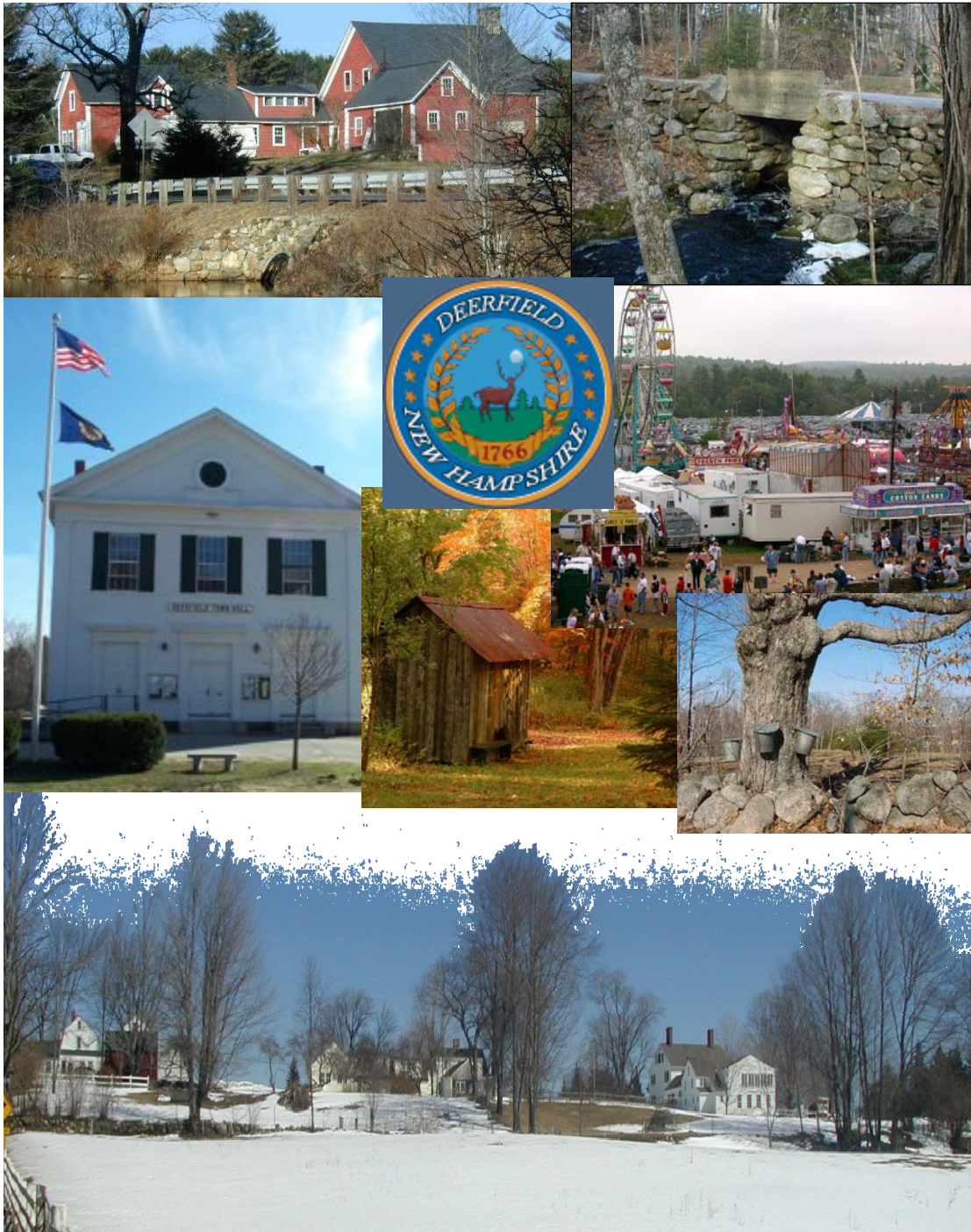


# Town of Deerfield, NH



## Updated Master Plan 2009



# Town of Deerfield, NH

## 2009 Updated Master Plan

---

Prepared For:  
Deerfield Planning Board

Deerfield Planning Department  
Town Offices  
8 Raymond Road  
Deerfield, NH 03037-0159  
Phone: 603-463-8811 Fax: 603-463-2820  
[dfldplan@townofdeerfieldnh.com](mailto:dfldplan@townofdeerfieldnh.com)

Staff: Gerald Coogan, Planning Consultant

Prepared By:  
Southern New Hampshire Planning Commission  
438 Dubuque Street  
Manchester, NH 03102  
Phone: 603-669-4664 Fax: 603-669-4350  
[email@snhpc.org](mailto:email@snhpc.org)

The document may be viewed on the Town of Deerfield website  
[www.townofdeerfieldnh.com](http://www.townofdeerfieldnh.com)



# Acknowledgements

The Deerfield Planning Board and the Town of Deerfield would like to thank the numerous groups, organizations, volunteers and staff who helped with the development of this plan. Specifically, the town would like to acknowledge and thank the participants of the University of New Hampshire Cooperative Extension, Community Profile Workshop, “Down the Road in Deerfield – You Can Get There from Here”, whose town-wide public outreach and participation efforts, during the March 23, 2007 survey, helped form the foundation of this plan.

*Planning Board Members include:*

Frederick J. McGarry, Chairman  
Katherine Hartnett, Co-Chair  
Fran Menard  
William Perron  
Walter Hooker, Selectmen Member  
Peter Schibbelhute, Alternate Member

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

*These volunteers include:*

Erika Heilman, Deerfield Business Venture Council  
Fran Menard  
Gile Beye, Planning Board  
John Reagan, Selectman  
Judy Muller  
Missy Perron  
Peter Menard  
Robert Strobel  
Gile Beye

Also special thanks to the Deerfield Business Ventures Council (DBVC) and the University of New Hampshire Survey Center for their work in seeking and exploring developmental issues in Deerfield through the community-wide master plan survey.

*Staff recognition goes to:*

Gerald Coogan, AICP, Planning Consultant  
Jane Boucher, Planning Board Secretary  
Cindy Heon, Town Administrator  
Linda Ajello, AICP, former regional planner with the SNHPC



Adoption Signatures  
Certification of the 2009 Updated Master Plan Adoption  
DEERFIELD PLANNING BOARD  
Deerfield, New Hampshire

In accordance with New Hampshire RSA 674:4, Master Plan Adoption and Amendments, and New Hampshire RSA 675:6, Method of Adoption, the Deerfield Planning Board held duly authorized public hearing(s) on the 2009 Updated Deerfield Master Plan on the following date(s): September 9, 2009. The Planning Board hereby certifies that the 2009 Updated Master Plan was adopted by a major vote of the Board's members on September 9, 2009.

