Governor Hassan

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NAME	ADDRESS/BUSINESS IF APPLICABLE	SIGNATURE	DATE
✓ Ursula Cleary	170 Hall Rd Whitefield	Ursula Cleary	8/24/15
✓ ROBERT KOIACONO	5 MAIN ST Whitefield	Robert Koiacono	8/24/15
✓ JESSOP HUNT	63 JEFFERSON RD WHITEFIELD	Jessop Hunt	8/24/15
✓ Shannon Hunt	63 Jefferson Rd Whitefield	Shannon Hunt	8/24/15
✓ Lisa Birch Woodbridge	98 Jefferson Rd Whitefield	Lisa Birch Woodbridge	8-24-15
✓ Wallace Woodbridge	98 Jefferson Rd Whitefield	Wallace Woodbridge	8-24-15
✓ Lesley Wotton	100 Jefferson Rd. Whitefield	Lesley Wotton	8-24-15
✓ Emily Gensamer	46 Meadowmist dr. Dalton NH	Emily Gensamer	8-24-15
✓ Stanley Holz	117 Jefferson Rd, Whitefield, NH	Stanley Holz	8-24-15
✓ Gary Goss	13 Saffron Rd Whitefield, NH	Gary Goss	8-24-15
✓ Robert Stiles	74 Jefferson Rd Whitefield	Robert Stiles	8/24/15
✓ LOIS STILES	74 JEFFERSON RD Whitefield	Lois Stiles	8-24-15
✓ FRANK LADUKE	11 LAUREL RD	Frank Laduke	8-24-15
✓ PAUL LADUKE	" " "	Paul Laduke	8-24-15
✓ Charlotte Wilson	50 Elm St. Whitefield	Charlotte Wilson	8-24-15
✓ Robert Gray	" "	Robert Gray	8-24-15
✓ Elizabeth Gray	" "	Elizabeth Gray	8-24-15
✓ Larry Wolfe	54 Elm St Whitefield	Larry Wolfe	8-24-15
✓ Linda Trudeau	102 Elm St Whitefield	Linda Trudeau	8/24/15
✓ Russell W. Wyatt III	30 Elm St. Apt 3 Whitefield	Russell W. Wyatt III	8-24-15

WHITEFIELD CITIZENS' PETITION

✓ Registered Voters

To: Site Evaluation Committee
Governor Hassan
Senator Woodburn
Representatives Rideout and Tholl
Whitefield Selectboard
Whitefield Planning Board
Whitefield Economic Development Corporation

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NAME ADDRESS/BUSINESS IF APPLICABLE SIGNATURE DATE

✓ Janice Sherwood	38 Kings Square Apt	Janice Sherwood	8-24-15
✓ Richard Miller	7 Main St Apt 6	Richard Miller	8-24-15
✓ Edward Compton	11 Spruce Lane	E Compton	8-24-15
✓ Chuck Wilk	3453 Old East Rd	Chuck Wilk	8-24-15
✓ Susan Gradual	36 King's Sq	Susan Gradual	"
✓ Linda Gaudin	" " " "	L Gaudin	8/24/15
✓ Linda Sawicki	832 Prospect St	Linda Sawicki	8/24/15
✓ Jessica Ryan	5 Main St Whitefield	Jessica Ryan	8/24/15
✓ Ron Giordano	81 Jefferson Rd Whitefield	Ron Giordano	8/24/15
✓ Beth Anderson	90 Jefferson Rd Whitefield	Beth Anderson	8/24/15
✓ Dennis B. B. B.	22 Liberty Drive Whitefield	Dennis B. B. B.	8/24/15
✓ Robin Lalonde	46 Liberty Drive	Robin Lalonde	8/24/15
✓ GREG HATFIELD	21 HATFIELD DR.	Greg Hatfield	8/24/15
✓ Stacey Beans	21 Hatfield Dr	Stacey Beans	8/24/15
✓ Charles Hatfield	41 Hatfield Dr	Charles Hatfield	8-24-15
✓ Clara Gregory	29 Hazen Rd.	Clara Gregory	8-24-15
✓ van Bergen	390 Parker Rd.	van Bergen	8-24-15
✓ Mary Jane Chase	308 Parker Rd	M Chase	8/24/15
✓ Holly Chase	290 Parker Rd.	Holly Chase	8/25/15
✓ PHILIP RCHASE JR	290 PARKER RD	Philip R Chase Jr	8/25/15

WHITEFIELD CITIZENS' PETITION

To: Site Evaluation Committee
Governor Hassan
Senator Woodburn
Representatives Rideout and Tholl
Whitefield Selectboard
Whitefield Planning Board
Whitefield Economic Development Corporation

✓ Registered Voters

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NAME	ADDRESS/BUSINESS IF APPLICABLE	SIGNATURE	DATE
✓ Mary Ellen Sanders	37 Parker Rd Whitefield	Mary Ellen Sanders	8/25/15
✓ DONALD K SANDERS	37 PARKER RD WHITEFIELD	Donald K. Sanders	8/25/15
✓ John Burns Scott Burns	353 Littleton Rd Whitefield	Scott Burns	8/25/15
✓ Catherine Burns	353 Littleton Rd Whitefield	Catherine Burns	8/25/15
✓ June Cormier	18 Greenwood St - Whitefield, NH	June Cormier	8-25-15
✓ SONDRA BREKKE	99 Ramble On Rd WHITEFIELD	Sandra Brekke	8-25-15
✓ GEORGE OLSEN	74 RAMBLE ON Rd Whitefield	George Olsen	8/25/15
✓ YVIA ROY	178 FOREST LAKE RD	Yvian Roy	8/25/15
✓ Pamela Comeau	19 Holiday trees	Pamela Comeau	8/25/15
✓ Stephen Comeau	19 Holiday trees	Stephen Comeau	8/25/15
✓ Kelly Manson	456 Faraway Rd	Kelly Manson	8/25/15
✓ Alicia Woodham	17 Prospect St	Alicia Woodham	8/25/15
✓ Brittany Bean	4 Main St Apt 1	Brittany Bean	8/25/15
✓ Melissa Marcum	4 Main St Apt 2	Melissa Marcum	8/25/15
✓ Benjamin Bean	23 Elm St Apt 1	Benjamin Bean	8/25/15
✓ Matthew Medina	VIGOR STREET	Matthew Medina	8/25/15
✓ Jenny Ricker	12 Spruce Lane Whitefield	Jenny Ricker	8/25/15
✓ Timothy Ricker	12 SPRUCE LANE WHITEFIELD	Timothy Ricker	8/25/15
✓ Gerald D Roy	178 FOREST LAKE RD WHITEFIELD	GERALD D ROY	8-25-15
✓ Paul D. Sahovey	22 LAUREL ST WHITEFIELD, NH	PAUL D. SAHOVEY	8-25-15

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✓ MALCOLM VORRES	2 MAIN STREET, WHITEFIELD	Malcolm Vorres	8/25/15
✓ Maxnard L. Newey	16 High St. Whitefield	Maxnard L. Newey	8/25/2015
✓ Elizabeth McArthur	76 Elm St Whitefield	Elizabeth McArthur	8/25/15
✓ Kathleen A. McArthur	76 Elm Street Whitefield, NH	Kathleen A. McArthur	8/25/15
✓ Peter M. Rodin	55 Crane Rd Whitefield	Peter M. Rodin	8/25/15
✓ Craig L. Rodin	55 Crane Rd Whitefield	Craig L. Rodin	8/25/15
✓ Richard J. Mallon	88 Crane Rd, Whitefield	Richard J. Mallon	26 Aug 15
✓ Barbara Lapete	29 Crane Rd Whitefield	Barbara Lapete	8-26-15
✓ Cynthia L. Turnbull	73 New St. Whitefield	Cynthia L. Turnbull	8/26/15
✓ Lillian Harriman	8 Pleasant St. Whitefield	Lillian M. Harriman	8/26/15
✓ THOMAS LAINX	8 JEFFERSON RD	Thomas Lally	8-26-15
✓ Sarah Gagnon	8 JEFFERSON RD	Sarah Gagnon	8-26-15
✓ E. Joyce NEVERS	58 Twin Mt. Rd.	E. Joyce Nevers	8-26-15
✓ Ashley NEVERS	58 Twin Mt. Rd	Ashley Nevers	8/26/15
✓ Tim S. Dietrich	161 Twin Mt. Rd.	Tim S. Dietrich	8-26-15
✓ George McCarthy	243 Twin Mt Rd.	George McCarthy	8-26-15
✓ HALEEN DIETRICH	161 Twin Mt. Rd	Haleen Dietrich	8/26/2015
✓ Mike Barr	126 Twin Mt. Rd.	Michael Barr	8/26/15
✓ JOAN LUFKIN	246 Twin Mt. Road	Joan Lufkin	8-26-15
✓ TOM DEVIN	30 SPRING ST	Tom Devin	8-26-15

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NAME

ADDRESS/BUSINESS IF APPLICABLE

SIGNATURE

DATE

Tom Clark	505 Whitefield Road Dithous	Tom Clark	8/26/15
Beth Peck	517/142 Whitefield Rd	Beth Peck	8-26-15
✓ Austin Piddle	178 Parker Road Whitefield NH	Austin Piddle	8/26/15
✓ Jerry Green	8 Jefferson Rd Whitefield NH	Jerry Green	8-26-15
✓ EUGENE LAPETE	29 CRANE RD WHITEFIELD NH	Eugene Lapete	8-26-15
✓ Sarah Reichert	284 Twin Mt Rd Whitefield NH	Sarah Reichert	8-26-15
Joshua Dagnese	4 Kings Sq. Whitefield NH	Joshua Dagnese	8/26/15
David Rice	28 Country Village Lane	David Rice	8/26/15
✓ JOHN ANDERSON	90 Jefferson Rd	John Anderson	8/26/15
✓ MARK LENHAMER	240 Jefferson Rd.	Mark Lenhamer	8/26/15
✓ Michael Carpio	104 Elm Street	Michael Carpio	8/26/15
✓ Joseph Orlando	152 Hazen Rd.	Joseph Orlando	8/26/15
✓ Jennifer Simon	186 Colby Rd Whitefield NH	Jennifer Simon	8/26/15
✓ Maqueline Scott	31 Scenic Ridge Rd Whitefield NH	Maqueline Scott	8/26/15
✓ Jean Jacobs	117 Elm St Whitefield NH	Jean Jacobs	8/26/15
✓ STONY JACOBS	117 Elm St Whitefield NH	Stony Jacobs	8/26/15
✓ Charles Correll	97 Elm St Whitefield	Charles Correll	8-26-15
✓ Mehna Dymott	93 Elm St Whitefield	Mehna Dymott	8-26-15
MALE BEAUBIER	132 ELM ST WHITEFIELD	Male Beaubier	8-26-15
Robert N Chase	339 Parker Rd Whitefield	Robert N Chase	8/26/15