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

\_\_\_\_\_  
Katherine Hartnett, Co-Chair

\_\_\_\_\_  
Walter Hooker, Selectmen Member

\_\_\_\_\_  
William Perron

\_\_\_\_\_  
Fran Menard

September 9, 2009 \_\_\_\_\_  
Date of Signature by Planning Board

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

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



## TABLE OF CONTENTS

### Volume I- Policy and Procedures

Introduction.....	1
Planning Board Accomplishments.....	3
A Vision for Deerfield .....	4
Goals, Objectives and Strategies.....	7
Land Use .....	7
Housing.....	8
Economic Development.....	10
Community Facilities.....	11
Transportation .....	12
Natural Resources and Open Space .....	13
Cultural and Historical Resources .....	15
Demographic Trends.....	16
Land Use .....	19
Housing.....	32
Economic Development.....	34
Community Facilities.....	36
Transportation .....	39
Regional Concerns .....	49
Implementation Plan .....	52

### List of Maps

1	Regional Setting
2	Existing Zoning
3	Base Scenario Build Out
4	Standard Alternative Build Out
5	Community Scenario Build Out
6	Land Use
7	Future Land Use
8	Community Facilities
9	Existing Traffic Volumes – 2005
10	Future Projected AADT – 2025
11	Bicycle Routes and Multi-Use Trails





# INTRODUCTION

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

Pursuant to RSA 674:1, the preparation and amendment of the Master Plan is the duty of the Planning Board. Furthermore, RSA 674:1-II states that "it shall be part of the planning board's duties to consult with and advise public officials and agencies, public utility companies, civic, educational, professional, research and other organizations, and to consult with citizens, for the purposes of protecting or carrying out of the master plan as well as for making recommendations relating to the development of the municipality."

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

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

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

The adoption of a master plan is essential for several reasons. First, a master plan is a legal pre-requisite to the adoption of a zoning ordinance. Specifically, under New



Hampshire law (RSA 674:18), a planning board must adopt the general statement of objectives and the land use section of the master plan before a municipal zoning ordinance is adopted. Further, according to RSA 674:22, communities that wish to engage in regulating the timing of development through the establishment of growth limitations, must have adopted both a master plan and a capital improvements program. Thus, a master plan is one of the cornerstones of an effective and legally-defensible growth management policy.

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

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

Other important sources of data included:

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

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

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

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



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

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



Stone Bridge, Nottingham Road, Deerfield, NH

As background information for this master plan and the following Vision Statement, it is important to note that the Deerfield Planning Board has accomplished a number of planning goals since the last Master Plan update. A brief summary of these accomplishments are provided below.

### **Town of Deerfield NH Planning Board Accomplishments 1991-2008**

- Town wide Natural Resource Inventory Completed (1991)
- Open Space Zoning Passed (1991)
- Conservation Easements and Purchases (1991 on, starting with Great Brook corridor)
- Community Profile and Surveys related to master plan revision (1995-96)
- Updated Master Plan #1 (1999)
- Plan NH design for Deerfield Center (2000), with gazebo, playground, senior housing built
- 50%-100% Land Use Change Tax for conservation (2001 on)



- Town-wide performance based Commercial/Industrial zone (2001)
- Increased density allowed for senior housing based on proximity to Town Center (*3 units per acre w/in one mile or less, 2 units per acre greater than one mile but less than two miles, 1 unit per acre greater than two miles*) (2007)
- Reduce width for small rural roads (2005)
- Increased setback of structures from wetlands (2006)
- UNH Natural Resource Outreach Coalition (NROC) assistance with public outreach (2006-2007)
- Open Space Plan for prioritized protection (2005-07)
- Phased residential development (2007)
- Mandatory cluster subdivision for major subdivisions (2007)
- Pleasant Lake Watershed Overlay District ( 2007)
- Amended Open Space Development “parent lot” requirement (2008)

## **A VISION FOR DEERFIELD**

### Progress since last Master Plan

Planning Board accomplishments since the last Master Plan update include, Higher Density for Senior Housing, Pleasant Lake Watershed, Mandatory Conservation subdivisions, Commercial/Industrial Flexible Overlay.

### Background

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

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

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

The Master Plan Visioning Session was facilitated by the University of New Hampshire Cooperative Extension and the Deerfield Master Plan Advisory Committee. A total of 76



people attended the Vision Session held on March 23, 2007 at the Deerfield Community School, including UNH student facilitators and recorders.

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

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

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

---

#### **DEERFIELD'S VISION**

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

---



A farmhouse at Freeses Pond

---

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

- A town that recognizes the interdependence of its residents, businesses, government and natural resources with each other, and both encourages and protects that interdependence in all aspects of the town through communication, participation, cooperation and careful planning.
- A well-managed town that controls its growth and development, keeping it in line with the existing character, appearance and beauty of the town as well as the town's tax base and ability to provide necessary services and facilities, while protecting and enhancing its existing community, cultural, educational and natural resources.
- A community that encourages a well rounded mix of various housing types available to all ages, including affordable housing for the elderly, young people, and others, and tax breaks which would allow the elderly to continue to stay within their own homes. Housing is planned to enhance the character of Deerfield while protecting and minimizing the impacts on services and resources.
- An attractive town that values its history, environment, scenic beauty, open space, clean water, clean air, and wildlife and seeks to protect these and other community resources through managed growth and careful planning.
- A safe town with well-maintained public roadways lined with stone walls and trees, where speed limits are enforced, traffic and noise is reduced, and with a system in place to collect fees from new development for future road improvements that are planned to enhance the character of the town while protecting its resources.
- A well-organized community with controlled tax rates and adequate programs, facilities, utilities, and communication services to meet the needs and diversity of Deerfield residents and businesses now and in the years to come.
- A flourishing community that welcomes and offers a home for businesses, artisans, farmers, and environmentally friendly, light industrial development that can provide jobs for teenagers and others, and that provides increased opportunities for home and local business growth. Because we believe that rural and green values can co-exist with a vital economic community, we strive to cluster our businesses to prevent a draw on our natural resources and services, thereby providing a sense of community and nurturing economic vitality.
- A town that values recreation and builds upon existing opportunities both natural, cultural and social to promote recreational activities accessible to all, including the development of programs for teenagers and seniors, and a system of recreational paths and trails for walking, bicycling, horseback riding and winter sports as well as accessing services, resources, and connecting neighborhoods.



- A healthy community that values education, recognizes its responsibility to educate its children from K-12 in ways that build knowledge and skills for a changing world, and fosters a connection between the school system and the community. This also includes recognition of the need to maintain and improve the community's educational facilities and programs both within Deerfield and in collaboration with neighboring towns.
- A well-governed town with positive leadership, active participation by the community, a strong sense of commitment to public services, and communication and cooperation to meet common goals.
- The Town of Deerfield recognizes that energy efficiency is the cleanest, cheapest, most readily available resource to meet energy needs and will act on the need to reduce energy use in buildings and transportation; and to maintain land uses that absorb greenhouse gases. This will be accomplished through initiatives as the "2030 Challenge"<sup>1</sup>, "Energy Star and US Green Building Council Leadership in Energy and Environmental Design (LEED)"<sup>2</sup> and "350/300".<sup>3</sup>

## GOALS, OBJECTIVES AND STRATEGIES

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

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

### Land Use

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

#### Objectives:

- Encourage new development in already developed areas.
- Encourage the preservation of Open Space throughout the community.

<sup>1</sup> <http://www.architecture2030.org/>

<sup>2</sup> <http://www.usgbc.org/Default.aspx>

<sup>3</sup> <http://www.350.org/> and [www.target300.org](http://www.target300.org)



- Protect existing farmlands and prime agricultural soils.
- Limit rate and extent of development in rural areas through subdivision phasing controls.

Strategies:

- LU-1.1 Utilize the Natural Services Network<sup>4</sup> (NSN) when planning for future development.
- LU-1.2 Adopt zoning regulations to further protect the Town's Wetlands.
- LU-1.3 Update the Town's existing Agricultural/Residential District to protect farmland.
- LU-1.4 Adopt the recommendations of existing SNHPC report on riparian buffers.

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

Objectives:

- Explore the feasibility of rezoning the historic village areas to allow higher density development and mixed uses.
- Promote growth in existing built up areas and maintain open space to minimize impact on municipal infrastructures.
- Evaluate the effectiveness of the Town's existing Commercial/Industrial Flexible overlay District in providing for orderly growth.
- Consider developing a Village District Overlay zone to promote mixed-use and small-scale commercial, public and institutional uses in concentrated village centers.

Strategies:

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

## Housing

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

Objectives:

- Provide incentives to encourage developers to include affordable, workforce housing opportunities within their residential developments.

---

<sup>4</sup> The NSN was developed through the I-93 Community Technical Assistance Program (CTAP) to help communities identify the most important areas in the state, region, and their town for conservation to protect essential natural services.



- Revisit section 310 of existing Zoning Ordinance to make the development of multi-family dwelling units less restrictive.
- Explore the feasibility for creating a Village District that would allow mixed use and higher intensity development within the Town Villages.
- Encourage the development of additional senior housing opportunities as dictated by local demand (not to exceed the maximum allowed in Town per Section 213.13 of the Zoning Ordinance).

Strategies:

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

**Goal H-2:** Change regulations to require high performance construction and renovation practices for buildings and grounds.

Objective:

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

Strategies:

- H-2.1 Phase in adoption of the 2030 Challenge of making all buildings carbon neutral by the year 2030 over the next two years, using the Code Equivalents provided by Architecture 2030.
- H-2.2 Consider requiring a Home Energy Rating System (HERS) sticker for all new construction and major renovations.
- H-2.3 Encourage use of the practices outlined by the US Green Building Council Leadership in Energy Environmental Design (LEED), and certification for all major projects.
- H-2.4 Review the Energy Efficient Development Ordinance developed by the state of NH's REPP in light of Strategies H-2.1 through 2.3 for additional ideas, or to suggest modifications to that ordinance.



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

Objective:

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

Strategies:

H-3.1 Review the current land use regulations to identify any areas that could potentially be revised to encourage the development of a wider variety of housing opportunities.

## **Economic Development**

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

Objectives:

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

Strategies:

- ED-1.1 Review the current criteria and standards for the Commercial/Industrial Flexible Overlay District in an effort to streamline the process.
- ED-1.2 Develop a "fast track" process for commercial/industrial projects that have been nationally recognized for their "green" building and business practices.
- ED-1.3 Work with residents to identify the commercial uses that would be most beneficial to Deerfield.
- ED-1.4 Create an economic development plan.
- ED-1.5 Encourage creation of an economic development page on the town website describing town assets.

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

Objective:

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

Strategies:

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

## Community Facilities

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

Objectives:

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

Strategies:

- CF-1.1 Direct future growth to areas with sufficient/existing infrastructure.
- CF-1.2 Recommend improvements to the Town Departments whose services were ranked as "fair" or "poor" by residents on the Community Survey.
- CF-1.3 Seek to implement the recommendations set forth in the Deerfield Water Resource Plan (an appendix to the Hazard Mitigation Plan) to ensure sufficient fire protection capability.
- CF-1.4 Recommend inventorying community facilities to see if they meet current Americans with Disability Act (ADA) standards.
- CF-1.5 Recommend the School Board study whether or not there is a need for a high school or a middle school in Deerfield or the feasibility of developing a regional high school with a neighboring town(s).
- CF-1.6 Review and update the Town's Impact Fees on an annual basis.

**Goal CF-2:** Explore the feasibility of creating an all ages community center.

Objectives:

- Continue to work with the State Parks located within Deerfield to ensure on-going recreational opportunities.

- Explore the feasibility of creating an all ages community center in the future.

Strategies:

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

**Goal CF-3:** Encourage the Town’s public safety facilities and equipment to adequately support the community’s needs.

Objective:

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

Strategies:

- CF-3.1 Upgrade the Town’s phone system to ensure proper function in the event of an emergency (reverse 911).
- CF-3.2 Obtain generators for use in facilities designated as emergency shelters in the Town’s Hazard Mitigation and Emergency Operations Plans.
- CF-3.3 Educate the community on emergency preparedness and what to do in the event of an emergency (i.e. location of shelters, food bank, emergency operations center, etc).
- CF-3.4 Work to accomplish the implementation strategies, created to potentially reduce hazard impacts, as set forth in the Town’s Hazard Mitigation Plan.