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Mary L. Chase	339 Parker Rd Whitefield	Mary L. Chase	8/26/15
✓ MARY RODRIGUES	93 PARKER RD. Whitefield	Mary Rodgr	8/26/15
✓ Stephen Rodrigues	93 Parker Rd Whitefield	Stephen	8/26/15
Lise G. MORAN	659 Jefferson Rd. Whitefield	Lise G. Moran	8/26/15
Robert Cargill	996 Jefferson Rd.	Robert Cargill	8/27/15
Daphne Cargill	996 Jefferson Rd	Daphne Cargill	8/27/15
✓ Campbell	995 Jefferson Rd	Carl Campbell	8/27/15
✓ James Wharf	995 Jefferson Rd	James Wharf	8/27/15
✓ Connie J Johnson	1012 Jefferson Rd	Connie J. Johnson	8/27/15
✓ H. F. (Ray) J.	924 JEFFERSON RD	H. F. J.	8/27/15
✓ RICHARD HARRIS	123 OLD EAST RD	Richard Harris	8/27/15
✓ BARBARA HANSON	221 Mountain View Rd	Barbara Hanson	8/27/15
✓ DONALD R. SPALDING	32 KNOTHOLE ROAD	Donald R. Spalding	8/27/15
✓ RIGER CROTEAU	19 LANCASTER RD	Riger Croteau	8/27/15
✓ CHRIS CROTEAU	19 LANCASTER RD	Chris Croteau	8/28/15
✓ Sandra Holz	117 Jefferson Rd	Sandra Holz	8/27/15
✓ Jeanne Girouard	45 Lancaster Rd.	Jeanne Girouard	8/27/15
✓ Rob Pilote	61 Lancaster Rd Whitefield	Robin Pilote	8/27/15
Crystal Pilote	61 Lancaster rd	Crystal Pilote	8/27/15
✓ Judy Russell	10 Prospect St.	Judy Russell	8/27/15

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✓ Arnold Gooden	13 Prospect S.T.	Arnold Gooden	8/27/15
✓ JAMES Burt	1 Prospect St	James M Burt	8/27/15
✓ Marilyn Burt	1 Prospect St	Marilyn E Burt	8/27/15
✓ Justin Cox	45 Partridge Lane	Justin Cox	8/27/15
Annette McMahon	41 McMahon Dr.	Annette McMahon	8/27/15
✓ John McMahon	41 McMahon Dr	John McMahon	8-27-15
✓ Celinda LaFlam	52 Holly Heights St	Celinda LaFlam	8-27-15
✓ Ronald LaFlam	52 Holly Heights St	Ronald LaFlam	8/27/15
✓ Benjamin LaFlam	52 Holly Heights Rd.	Benjamin LaFlam	8/27/15
✓ Emily Stearns	50 Holly heights Rd	Emily Stearns	8/27/15
✓ Anne B Stearns	50 Holly Heights Rd	Anne B Stearns	8/27/15
✓ Harry Stearns	50 Holly Heights Rd	Harry Stearns	8/27/15
✓ Michael Burtan	80 Holly Heights Rd	Michael Burtan	8/27/15
✓ Paul LaDuke	56 Holly Heights Rd	Paul LaDuke	8/27/15
✓ LORI LADUKE	56 Holly Heights	Lori LaDuke	8/27/15
✓ Greg Bell	94 Elm St.	Greg Bell	8/27/15
✓ Edie Bell	94 Elm St	Edie Bell	8/27/15
✓ Peter A Dimmitt	93 Elm St Whitefield NH	Peter A Dimmitt	8/27/15
Josh Couturier	97 Elm St. Apt B Whitefield	Joshua Couturier	8/27/15
✓ Allison Couturier	97 Elm St Apt A Whitefield	Allison Couturier	8/27/15

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✓ ALAN MCINTYRE	47 BRAY KILL	Alan McIntyre	8/28/15
RALPH McLEAN	170 HALL RD.	Ralph McLean	27 Aug 15
✓ Louise Glover	43 Maple St, Whitefield	Louise Glover	8-27-15
CYNTHIA SEALE	23 RIDGEVIEW, DALTON	Cynthia Seale	8-27-15
✓ JERRY McGEE	18 WHISPERING PINES DRIVE	Jerry McGe	8/27/15
✓ Glanda McGee	18 Whispering Pine Drive	Glanda McGee	8/27/15
✓ Patricia Smith	218 Lancaster Rd	Patricia Smith	8/27/15
✓ Hubert Smith	" "	Hubert Smith	8/27/15
✓ Roy Carlton	324 Twin Brook Rd Whitefield	Roy Carlton	8/27/15
✓ John C. Rogers	19 RIDGEVIEW DALTON	John C. Rogers	8/27/15
✓ Walter C. Tibbels	" "	Walter C. Tibbels	8-27-15
✓ George L. Thibault	169 Hall Rd.	George L. Thibault	8-27-15
✓ Ralph W. Pilotte	36 Hazen Rd	Ralph W. Pilotte	8-27-15
✓ Kenia Benson	240 Jefferson Rd Wald.	Kenia Benson	8-27-15
✓ TERESA HUSON	22 CROSS ST. WATU	Teresa Huson	8-27-15
✓ ANITA SCOTT	13 LANCASTER RD WHITEFIELD	Anita Scott	8-27-15
✓ Love & John Dodge	659 Jefferson Rd.	Love & John Dodge	8.28.2015
✓ SP Latreille	360 PARK ST.	SP Latreille	8/28/2015
✓ James Greene	21 MUTTON RD	James Greene	8/28/2015
✓ Louis Pagnotti	131 Old East Road	Louis Pagnotti	8/28/15

Whitefield, NH 03598

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✓ IRMA PAGNUTH	131 Old East Rd	Irma Pagnuth	8-28-15
✓ Luke Wotton	37 Pelee Rd	Luke Wotton	8-28-15
✓ Helen Quinney	17 Hidden Acre Dr	Helen Quinney	8-28-15
✓ Richard Brown	12 Hazen Rd	Richard Brown	8-28-15
✓ ARTHUR J. HARRMAN	8 PLEASANT ST.	Arthur J. Harrman	8-28-15
✓ TRENDA BUCHMAN	364 Foraway Rd.	Trenda Buchman	8-28-15
✓ Mrs Worcester	21 Magon Rd. Whitefield	Mrs Worcester	8-28-15
✓ Ellen Ineson	56 McGee Dr. Whitefield	Ellen P. Ineson	8-29-15
✓ DAVID INESON	20 MCGEE DR Whitefield	David Ineson	8-29-15
Barbara Ineson	11 " " " "	Barbara Ineson	8/29/15
✓ Sue Rouillard	29 View St Whitefield	Sue Rouillard	8/29/15
✓ MARGARET ROY	94 CRANE RD Whitefield	Margaret Roy	8/29/15
✓ Jeff Toland	274 LANCASTER RD	John A Toland	8/29/15
NICK KOMISAROV	281 Twin Mountain	Nick Komisarov	8/29/15
✓ Leonard Caldwell	334 LANCASTER	Leonard Caldwell	8/29/15
Vanessa Shofer	19 State St Apt 3	Vanessa Shofer	8/29/15
✓ Kate Doherty	75 LANCASTER RD Whitefield	Kate Doherty	8/29/15
✓ Peggy Doherty	24 Country Village Rd #24	Peggy Doherty	8/29/15
✓ Robert F. Blecht	473 Jefferson Rd, Whitefield, NH	Robert F. Blecht	9/1/15
✓ Vicki Herzog	224 Hazen Rd Whitefield	Vicki Herzog	9/1/15

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Shannon Medkillop	531 Lancaster Rd	S. Medkillop	8/31/15
✓ STANLEY SKINNER	52 Lancaster Rd.	Stanley Skinner	8/30/15
✓ Sandra Medkillop	52 Lancaster Rd.	Sandra Medkillop	8-30-15
✓ Fletcher Wyman	12 Prospect St.	Fletcher Wyman	8-30-15
✓ CASEY MAROON	102 Hall Road	Casey Maroon	8-31-15
✓ SARAH MAROON	102 Hall Road	Sarah Maroon	8-31-15
✓ Jean Henry	110 Hall Road	Jean Henry	8-31-15
✓ BRIAN MEDEIROS	104 Hall Rd.	Brian Medeiros	8-31-15
✓ Kim MEDEIROS	104 Hall Rd.	Kim Medeiros	8/31/15
✓ RAYMOND HARR	110 Hall Rd	Raymond Harr	8-31-15
Marcia Hurkett	36 Hall Rd Dalton	Marcia Hurkett	8-31-15
RICHARD CEBRON	823 WHITEFIELD RD	Richard Cebron	8-31-15
✓ Jan Jones	46 View St. Whitefield	Jan Jones	8-31-15
Michelle Burbank	32 Union St. Whitefield	Michelle Burbank	8-31-15
✓ William E Garneau	30 Kings Sq apt 3	William E Garneau	8/31/15
Michelle Garneau	30 King Sq apt. 3	Michelle Garneau	8/31/15
Kenny LeBou	835 Whitefield Rd. Dalton	Kenny LeBou	8/31/15
Theresa Wheeler	36 Brown Whitefield NH	Theresa Wheeler	8/31/15
✓ Holt Harrison	71 Elm, Whitefield	Holt Harrison	8/31/15
✓ Diana Harrison	71 Elm St, Whitefield	Diana Harrison	8/31/15

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✓ Tara MacKillop	12 Holly Heights Whitefield NH	Tara MacKillop	8/31/15
✓ Joe Desrochers	41 Holly Heights Whitefield NH	Joe Desrochers	8/31/15
✓ Joe Desrochers	41 Holly Heights Whitefield NH	Joe Desrochers	8/31/15
✓ Julie McMinn	42 Prospect St Whitefield	Julie McMinn	8-31-15
✓ Brigitte White	72 Lancaster Rd Whitefield	Brigitte White	8-31-15
✓ Holly O'Neil	30 Prospect St Whitefield	Holly O'Neil	8/31/15
✓ Ray Belanger	30 Whispering Pines Whitefield	Ray Belanger	8-31-15
✓ Hank Belanger	70 LANCASTER RD WHITEFIELD	Hank Belanger	8-31-15
✓ Donald Gosselin	26 Lancaster Rd	Donald Gosselin	8-31-15
✓ Betty Gosselin	76 Lancaster Rd, Whitefield	Betty Gosselin	8/31/15
✓ ROBERT S BERGIN	12 SPRING ST	Robert S. Bergin	8/31/15
✓ Jean Bergin	12 Spring St Whitefield NH	Jean Bergin	8/31/15
✓ Edmund Carroll	20 Spring Whitefield	Edmund Carroll	8/31/15
✓ Ann-marie Devin	30 Spring St Whitefield	Ann-marie Devin	8/31/15
✓ Muriel Robinson	34 Spring St Whitefield NH	Muriel Robinson	8/31/15
✓ Mark Hammon	26 Park St Whitefield NH	Mark Hammon	8/31/15
✓ Virgil G. Hammon	26 Park St Whitefield NH	Virgil G. Hammon	9/1/2015
✓ Ren Littlefield	473 Jefferson Rd, Whitefield, NH	Ren Littlefield	9/1/2015
✓ Carol Littlefield	" " "	Carol Littlefield	9/1/2015
✓ Tim O'Neil	30 PROSPECT ST	Tim O'Neil	9/1/2015

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<u>NAME</u>	<u>ADDRESS/BUSINESS IF APPLICABLE</u>	<u>SIGNATURE</u>	<u>DATE</u>
Dennis Malon	Hazen Rd Whitefield	Dennis Malon	9-1-2015
Lillian Maloon	Hazen Rd Whitefield	Lillian Maloon	9-1-2015
✓ M. PARKER	7 DYLAN CT WHITEFIELD	M. Parker	9/1/15
✓ Heidi Mathieu	35 Dylan ct. Whitefield	Heidi Mathieu	9/1/15
✓ ALAN MOODY	40 Dylan Ct Whitefield	Alan Moody	9/1/15
✓ Aldo Cosentino	130 Colby Rd	Aldo Cosentino	9/1/15
✓ Kay Cosentino	130 Colby Rd	Kay Cosentino	9/1/15
✓ Edith Worcester	21 Mason Rd.	Edith Worcester	9/1/15
Zach Grotenboer	10 Hodge RD Lancaster NH	Zach Grotenboer	9/1/15
Shirley Cox	54 Jackson St Littleton CO	Shirley Cox	9/1/15
Janice Macedo	44 Bethlehem Road	Janice Macedo	9/1/15
✓ Shirley M. Cox	13 Partridge Lane	Shirley Cox	9/1/15
✓ Robert B. Slater	16 Nighland Jr.	Robert B. Slater	9/1/15
✓ Jamir Mosher	32 Lookout Lane Whitefield NH	Jamir Mosher	9-1-15
✓ Michelle Ingerson	13 Dushy Dr	Michelle Ingerson	9-1-15
Rich Corrigan	70 Patriots Drive Littleton	Rich Corrigan	9/1/15
James Nason	34 Spring St Whitefield NH	James Nason	9/1/15
Gladys Daw	7 MAIN ST Whitefield NH	Gladys Daw	9/1/15
Monique Raymond	Union St Whitefield	Monique Raymond	9-1-15
✓ John W Burt	32 Knox Sq Whitefield	John W Burt	9-1-15

WHITEFIELD CITIZENS' PETITION

To: Site Evaluation Committee

Governor Hassan

Senator Woodburn

Representatives Rideout and Tholl

Whitefield Selectboard

Whitefield Planning Board

Whitefield Economic Development Corporation

✓ Registered Voters

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NAME ADDRESS/BUSINESS IF APPLICABLE SIGNATURE DATE

MARLENE CASE	8 Jefferson Whitefield	Marlene C. Case	9-1-2015
Gynthia Sandegs	56 Whispering Pines Dr, Whitefield	Gynthia Sandegs	9-2-2015
✓ Cynthia Chalfour	47 Whispering Pines Dr	Cynthia B. Chalfour	9/2/2015
✓ Daniel Chalfour	47 WHISPERING PINES	Daniel Chalfour	9-2-2015
Pauline B. Chapman	25 " " "	Pauline B. Chapman	9-2-15
✓ RANDALL OLSON	19 Whispering Pines Whitefield	Randall Olson	9.2.15
✓ ERICKSON, Winona	" " " "	Winona Erickson	9-2-15
Winona Erickson	400 Jefferson Rd. "	Winona Erickson	9-2-15
Ethan Lewis	40 Jefferson Rd	Ethan Lewis	9-2-15
Hannah Wesley	35 Holly Heights	Hannah Wesley	9/2/15
✓ SALVIA ROY	14 Myrtle St.	Salvia Roy	9/2/15
JOHN L. FOLEY	23 PARK ST	John L. Foley	9/2/15
Robert H. Fickett	23 PARK ST Whitefield	Robert H. Fickett	9/2/15
CAVICCHI MARY	20 Spring St Whitefield	Mary Cavicchi	9/2/15
✓ Dorothy Tate	4 Spring St "	Dorothy Tate	9/2/15
✓ Nancy Carrier	40 Lancaster Road	Nancy Carrier	9/2/15
✓ Judi Withsor	15 Spring Street	Judi Withsor	9/2/15
Robert Mariano	20 Park St	Robert Mariano	9/2/15
Christine Mariano	43 Elm St. Whitefield	Christine Mariano	9/2/15
✓ Catherine Caswell	7 Main St Apt	Catherine Caswell	9/2/15

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<u>NAME</u>	<u>ADDRESS/BUSINESS IF APPLICABLE</u>	<u>SIGNATURE</u>	<u>DATE</u>
Nathan Rodger	7 main St. APT	Nathan Rodger	9/2/15
Christina Rodger	7 main St. Apt 5 Whitefield NH 03598	Christina Rodger	9/2/15
Ginger miller	7 main st Apt 6 Whitefield NH 03598	Ginger miller	9/2/15
✓ Kathleen Wisnovekas	18 Maple St. Whitefield N.H.	Kathleen Wisnovekas	9-2-15
✓ Robert Wisnovekas	12 North St	Robert Wisnovekas	9-2-15
✓ ROBERT WISNOVKAS	18 NARTE ST	ROBERT WISNOVKAS	9-2-15
✓ Emily Wild	393 Old East Rd.	Emily Wild	9-2-15
✓ Lisa Clifford	44 MAPLE ST.	Lisa Clifford	9-2-15
✓ JIBBS MURRAY	54 MAPLE ST.	JIBBS MURRAY	9/2/15
TED BORN	54 MAPLE ST.	Ted Born	9/2/15
Alison Dorsey	12 Dorsey Rd. Dalton, NH	Alison A. Dorsey	9/2/15
✓ Hannah Forcier	30 Union St. Whitefield	Hannah Forcier	9/2/15
✓ SUE MARIE SWENSON	27 Mirror Lake Est. Dr.	Sue Marie Swenson	9/2/15
✓ KATRIN SWENSON	Same	Katrin Swenson	9/15/15
Doyle Davis	73 Lower Oxten Rd	Doyle Davis	9/2/15
Amber Libby	85 Elm St. Whitefield NH	Amber Libby	9/2/15
Codi Gainer	85 Elm St Whitefield NH	Codi Gainer	9/2/15
✓ Herb Boynton	21 Middle St. Whitefield	Herb Boynton	9/2/15
✓ Pauline Boynton	Middle St. Whitefield	Pauline Boynton	9/2/15
✓ George Smith	9 Riverside Dr. Whitefield, NH	George C. Smith	9/2/15

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✓ William M Tierney	101 Lancaster Rd	William M Tierney	9-2-15
Jim MacAllister	101 Whitefield Rd	Jim MacAllister	9-2-15
Debra MacAllister	13 Telford Rd	Debra MacAllister	9-2-15
DAVE + Sherry Kelsow	68 Whitefield Rd	DAVE Kelsow	9-2-15
✓ Zach Anderson	7 Main St. Whitefield NH	Zach Anderson	9-2-15
✓ Greg Duhe	41 Liberty Drive	Greg Duhe	9-2-15
✓ Lucy Weeks	24 Lupine Lane	Lucy Weeks	9-2-15
✓ Julie Peluca	30 Highland St. Whitefield	Julie Peluca	9-2-15
✓ Herbie Jr Wood	8 Main Street Whitefield	Herbie Wood	9-2-15
✓ Charlie Baylies	61 Greenwood St Whitefield	Charlie Baylies	9-2-15
✓ Margaret Curry	38 S. Whitefield Rd	Margaret Curry	9-2-15
✓ Sandi Dodge	69 So Whitefield	Sandi Dodge	9-2-15
✓ Stephen Webster	74 South Whitefield Rd	Stephen Webster	9-2-15
✓ Loni Webster	74 South Whitefield Rd	Loni Webster	9-2-15
✓ Willie Holbrook	18 Richardson Dr	Willie Holbrook	9-2-15
✓ Sara Holbrook	11	Sara Holbrook	9-2-15
✓ David Doyen	236 South Whitefield Rd	David Doyen	9-2-15
✓ Lydia Doyen	236 S. Whitefield Rd	Lydia Doyen	9-2-15
✓ Mark Dresser	248 S Whitefield Rd	Mark Dresser	9-2-15
✓ John Whyte	248 S Whitefield Rd	John Whyte	9-2-15

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Nathan Brown	226 Gould Rd. Whitefield N.H.	Nathan Brown	9-2-15
Rachel Abbott	226 Gould Rd Whitefield	Rachel M. Abbott	9-2-15
✓ Eric Briggs	11 Bethlehem Rd	Eric Briggs	9/2/15
✓ Nellie Briggs	11 Bethlehem Rd	Nellie Briggs	9/2/15
✓ Robin Mauro	469 Littleton Rd	Robin Mauro	9/2/15
✓ MARION REID	183 LITTLETON RD	Marion Reid	9/2/15
✓ HAROLD REID	183 LITTLETON RD	Harold Reid	9/2/15
✓ WILLIAM ROBINSON	172 LITTLETON RD.	William Robinson	9/3/15
ROGER HUTCHINS	9 RIDGEVIEW TER.	Roger W. Hutchins	9/3/15
✓ Marsha Stewart	557 Old East Rd	Marsha Stewart	9-3-15
✓ Tina Wright	403 Lancaster Rd	Tina Wright	9-3-15
James D. Platt	21 Meadow Mist	James D. Platt	9-3-15
Brette Clarke	281 French Rd. Dalton	Brette Clarke	9/3/15
✓ MARK Sodergren	5 SNOW ST Whitefield	Mark Sodergren	9/3/15
El'zabeth Whitehouse	20 Highland street Whitefield	El'zabeth Whitehouse	9/3/15
✓ Dennis Moore	6 Cherry St. Whitefield	Dennis Moore	9/3/2015
✓ Donald Petette	35 Prospect St. Whitefield	Donald Petette	9/3/2015
Tom Mash	1060 Lancaster Rd	Tom Mash	9/3/2015
✓ Sharon Cornish	5 Blackstone St Whitefield	Sharon Cornish	9/3/15
✓ Justin K. Quigley	167 Colby Rd	Justin K. Quigley	9/3/15