## Transportation

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

Objectives:

- Establish/update guidelines for a Roadway Management Program in Deerfield
- Cooperate with adjoining communities and the NH DOT Rideshare Program to study the feasibility of a Park and Ride facility at exit 3 on NH Route 101.
- Encourage the development of foot paths and trails to connect residential subdivisions to village centers, conservation areas and other amenities.
- Encourage the installation of bike lanes especially where designated on the statewide bicycle route map.
- Cooperate with the Southern New Hampshire Planning Commission on continued regional highway improvements and alternate modes of transportation.

- Ensure subdivision and site plan regulations include traffic calming practices and road design and widths that reduce negative impact on scenic resources, Vehicular speed and pedestrian/bike safety.

Strategies:

- T-1.1 Explore the application of “Context Sensitive Solutions” when making transportation improvements in Town.
- T-1.2 Work with the Conservation Commission to prepare a trail plan.
- T-1.3 Utilize the principles of access management on transportation improvements along NH Routes 43 and 107.
- T-1.4 Adopt a Memorandum of Agreement with District Engineer for access management.
- T-1.5 Reinstate Class VI Roads Committee in order to develop a Class VI roads policy with guidance from ‘A Hard Road to Travel-New Hampshire Law of Local Highways, Streets, Trails’, a publication of the Local Government Center.
- T-1.6 Collaborate with The Town of Northwood to maintain Gulf Road to ensure access in and out of both towns in the event of an emergency or hazardous event.
- T-1.7 Continue work on traffic calming in Deerfield Center using the CLD report ‘Conceptual Traffic Calming and Pedestrian Improvements for Deerfield Center’ 2003. Evaluate the need for traffic calming within Deerfield’s other village centers through the NHDOT’S context sensitive solution program.

## Natural Resources and Open Space

**Goal NR-1:** Recognize that the town’s natural resources and open space form the basis of the overall character and well-being of Deerfield.

Objectives:

- Utilize the New Hampshire Department of Fish & Game’s Wildlife Action Plan and other available resources to identify important natural resources and prepare strategies designed to preserve them for future enjoyment.
- Identify how the Natural Services Network (NSN) data can be utilized in Deerfield

Strategies:

- NR-1.1 Adopt the Deerfield Open Space Plan as part of the updated Master Plan
- NR-1.2 Encourage both residential and non-residential development to use NSN, and if necessary, conduct a Natural Resource Inventory (NRI) of their property so that development minimizes environmental losses.
- NR-1.3 Establish an Agricultural Commission to study, promote and protect agriculture within the community.





- NR-1.4 Propose adoption of riparian buffer regulations to protect the Town's 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> order streams, rivers and lakes.
- NR-1.5 Consider the adoption of ground water protection regulations and a wellhead protection program.
- NR-1.6 Preserve land through local land trusts with assistance from the Society for the Protection of NH Forests, Bear Paw, and such other organizations.

**Goal NR – 2:** Update the Town's local land use regulations to encourage energy efficiency and "green" design and building practices.

Objective:

- Identify how local regulations can be modified to require high performance construction and renovation practices for buildings, grounds, and neighborhoods.

Strategies:

- NR-2.0 Over time, work to phase in adoption of the 2030 Challenge of making all buildings carbon neutral by the year 2030, using the Code Equivalents provided by Architecture 2030.
- NR-2.1 Encourage use of the practices outlined by the US Green Building Council Leadership in Energy and Environmental Design (LEED), and certification for all major projects.
- NR-2.2 Promote the construction of Platinum and Gold certified buildings under the LEED program within the community.
- NR-2.3 Utilize local media to educate the community on climate change and the importance of energy conservation (via Town Newsletter, website, etc.).
- NR-2.4 Update the Town's local land use regulations to require the use of energy efficient appliances and green building practices.
- NR-2.5 Make businesses aware of potential incentives in order to encourage the use more energy efficient appliances throughout the office.
- NR-2.6 Review the Energy Efficient Development Ordinance prepared by the State of NH for additional ideas and approaches.

**Goal NR-3:** Update the land use regulations to specifically address erosion and sediment control.



Objective: To protect surface water quality and quantity.

Strategies:

- NR-3.1 Evaluate the Town's current site plan and subdivision regulations to determine if Low Impact Development (LID)<sup>5</sup> Guidelines could be developed.
- NR-3.2 Require that the relevant "Best Management Practices" (BMPs) be used on all construction projects.
- NR-3.3 Consider the establishment of a steep slopes ordinance to restrict and/or prohibit development in areas which may have high risk of erosion and mud slides.
- NR-3.4 Work with the Code Enforcement Officer / Building Inspector to ensure that requirements of the Pleasant Lake Watershed Overlay are enforced.

## Cultural and Historical Resources

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

Objectives:

- Educate the community on the historic resources that currently exist in Town.
- Encourage the preservation of privately owned historic structures and culturally significant properties in Town.

Strategies:

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

---

<sup>5</sup> For more information on LID, please visit the following websites:  
<http://www.lowimpactdevelopment.org/>; [www.epa.gov/owow/nps/lid](http://www.epa.gov/owow/nps/lid);  
[www.des.state.nh.us/factsheets/wmb/wmb-17.htm](http://www.des.state.nh.us/factsheets/wmb/wmb-17.htm)



CHR- 1.4 Update the Historic/Cultural Resources Inventory completed for the Town in 1984 by the Southern New Hampshire Planning Commission

CHR – 1.5 Explore the feasibility of utilizing Community Revitalization Tax Relief Incentive permitted under RSA 79-E

## **DEMOGRAPHIC TRENDS**

### **Introduction**

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

### **Background**

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

Deerfield began to experience population growth again after World War II, at which point the town's population gradually increased through the 1950's and 1960's. After completion of the Interstate 93 highway system in 1963, the town grew at unprecedented rates. After 1980, Deerfield once again exceeded 2,000 persons for the first time in roughly 120 years. Between 1960 and 2000, the town's population has increased by 476 percent.

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



2005, as well as with the Town's 1999 Master Plan, which estimated that Deerfield's population would reach 4,000 by the year 2005-2006.