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✓ Robert A Frevad	57 Kimball Hill, Whitefield	Robert A Frevad	9-3-15
✓ KATHLEEN KOPP	65 ELM ST. WHITEFIELD, NH	Kathleen Kopp	9-3-15
✓ Allison Marro	65 Elm St. Whitefield, NH	Allison Marro	9-3-15
Corey Hunt	64 Pine St Whitefield NH	Corey Hunt	9-3-15
✓ Walter's Mully	66 PINE ST.	Walter's Mully	9/3/15
✓ Caroline Belisle	30 Highland St. Whitefield, NH	Caroline Belisle	9/3/15
✓ Lori Cook	7 Laurel St. Whitefield, NH	Lori Cook	9/3/15
✓ Abigail Watkins	30 Laurel St. Whitefield, NH	Abigail Watkins	9/3/15
✓ John Watkins	30 Laurel St. Whitefield, NH	John Watkins	9-3-15
✓ Pat Willey	23 Laurel Whitefield	Pat Willey	9/3/15
✓ Phyllis Willey	23 Laurel Street	Phyllis Willey	9/3/15
✓ ALKIVATIV	Gerson Samuel St	Alkivativ	9-3-15
CLIFTON INGERSON	Laurel Street	Clifton Ingerson	9-3-15
✓ Holly Ingerson	13 Dusty Drive	Holly Ingerson	9-3-15
✓ Joe Ingerson	13 Dusty Drive	Joe Ingerson	9-3-15
✓ Bob's Coffee	25 WATER ST.	Bob's Coffee	9-3-15
✓ Opaline Corbett	Water Street	Opaline Corbett	9-3-15
✓ Kimberly Compney	24 Water St. Whitefield NH	Kimberly Compney	9-4-15
✓ Eric Germain	23 Water St.	Eric Germain	9/3/15
✓ Rhonda Rappaport	5 Riverside Dr	Rhonda Rappaport	9-3-15

WHITEFIELD CITIZENS' PETITION

To: Site Evaluation Committee

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Harry Biron	1401 Dewar Dr Rock Springs ny	Harry Biron	9/3/15
✓ Wayne Stoll	7 MAIN ST	Wayne Stoll	9-3-15
DAVID 69/69R	321 RIDGE ROAD	David Stoll	9-3-15
Michael Byrnes	377 Mt Rd Dalton	Michael Byrnes	9/3/15
Glenn Wark	702 Dalton Rd Dalton	Glenn Wark	9-3-15
KIM WARK	702 DALTON RD DALTON	Kim Wark	9-3-15
Thomas Gensamer	46 Meadow Mist Dalton NH	Thomas Gensamer	9/3/15
AI Guthridge	205 W/E DALTON RD DALTON	AI Guthridge	9/3/15
✓ Dina Casue	71 Main St. Apt 1 Whitefield NH	Dina Casue	9-3-15
✓ Barbara Jordan	81 Jefferson	Barbara Jordan	9-3-15
✓ Frank R Mai	959 JEFFERSON RD	FRANK R MAI	9/3/15
✓ Linda L. Mai	959 Jefferson Rd	LINDA L. MAI	9-3-15
STEPHANIE KELCHER	148 BRAY HILL RD	Stephanie Kelcher	9/3/15
PAUL KELLER	148 BRAY HILL RD	Paul Keller	9-3-15
✓ JOHN SEVERANCE	544 JEFFERSON Rd.	John Severance	9/3/15
Edward Stavros	753 Whitefield Road	Edward Stavros	9-3-15
✓ David Wilson	187 Jefferson Rd.	David Wilson	9-3-15
✓ Bonnie Boswell	187 Jefferson Rd.	Bonnie Boswell	9-3-15
✓ Kaye Severance	544 Jefferson Rd	Kaye Severance	9-3-15
Patricia Ray	237 Frank Rd, Dalton NH	Patricia Ray	9/3/15

WHITEFIELD CITIZENS' PETITION

To: Site Evaluation Committee

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10

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NAME

ADDRESS/BUSINESS IF APPLICABLE

SIGNATURE

DATE

✓ Karen McVerny	15 Water St	Karen McVerny	Sept 3 15
✓ Patricia L. Ginterman	9 Riverside Dr.	Patricia L. Ginterman	9/3/15
✓ Donna Emerson	8 Melburn Rd Dalton	Donna Emerson	9/3/15
✓ Allen A Rose	41 Prospect St	Allen A Rose	9/4/15
✓ Jack Rose	41 Prospect St	Jack A Rose	9/4/15
✓ Joseph P. Elgin	19 Elm St. Whitefield NH	Joseph P. Elgin	9/4/15
✓ Joyce G Cottrell	22 Twin Mt. Whitefield	Joyce G Cottrell	9/4/15
✓ PETER W. COTTRILL	22 Twin Mt. Whitefield	Peter Cottrell	9/4/15
✓ H. GRIFFIN	17 mason Rd	H. Griffin	9-4-15
✓ Cheryl Paul	23 Union St Apt 2	Cheryl Paul	9-4-15
✓ Aaron Bean	162 Twin Mountain Road	Aaron Bean	9-4-15
✓ Susan Packard	57 Elm	Susan Packard	9/4/15
✓ P. Packard	57 Elm	Pete Packard	9/4/15
✓ MARY BOONELL WELLINGTON	110 ELM ST. WHITEFIELD NH	Mary Wellington	9/4/15
✓ Vaira P. Wellington	110 Elm St. Whitefield NH	Vaira P. Wellington	9/4/15
✓ Gary Goodness	3 Parker Rd. Whitefield	Gary Goodness	9-4-15
✓ OLIVER WHITE	97 Elm Street Whitefield	Oliver White	9-4-15
✓ James Dorr	129 JEFFERSON RD	James Dorr	9-4-15
✓ Angela Sweeney	30 Carlton Hill Rd Dalton	Angela Sweeney	9-4-15
✓ Michelle Sweeney	30 Carlton Hill Rd Dalton	Michelle Sweeney	9-4-15

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Jonathan Swirczewski	14 View St Whitefield N.H. 03598	Jonathan Swirczewski	Sept 4 2015
✓ Jonathan Swirczewski	14 View St Whitefield N.H. 03598	Jonathan Swirczewski	9/4/2015
✓ Stanley Swirczewski	14 View St Whitefield N.H. 03598	Stanley Swirczewski	9/4/2015
Dennille Gorden	27 Meadowcroft Dr. Dalton N.H. 03828	Dennille Gorden	9/4/15
Kristina Progett	36 White Rd, Dalton, NH 03828	Kristina Progett	9/4/15
Sourie Progett	36 White Rd, Dalton, NH	Sourie Progett	9/4/15
✓ James Sherman	38 Kings Sq Apt 2	James Sherman	9/4/15
Joe Morrison	30 Gould Rd Whitefield NH	Joe Morrison	9/4/15
✓ Martin Adamovage	32 Roobleon Rd Whitefield	Martin Adamovage	9-4-15
✓ Mina Adamovage	51 Ramble On Rd Whitefield	Mina Adamovage	9/4/15
Libert Wolcott	996 Jefferson Rd Whitefield	Libert Wolcott	9/5/15
Elizabeth Milligan	61 Stag Hollow Rd Jefferson	Elizabeth Milligan	9/5/15
✓ Theresa Messere	181 Parker Rd Whitefield	Theresa Messere	9/5/15
✓ Diana Bodin	16 Highland St Whitefield	Diana Bodin	9/5/15
Sheena Gordin	16 Lancaster NH	Sheena Gordin	9/5/15
Dennis Orrich	Lancaster NH	Dennis Orrich	9/5/15
Brian Keith Sobush	Jefferson N.H.	Brian Keith Sobush	9/5/15
David Bickner	235 Rt 115 Canaan	David Bickner	9/5/15
✓ Robert L. Wexler	16 Nighthop St	Robert L. Wexler	9-5-15
✓ Gilchrist Willey	16 Highland St.	Gilchrist Willey	9-5-15

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Karen Trovancher	925 Whitefield Rd	[Signature]	9/5/15
✓ Robert Stevens	Pleasant St Whitefield	[Signature]	9/16/15
✓ Tim & Cindy Locke	41 Brown St Whitefield NH	[Signature]	9/5/15
Dan Cliford	11 Sunset Dr Whitefield NH	[Signature]	9-5-15
Bethany Maggon	11 Sunset Dr. Whitefield N.H.	[Signature]	9-5-15
Louise Crys	53 Bethelham Rd Whitefield N.H.	[Signature]	9/5/15
MARY CLOVER	1068 LANCASTER RD, NORTHUMBERLAND, NH	[Signature]	9/5/15
Raymond Lora	Northumberland, NH	[Signature]	9/5/2015
✓ John E. Tholl	41 Kimball Hill Rd White	[Signature]	9/5/15
Thomas Schmidt	62 Brown St, Whitefield NH	[Signature]	9/5/15
✓ PAULINE Buechler	19 Spring St. Whitefield NH	[Signature]	9/5/15
✓ Despt Buechler	17 Spring St. Whitefield NH	[Signature]	9/5/15
✓ Desiree Brooks	97 Spencer Road, Whitefield, NH	[Signature]	9/5/15
✓ June Brooks	97 Spencer Rd. Whitefield NH	[Signature]	9-5-15
✓ Anna Briggs	7 Main St Apt 7 Whitefield	[Signature]	9/5/15
Diann Wass	53 View Street Whitefield	[Signature]	9/6/15
Richard Camp	53 View Street Whitefield	[Signature]	9/6/15
✓ Joyce Freund	57 Kimball Hill Rd	[Signature]	9/6/15
✓ Eudora	456 Kimball Hill Road	[Signature]	9/6/15
✓ CERRY PONS	30 MEMORY LANE, WHITEFIELD	[Signature]	9/6/15

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Whitefield Economic Development Corporation

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As residents of Whitefield, we are very upset that Northern Pass now proposes to bury the transmission lines for 52 miles starting just south of our town, but isn't willing to do the same here. With 10.4 miles of proposed lines, Whitefield has the second most total mileage of any town, and the most overhead mileage on the route. Whitefield is a destination for tourists, and the gateway to the Great North Woods, the engine of Coos County's tourism economy. The proposed overhead lines would be visible from all points of access to or through our village and would damage our town's beauty and appeal. These above-ground lines do not respect Whitefield's citizens, our community and businesses, our historic village and heritage, our landscapes and vistas, our conservation land, or our sense of place.

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Whitefield's historic town slogan identifies us as "A friendly town with a beautiful point of view", and we intend to keep it that way. If Northern Pass is to go forward, we insist that the lines be buried.

NAME	ADDRESS/BUSINESS IF APPLICABLE	SIGNATURE	DATE
✓ Tammy Dubreuil	490 Kimball Hill - Whitefield	Tammy Dubreuil	9/6/15
✓ Eric M. Dubreuil	Northwood Realty - Whitefield	Eric M. Dubreuil	9-6-15
Judi Scaller	Relax & Renew, Whitefield	Judi Scaller	9/6/15
✓ JONI BORDOWITZ	1128 SUNSET DR. WHITEFIELD	Joni Bordowitz	9/6/15
✓ Richard Bessner	12 Sunset Dr. Whitefield	Richard Bessner	9-6-15
✓ BOB DIBLAS	25 LANCASTER RD W'FLD	Bob DiBlasi	9-6-15
✓ Wm CROSS	46 PIERCE Rd W'FLD	William Cross	9-6-15
Alan Glasser	98 Pierce Rd W'FLD	Alan Glasser	9-6-15
Donna Glasser	98 Pierce Rd Whitefield	Donna Glasser	9/6/15
✓ Martha Hardiman	14 Cross St Whitefield	Martha M. Hardiman	9/6/15
Richard Rust	Kimball Hill Rd Whitefield	Richard Rust	9/6/15
✓ David Marshall	103 Pierce Road	David Marshall	9/6/15
✓ Rick Wright	30 Casino Rd. Whitefield	Rick Wright	9/6/15
✓ Emma Klong	30 Casino Rd Whitefield	Emma Klong	9/6/15
DAVID Scaller	105 UNION ST Whitefield NH 03595	David Scaller	9/6/15
LAURIE CHARK	575 Whitefield RD DARTON	Laurie Chark	9/7/2015
✓ Frank Lombardi	101 Elm Street Whitefield NH	Frank Lombardi	9/7/2015
Heather Greenwood	334 Whitefield Rd DARTON NH	Heather Greenwood	9/7/15
✓ Beth Harris	65 Hazen Rd. Whitefield, NH	Beth Harris	9/7/15
✓ John P. Mumler	104 Twin Mt. Rd.	John P. Mumler	7-7-15

WHITEFIELD CITIZENS' PETITION

To: Site Evaluation Committee

Governor Hassan

Senator Woodburn

Representatives Rideout and Tholl

Whitefield Selectboard

Whitefield Planning Board

Whitefield Economic Development Corporation

✓Registered Voters

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<u>NAME</u>	<u>ADDRESS/BUSINESS IF APPLICABLE</u>	<u>SIGNATURE</u>	<u>DATE</u>
✓ Tim Downing	263 Jefferson Rd		9/7/15
✓ Patricia Downing	263 Jefferson Rd.	Patricia Downing	9-7-15
✓ Kathleen Dunlap	255 Jefferson Rd	Kathleen Dunlap	9/7/15
Tonya Pierce	23 VanZandt Dr.	Tonya Pierce	9/7/15
BERT ALBRE	25 VANZANDT DR	Bert Albre	9-7-15
Bob Blain	Jefferson RD Whitefield	Bob Blain	9/7/15
Angela Blain	Jefferson Rd Whitefield, NH	Angela Blain	9-7-15
Dominick Frank	Jefferson Rd Whitefield, NH	Dominick Frank	9/7/2015
DOMINICK FRANK	58 Jefferson Rd WHITEFIELD, NH	Dominick Frank	9/7/2015
Mary E. Frank	Jefferson Rd, Whitefield, N.H.	Mary E. Frank	9/7/2015
Patty Bonsignore	202 Jefferson Rd Whitefield, NH	Patty Bonsignore	9/7/2015
✓ Nancy Macey	201 Jefferson Rd Whitefield	Nancy Macey	9/7/2015
✓ Chelsi Shedd	Jefferson rd. Whitefield	Chelsi Shedd	9/7/2015
✓ Travis Anderson	90 Jefferson Rd Whitefield	Travis Anderson	9/7/2015
✓ Deanne Jacaruso	15 Littleton Rd Whitefield NH	Deanne Jacaruso	9/7/2015
✓ Josh Jacaruso	15 Littleton Rd Whitefield NH	Josh Jacaruso	9/7/2015
✓ Rob Barron	15 Littleton Rd Whitefield NH	Rob Barron	9/7/2015
✓ NICOLE LIVINGSTON	15 Littleton Rd Whitefield NH	Nicole Livingston	9/7/2015
✓ Michelle Overhoff	16 Littleton Rd Whitefield NH	Michelle Overhoff	9/7/15
REBECCA MACDONALD	185 LANCASTER RD, Whitefield NH	Rebecca MacDonald	9/7/15
ROBERT MARTIN	54 ENMAN DR, Jefferson, NH	Robert Martin	9/7/15

WHITEFIELD CITIZENS' PETITION

To: Site Evaluation Committee

Governor Hassan

Senator Woodburn

Representatives Rideout and Tholl

Whitefield Selectboard

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<u>NAME</u>	<u>ADDRESS/BUSINESS IF APPLICABLE</u>	<u>SIGNATURE</u>	<u>DATE</u>
✓ DIANE MURLEY	104 TURN MTN RD	Diane Murley	9-7-15
✓ Claire Houghton	54 UNION ST	Claire Houghton	9-7-15
✓ MATT HOLLAND	54 UNION ST	Matt Holland	9/7/15
✓ LUTHER WINDSCH	348 LANCASTER RD	Luther Windisch	9/7/15
✓ Steve Hagen	331 Lancaster Rd	Steve Hagen	9-7-15
✓ Kirk Colby	26 Jefferson Rd	Kirk Colby	9-7-15
✓ Linda Wolk	307 Lancaster Rd	Linda Wolk	9/7-15
Jessica Hilton	31 Myrtle St. Whitefield NH	Jessica Hilton	9/7/15
Kristy Palmer	8 Myrtle St Whitefield NH	Kristy Palmer	9-7-15
✓ Kristina Colby	214 Jefferson Rd Whitefield	Kristina Colby	9/7/15
✓ Gary George	214 Jefferson Rd Whitefield	Gary George	9-7-15
Michael George	214 Jefferson Rd Whitefield	Michael George	9-7-15
✓ Dorothy Strout	56 Liberty Dr Whitefield	Dorothy Strout	9-7-15
✓ Jessica L. Duke	41 Liberty Dr. Whitefield	Jessica L. Duke	9-7-15
Merrill C Bashaw	10 Shirlaw Dr Whitefield	Merrill C Bashaw	9-7-15
✓ Linda Hicks	17 Shirlaw Dr Whitefield	Linda Hicks	9-7-15
Bob Fenner	31 Shirlaw Dr. Whitefield	Bob Fenner	9-7-15
Conner Fenner	31 Shirlaw Dr Whitefield	Conner Fenner	9/7/15
✓ Dan Hatfield	34 " " "	Dan Hatfield	9/7/15
✓ Michael Burt	265 Jefferson Whitefield	Michael Burt	9/7/15

WHITEFIELD CITIZENS' PETITION

To: Site Evaluation Committee

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NAME	ADDRESS/BUSINESS IF APPLICABLE	SIGNATURE	DATE
✓ TERRY LUTKIN	29 Colby Rd	Terry Lutkin	9/7/15
✓ Bradley Lutkin	29 Colby Rd	Bradley Lutkin	9/7/15
✓ KAYLA WIL	205 Twin Mt Rd	Kayla Wil	9-7-15
✓ Mark Young	19B Water St. Whitefield	Mark Young	9-9-15
✓ James Husey	234 Lancaster Road	James Husey	9/7
✓ Jacob Ineson	33 McBee Dr Whitefield	Jacob Ineson	9-7
✓ Tiana Rowe	33 McBee Dr. Whitefield	Tiana Rowe	9-7-15
✓ Colleen Malone	16 Maple St. Whitefield	Colleen Malone	9-7-15
✓ ALAM DUPONT	21 Terrace St. Whitefield	Alam Dupont	9-7-15
✓ Veronica Lewis	10 Meadow Mist St	Veronica Lewis	9-7-15
✓ RAY ANNIS	10 Meadow Mist TR PA	RAY ANNIS	9-7-15
✓ Brad Lutkin	205 Twin Mt Rd	Brad Lutkin	9-7-15
✓ David E. Acosta	Whitefield N.H.	David E. Acosta	9-7-15
✓ Steve Kisson	Whitefield N.H.	Steve Kisson	9/7/15
✓ Max McIsaac	336 Jefferson Rd	Max McIsaac	9/7/15
✓ Julie Fredrick	336 Jefferson RD	Julie Fredrick	9-7-15
✓ Joshua Martin	33 Meadow Mist Dr Whitefield	Joshua Martin	9-7-15
✓ Amy Monahan	26 Brown St. Whitefield	Amy Monahan	9-7-15
✓ Rich Talotta	18 ANNA DR Whitefield	Rich Talotta	9-7-15
✓ Richard I Green Jr.	16 Hilland St.	Richard I Green Jr.	9-7-15

[illegible]

Charles and Cynthia Hatfield
41 Hatfield Drive
Whitefield, NH 03598
c1oldhat@yahoo.com

February 1, 2016

PETITION TO INTERVENE

Pamela G. Monroe, Administrator
New Hampshire Site Evaluation Committee
21 South Fruit Street, Suite 10
Concord, NH 03301-2429

Re: New Hampshire Site Evaluation Committee ("SEC")
Docket No. 2015-06 Northern Pass

Dear Ms. Monroe:

As abutters to the proposed route of the Northern Pass Transmission Line, we respectfully request to intervene in the SEC's proceedings under Docket No. 2015-06 relating to the proposed Northern Pass transmission line. Per the SEC's regulations, we are sending this request to you, with copies to the SEC's distribution list for this proceeding as noted in the "cc" below.

We have both lived in Whitefield since we were children. Charlie's father bought this land over 50 years ago and we purchased our portion of it when we got married in the 1970's. We built our home and have lived here ever since. We love our home. It is our legacy to pass down to our children, grandchildren and great grandchildren.

Now we face the Northern Pass, a for-profit corporation who proposes to erect up-to-120-foot towers right next to our house. In our approximation, these towers will easily be within 100 yards of our home. We have very little tree buffer, and we can already see some of the lines now depending on the season. But the new towers will be at least twice the height of the current poles, and you just won't be able to miss them once they are built. You wouldn't believe how close our house is to these power lines! The existing line runs right along the edge of our property. We would even have to drive under the new massive above-ground lines multiple times a day just to go to town, as the existing line crosses Route 116 right at the end of our driveway. In fact, our driveway is actually located in the right of way, and we are wondering if they will put these lines over our driveway. With all of this in mind, we have many more concerns that we will elaborate on.