## **Population Projections**

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

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

## **Recommendations**

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

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

## Insert Map 1





# LAND USE

## Introduction

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

## Background

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

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



Rural homes in Deerfield

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

## Insert Map 2



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

## **Build-Out**

### Build Out Results<sup>6</sup>

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

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

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

---

<sup>6</sup> For the full build out analysis, please see Volume II of this document



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

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

## **CTAP Build-Out Analysis**

### **Background Information**

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

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

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

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

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

### **Insert Map 3**





## Insert Map 4



## Insert Map 5



### Build out 3: Community Scenario

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

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

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

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

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

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

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

Source: SNHPC

Through the use of the timescope feature of the Community Viz software, the year in which Deerfield would reach build-out was able to be estimated. As seen in Table 2 above, two different methods were used to determine the estimated build-out year: linear growth, which utilized an average of Deerfield's historical residential building permit data from 1990-2006; and exponential growth, which utilized the annual average percent change in housing permits from 1990-2006. According to this data, the earliest estimated date for build out in Deerfield would occur in the year 2073 under the Community Scenario, which is only seven and five years less than the Base and Base Alternative Scenarios, respectively. The linear timescope estimates that the earliest build out would be reached would be in the year 2171 under the Community Scenario. Build out based on both the Base and Base Alternative methods estimates that build out would be reached in the year 2209. Based on the findings from the various methods and scenarios, the soonest Deerfield is estimated to reach build out is 65 years from the time this plan was completed.



## **Future Land Use**

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

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

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

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

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

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

## Insert Map 6



## Insert Map 7





## Low Impact Development

Low Impact Development (LID)<sup>7</sup> is a stormwater management strategy concerned with maintaining or restoring the natural hydrologic functions of a site to achieve natural resource protection objectives. Developed in the mid-1980s, LID addresses stormwater through small, cost-effective site design and landscape features that are distributed throughout the site. The goal of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. LID techniques include conservation of forests and sensitive waters, water reuse, and stormwater controls that detain and retain runoff.

The LID approach includes five basic tools, as follows:

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

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

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

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

## Workforce Housing

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

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

---

<sup>7</sup> For more information on LID, please visit the Low Impact Development Center's website at [www.lowimpactdevelopment.org/home.htm](http://www.lowimpactdevelopment.org/home.htm); the EPA Office of Water website at [www.epa.gov/owow/nps/lid/](http://www.epa.gov/owow/nps/lid/); or New Hampshire Department of Environmental Services (DES) [www.des.state.nh.us/factsheets/wmb/wmb-17.htm](http://www.des.state.nh.us/factsheets/wmb/wmb-17.htm)



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

In an effort to assist municipalities with the development of inclusionary zoning provisions, the New Hampshire Housing Finance Authority (NHHFA) introduced a new funding program called the Inclusionary Zoning Implementation Program (IZIP) in 2008. This program will provide funds to towns to obtain technical assistance to prepare inclusionary zoning ordinances with the goal of having ordinances adopted by local legislative bodies in 2008 and 2009. Recently the town applied for and received an IZIP grant in the amount of \$9,000 to develop an inclusionary zoning ordinance.

By creating and adopting proper inclusionary provisions, the Town would not only be in compliance with State Statutes, but would have more flexibility when working with developers to encourage them to include below market rate units in proposed residential developments.

## **Recommendations**

- The Town's municipal zoning ordinances should continue to direct growth away from environmentally sensitive areas, such as wetlands, floodplains, aquifers, existing water well recharge areas, and historic resources.
- The Town should revise its zoning standards to allow the continuation of mixed uses in traditional village centers.
- The Town should continue its efforts to encourage and provide affordable workforce housing options.
- The Town should consider expanding the implementation of innovative land use techniques as a means to maintain growth at a level that is consistent with the expansion of infrastructure needed to support it.



- Effort should be made to convene discussions or workshops involving neighboring towns to explore opportunities and concerns regarding regional land use patterns and plans.
- The Planning Board should review its minimum lot size requirements to see if any revisions could be made to support a greater variety of housing options.
- Incorporate the Smart Growth Principles into the Town's Zoning Ordinance and the Town's Non-Residential Site Plan and Subdivision Regulations, as feasible.

## HOUSING

### Introduction

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



A historic home in Deerfield, circa 1892

### Background

In 1990, 85 percent of Deerfield's total housing units were single family dwellings and 6 percent were multi-family with 9 percent mobile home and other units. Of the 1,043 total

single-family units in 1990, 788 were owner occupied, 43 were renter occupied, and 228 were vacant units.

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

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

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

## **Recommendations**

- The Town of Deerfield should consider an Inclusionary Zoning initiative which would provide incentives to developers that create housing for moderate, low, and very low-income households. Incentives could include zoning exemptions and/or density bonuses if a portion of the proposed development is reserved for elderly, handicapped, or targeted lower-income households.
- Revisit the existing Zoning Ordinance to make the development of multi-family dwelling units less restrictive.
- Explore and pursue affordable housing grant opportunities
- In an effort to reduce home prices and minimize infrastructure costs, the Town should evaluate the existing Conservation Subdivision Ordinance to ensure that it permits a greater overall density than conventional subdivisions.
- Explore the feasibility of adopting an Energy Efficient Development Ordinance, as developed by the State of New Hampshire's Regional Environmental Planning Program (REPP) as part of the Innovative Land Use Guide.
- Support public-private partnerships for capitalization, construction, permitting, inspection assistance to construct affordable and workforce housing.



- Incorporate the concept of low-impact design as a means of promoting the construction of sustainable residential neighborhoods.

## ECONOMIC DEVELOPMENT

### Introduction

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



The Lazy Lion Café, Deerfield, NH

### Background

According to the 2000 U.S. Census figures, the median household income in the Town of Deerfield was \$61,367. Within the SNHPC region as a whole Deerfield's median household income hovers right around the midpoint while Bedford has the highest median household income with \$84,392 and Manchester has the lowest with \$40,774. Deerfield's median household income has risen greatly since 1990. From 1990-2000 median household income in the Town of Deerfield rose from \$40,980 to \$61,367, an increase of 50 percent. This noticeable increase can be attributed to various factors such

as the town's tax structure, housing costs, aesthetic qualities associated with the town's open spaces and woodlands, educational attainment of the town residents as well as job growth in Manchester, the main regional center of industry.

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

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

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

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

## **Recommendations**

- Municipal economic development planning will benefit from considering a regional context and defining a viable role for local commerce in the regional economy.
- Explore economic development planning at the local and regional levels in an effort to encourage diversity in the types and scale of commercial.
- The Town should continue to protect open space and prime agricultural soils as a means of preserving a local agricultural and tourism to supplement the strong state seasonal tourist economy.
- The Town should review the current criteria and standards for the Commercial/Industrial Flexible Overlay District in an effort to streamline the process to make it less tedious for the applicant.
- Consider the development of a "fast track" process for commercial/industrial projects that have been nationally recognized for their "green" building and business practices.





- Explore possible linkage economic development resources such as the MetroCenter<sup>8</sup> and the Amoskeag Business Incubator<sup>9</sup>.