It goes without saying that Northern Pass will do irreparable damage to the value of our home and property, and severely diminish the everyday enjoyment and use of our land. Although our current intention isn't to sell our land, do we want to pass a home on to our children that has been so greatly depreciated? This is a family property. We bought this land from Charlie's father, built this home for our family, raised our children and grandchildren here, and want to see it continue for future generations. And we are sure this isn't what his father would have wanted to see. There is heritage here, which is worth more to us than any amount of money Northern Pass might save by putting these lines overhead. This

home is our legacy and our greatest investment. Should our children have a diminished value to this property, in order to enhance Northern Pass' profit margin by not burying their lines, as they have proposed to do for our neighbors to the south? What we're talking about is a profit margin for a business venture, and frankly that is not our concern.

Currently when we look out our front window we enjoy the view of Mount Washington. The existing poles are short enough that they do not block our view. However, with the proposed height of Northern Pass' new towers, in the future we would be looking THROUGH power lines at Mount Washington. In fact, when we built this house we even spent the extra money to bury our own service line just so we wouldn't have to look at the wire! Why should we have to look at Northern Pass just to enhance their profit margin?

There are other anxieties we have that are specific to our situation. One concern is a pair of osprey that have had a nest on the existing power line right near our house for at least the last three or four years. (It may be longer, we are not sure.) Our question is: how much concern will Northern Pass show for these osprey and other wildlife in our area? As intervenors we also want to explore what the health risks are of living in close proximity to high tension power lines. We are aware that studies have been done which indicate links to cancers and other negative health effects. These are a concern if we are to pass this land on to our children.

Once Northern Pass agreed to bury part of their route, they opened up a really big can of worms. What makes the properties in Grafton worth more than ours? What makes their homes more valuable? Why should we take the hit for the profit of this corporation? It is not our problem if it is not financially feasible for Northern Pass to bury their lines. Their profit margin is not our concern – our property is. Burying in some locations and not others creates a "winners and losers" game. It's unfair and it's not right. If they can't do this project the right way and make this business venture worthwhile, then they shouldn't be allowed to go forward with it.

Respectfully,

Charles and Cynthia Hatfield

Charles and Cynthia Hatfield

Cc: SEC distribution list of Docket No. 2015-06. Copies sent by email.

Re: New Hampshire Site Evaluation Committee ('SEC') Docket No. 2015-06 Northern Pass Petition to Intervene

To Whom It May Concern:

We respectfully request to intervene in the SEC's proceedings under Docket No. 2015-06 relating to the proposed Northern Pass transmission line. Per the SEC's regulations, we are sending this request to you, with copies to the SEC's distribution list for this proceeding as noted in the "cc" below.

Our particular rights, duties, privileges, immunities or other substantial interests that may be affected by the SEC's Northern Pass proceedings include the following:

The possible health issues that may be caused by the power lines.

The adverse affect on my property values The asthetic value to my property The danger of damage to my property due to size of transmission towers The danger of electrocution to my property, pets and self during adverse weather

Thank you for your consideration of this petition.

Sincerely,
Donald & Betty Gooden

Please see attachments of current property view of the power line from my home.

cc: SEC distribution list (as of the date of this email) for Docket No. 2015-06. Copies sent by email.

Gerald and Vivian Roy
178 Forest Lake Road
Whitefield, NH 03598
swobbyjrroy@hotmail.com

February 4, 2016

PETITION TO INTERVENE

Pamela G. Monroe, Administrator
New Hampshire Site Evaluation Committee
21 South Fruit Street, Suite 10
Concord, NH 033012429

Re: New Hampshire Site Evaluation Committee ("SEC")
Docket No. 201506 Northern Pass

Dear Ms. Monroe:

I respectfully request to intervene in the SEC's proceedings under Docket No. 2015-06 relating to the proposed Northern Pass transmission line. Per the SEC's regulations, we are sending this request to you, with copies to the SEC's distribution list for this proceeding as noted in the "cc" below.

I, Gerald D. Roy and my wife Vivian M. Roy, along with our son, own 5.3 acres at 178 Forest Lake Road in Whitefield, N.H. (Map#244 Lot #40). I have attended multiple Northern Pass hearings and meetings at the Mountain View Grand Hotel at which I regrettably said nothing, but should have. Now I have a chance to be heard and I am requesting to have my voice considered in the upcoming SEC proceedings regarding the Northern Pass. As a property owner who lives very close to the lines, this project will negatively affect me and my neighborhood.

"How does this affect Me?"

We live one lot away from an existing ROW(right of way) owned by Eversource, through which they intend to erect enormous above-ground high tension power lines. That is approximately 200 feet from my property line. The existing 40 foot wooden poles I can live with, but to replace with 90 plus foot steel towers would be a **very** unwanted sight when I look in that direction across the dirt road at my neighbor to the east, behind the trees that border their property and the power line. The existing poles are below tree line, and therefore hidden. I can not see them from my house. I believe I will easily be seeing the new lines once they are built and it is for this reason that I am concerned.

I am originally from Berlin N.H., about a forty minute drive away, the only city in New Hampshire's sparsely populated northern most county of COOS. Most of my childhood I lived elsewhere, my father being in the military, then my own time in the service. I always knew where I wanted to settle - "In God's country".

I returned to Berlin and worked in the local paper mill from 1973- 1992 when I moved to Whitefield and commuted till medical early retirement in 2006. I didn't return back to this area to see steel towers; could have done that most any place. Many people have done the same, chose to spend the remainder of their time on this earth here for the same reasons. There are many proud transplants, who love this place just as much as natives. So I do have ties with the city of Berlin, they no doubt need the service Eversource can offer as the whole area would. I totally agree with the necessity of the clean power, needed to replace out going sources of power.

The beautiful state of N.H. will carry the unsightly scar on our landscape, thus turning away our staple source of state income, tourism. Times change, so do the types of jobs. Paper mills are closing, manufacturing isn't what it used to be. Shoes, textiles, everything's gone. Things are different. If New Hampshire stays beautiful so will the source of tourism and the income generated

by tourism. We can't lose that asset - natural beauty, the one thing that draws people here. We can't lose this - that's our **ace in the hole**. We **shouldn't** have to lose all of this for the greed and profits of a non caring large company, and many people to have electric power not knowing or caring about any grief or sacrifices it's caused. The entire state of New Hampshire will get only 10% of the power passing through that ugly scar, but will take 100% of the unsightly impact that will depreciate our land values. I feel like the Native American Indians being robbed of our land for the need and greed of others. **"Let's keep the natives happy, then everyone can be happy"**. The people from "all over the state" that were polled and asked their thoughts about the burial of the entire line, should not have had any bearing on the matter, as they don't **live here nor care**. They are not from here and will not be the ones taking the beating from this company and this project's aftereffect. It's not going to depreciate anyone's property in the southern part of the state - we are the ones. They as many other N.H. residents think they will save big bucks on their light bill. I read someplace maybe \$10.00 a month. **WOW!** Sign me up. Even the city of Berlin 30 miles away is OK with it, not if these towers were in their tight valley. It doesn't even go through their city! It's not within view of their town hall, which it will be in Whitefield and lots of other towns. I don't think they would want it if it was going through there.

Many families for generations have vacationed, or summered up here in their youth, from down where this power is going, have taken numerous wonderful photos in the past. Now there may be a massive power line in the background, not so great any more. My wife is an artist who can paint that picture, and omit those lines, no camera can do that. We have three children who live in the Berlin/Gorham area who would love to have our property **as is**. Maybe not if Eversource gets its way this 5 plus acres, now worth \$125,000.00. Won't be worth enough for each person to purchase and put a port-a-potty on 50x50 plot of land up here.

This area fighting to bury the entire line, is like 1/3 of the state's area.

The most scenic.

The most unemployed.

The least populated.

The most to lose, least to gain.

The smallest ratio of voters to vote on any state matters esp. concerning yourselves.

We have no voice, Please speak for us

"Live Free or Die" Stay Proud

If not totally buried, and Northern Pass not allowed to pass through N.H. then **NO profit** will be made at all. **"Better a little less profit and greed than more greed and NO profit"**

This can be a win/win situation for all if done RIGHT and the entire line BURIED, and out of sight, also eliminating the potential cause of possible harmful emissions to all wildlife and any humans living close by.

Bury or Forget it.

Thank you so much for your time in this matter.

Respectfully,

Jerry Roy

Cc: SEC distribution list of Docket No. 2015-06. Copies sent by email.

Marsha J. Lombardi
111 Elm Street
Whitefield, NH 03598

January 30, 2016

PETITION TO INTERVENE

Pamela G. Monroe, Administrator
New Hampshire Site Evaluation Committee
21 South Fruit Street, Suite 10
Concord, NH 033012429

Re: New Hampshire Site Evaluation Committee ("SEC")
Docket No. 201506 Northern Pass

Dear Ms. Monroe:

As a property owner living in close proximity to the power lines, I respectfully request the right to intervene in the SEC's proceedings under Docket No. 2015-06 relating to the proposed Northern Pass transmission line. Per the SEC's regulations I am sending this request to you, with copies to the SEC's distribution list for this proceeding as noted in the "cc" below.

My unique situation distinguishes me from members of the general public. As you will find, the SEC's Northern Pass proceedings will affect my home, property, family, and the enjoyment of my everyday life in a much greater manner than that the average person.

The home and property I own in Whitefield, NH is located approximately 1000 feet from the existing power lines, where Northern Pass is proposing to build their new HVDC line. In my assessment of Northern Pass' route in relation to my location, I believe the new transmission line will be visible from my home and property and will certainly be a detriment to the appearance of my neighborhood. The construction of these enormous towers would damage my home value, diminish the marketability of my property, and create a major disturbance in my everyday life.

I have lived on Elm Street for 36 years, and have worked very hard to keep up the value of my home and property. It is where I decided to raise my family, and my younger son has now chosen to stay here to start his family in the home that he was born and raised in. This land and location is my legacy to pass on to my children and their children. The history and heritage of this land is of great importance to me, and having these enormous high tension power lines in such close proximity will be an unbearable injury to all I have worked for.

A significant part of my property's heritage is keeping its environment at one with Nature. To think that I should sacrifice my natural environment and surroundings in order to bear the burden of fulfilling the greed of others is unacceptable to me. My woods and surrounding area contain an extremely diverse population of wildlife that has used this land as their home for generations. Noise pollution and damage to the environment during the building of this project and for the ongoing upkeep of the lines will not

only diminish the peace and quiet I enjoy on Elm Street, but will disrupt my wildlife and its habitats. Being that this wildlife has no voice and will not be allowed to speak during these hearings I feel it is my place to represent them, as well as myself, in the upcoming proceedings.

It makes me sick to think of the consequences Northern Pass will have on me, living so close to this new power line. In order to live my life I will be forced to drive underneath, and look upon, these disgusting transmission lines everywhere in the town of Whitefield. Every time I pull in or out of my driveway I will be exposed to these lines. And not only there, but everywhere I go in the daily living of my life. I will even have to drive underneath and alongside the new line when traveling to and from work at Forest Lake State Park, which brings up another issue for me. The welfare and attractiveness of this park to tourists and visitors is of great concern, as my livelihood depends on it. I am disgusted by the thought of these ugly above-ground power lines, and am certain that guests to our park will be as well. In short, I will be totally surrounded by high tension power lines at home, at work, and just in the everyday living of the life I currently enjoy in Whitefield. This project would be a major burden to me so I believe I should have a voice as an intervener.

I didn't sign up for this when I moved here 36 years ago, and wouldn't have chosen this location in the first place with high tension lines so close to my land. Even if I wanted to move now, I don't believe I would get the price that the property was worth before Northern Pass was proposed to come through. I am being heavily put upon by this corporation. To have my property value damaged, my town's natural beauty destroyed, my animals' habitats disturbed, and my way of life robbed from me makes me just sick and totally disgusted. For me, having Northern Pass so close by would truly be a Nightmare On Elm Street.

As proven, my situation regarding Northern Pass is unique and my reasons are substantial and direct, distinctive from those of the general public. It is on these grounds I request to intervene in the SEC's Northern Pass proceedings as this process moves forward.

Thank you for your consideration of this petition.

Sincerely,

Marsha J. Lombardi

Marsha J. Lombardi

Cc: SEC distribution list of Docket No. 2015-06. Copies sent by email.

Edward A. Piatek
129 Elm Street
Whitefield, NH 03598
(203) 536-6802
snowghost54@gmail.com

January 31, 2016

PETITION TO INTERVENE

Pamela G. Monroe, Administrator
New Hampshire Site Evaluation Committee
21 South Fruit Street, Suite 10
Concord, NH 033012429

Re: New Hampshire Site Evaluation Committee ("SEC")
Docket No. 201506 Northern Pass

Dear Ms. Monroe:

As a property owner that lives a mere approximated 400 feet from the route of the proposed Northern Pass Transmission Line in Whitefield, New Hampshire, I am requesting to intervene in the SEC's proceedings under Docket No. 2015-06 relating to the proposed Northern Pass transmission line. Per the SEC's regulations, I am sending this request to you, with copies to the SEC's distribution list for this proceeding as noted in the "cc" below.

Let it be known that I am vehemently opposed to this very selfish project. It is selfish because it will benefit a select few with no regard for the irreparable damages it will do to thousands, myself included. Below I will list reasons for my opposition, proving my situation to be unique and distinct from the general public. I believe these direct and substantial grounds make me eligible to be an intervenor in the SEC's upcoming Northern Pass proceedings.

1. From an economic standpoint there is no doubt in my mind that the value of my home and property will be severely, negatively, and permanently impacted. The enormous new power line will be obviously visible from my house, from every single window facing north, from nearly every spot in my yard, and every time I drive in or out of my driveway or anywhere near my house. There will be no ignoring the towers – they will be unavoidable eyesores! I will never get back the value of my home and property, and this is an unfair and unacceptable loss for me. What benefit will I gain from these burdens? Will I be reimbursed for the loss of value on my greatest investment? Who will compensate me for my losses? Northern Pass cronies? I think not.
2. Aesthetically, I am blessed each and every morning as I look out and gaze upon the beauty and wonder of Dalton Mountain. The pine trees that stand between me and the existing line are tall enough that they block the current poles and still allow me to take in the beauty of my mountainous views. The new structures will be double (or more than double) the height of the current poles, towering over the trees that keep the power line out of my view. If these up-to-120-foot monstrosities are allowed to be built, this enriching portion of my Human condition will be destroyed for the rest of my days. Having to stare at these 120 foot monstrosities every day is unacceptable.

3. From a health stand point, studies have been done – and are still being done – that indicate these high tension lines create and emit what is called Electric Magnetic Fields (EMF). These fields may be linked to certain types of cancers (including childhood leukemia), neurological diseases, and other terrible health conditions in residents living near the lines. I live so close to these power lines that whatever the findings, I don't want to take the risk of becoming a dead statistic of a huge corporation's selfish endeavors.

The viability of a project of this magnitude should be determined BY THE PEOPLE most affected by its ramifications. We call it democracy in action. In our democratic society it is THE PEOPLE that should be responsible for these types of important decisions, not a small group of oligarchic, selfish, profiteering moguls. This is why I am requesting to be given intervenor status, as I am one of THE PEOPLE who will be MOST affected by the outcome of this poorly planned business venture.

For good or bad, the final decision on the Northern Pass Transmission Line will affect the pursuit of happiness for all of us.

Good luck to all of us.

Thank you,

Edward A. Piatek

Edward A. Piatek

Cc: SEC distribution list of Docket No. 2015-06. Copies sent by email.

Frank and Kate Lombardi
101 Elm Street
Whitefield, NH 03598
finlombardi5@hotmail.com

January 30, 2016

PETITION TO INTERVENE

Pamela G. Monroe, Administrator
New Hampshire Site Evaluation Committee
21 South Fruit Street, Suite 10
Concord, NH 033012429

Re: New Hampshire Site Evaluation Committee ("SEC")
Docket No. 201506 Northern Pass

Dear Ms. Monroe:

We respectfully request to intervene in the SEC's proceedings under Docket No. 2015-06 relating to the proposed Northern Pass transmission line. Per the SEC's regulations, we are sending this request to you, with copies to the SEC's distribution list for this proceeding as noted in the "cc" below.

The Northern Pass transmission line will negatively affect our home and property, our livelihood, and our quality of life in ways that will be irreparable. In this petition you will find that our unique situation distinguishes us from members of the general public, and should entitle us to intervenor status in the SEC's Northern Pass proceedings.

1. Property Value and Use. We own property in Whitefield, NH and our home is located approximately 1,000 feet from the existing power lines, where this HVDC line is proposed to be erected. Based on our review, we believe the new transmission line will be visible from our home and land and will do damage to the aesthetics of the neighborhood in which we are located. The construction of Northern Pass' new power lines would diminish our property marketability, home value, and the enjoyment and everyday use of our land and location. As property owners living in close proximity to the proposed route we are requesting the status of intervenor.
2. Community Concerts. We are sponsored each summer by the town of Whitefield to host the Un-Common Concert Series, a weekly program held on the Whitefield Common. In a town that has lost much of its economic appeal, many residents say this series is one of our greatest assets. In the seven years since we began performances, a sense of community has once again been established, and visitors traveling from other towns and areas bring economic benefit back to the town of Whitefield. In 2015 we were featured on the popular state-wide television program New Hampshire Chronicle for being a wonderful representation of community in the North Country. We are very proud of the success we have achieved with these concerts. Our beautiful and quaint Whitefield Common is what people love most about our town and our music series, as well as the enjoyment of taking a beautiful summer drive to attend an outdoor concert.

In our assessment of Northern Pass' proposed route, we believe the project would damage the appeal and attendance of our concert series. These enormous power lines would cross Routes 3 and 142 each within a mile north of our village, Route 116 approximately 2 miles east of the village, and scar the breath-taking views from Burns Lake and Route 3 just west and south of the village, damaging the aesthetics of driving into Whitefield from any and all directions. With above-ground lines stretching over more than 10 miles of our town, with four points of entry and exit, and crossing over three major roadways, Whitefield would have the most overhead lines and the second-most mileage of any town on the route. Our audiences would not be able to enter Whitefield from any direction without viewing these towers or driving directly under these lines. This would be a true detriment to the pleasure of those attending our concerts, and we fear this will diminish attendance and cause injury to our accomplishments for the town. We are therefore requesting intervenor status on grounds of holding a special interest in the betterment of our community.

3. Quality of Life – Whitefield Particularly Damaged. In order to achieve our daily tasks of shopping, work, and recreation, we must regularly travel into the towns of Littleton, Lancaster, Jefferson, Carroll and Dalton, some on a daily basis. In analyzing how Northern Pass' route would affect our quality of life, we believe this project would do greater harm to us in Whitefield than to residents of other communities. As stated in the previous paragraph, Northern Pass' proposed route would cut across the roadways – and views from roadways – in every single direction we must travel. We would be forced to drive under these monstrous man-made objects many times per day and look upon these scars in some of the most beautiful locations and views in our town. How sad and depressed we will feel to be living amongst these power lines! The psychological impact alone is enough to cause damage to our quality of life. We believe we should be entitled to intervenor status because our everyday existence would be greatly imposed upon.
4. Noise and Damage. With our property being located in close proximity to Northern Pass' proposed route, we are concerned about noise and damage that would take place during the construction period of the project and during future maintenance of the lines. With construction taking place just north of our home on Elm Street, we would anticipate loud trucks and heavy machinery passing by our house many times throughout the day, and potentially causing damage to our road in the process. We also expect there to be quite a lot of noise associated with the actual constructing of the towers. We enjoy our quiet location and have chosen to stay here because of its peaceful environment; the erection of this new, massive power line would inhibit the daily enjoyment of our land during this building period. We cannot stand the thought of having to listen to the creation of this new power line, all the while knowing the harm it will cause to us and our community once built. It just makes us sick. We should not be forced to endure this compromise to our quality of life in the short term, for the construction of towers which will damage our quality of life in the long term. From day one we will be greatly imposed upon – and what's worse is it will never end. The noise and damage is not short-lived, for there will be added use to our road and noise during maintenance of the lines for the entire lifespan of the project. Just as Northern Pass is considered unnecessary for the greater good, we feel that these negative impacts are unnecessary burdens to put on those living near the route. As intervenors we look to present these concerns to the SEC.
5. Discrimination Against Economically Depressed. Lastly, we request to intervene on grounds that we are being discriminated against by Northern Pass. We question why Northern Pass has designed a route which leaves New Hampshire's most economically depressed county (Coos) almost entirely above

ground, while wealthier areas are now proposed to be under ground. We believe that our property value and quality of life is just as important as those residing in other areas, and should be treated as such. With the negative impact this project would have on our economy, Northern Pass should rightfully place even greater importance on Coos, as we are already in a delicate economic situation and would be further ruined by such a project. Thousands of concerned residents from Coos, including Whitefield, have voiced anxieties regarding the many negative effects this project (specifically towers) would have on them, and still the applicant has chosen to propose above-ground lines in these areas. We believe Northern Pass has intentionally chosen overhead lines in towns that have little means to defend themselves politically or legally. In our assessment this is discrimination against the economically depressed, and we are personally offended by this notion. Northern Pass has stated it is economically unfeasible for them to bury the entire project; on the contrary, we believe it is economically unfeasible for us if they do not. We intend to explore this as intervenors in the SEC process.