## COMMUNITY FACILITIES

### Introduction

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

### Background

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



Deerfield Community School

There are currently no planned improvements at the Deerfield Community School facility. The community continues to wrestle with the overcrowding situation at this school, but it dovetails with the ongoing lack of a high school facility for the community. Deerfield is currently in a long-term contract with Concord High School to provide

<sup>8</sup> <http://www.manchester-chamber.org/resource-development/chamber-initiatives.asp#>

<sup>9</sup> <http://www.abi-nh.com/>



education for students in grades 9-12. For many years, the community has had the opportunity to vote on varied building proposals that would address the overcrowding at DCS as well as a guaranteed place for students to attend high school. Coop options, Deerfield stand-alone high school proposals, middle/high school options, as well as long term tuition agreements, have all been explored. The current ten-year contract has mitigated the urgency to plan for building new facilities or possibly a high school. Until a facility solution has been agreed upon, it is not possible to address firm plans to modify curriculum or programs in the school.

### **Recommendations**

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



## Insert Map 8



# TRANSPORTATION

## Introduction

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

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

## Background

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

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

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

Source: NHDOT (2003)

## Traffic Flows

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

Additional information on the travel behavior of Deerfield residents is also available from the 2000 Census. The results of the Census indicated that approximately 87 percent of employed Deerfield residents commuted to work alone in a private vehicle. This figure is

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

### *Existing Conditions*

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

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

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

### *Future Conditions*

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

## **Traffic Accidents**

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

## Insert Map 9



## Insert Map 10



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

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

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

Source: NHDOT

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

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

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

Source: NHDOT

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



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

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

Source: NHDOT

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

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

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

Source: NHDOT

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

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

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



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

### **Roadway Surface Management**

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

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

Long term priority roadway maintenance projects include the following:

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

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

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

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

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

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

### **Alternative Modes of Transportation**

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

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



NH Route 107, Deerfield, NH

There are currently no public transit services in the town of Deerfield. As the SNHPC region grows, increasing dispersion of land development in the area is leading to socio-

economic and demographic changes. In turn, these changes are resulting in increased regional trip-making, travel across municipal boundaries, and a growing need to ensure mobility and accessibility on a regional scale. In an effort to address these issues, the SNHPC is currently conducting a Regional Transit Feasibility Study. The first phase of the study consisted of a Comprehensive Operations Analysis (COA) of the Manchester Transit Authority's (MTA's) existing fixed-route bus services. The COA included a thorough review of the MTA system, including patronage by route, time of day and stop, transfers between routes and schedule performance. The COA recommendations, which were designed to ensure that the system operates as efficiently as possible, were implemented in July 2007. The subsequent tasks of the Regional Transit Feasibility Study are now underway. The remainder of the study will look at the feasibility of expanding the scope of the transit services presently provided by the MTA and how services can be coordinated more effectively and used more efficiently. It is anticipated that all of the SNHPC communities will ultimately benefit from this effort to more effectively utilize the transportation resources.



**Insert Map 11**



## **Recommendations**

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

## **REGIONAL CONCERNS**

### **Introduction**

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

## Background

### *Economic Development*

**Land/Building Availability and Zoning:** Deerfield has a land area of 32,585 acres of which roughly 73 percent remains undeveloped. The term ‘developed’ means land in use for residential, public, commercial, or industrial purpose, as well as land used for utilities and streets. There are approximately 120 acres of land in Deerfield that are currently developed for commercial and industrial use, which represents only one percent of the SNHPC regions commercial and industrial land<sup>10</sup>.

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

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

### *Housing Growth*

The Town of Deerfield has seen a fifteen percent increase in total housing units from 1990-2000. In 1990, there were 1,227 total units with 1,043 of these being single family units, while in 2000, there were 1,406 total units with 1,231 of these being single family units.<sup>11</sup>

Deerfield has experienced nearly constant growth in housing units for three decades straight. Compared to the SNHPC region as a whole, whose growth rate from 1990-2000 was only eleven percent<sup>12</sup>, Deerfield is certainly a community with a growing demand for increased housing units. However, despite these large increases, Deerfield remains one of the smaller communities in the region. This may cause rapid growth changes to have greater impacts than would be felt for the same actual changes in a larger community.

### *Water Resource Protection*

---

<sup>10</sup> SNHPC, Regional Comprehensive Plan, November, 2006.

<sup>11</sup> [www.census.gov](http://www.census.gov) 10/12/07

<sup>12</sup> Ibid.





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

#### Deerfield

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

#### Recommendations

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



## IMPLEMENTATION PLAN

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

Major groupings of project types include:

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

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

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



## Implementation Strategies

	Implementation Strategies	Action	Responsible Department/Agency	Priority	Funding Sources
<b>Land Use</b>					
LU-1.1	Utilize the Natural Services Network <sup>13</sup> (NSN) when planning for future development.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board	High	Community Technical Assistance Program
LU-1.2	Adopt zoning regulations to further protect the Town's wetlands	<ul style="list-style-type: none"> <li>Zoning Revisions</li> </ul>	Planning Board	High	Piscataqua Region Estuaries Partnership
LU-1.3	Update the Town's existing Agricultural/Residential District to protect farmland	<ul style="list-style-type: none"> <li>Zoning Revisions</li> </ul>	Planning Board	High	Planning Board
LU-1.4	Adopt the recommendations of existing SNHPC report on riparian buffers	<ul style="list-style-type: none"> <li>Zoning Revisions</li> </ul>	Planning Board	High	Planning Board
LU-2.1	Identify locations in Town where existing buildings could potentially be redeveloped to create affordable live/work units for artisans and other professionals, such as the former P.K. Lindsay facility.	<ul style="list-style-type: none"> <li>Create an inventory of potential sites in Town</li> <li>Evaluate the Zoning Ordinance to identify revisions that would be needed</li> </ul>	Planning Board	High	Community Development Finance Authority and Rockingham Economic Development Corporation
LU-2.2	Develop local based initiatives to encourage low impact development.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board	Medium	Grants
LU-2.3	Revise the Zoning Ordinance to include provisions for workforce housing.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board	High	Grant in Progress

<sup>13</sup> The NSN was developed through the I-93 Community Technical Assistance Program (CTAP) to help communities identify the most important areas in the state, region, and their town for conservation to protect essential natural services.