The reasons presented are proof of our unique situation regarding Northern Pass. We respectfully request intervenor status as property owners living in close proximity to the power lines; as residents holding a special interest in the success of our community; and as residents of a town that is being unfairly neglected by a powerful corporation. These interests are direct and substantial, and clearly distinct from those of the general public. As New Hampshire law recognizes every property as unique and distinct, so we respectfully request to be considered as such. We look to defend our property and our town from the erection of this overhead power line called Northern Pass.

Thank you for your consideration of this petition.

Sincerely,

Frank W. Lombardi & Kate R. Lombardi

Frank W. Lombardi and Kate R. Lombardi

Cc: SEC distribution list of Docket No. 2015-06. Copies sent by email.

From: Vicky Ballentine <bonniemuffin2000@yahoo.com>
Sent: Monday, May 02, 2011 9:53 PM
To: Burack, Thomas
Subject: Northern Pass

Thomas Burack , Chair
Department of Environmental Services

Dear Thomas,

I love the way of life we enjoy in the Great North Woods. I would like to thank Northern Pass for reminding me how much I love living up here . It's frustrating making it through one of our long cold winters. It isn't easy, but , when I thought I might loose it : I realized how much I love it. I live in a home that is over 200 years old. We purchased an out door wood furnace because the cost of fuel is so high and wood is renewable. It is similar to harvesting produce only you don't have to plant them they grow back on their own. It takes us over 20 cord a year that is a lot of trees. Plus, on the really cold nights to keep the house above 40 degrees we ran the gas furnace and the kerosene one also . It is expensive to live in the North Country ! But it is worth it !

We also love to hike. I am at awe of the beauty of the Great Northern Woods. That is why we choose to raise a family up here. I am a RN and would make close to twice as much working south of the Notches. I would make over twice has much in Mass or Conn. I work as a nurse so my husband can afford to work as a farmer. My grandfather farmed this same land . He had to work at construction so he could afford to keep the farm. He and the family got to live all over the USA but he was able to retire up here . It is where his heart always lived. We live in Dalton but it is true of all the land up here. We have a lot of disadvantages living in the country and the raising gas prices only make it worse. We need to fight for our one real advantage. Our beautiful wood lands and country side.

My husband was born a flatlander and is now a farmer. And has been welcomed and accepted by the locals. We love the beauty of the out doors, working the soil . Smelling the fresh air. Listening to the birds sing has you plant and harvest and plant again. We have delicious produce growing in the High Tunnels already and have seedlings growing inside. I love Spring! We look forward to selling at Farmer's Market in Lancaster and enjoying the delicious produce ourselves.

Everyone who chooses to stay or move back to the north country or visits knows why I love it so much. If the bottom line were the most important thing to us we would never choose to live here . But we do have to make a living . COOS county is the poorest in the State and we always make the top ten of the poorest in the entire USA. In the last few years we lost over 1000 permanent jobs. Our most reliable job base now is the tourist industry which stays strong for the same reason I love living up here. We need to keep our way of life not just because we love it but we need it to survive ! People visit to get away from the city .

Just the threat of the Northern Pass project made my land worthless to anyone who wants to move up from the city. No one wants to move to the country , or have a second home to get away from the city and have Huge Dangerous Noisy Towers near their home. They Buzzz loudly . It is outdated technology. Northern Pass will not help our tax base it will only make our land worthless. It will make a huge scar through our Great Northern Woods no matter where or how it goes through .

Wendy Doran
91 Twin Mountain Rd
Whitefield NH 03598

To whom it may concern;

I would like to voice my opinion against the northern pass as it directly affects my livelihood as well as personal life. 12 years ago I purchased 2 parcels along Rte. 3 in Whitefield NH. One a 15 acre lot with my home and an additional 91 acre parcel. When purchasing this property my intent was to offer this property and out buildings to conduct weddings and functions. Currently the Mountain View Grand and the Mount Washington Hotel have a backlog of requests for these type venues. With the central White Mountains as a backdrop this property offers an unparalleled view of the mountains which is key to the success of this venture. While we have had great interest in developing this property, the wedding/function cliental for this venture would be nonexistent for a property scared by unsightly transmission lines which would cross this scenic backdrop. Since the announcement of the Northern Pass project we have put our plans on hold awaiting the outcome, as we do not want to invest precious time and money into a project doomed by the loss of this property's key asset, its view. Although I realize that there is a need for additional electric energy in Massachusetts Road island and Connecticut there should be a compromise by leaving New Hampshire's views intact and installing the lines underground. After the initial impact of construction the scenery would revert to its former beauty over time as nature takes hold and heals the scars. Northern New Hampshire currently has few job opportunities. This function facility would employ many local residents. The one draw that brings revenue to the northern part of the state are these stunning views. Additionally, the value of resale for this property after construction of overhead towers would be considerably less than the purchase price causing me a personal financial loss. I ask that the powers to be consider the impact of scaring the landscape and hinder

From: wendy doran [<mailto:whdflipper@icloud.com>]

Sent: Wednesday, May 18, 2016 8:24 AM

To: Monroe, Pamela

Cc: Carmody, Jody

Subject: intervenor Email correction

Dear Ms Monroe, as you are probably aware I am one of the intervenors from Whitefield NH considered a non-abutter. I have these requests regarding the impact the towers will have on my property. I want the SEC to provide visual impacts seen from historic and scenic Route 3 between Colby road and downtown Whitefield. The NPT has not shown adequate views from this Route 3 stretch. Secondly, I want included in this impact the number of towers, the heights of both rows, the distance between towers and rows and have this completed before leaves are in full bloom. My last question, how can the State of NH ignore the fact that my farm is considered a historic landmark and allow NPT to build within the view of this property? When the cell tower was proposed in Whitefield near the Mountain View Hotel, my husband and I were contacted by the State's Historic Landmark committee because our farm is considered a historic property. Our view of the cell tower was considered to be a negative factor hence we were involved in the decision making process for 18 months. Obviously the difference between visual impact from a cell tower and numerous high tension towers is significant. The state has already declared our property and views historic. It goes without saying Route 3 from Carroll to Whitefield has some of the most beautiful views in NH. My property included. Please submit my requests to the SEC committee. I will be looking forward to a prompt response.

Thank you,

Wendy Doran 91 Twin Mountain Rd. Whitefield NH

Whdflipper@yahoo.com

September 29, 2015

From: Dr. Arthur Hammon, retired science educator
26 Park Street
Whitefield, New Hampshire, 03598

To: Mr. Timothy W. Drew, Administrator
Public Information and Permitting Unit
PO Box. 95
Concord, New Hampshire, 03302-0095
Timothy.drew@des.nh.gov

Estimated value of all (40 year) Northern Pass
revenues for Eversource = \$3.14 trillion dollars

Dear Mr. Drew,

I have attended several of the Public Information Sessions concern the Northern Pass project. I am especially interested in the arguments by Eversource that underground burial is not feasible. Both Vermont and Maine seem to be able to accomplish this. I asked at a public session if there were reasons why New Hampshire's geology or landscape made underground burial more difficult than our neighboring states but the engineers were unable to articulate a clear response.

I have since done a "back of the envelope" calculation regarding the commercial value of the electrons which might pass through a 1000 Megawatt line during 40 years. The calculation begins with physical constants and then applies a \$0.01 per kilowatt-hour as the after-expenses profit that would be realized by Eversource. It seems that the return-on-investment of this line, even buried, would be substantial for Eversource. Below is a summary of my calculations:

A 1000 megawatt line carries 1000×10^6 watts per second $\times 3600$ seconds/hour = 3.6×10^{12} watts/hour or 3.6×10^9 kilowatt-hours/hour.

Multiplying this number by 24 hours/day and 365 days/year and 40 years, the number of kilowatt-hours of billable electricity, 3.15×10^{14} kilowatt hours.

After considering expenses and amortizing the cost of construction during this period, an estimated return-on-investment \$0.01/kilowatt-

hour seems a reasonable constant. Using these estimates, the net value to Eversource of the electrons sent through a buried Northern Pass line of 1000 Megawatt over 40 years is $\$3.15 \times 10^{12}$ or \$3.15 trillion dollars.

If, as stated by Eversource officials at the public hearing, that a buried line might cost as much as \$3 billion dollars, that cost is $1/1000^{\text{th}}$ of the revenues that would be realized over the 40 year life of the buried line.

I hope these calculations might prove helpful in the decisions that are to be made. I remain,

Sincerely,

Dr. Arthur Hammon, retired science educator
26 Park Street
Whitefield, New Hampshire, 03598
arthammon@hotmail.com

Philip R. Chase, Jr.
P.O. Box 176 Whitefield, NH 03598

September 29, 2015

Mr. Timothy W. Drew, Administrator
Public Information and Permitting Unit
P.O. Box 95
Concord, NH 03302-0095

Dear Mr. Drew,

We reside at 290 Parker Road in Whitefield all year. We started coming to Whitefield in 1967 to a camp that was owned by my father and by his father before him. The camp was located on the edge of the family farm that was started in the late 1830's, and for the most part is still owned by members of the family. In 1987, we built a log house on the property.

Our reasons for making the seven hour trip from our home in Central New York was to enjoy Northern New Hampshire with its beautiful scenery and to take advantage of all the hiking and recreational activities available in the area.

In 1993, upon retirement, we moved to Whitefield to further enjoy Northern New Hampshire with all its great scenery. We have unobstructed views of the Mountain View Grand and many of the mountains. The current transmission line would be in our view except that its 55 foot poles are lower than the trees on the edge of the right-of-way. This will all change should the Northern Pass be constructed as planned. We would then see a number of steel lattice towers of 90 to 100 feet in height.

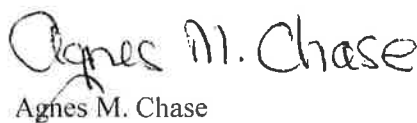
Presently, the assessed value of our land is adjusted upwards by a 25% view adjustment. If the Northern Pass is constructed as proposed, we, along with many others having a view adjustment, would appeal the adjustment, lowering the value of our property. The net result of the lower assessed values will lead to increased tax rates in the Town.

We also ask you to consider the impact of the Northern Pass as proposed on the area. The Town of Whitefield is experiencing difficult economic times and tourism is a big driver to businesses in the area. Loss of views and the accumulation of power lines crossing main roads in the Town will reduce the tourist experience in the area. There is also the possibility that those having a drink on the porch at the Mountain View Grand will experience steel lattice towers along with the mountains.

We do question the need for the Northern Pass, but will accept that the electricity is needed and the project will go forward. We do ask the Site Evaluation Committee to give serious consideration to having the HDVC line buried along its entire route from Canada to Deerfield. Undergrounding should provide for better reliability during stormy periods, as well as a better experience for visitors to the area.

Sincerely,


Philip R. Chase, Jr.


Agnes M. Chase