LU-2.4	Conduct and updated Cost of Community Services Study	• {Same as strategy}	Planning Board	Medium	Grants
--------	--	----------------------	----------------	--------	--------

	Implementation Strategies	Action	Responsible Department/Agency	Priority	Funding Sources
<b>Housing</b>					
H-1.1	Establish a Housing Commission to study and recommend housing programs and ordinances.	• {Same as strategy}	Planning Board	High	Local/Grants
H-1.2	Explore the feasibility of adopting an Inclusionary Housing Ordinance, as developed by the State of New Hampshire's Regional Environmental Planning Program (REPP) as part of the Innovative Land Use Guide.	• {Same as strategy}	Planning Board	High	NHHFA – IZIP Grant (in progress)
H-1.3	Work with outside resource agencies, such as the Southern New Hampshire Planning Commission (SNHPC) and New Hampshire Housing Finance Authority (NHHFA) to determine the level of need for affordable and workforce housing in Deerfield.	• {Same as strategy}	Planning Board	High	Local/Grants
H-1.4	Work with the Southern New Hampshire Planning Commission on the update of the Regional Housing Needs Assessment conducted every five years.	• {Same as strategy}	Planning Board	High	None Required
H-1.5	Encourage rehabilitation of old farmhouses and other unused buildings to reconstruct them into multi family housing.	• {Same as strategy}	Planning Board	Medium	Grants
H-2.1	Explore the feasibility of adopting an Energy Efficient Development	• {Same as strategy}	Planning Board	Medium	Local/Grants



	Ordinance, as developed by the State of New Hampshire's Regional Environmental Planning Program (REPP) as part of the Innovative Land Use Guide.				
H-2.2	Consider requiring a Home Energy Rating System (HERS) sticker for all new major renovations.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board	Medium	Local/Grants
H-2.3	Encourage use of the practices outlined by the US Green Building Council Leadership in Energy Environmental Design (LEED), and certification for all major projects.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board	Medium	Local/Grants
H-2.4	Review the Energy Efficient Development Ordinance developed by the state of NH's REPP in light of strategies H-2.1 through 2.3 for additional ideas, or suggest modifications to that ordinance.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board	Medium	Local/Grants
H-3.1	Review the current land use regulations to identify any areas that could potentially be revised to encourage the development of a wider variety of housing opportunities.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board	Long-Term	Local/Grants
	<b>Implementation Strategies</b>	<b>Action</b>	<b>Responsible Agency/Department</b>	<b>Priority</b>	<b>Funding Source</b>
<b>Economic Development</b>					
ED-1.1	Review the current criteria and standards for the Commercial/Industrial Flexible Overlay District in an effort to streamline the process to make it less tedious for the applicant.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board	Medium	Local/Grants
ED-1.2	Develop a "fast track" process for commercial/industrial projects that have been nationally recognized for	<ul style="list-style-type: none"> <li>Zoning Revisions</li> </ul>	Planning Board Building Department DBVC	High	Local/Grants



	their “green” building and business practices.		Deerfield Business Association		
ED-1.3	Work with residents to identify the commercial uses that would be most beneficial to Deerfield.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board DBVC Deerfield Business Association	High	Local
ED-1.4	Create an economic development plan	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board DBVC Deerfield Business Association	High	Local/Grants
ED-1.5	Encourage creation of an economic development page on the town website describing town assets.	<ul style="list-style-type: none"> <li>{ Same as strategy }</li> </ul>	Planning Board DBVC Deerfield Business Association	Medium	Local/Grants
ED-2.1	Explore the feasibility of establishing a Town Business License or some other system which can be used to keep track of the home occupations operating in Deerfield and to ensure compliance with state and local regulations.	<ul style="list-style-type: none"> <li>strategy }</li> </ul>	DBVC Deerfield Business Association Planning Board	Long-Term	Local
	<b>Implementation Strategies</b>	<b>Action</b>	<b>Responsible Agency/Department</b>	<b>Priority</b>	<b>Funding Source</b>
<b>Community Facilities</b>					
CF-1.1	Direct future growth to areas with sufficient/existing infrastructure.	{ Same as strategy }	Planning Board	High	Local
CF-1.2	Seek to make improvements to the Town Departments whose services were ranked as “fair” or “poor” by residents on the Community Survey.	{ Same as strategy }	Board of Selectmen	Medium	Local
CF-1.3	Seek to implement the recommendations set forth in the Deerfield Water Resource Plan (an appendix to the Hazard Mitigation Plan) to ensure sufficient fire protection capability.	{ Same as strategy }	Planning Board Board of Selectmen	High	Local



CF-1.4	Seek to upgrade existing community facilities to meet current American's with Disability Act (ADA) standards.	{ Same as strategy }	Board of Selectmen	Medium	Local/Grants
CF-1.5	Study whether or not there is a need for a high school or a middle school in Deerfield or the feasibility of developing a regional high school with a neighboring town(s).	{ Same as strategy }	School District Board of Selectmen	Medium	Local/Grants
CF-1.6	Review & Update Impact Fees	{ Same as strategy }	Planning Board	High	Local/Grants
CF-2.1	Continue to promote the development of integrated recreational trails as part of new developments.	{ Same as strategy }	Conservation Commission	High	Local/Grants
CF-2.2	Encourage development of recreational areas in close proximity to residential areas to reduce the need for additional vehicle trips.	{ Same as strategy }	Planning Board Recreation	High	Local/Grants
CF-2.3	Explore the feasibility of including "tot lots" or "pocket parks" to serve the residents within future residential developments.	{ Same as strategy }	Recreation	Medium	Local/Grants
CF-3.1	Upgrade the Town's phone system to ensure proper function in the event of an emergency.	{ Same as strategy }	Board of Selectmen	Medium	Local/Grants
CF-3.2	Obtain generators for use in facilities designated as emergency shelters in the Town's Hazard Mitigation and Emergency Operations Plans.	{ Same as strategy }	Board of Selectmen Police and Fire Emergency Management Director	High	Local/Grants
CF-3.3	Educate the community on emergency preparedness and what to do in the event of an emergency (i.e. location of shelters, food bank, emergency operations center, etc).	{ Same as strategy }	Emergency Management Director	High	Local/Grants
CF-3.4	Work to accomplish the implementation strategies as set forth	{ Same as strategy }	Emergency Management Director	High	Local/Grants





	in the Town's Hazard Mitigation Plan.				
--	---------------------------------------	--	--	--	--

	Implementation Strategies	Action	Responsible Agency/Department	Priority	Funding Source
<b>Transportation</b>					
T-1.1	Explore the application of "Context Sensitive Solutions" <sup>14</sup> when making transportation improvements in Town.	{ same as strategy }	Planning Board Board of Selectmen	Medium	Local/Grants
T-1.2	Work with the Conservation Commission to prepare a trail plan.	{ same as strategy }	Conservation Commission	Medium	Local/Grants
T-1.3	Utilize the principles of access management on transportation improvements along NH Routes 43 and 107.	{ same as strategy }	Planning Board	Medium	Local/Grants
T-1.4	Adopt a Memorandum of Agreement with District Engineer for access management.	{ same as strategy }	Planning Board Board of Selectmen	Medium	Local
T-1.5	Reinstate the Class VI Roads Committee in order to develop a Class VI roads policy.	{ same as strategy }	Planning Board Board of Selectmen	Medium	Local
T-1.6	Collaborate with Northwood to maintain Gulf Road to ensure access in and out of both town's the event of an emergency or hazardous event.	{ same as strategy }	Planning Board Police/Fire Department	High	Local

<sup>14</sup> <http://www.contextsensitivesolutions.org/> "Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist."



T-1.7	Continue working on traffic calming in Deerfield Center using CLD report. Evaluate the need for traffic calming within Deerfield other village centers through the NHDOT's context sensitive solution program	{ same as strategy }	Planning Board	Medium	Local/Grants
	<b>Implementation Strategies</b>	<b>Action</b>	<b>Responsible Agency/Department</b>	<b>Priority</b>	<b>Funding Source</b>
<b>Natural Resources and Open Space</b>					
NR-1.1	Adopt the Deerfield Open Space Plan as part of the updated Master Plan. <sup>15</sup>	Public Hearing (s) Educate Public	Planning Board Conservation Commission	High	Local
NR-1.2	Encourage both residential and non-residential development to use NSN, and if necessary, conduct a NRI of property so development minimizes environmental loss.	Zoning Revisions Site Plan/ Subdivision Regulations	Planning Board	Medium	Local/Grants
NR-1.3	Establish an Agricultural Commission to study, promote and protect agriculture within the community	{ same as strategy }	Planning Board Conservation Commission Board of Selectmen	High	Local
NR-1.4	Propose adoption of riparian buffer regulations to protect the Town's 1 <sup>st</sup> , 2 <sup>nd</sup> , and 3 <sup>rd</sup> order streams, rivers and lakes	Zoning Revisions	Planning Board	High	In progress
NR-1.5	Consider the adoption of ground water protection regulations and wellhead protection program.	Zoning Revisions Site Plan/ Subdivision Regulations	Planning Board	High	In progress
NR-1.6	Preserve land through local land trusts with assistance from the Society for protection of NH Forests, Bear Paw, and such other	Conservation Commission	Planning Board Conservation Commission	High	Local/Grants

<sup>15</sup> See Deerfield Open Space plan: Action Plan for Implementation section 8, page 39.

	organizations.				
NR-2.0	Work to phase in adoption of 2030 challenge by making all buildings carbon neutral by the year 2030.	{ same as strategy }	Planning Board Building Department	High	Local
NR-2.1	Encourage the use of practices outlined by the US Green Building Council Leadership in Energy and Environmental Design (LEED), and certification for all major projects.	{ same as strategy }	Planning Board Building Department	High	Local
NR-2.2	Promote the construction of Platinum and Gold Certified buildings under the LEED program within the community	{ same as strategy }	Planning Board Building Department	High	Local/Grants
NR-2.3	Utilize local media to educate the community on climate change and the importance of energy conservation (via Town Newsletter, website, etc.).	{ same as strategy }	Planning Board Board Of Selectmen	Medium	Local
NR-2.4	Update the Town's local land use regulations to require the use of energy efficient appliances and green building practices.	Zoning revisions	Planning Board	Medium	Local/Grants
NR-2.5	Make Businesses aware of potential incentives in order to encourage the use of more energy efficient appliances throughout the office.	DBVC Deerfield Business Association	Planning Board	Medium	Local
NR-2.6	Review the Energy Efficient Development Ordinance prepared by the State of NH for additional ideas and approaches	{ same as strategy }	Planning Board Building Department	Long Term	Local
NR3.1	Evaluate the Town's current site plan and subdivision regulations	{ same as strategy }	Planning Board Building Department	Medium	Local/Grants



	to determine if LID guidelines could be developed. <sup>16</sup>				
NR-3.2	Require that the relevant BMP be used on all construction projects.	Land Use Revisions	Planning Board Town Engineer	Medium	Local/Grants
NR-3.3	Consider the establishment of a steep slopes ordinance to restrict and/or prohibit development in areas which may have high risk of erosion and mudslides	Zoning Revisions	Planning Board	Long Term	Local/Grants
NR-3.4	Work with the Code Enforcement Officer/Building Inspector to ensure that requirements of the Pleasant Lake Watershed overlay are enforced.	{ same as strategy }	Planning Board Building Department	High	Local
	<b>Implementation Strategies</b>	<b>Action</b>	<b>Responsible Agency/Department</b>	<b>Priority</b>	<b>Funding Source</b>
<b>Cultural and Historical Resources</b>					
CHR-1.1	Install historic markers to identify Deerfield Center Historic District (as listed on the National Register of Historical Places) and other state or nationally recognized historic sites in Town	{ same as strategy }	Historic Society Planning Board	High	Local/Grants
CHR-1.2	Utilize available state and federal funding programs, such as the National Trust, NH Land and Community Heritage Investment Program, and the Federal Historic Preservation Tax Incentives Program, for the preservation of historic and cultural resources.	{ same as strategy }	Historic Society Planning Board	High	Grants

<sup>16</sup> For more information of LID, please visit the following websites:  
<http://www.lowimpactdevelopment.org> [www.epa.gov/owow/nsp/lid](http://www.epa.gov/owow/nsp/lid)  
[www.des.state.nh.us/factsheets/wmb/wmb-17.htm](http://www.des.state.nh.us/factsheets/wmb/wmb-17.htm)



CHR-1.3	Encourage property owners to grant Historic Preservation Easements on privately owned properties that contain historic and cultural resources.	{ same as strategy }	Historic Society Planning Board	High	Local/Grants
CHR-1.4	Update the Historic/Cultural Resources Inventory completed for the town in 1984 by the Southern New Hampshire Planning Commission.	{ same as strategy }	Historic Society Planning Board	Medium	Local/Grants
CHR-1.5	Explore the feasibility of utilizing Community Revitalization Tax Relief Incentive permitted under RSA 79-E	{ same as strategy }	Planning Board	Medium	Local

